

Detachment 6
 38th Air Rescue Squadron (MATS)
 UNITED STATES AIR FORCE
 APO US FORCES 96227

REPLY TO
 ATTN OF: Det 6/38ARS

23 July 1965

SUBJECT: Mission Narrative Report 6-38-446-20 Jul 65.

TO: Hq ARS (ARSCP)
 Orlando AFB, Fla

1. Mission Number 6-38-446-20 Jul 65.
2. SAR alerted by Bien Hoa tower on primary crash circuit.
3. Type SAR aircraft used - 2/HH-43F helicopters.

Primary Alert Crew:

RCC Capt Carl G. Layman
 CP Maj William T. Hayes, Jr.
 HM TSgt Joseph W. Blaquiére
 PJ A2C Michael R. Donegan

Secondary Alert Crew:

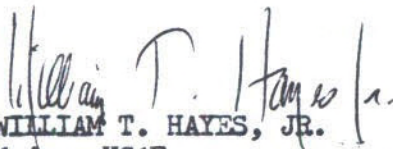
RCC Capt Darvan E. Cook
 CP Capt Donald E. Stranahan
 HM TSgt Domenick J. Cocuzzi
 PJ A1C Kenneth W. Williams

4. Reaction time from initial notification to pick-up: Twenty minutes.
5. CAP assistance - None.
6. Area and type of pick-up - Helicopter landed in hostile unprepared territory.
7. Signaling equipment used to locate survivor - URT-21 radio.
8. Survivor's name and serial number - 1st Lt William Barriere, 429th Tactical Fighter Sq, Cannon AFB, New Mexico.
9. Summary of events: At 1953 hours, 20 July 1965, the primary crash circuit was activated at Bien Hoa Air Base, and the rescue alert crew was advised that an F-100 pilot had ejected from his disabled aircraft east of the field. It was night, and a thunderstorm was directly over the field bringing with it heavy rain, a ceiling of 400 feet, and 30 knot winds.

The rescue alert crew scrambled within two minutes of notification and immediately after takeoff started receiving an emergency beeper tone on guard channel over the UHF radio. With direction finding equipment on the HH-43F it was determined that the signal was coming from the east. Capt Layman, the Rescue Crew Commander, immediately proceeded towards the emergency signal flying at approximately 300 feet above the ground in an effort to maintain visual ground contact in the heavy rain and low ceilings. As the helicopter approached a position approximately 5 miles east of Bien Hoa Air Base, the direction finding needle started giving erratic readings and rotated aimlessly. At this time flares were being dropped immediately to the east and several bursts of automatic tracer fire were observed within a few hundred yards of the helicopter. The downed pilot had landed on the edge of a firefight between elements of the 1st Airborne Division, US Army, and the Viet Cong. As homing indications for the emergency beeper signal were still erratic, and due to the observed ground fire, Capt Layman initiated a random pattern search to provide as elusive a target as possible to the Viet Cong. During this time all crew members were especially vigilant to observe flares, strobe light or flashlight signals, and guard channel was continuously monitored for emergency transmissions from the downed pilot. During this period the flares ceased dropping but sporadic ground fire was still observed. After five minutes of intensive search it appeared likely that the F-100 pilot was unable to signal the rescue helicopter due to injuries received on ejection or upon making ground contact during darkness and with winds gusting to 30 knots. Another possibility was that he had been captured by the Viet Cong. If the downed pilot was unable to contact the helicopter the only way he could be rescued would be by visual sighting from the helicopter utilizing floodlights to provide necessary illumination. All crewmembers with the exception of the pilot (Capt Layman) armed their AR-15 automatic weapons and, with the copilot (Major Hayes) scanning to the left, the helicopter mechanic (TSgt Blaquiére) scanning to the right, and the pararescue technician (A2C Donegan) scanning to the rear, Capt Layman turned on all external floodlights and the landing light and brought the helicopter down to 50 feet where he initiated sweep searches of the general area at about 20 to 30 knots airspeed. After five minutes the primary helicopter was joined by another rescue helicopter which aided in the search. Both helicopters continued to receive very erratic bearings from the emergency radio beacon. For another five minutes the search continued with both helicopters searching at low speed within 50 feet of the ground with all external floodlights on. During this time the helicopters were extremely vulnerable targets and all crew members were in great personal danger from hostile small arms and mortar fire. Tracer fire continued to be seen and one mortar round was observed to explode. Most of the search effort was conducted over and between the American and Viet Cong positions. When the US Army first sighted the helicopters they ceased firing while the helicopters were in their line of fire. Once the search commenced all tracers and mortar fire observed by the helicopter crews were of Viet Cong origin. At the end of 20 minutes searching, including over ten minutes under extremely hazardous conditions, the downed pilot was spotted simultaneously by two crew members. Capt Layman landed immediately in front of the pilot, and while Major Hayes covered the area to the left, and TSgt Blaquiére covered the area to the right, Airman Donegan ran to the pilot who was crouching by a bush, and led^{ed} to the helicopter. The apparently uninjured pilot was then returned to Bien Hoa Air Base and released to the base dispensary for observation. Later questioning of the downed F-100 pilot indicated that

he was unable to use his signaling devices due to the proximity of the Viet Cong.

10. If public release of this information is contemplated it is requested that any mention of Major Hayes be withheld. Neither his wife or parents are aware that he is flying helicopters in Viet Nam.


WILLIAM T. HAYES, JR.
Major, USAF
Commander

~~SECRET~~

DECLASSIFIED

c. Combat Mission Narratives:

(1) (U) Det 6 - 446 - 20 Jul 65. An F-100 pilot bailed out at night in heavy rain over unsecure territory of South Vietnam. Two HH-43F helicopters scrambled from Bien Hoa, and picked up the downed pilots URT 21 beeper signal immediately upon take off. Due to low visibility and erratic homing needle swing, the helicopters conducted search for the survivor at 25 feet utilizing floodlights and landing lights. Helicopters were under sporadic tracer fire during the search. The pilot was located, and returned to Bien Hoa uninjured.

(2) (S) 38-664-3 Jul 65. An F-105 pilot, Capt Kenneth R. Johnson, discovered he had a severe shortage of fuel enroute to a strike in North Vietnam. He immediately jettisoned his external stores and started heading for friendly territory. He contacted the HC-54 on precautionary orbit, which in turn advised the control center to scramble helicopters from Udorn AB, Thailand. The F-105 ran out of fuel while over Laos, and the pilot made a successful bailout. He landed in high trees and was dangling in his harness 50 feet above the ground. He had suffered a broken arm. When the helicopters arrived on the scene a rescue from above was attempted. Due to heavy foliage the pararescue man was suspended in the horsecollar 100 feet below the helicopter and for ten minutes tried to chop away the vines and branches above the survivor. It soon became apparent that this approach would not work. The helicopter then landed approximately $\frac{1}{2}$ of a mile from the survivor. The pararescue man walked to the site and the helicopter lowered the hoist to him. The pararescue man was hoisted up to the survivor, and tied the survivor to him utilizing a nylon rope. He then cut the parachute shroud lines, and the helicopter climbed vertically for 150 feet, then flew at 20 knots to the clearing with the two men dangling 75 feet below the helicopter. After the recovery of the two into the helicopter an uneventful flight to home base followed. The helicopter aircraft commander was Capt David E. Allen.

(3) (S) 38-744-24 Jul 65. A Navy A-6A was shot down over Laos, the crew, Lt Cmdr Richard P. Bordone, and Lt Jg Peter F. Moffett, made a successful ejection. An F-105 that was searching for the downed navy crew developed engine trouble and had to bail out within 25 miles of the first incident. Marine helicopters that were prepositioned for search and rescue operations at Quang Tri, RVN and USAF HH-43 helicopters from Nakhon Phanom, Thailand were launched to effect recovery of survivors. In spite of low visibility and marginal reception of beacon signals all crew members were located and recovered. The Marine helicopters rescued the two Navy pilots. Capt Thomas J. Curtis who was the pilot of the HH-43 helicopter picked up Major William J. McClelland, the F-105 pilot.

(4) (S) 38-754-27 Jul 65. Four F-105 aircraft were downed while flying against surface to air missile sites in North Vietnam. Of the four downed aircraft only one chute was reported. A CH-3C helicopter

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

MISSIONS

RESCUERS

LOCATIONS

SURVIVORS

Name

Aircraft

Name

Service

Aircraft

ARSH-65

3-PARC-562-8 Jun
3-PARC-568-9 Jun

Capt Curtis
Capt Cunningham

HH-43B
HH-43B

1812N - 10549E
1624N - 10415E

Capt Rademacher USAF F-105
Capt Keeter USAF F4C
Capt Getman

3-PARC-630-23 Jun
38-664-3 Jul
6-38-446-20 Jul

Capt Curtis
Capt Allen
Capt Layman

HH-43B
HH-43B
HH-43F

1752N - 10552E
1821N - 10301E
1055N - 10654E

Maj Wilson USAF F-105
Capt Johnson USAF F-105
Lt Barriere USAF F-100

38-744-24 Jul
38-754-27 Jul

Capt Curtis
Capt Martin

HH-43B
HH-3

1638N - 10634E
2105N - 10513E

Maj McClelland USAF F-105
Capt Tullo USAF F-105

38-761-28 Jul
38-814-11 Aug
38-822-13 Aug
38-860-24 Aug

Lt Turk
Capt Graue
Capt Reichardt
Capt Stambaugh

HH-43B
HU-16B
HU-16B
HH-3

1748N - 10547E
1910N - 10609E
1853N - 10556E
1948N - 10450E

LTJG Townsend USN A4E
Capt Wilson USAF F-105
LT Hyland USN A1H
Maj Tagreco USAF F-105

38-882-31 Aug
38-899-6 Sep
38-901-6 Sep
38-902-6 Sep
7-38-532-6 Sep

Capt Holm
Capt Berthold
Capt Nicholas
Capt Lockhart
Capt Seebo

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

2105N - 10420E
1740N - 10650E
1642N - 10345E
1938N - 10555E
1605N - 10812E

LtCol Hendricks USAF F-105
Capt Clark USAF F-105
Capt Barnhill USAF F-105
LT Burton USN A1H
Capt Hamann USAF B-57
Lt Lane USAF

6-38-718-9 Sep
38-918-10 Sep

Capt Murden
Capt Pruvine
Lt Machabo

HH-43F
HH-43F
HH-43F

5 NM E. Bein Hoa
1523N - 10754E

E-4 Williams USA
Capt Pope USA 01F
Sgt Jackson USA

38-919-10 Sep
38-931-10 Sep

Capt Vatis
Capt Purvine

HU-16B
HH-43B

1726N - 10716E
1614N - 10850E

Capt Graybill USAF A1E
Lt Davidson USA L-19
SP-5 Kee

38-943-17 Sep
38-954-21 Sep

Capt Cook
Capt Martin

HH-43F
HH-3

1105N - 10650E
1736N - 10543E

Lt CaoVan VNAF H-34
Capt Greenwood USAF F-105

DECLASSIFIED

SECRET

SECRET