

DEPARTMENT OF THE AIR FORCE  
WASHINGTONSPECIAL ORDER  
GB-104

20 April 1966

The Aviators' Valor Award for 1965 is awarded to CAPTAIN ANTHONY A MUEHLING JR, who distinguished himself as pilot of an amphibious aircraft on the South China Sea, on 18 June 1965, in the rescue of five personnel from a mid-air collision between two B-52 aircraft. The collective acts of CAPT MUEHLING were responsible for saving the lives of the survivors of the mid-air collision as well as his fellow crew members. Arriving in the impact area shortly after dawn, CAPTAIN MUEHLING spotted one man lying motionless in a life raft in extremely rough seas generated by a passing typhoon. He accomplished an open sea landing near the raft. This man was recovered and found deceased due to wounds suffered during ejection. CAPTAIN MUEHLING then water-taxied the amphibian and recovered two other survivors. Enroute to a fourth survivor, progressively rougher seas swamped the HU-16, causing an electrical fire on the flight deck. All electrical power was turned off and the fire extinguished. However, the single side band radio and two inverters were rendered inoperative. The fourth survivor was then recovered and given medical attention. By this time, prolonged taxiing, extremely rough seas, and extreme heat in the aircraft caused physical exhaustion and sea sickness among the crew members and survivors alike. CAPTAIN MUEHLING, although fatigued, maneuvered the HU-16 to permit the opening of windows and hatches to ventilate the aircraft and dissipate the extreme heat. An assisting aircraft, however, spotted a fifth survivor and CAPTAIN MUEHLING taxied to and recovered this man. He then attempted to return to base. Several water takeoffs were attempted, but an engine power loss, high seas and wind prevented liftoff. An aircraft was contacted and surface vessels requested for assistance. The closest vessel, however, was over two hours distant and no alternative remained except to maintain directional control by use of engine power in the face of ever mounting seas. All hatches were closed to prevent water entry and as sea conditions worsened, all personnel aboard suffered from sea sickness, dehydration, and exhaustion. While CAPTAIN MUEHLING was physically laboring to maintain directional control, a large swell struck the propeller of number two engine, bending one blade and forcing it into a full reverse position. Takeoff was impossible and CAPTAIN MUEHLING strenuously fought to control the amphibian with the one remaining engine until help arrived. A merchant vessel arrived at mid-day and all survivors and crew members, less the pilot, co-pilot and one pararescueman were transferred. Later, a U. S. Navy vessel arrived and these personnel were transferred to this vessel. The attempt to hoist the HU-16 commenced. The remaining crewmen entered a raft while CAPTAIN MUEHLING stayed aboard the HU-16 for hoisting to begin. While holding the raft close to the HU-16 by means of a life line, a large swell tossed the amphibian up and then suddenly dropped it, snapping the hoisting cables. Seeing the drop tank about to crush the crew members in the raft, CAPTAIN MUEHLING physically pulled the raft clear of the drop tank, narrowly averting injury to these crew members. The Captain of the Navy vessel ordered all crewmen removed from the amphibian and the HU-16 rigged for towing. However, due to extremely rough seas and damage incurred during the attempted hoisting,

SO GB-104, DAF, 20 April 1966, continued:

the HU-16 sank during the night. CAPTAIN MUEHLING had spent over fourteen hours on the open sea under extremely adverse conditions of rough seas, physical exhaustion, dehydration, and aircraft malfunction. His individual acts of heroism, and disregard for his own personal safety, coupled with sheer determination, made possible the saving of four lives, the recovery of a deceased pilot, and insured the safety of his crew. By his extraordinary courageous actions and humanitarian regard for his fellowmen, CAPTAIN MUEHLING has reflected great credit upon himself and the United States Air Force.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:



J. P. McCONNELL, General, USAF  
Chief of Staff

R J PUGH, Colonel, USAF  
Director of Administrative Services

DISTRIBUTION  
GO

Brig 18 June

B-52 MSN

(Colco-Trans)  
At 2103Z 17 June, 2 B-52's had a mid-air collision approximately 100 miles West of Clark AFB. An HU-16 from the 31st ARS made an open sea landing and took aboard 4 survivors and 1 deceased. Due to rough seas, the HU-16 could not take off therefore, Naval Helicopters were dispatched from CUBI PT to make a hoist pick up. Apparently before the choppers arrived, and LST arrived on the scene, took the survivors and the Para Rescuemen aboard and took the HU-16 in tow. ~~THERE IS SOME QUESTION~~ Plans are to turn the tow over to a Navy Destroyer when it arrives on scene. The status of the search as of 0850Z is as follows. Signals have been heard on a URC-21. ~~(15-17-62)~~ As of 0740Z the 31st had 7 acft in the air and planned to keep two acft up all night. At first light they plan to launch 9 acft. The 31st has requested assistance from the 79th and that unit has dispatched two HC-54's to assist. An HC-97 already en-route to Clark for normal 31st Spt will take minimum crew rest at Wake and proceed ASAP to Clark.

Sender: bvargas@pjassn.org  
Received: from srv1.thuntek.net (srv1.thuntek.net [206.206.98.18])  
by hpamgaaa.compuserve.com (8.8.8/8.8.8/HP-1.1) with ESMTP id TAA12261  
for <rlapointe@compuserve.com>; Thu, 18 Mar 1999 19:31:08 -0500 (EST)  
Received: from default (abq-052.thuntek.net [207.66.52.52]) by srv1.thuntek.net (8.9.1/8.6.12TNT1.0) with  
SMTP id RAA17130 for <rlapointe@compuserve.com>; Thu, 18 Mar 1999 17:30:56 -0700 (MST)  
Message-ID: <004501be71a2\$67d670a0\$0c3442cf@default>  
From: "Bill Vargas" <bvargas@pjassn.org>  
To: "Robert LaPointe" <rlapointe@compuserve.com>  
Subject: Re: HU-16  
Date: Thu, 18 Mar 1999 17:49:08 -0700  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit  
X-Priority: 3  
X-MSMail-Priority: Normal  
X-Mailer: Microsoft Outlook Express 4.72.2106.4  
X-MimeOLE: Produced By Microsoft MimeOLE V4.72.2106.4

Bob:

The mid-air happened on 18 June, 1965 about 250 miles from Subic Bay on the way to Vietnam. I called Tony Muehling (the AC on the mission) and he is going to send me copies of the statements all of the rescue crew member had to submit. I think you will find it very interesting. When you go to Maxwell see if you can find anything on it. It was kept very hush hush by SAC. All you saw in the news was that they had an accident. The first survivor I got into the HU-16 was the Navigator/Bombardier (Lt. Col. who found out he made O-6 just before he took off) of one of the aircraft and the first words out of his mouth was SAC goes to war for the first time and the "fuck up". I'll send you the stuff when I get it from Tony.

Bill

MAXWELL ✓ OUT

~~18-19 June 1965~~

~~18/1000/~~

18/1350/GCP Called Clark AFB and made contact with Maj Clark, Det 2, FARC (13th AF JROCC) RE. B-52 Mid-air. The HU-16 that made an open sea landing was piloted by Capt Muehling. PJ did not jump. Confirmed pick up of 4 survivors and 1 deceased. All were taken from HU-16 by Norwegian Motor Ship, Argo. The US Naval ship, Point Defiance, a sub-tender (modified LST), took the survivors and deceased aboard from the Argo. The Point Defiance is attempting to hoist the HU-16 on board. If unable, will tow to port. HU-16 reportedly bent a prop blade but did not lose an engine. Prop blade reportedly bent by water contact. Search status: Still have 7 personnel mission. Plan to launch following at 2200Z: 8- C-130, 3- HU-16, 2-KC-135, 2-B-57, 2-C-47, 3-P3A, 1-HC-54, and 3-HC-97. The C-130 will probably split the period - 4 & 4. The HC-54 from the 79th and the HC-97s may get off late. The 79th could only furnish one HC-54 due to other missions. Last position of HU-16 and Point Defiance was 1655N 11750E. This puts him approx 200 miles NE of Cubic.

TBSHA229ZC0VC313  
PP RUC0SH  
DE RUMABA 12F 19/0500Z  
P 190208Z  
FM DET2 PACARESCUEEN CLARK AB PI  
TO RUEAHQ/HQ USAF  
RUCDAA/HQ MATS  
RUHLKM/PACIFIC AIR RESCUE CENTER HICKAM AFB HAWAII  
RUHLKM/HQ PACAF  
RUCSC/HQ SAC  
RUC0SH/HQ ARS ORLANDO AFB FLA  
ZEN/13AF CLARK AB PI  
ZEN/405TH CSG CLARK AB PI  
ZEN/31ST ARS CLARK AB PI  
RUMRDA/3 ADIV GUAM  
BT

~~CONFIDENTIAL~~  
DOWNG - TEN  
IAW AFR-205-2  
13 MAY 1970

S E C R E T 130AR 50010. 19 JUNE 65. HQ USAF  
(AF-YOPGF), HQ MATS (MAOCO), HQ ARS (ARS-CP), HQ PARC (COMMAND  
POST), HQ PACAF (PFOCO-H), HQ SAC (COMMAND POST).

THE FOLLOWING SECRET SECRET MSG IS RETRANSMITTED FOR YOUR INFORMATION  
AND DISSEMINATION. QUOTE:

FOR BASE COM

SECRET

SAR SITREP NR 2 (U)

1. FOLLOWING SURVIVORS OF CREW E ZERO 9 ABOARD AND UNINJURED:  
CO-POLIT 1ST LT KENNETH D. HARTEN A03136457

PAGE 2 RUMABA 12F S E C R E T

ELECTRONIC WARFARE OFFICER 1ST LT J. L. ERBES 76854A

NAVIGATOR 1ST LT J. A. COLLIER III A03131965

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RADAR NAVIGATOR LT COL C. P. ANDERMAN A0439897 POSSIBLE RIB  
FRACTURES PROGNOSIS GOOD.

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OTHER PARACHUTES

4. 1ST LT COLLIER STATES THE RADAR NAVIGATOR CAPT LOWERY SHOULD  
HAVE GOTTEN OUT UNLESS THERE WAS A SEAT MALFUNCTION.

5. LTCOL ANDERMAN INDICATED SIGHTING FOUR OTHER PARACHUTES.

THESE ARE PROBABLY THOSE OF OTHER SURVIVORS.

6. COURSE OF AIRCRAFT TAIL NO 047 BELIEVED PASSING THROUGH 105  
DEG, IN A TURN THIS IS ESTIMATE OF CREW E ZERO 9.

7. COURSE OF OTHER AIRCRAFT TAIL NO 179 BELIEVED TO BE 285 DEG,  
THIS IS ESTIMATE OF CREW ZERO 4.

8. CAUSE OF ACCIDENT MID AIR COLLISION BETWEEN AIRCRAFT NO 047  
AND NO 179.

9. CAPT ROBERTSON AIRCRAFT COMMANDER OF CREW ZERO 4 DEAD WHEN  
PICKED UP FROM WATER BY HU-16.

10. SURVIVAL CHANCES OF OTHER CREW MEMBERS UNKNOWN BY SURVIVORS.

PAGE 3 RUMABA 12F S E C R E T

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12. EFFORTS TO TAKE ABOARD HU-16 ABORTED WHEN LIFTING PAD STRIPPED  
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ONLY ALTERNATIVE NOW APPEARS TO BE TOWING, ATTEMPTING TO TAKE  
PLANE IN TWEM DESIRE GRAPPLE RDVU WITH ME AND ACCEPT TOW.

GP-4.

BT

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ / F-1 man ~~SECRET~~

PRIORITY

NNNNASBSKA267ZCQVB545

PP RUCQSH

DE RUMABA 302F 19/1835Z

P 191708Z

FM 31ARESCUESQ CLARK AB PHIL

TO RUCQSH/HQ ARS ORLANDO AFB FLA

RUCDAA/HQ MATS

RUEAHQ/HQ USAF

RUHLKM/HQ PACARESCUEECEN HICKAM AFB HAWAII

RUHLKM/HQ PACAF HICKAMAFB HAWAII

ZEM/DET 2 PACARESCUEECEN CLARK AB PHIL

ZEN/205FTIRWG CLARK AB PHIL

ZEN/13 AF CLARK AB PHIL

RUMRDA/3ADV ANDERSON AB GUAM

RUHLKM/76ARESCUESQ HICKAM AFB HAWAII

RUMRDA/79ARESCUESQ ANDERSEN AB GUAM

BT

SECRET / 31 ARSO 50253 19 JUN 65. FOR HQ ARE(ARSCP): HQ MATS

(MTCP): HQ USAF (AF-XOPCF): HQ PARC (COMMAND POYT): HQ PACAF

(PFOCO-H): 405FTIRWG (VCC): 13AF (VOMMAND POST):

1. RCS: 1-ARS-F1, PROGRESS REPORT NUMBER TWO

2. 31-336-65

3. 19 JUNE 1965 1600Z

4. 1715N 11700E, 1715N 11930E, 45NM; 80 PERCENT EFFECTIVE; EFFECTIVENESS LIMITED BY ROUGH SEAS.

5. 1500 SCATTERED VARIABLE BROKEN, VISIBILITY 15, OCCASIONAL RAINSHOWERS; WINDS 200 DEGREES AT 15 KNOTS

PAGE 2 RUMABA 302F SECRET

6. NUMEROUS DEBRIS SIGHTED IN SEARCH AREA, INCLUDING LIFE RAFTS, TIP TANKS, HELMET BAG OILSLICK (1654N 11807E), DYE MARKER.

7. SEARCH WILL CONTINUE IN SAME AREAS AS INDICATED IN PARAGRAPH 7, PROGRESS REPORT NUMBER ONE. MINIMUM OF 20 USAF AIRCRAFT (HC-97, C-130, C-47, HC-54, E-57) WILL PARTICIPATE PLUS USN AND USMC AIRCRAFT AS AVAILABLE.

8. USN P3E, 23 PLUS 00, 1 SORTIE; USAF C-47, 16 PLUS 40, 3 SORTIES; USAF B-57, CPLUS10, 4 SORTIES; USCG HU-16, 27 PLUS 30, 3 SORTIES; USAF HC-97, 11 PLUS 10 1 SORTIES; USN PM. 9 PLUS 35, 1 SORTIES; USAF C-54, 5 PLUS 10, 1 SORTIES; USAF C-130, 99 PLUS 00 10 SORTIES.

9. ASSISTING SURFACE VESSELS: USN PT. DEFIANCE; USN GRAPPLE; USCG KUKUI.

10. USN SALVAGE VESSEL IN AREA PICKING UP DEBRIS AND TRANSFERRING TO USCG CUTTER KUKUI. HELMET BAG WITH NAME LOWRY, A03026918, RECOVERED AND PASS TO CRASH SITE. KUKUI CONDUCTING CREEPING LINE SEARCH AND RECOVERING WRECKAGE. BEEPER TONES REPORTED AND INVESTIGATED; NEGATIVE RESULTS. FOLLOWING CLASSIFIED SECRET: RUSSIAN VESSEL, POSITIVELY IDENTIFIED (FLAG WITH TAMMER AND SICKLE), SPOTTED AS FOLLOWS C344Z, 1720N 11855E, HEADING 210; C949Z, 1700N 11815E, HEADING 005. CREW FROM AF RESCUE 17287 AND FOUR SURVIVORS RETURNED TO CLARK AT

PAGE 3 RUMABA 302F SECRET

1130Z. CONDITION OF CREW OK; CONDITION OF FOUR SURVIVORS; MINOR INJURIES. ONE TARNISH, DINGY AND PARACHUTE (OPEN) FOUND BY CREW OF 17287; HARNESS STRAPS WERE NOT BUCKLED. CP-4.

DECLASSIFIED

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

ARODC #

652795  
653195  
653195

P 180615Z  
FM 31 ARS CLARK AB PI  
TO RUCQSH/HQ ARS ORLANDO AFB FLA  
INFO RUCDAA/HQ MATS  
RUEAHQ/HA USAF  
RUHLKM/HQ PACARESCUECEN HICKAM AFB HAW  
ZEN/DET 2 PACARESCUECEN CLARK AB PI  
ZEN/405 FTRWG CLARK AB PI  
ZEN/HQ 13AF CLARK AB PI  
RUMRDA/3AD ANDERSEN AB GUAM  
RUHLKM/76ARESCUESQ HICKAM AFB HAW  
RUMRDA/79ARESCUESQ ANDERSEN AB GUAM

DECLASSIFIED

BT  
C O N F I D E N T I A L 31ARSO 50249 18 JUN 65. FOR HQ ARS (ARSCP):  
HQ MATS (MTCP): HQ USAF (AF-XOPCF): HQ PARC (COMMAND POST):  
HQ PACAF (PFOCO-H): 405FTRWG (WCC): 13AF (COMMAND POST).  
1. RCS: 1-ARS-F1, OPENING REPORT  
2. 31-336-18 JUN 65.  
3. MISSION CONTROL PASSED TO 31ST BY 13TH JSARC.  
4. TWO B-52 AIRCRAFT CRASHED FOLLOWING MID-AIR COLLISION. CALL  
SIGN ZELDA 12 AND ZELDA 14 ASSIGNED 3RD AIR DIVISION.  
5. 1735N 11710E  
6. WALLACE AIR STATION NOTIFIED 13 JSARC FROM INFORMATION FROM

PAGE 2 RUMABA 269E C O N F I D E N T I A L

BT 10 AT 17/2110Z -

7. TWELVE PERSONNEL.

8. 1500 SCATTERED VISABILITY MORE THAN 15.

9. HU-16 51-5287 AIRBORNE AT 2207Z.-

10. HC-97 30115 ASSIGNED ON SCENE COMAND WITH TWO COAST GUARD  
HU-16E FOR SEARCH. MAX EFFORT SEARCH TO CONTINUE WITH 6 B-57  
UNTIL LAST LIGHT. ONE MERCHANT SHIP ARGO IN AREA AND ONE US  
NAVY FT DEFINANCE ESTIMATING AREA AT 18/0700Z. NIGHT SEARCH TO  
INCLUDE FLARE DROPS TO CONTINUE DURING HOURS OF DARKNESS. RYBOS,  
MISSION COMMANDER.

11. HU-16 15287 MADE OPEN SEA LANDING AT 17/2358Z. 5 SOULS  
PICKED UP AS FOLLOWS: FROM CREW ECHO 09 1LT KENNETH B HARTON,  
1LT JAMES A COLLIGE III, AND 1LT JAMES L ERVES. FROM CREW ECHO  
04- LT COL CHARLED P ANDERMANN, FROM CREW ECHO 04 ONE DESEASED  
CAPT JOE ROBERTSON. SEARCH WILL CONTINUE FOR MISSING SEVEN CREW  
MEMBERS. H-16 15287 LOST NUMBER TWO ENGINE. ATTEMPTING SUR-  
VIVOR EVACUATION FROM HQ-16. NAVY WILL TOW HU-16 TO CUBI PT NAS.  
BT

TBSHA229ZCVC313  
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P 190208Z  
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RUMRDA/3 ADIV GUAM  
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NNNNASBSKA267ZCQVB545

PP RUCCSH

DE RUMABA 302F 19/1635Z

P 191708Z

FM 31ARESCUESQ CLARK AB PHIL

TO RUCQSH/HQ ARS ORLANDO AFB FLA

RUCDAA/HQ MATS

RUEAHQ/HQ USAF

RUHLKM/HQ PACARESCUECEN HICKAM AFB HAWAII

RUHLKM/HQ PACAF HICKAMAFB HAWAII

ZEN/DET 2 PACARESCUECEN CLARK AB PHIL

ZEN/205FTRWG CLARK AB PHIL Classification (cancelled) (change

ZEN/13 AF CLARK AB PHIL effective on 14-5-75

RUMRDA/3ADV ANDERSON AB GUAM 045, by-

RUHLKM/76ARESCUESQ HICKAM AFB HAWAII

RUMRDA/79ARESCUESQ ANDERSEN AB GUAM

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BT

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



REPLY TO  
ATTN OF: 31ARSC

20 July 1965

SUBJECT: Monthly Historical Report (RCS: AU-D5(ARS) 1 - 30 June 1965

TO: Hq ARS (ARCOI)  
Orlando AFB, Fla

1. NAME OF UNIT: 31st Air Rescue Squadron
2. REPORTING PERIOD: 1 June thru 30 June 1965
3. STATION: Clark Air Base, Philippines
4. ASSIGNMENT: 31st Air Rescue Squadron  
Hq Pacific Air Rescue Center  
Air Rescue Service  
Military Air Transport Service
5. COMMANDER: Lt Col Karol F Rybos  
33822A, Regular 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 June was as follows:

| <u>TYPE A/C</u> | <u>MISSION</u> | <u>TRAINING</u> | <u>OTHER</u> | <u>TOTAL</u> |
|-----------------|----------------|-----------------|--------------|--------------|
| HU-16B          | 301:25         | 20:45           | 7:30         | 329:40       |
| HH-43B          | 15:40          | 54:55           | 9:30         | 80:05        |
| HC-54           | 42:45          |                 |              | 42:45        |
| HC-97           | 92:40          |                 |              | 92:40        |
| <b>TOTAL</b>    | 452:30         | 75:40           | 17:00        | 545:10       |

a. Squadron mission activity remained at a very high level for the month. A comparison of the last three quarters clearly shows an ever increasing upward trend in precautionary orbits:

the hospital at 1053L. Crew: RCC Capt Larry C Evans, CP Capt Marvin L Palmer, MT ALC Charles A Sullivan (USAF Hosp), RS ALC James S Thresher and ALC Leonard C Walker (405th CES).

(3) HU-16 Open Sea Pickup Mission 31-336-18 June 1965. Det 2 PARC Joint Search and Rescue Center notified the squadron that two B-52 aircraft had collided in mid-air. An immediate scramble was initiated and shortly after arriving on the scene a 31st Air Rescue Squadron HU-16 spotted two survivors in their rafts. After effecting an open sea landing, the HU-16 was directed by a KC-135 orbiting the area, until four surviving and one deceased crewmembers had been picked up. The HU-16 however, suffered a power loss in one engine and was unable to take-off. While awaiting surface assistance a large wave struck propeller of good engine bending the blade. Some survivors and HU-16 crewmembers were subsequently transferred to a foreign surface vessel, then retransferred to a U.S. Navy vessel when it arrived on scene. This vessel the Defiance attempted to save the aircraft, but in towing was lost. Pararescue personnel continued to render first aid to the survivors during this entire period. Mission 31-336-18 was in progress until the 22nd and entailed 70 sorties for a total of 619 hours. Meanwhile, at Clark the 31st helicopters were active in related missions. First a KC-135 assisting in the search remained on station until reaching an emergency fuel state. The aircraft declared an emergency and headed for Clark. Two HH-43's were scrambled to cover the KC-135. Shortly after it landed a B-52 with electrical problems and control difficulties declared an emergency and again two HH-43's were utilized. The HU-16 crew: RCC Capt Anthony A Muehling Jr, CP Lt David W Haines, N Lt Jack O Slocombe, AM SSgt Charles A Fakkema, RO SSgt Bobby R Tyndall, PJ's TSgt William V Vargas and ALC Colin Lane.

(4) HU-16 Open Sea Pickup Mission 31-342-21 June 1965. While engaged in the search mission described above, an HU-16 received word that an F-102 pilot had ejected from his disabled aircraft in the South China Sea. The HU-16 proceeded to the area and effected an open sea landing. On takeoff rough seas sheared the float and damaged the aircraft. The survivor was returned to Clark. Crew: RCC Capt David K Richardson, CP Capt Richard Lund, N Lt John I Glasgow, AM SSgt David E West, RO SSgt Ralph Schreiner, RS A2C John C Jeffers.

(5) HU-16 Open Sea Air Evacuation Mission. While deployed in SEA an HU-16 from 31st Air Rescue Squadron was notified that a navy man aboard a U.S. destroyer was suffering from acute appendicitis. The HU-16 made an open sea landing in rough seas in the Gulf of Tonkin and the patient transferred aboard. He was flown to a base in SEA where a field hospital was located. CREW: RCC Capt Harold K Pike, CP Capt John Gjovig, N Capt John M Gilreath, AM SSgt Kearney V Lundy, RO SSgt Paul L Fait, PJ's TSgt Austin Little and SSgt Donald G Smith.

(6) HH-43B Helicopter Pickup Mission 31-355-29 June 1965. While flying an airborne alert training mission, an HH-43B received a distress at 0813L from the wingman of a Philippine AF F-86 pilot who had ejected from his disabled aircraft. The helicopter immediately headed for the area 15 miles away. The wingman directed the helicopter into the survivor who was picked up at 0827L and returned to Basa AB, at 0830L. Crew: RCC Capt James L Wissert, CP Capt Larry C Evans, MT SSgt Donald J Glassford.

DECLASSIFIED

MISSIONS

Det, Prov, First - PARC -  
219 and 220 - 15 May

31-336-18 June

5-PARC-19-25 Jun

31-571-22 Sep

Hq 38-172-1 Nov

4-38-874-4 Nov

6-38-1049-8 Nov

4-38-875-10 Nov

7-38-668-12 Nov

Det, Prov, First-38-1-14 Nov

38-1233-19 Dec

6-38-1067-21 Dec

2-38-1106-22 Dec

7-38-685-23 Dec

5-38-142-29 Dec

RESCUERSNameAircraft

1Lt Hartke  
Capt Muehling

HH-43B  
HU-16B

-  
Capt Reichardt

HH-43B  
HU-16B

-

HH-43B

-

HH-43B

-

HH-43F

Capt LaPham

HH-43B

Capt Rockwel

HH-43F

-

HH-43B

-

HH-3

-

HH-43F

-

HH-43B

Capt Kneen

HH-43F

Capt Butera

HH-3

LOCATIONS

1513N - 10017E

1709N - 11737E

1745N - 10243E

1757N - 11354E

Tan Son Nhut

1440N - 10200E

1058N - 10649E

1423N - 10128E

1609N - 10805E

1201N - 10913E

1725N - 10410E

1058N - 10649E

Takli Runway

1607N - 10815E

1740N - 10238E

SURVIVORSNameServiceAircraft

3 Thai Civ

Lt Col Anderson USAF

B-52

Lt Harton

Lt Coolidge

Lt Lerves

Pilot

RVN AF

T-28

4 Men

USN

E1B

13 Men

USN

P-2V

1 Thai

Civ

A2C

USAF

4 Thais

Civ

Pvt Pullis

USMC

Airman

USAF

Capt Kan

USAF

F-4C

Lt Moran

Airman

USAF

Pilot

USAF

F-105

Airman

USAF

Pilot

Thai AF

T-33

DECLASSIFIED

ARSH-65

211

ARCH-65

| <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> |
| Det, Prov, First - PARC -<br>219 and 220 - 15 May<br>31-336-18 June | 1Lt Hartke<br>Capt Muehling | HH-43B<br>HU-16B | 1513N - 10017E<br>1709N - 11737E | 3 Thai<br>Lt Col Anderson<br>Lt Harton<br>Lt Coolige<br>Lt Lerves | Civ<br>USAF    | B-52            |
| 5-PARC-19-25 Jun                                                    | -                           | HH-43B           | 1745N - 10243E                   | Pilot                                                             | RVN AF         | T-28            |
| 31-571-22 Sep                                                       | Capt Reichardt              | HU-16B           | 1757N - 11354E                   | 4 Men                                                             | USN            | E1B             |
| Hq 38-172-1 Nov                                                     | -                           | HH-43B           | Tan Son Nhut                     | 13 Men                                                            | USN            | P-2V            |
| 4-38-874-4 Nov                                                      | -                           | HH-43B           | 1440N - 10200E                   | 1 Thai                                                            | Civ            |                 |
| 6-38-1049-8 Nov                                                     | -                           | HH-43F           | 1058N - 10649E                   | A2C                                                               | USAF           |                 |
| 4-38-875-10 Nov                                                     | Capt Lapham                 | HH-43B           | 1423N - 10128E                   | 4 Thais                                                           | Civ            |                 |
| 7-38-668-12 Nov                                                     | Capt Rockwel                | HH-43F           | 1609N - 10805E                   | Pvt Pullis                                                        | USMC           |                 |
| Det, Prov, First-38-1-14 Nov                                        | -                           | HH-43B           | 1201N - 10913E                   | Airman                                                            | USAF           |                 |
| 38-1233-19 Dec                                                      | -                           | HH-3             | 1725N - 10410E                   | Capt Kan<br>Lt Moran                                              | USAF           | F-4C            |
| 6-38-1067-21 Dec                                                    | -                           | HH-43F           | 1058N - 10649E                   | Airman                                                            | USAF           |                 |
| 2-38-1106-22 Dec                                                    | -                           | HH-43B           | Takli Runway                     | Pilot                                                             | USAF           | F-105           |
| 7-38-685-23 Dec                                                     | Capt Kneen                  | HH-43F           | 1607N - 10815E                   | Airman                                                            | USAF           |                 |
| 5-38-142-29 Dec                                                     | Capt Butera                 | HH-3             | 1740N - 10238E                   | Pilot                                                             | Thai AF        | T-33            |