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c. Combat Mission Narratives:

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(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

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Detachment 7
38th Air Rescue Squadron
UNITED STATES AIR FORCE
APO San Francisco Calif 96337

REPLY TO
ATTN OF: DET 7 38ARS

6 Aug 1965

SUBJECT: Mission Narrative

TO: PARC (DOARO)
38 ARESCUESQ
33 ARECOVERYSQ
48 ARECOVERYSQ
ARS

1. 38 ARS, Mission Number 744, 24 July 1965.
2. GUM
3. a. HU-16B (WIPE BRAVO)
- b. H-34 (RUTLEDGE 6-0 and 6-2)
- c. HH-43F (IRON 21 and 41)
- d. HC-54 (SPUD 30)
- e. HU-16B Crewmembers

Classification (cancelled) (changed to UNCLAS)
effective on 14-3-75, under the authority of
DAIS, by MR

(1). RCC - Brunner, Edward M., Capt.;
48th Air Recovery Sq

(2). P - Rechnitz, David C., 1st Lt;
48th Air Recovery Sq

(3). N - Glover, Carl D., 1st Lt;
48th Air Recovery Sq

(4). RO - Mailloux, Albert H., SSgt.;
48th Air Recovery Sq

(5). AM - Stradling, Norman L., ALC;
48th Air Recovery Sq

(6). RS - Bradley, Thomas F., ALC;
33rd Air Recovery Sq

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS

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4. Initial notification for WIPE BRAVO 0334Z. First pickup by IRON 21 or 41 at 0655Z; second pickup by RUTLEDGE 6-0 at 0822Z; third pickup by RUTLEDGE 6-2 at 0827Z.

5. CAP assistance: CANASTA 573, 577, 574, and 576. MERCURY Flight, VAPOR Flight.

6. AREA: Land pickup by helicopter.

7. Survivors utilized the URT-21 and possibly a URC-11 or URC-4. SAR aircraft used the ARA 25 and the APX 38.

8. Survivor name unknown for MERCURY Lead. Survivor names for FLYING ACE 508:

a. BORDONE, R.P.; LCDR; VA 75; CVA 62.

b. MOFFETT, P.R.; LT JG; VA 75, CVA 62.

9. a. At 0334Z WIPE BRAVO received instructions from GUM to divert from the scheduled relief assignment for WIPE BRAVO and to intercept and accompany RUTLEDGE 6-0 and 6-2 to a reported bailout site, coordinates 16:30N, 106:12E. Bailout call sign was FLYING ACE 508. BRAVO was instructed to assume on scene command for SAR activities. At this time 6-0 and 6-2 had been scrambled and were already enroute and about 40 miles from the site. BRAVO elected to remain over water and parallel the coast line Southeast bound to avoid hot areas and then proceed inland roughly on the same track as 6-0 and 6-2. This route placed BRAVO an estimated 100 miles from the site. Enroute BRAVO climbed to 10,500 feet.

b. Overland the weather was an overcast layer bases ragged 1500 feet to 2500 feet and tops 8000 feet to 9000 feet. Another overcast had a base at 15,000 feet, tops unknown. Visibility between layers was 15 miles. Visibility below the lower overcast was 5 miles to 10 miles and down to one mile in numerous scattered rainshowers. Occasional small breaks in the lower overcast permitted brief glimpses of the ground from altitude. However, these breaks closed as rapidly as they formed. These conditions prevailed throughout the entire activity.

c. The terrain was hilly to mountainous with occasional valleys having an average elevation of 1000 feet. Hills averaged up to 2000 feet with occasional mountains up to 4000 feet.

d. Numerous aircraft were already on scene while 6-0 and 6-2 and BRAVO were enroute. All aircraft were working Primary SAR UHF. Transmissions stated that two chutes were visible on the ground about 400 yards apart. One survivor was visible near one chute. Numerous aircraft monitored URT-21 transmissions. One aircraft reported voice communication with one survivor, and about this time weather began closing in overhead the site.

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e. At 0415Z BRAVO estimated a position 30 miles from the site and 6-0 and 6-2 reported almost at the site. At this exact time MERCURY Lead, an F-105 providing high RESCAP, declared a fire warning light, then a flame out, and that he was bailing out. His wingman MERCURY 3, reported a good chute and that it was descending into the lower overcast. MERCURY 3 immediately went into an orbit over head that position.

f. 6-0 and 6-2 were now in the general area of the original site and BRAVO was in the general area of the second site. The two sites were estimated to be 25 miles apart.

g. MERCURY 3 almost immediately reported receiving a strong UHF Guard tone at his position. BRAVO took a steer on MERCURY 3 and went to that position. Arriving there BRAVO also monitored a strong tone which was a continuous UHF tone and definitely not a URT-21 transmission. This tone could be monitored only in a small area and was easily lost. The URT-21 tone at the original site continued but was periodic and also easily lost. No visual contact could be made with the ground except by 6-0 and 6-2 who were operating at 1500 feet to 2000 feet at the original site. 6-0 and 6-2 continued working the original site with a WHIPLASH and a DECOY aircraft. BRAVO continued at the second site with MERCURY and COTTON PICKER. For 30 to 45 minutes all aircraft periodically monitored signals at both sites but with continuous loss of signals. The numerous transmissions began to hamper any attempted operation of the ARA 25. At this time BRAVO elected to concentrate all efforts on the stronger continuous UHF tone at the second site. BRAVO requested 6-0 and 6-2 to proceed to the second site. However, it was now near fuel bingo time 6-0 and 6-2. 6-0 declared bingo at 0500Z and was cleared to depart. 6-0 stated his estimated time for return would be 0730Z. By now CANASTA 573 and 577 had arrived to provide RESCAP for BRAVO. 573 and 577 found a hole in the lower overcast and went down taking over for COTTON PICKER 4 to search the second site at low level. Visibility was poor. At 0550Z 573 spotted a chute in the trees. At 0630Z 573 spotted MERCURY Lead and reported the survivor was waving. At about this same time BRAVO was notified by GUM that SPUD 30 was escorting IRON 21 and 41 from INVERT, and all were airborne and enroute. At 0615Z BRAVO contacted SPUD 30 who gave his position as 30 miles from BRAVO. SPUD 30 utilized the MPI 28 for distance to BRAVO. BRAVO notified 573. 573 advised a rainshower was moving toward the survivor and visibility was decreasing. 573 requested the ETA of IRON 21 and 41. BRAVO gave an estimate of 20 minutes. It was understood by BRAVO that 573 then reported his bingo as 25 minutes away. So BRAVO took advantage of another break in the overcast to descend and relieve 573 until IRON 21 and 41 could be vectored in. BRAVO arrived at 2500 feet and three miles from 573 and 577 when 573 suddenly decided his bingo was 1000Z. BRAVO remained in the area at that altitude. SPUD 30 steered on BRAVO. IRON 21 and 41 descended from 8500 feet through the same break used by BRAVO.

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21 and 41 went through the light shower and 573 indicated the position of the survivor. MERCURY Lead was picked up by 21 or 41 (unknown) at 0655Z. 21 and 41 climbed back to 8500 feet and departed for INVERT in company with SPUD 30. BRAVO and CANASTA 573 and 577 climbed to 9000 feet and proceeded to the original site.

1. Enroute BRAVO made radio contact with VAPOR 3 who reported he was receiving the URT-21 signal. BRAVO took a steer for VAPOR 3. Upon arriving that position BRAVO was able to monitor the URT-21. BRAVO attempted voice communication but had no success. CANASTA 574 and 576 had by now come upon the scene and took over as RESCAP for BRAVO. 573 and 577 went down down to search visually. At 0745Z BRAVO made radio contact with RUTLEDGE 6-0 and 6-2 who were inbound to the site for the second time. 6-0 and 6-2 were given steers and came back into the general area at 0800Z. At 0804Z 573 spotted one chute and the survivor. At 0810Z 577 spotted the other chute and survivor. 6-0 and 6-2 made visual contact with 573 and 577. 6-0 coordinated with 573. 6-2 coordinated with 577. Both 6-0 and 6-2 experienced difficulty spotting the exact site due to the necessity to operate at low altitude in poor visibility and weather, but 573 and 577 continued making low passes until 6-0 and 6-2 were within range to make voice communication with the survivors. 6-0 completed a pick up of one survivor of FLYING ACE 508 at 0822Z. 6-2 completed a pick up of the other survivor at 0827Z. 6-0 and 6-2 elected to proceed at low altitude to HUE PHUBAI. 573 and 577 could not operate VFR low enough so they both climbed out and were cleared to return to home station. BRAVO remained at 8000 feet with 574 and 576 and escorted 6-0 and 6-2 to HUE PHUBAI. BRAVO, 6-0, and 6-2 landed at 0920Z. CANASTA 574 and 576 were cleared to return to home station. The survivors were transferred to BRAVO and transported to Danang. BRAVO landed at Danang at 1005Z. The survivors were immediately turned over to the Flight Surgeon.

10. a. The primary aircraft and individuals responsible for the success of this mission were CANASTA 573, 574, 577, and 576 who were able to get down and make the actual spotting of the survivors and then indicate the positions to the helicopters. And also RUTLEDGE 6-0 and 6-2 and IRON 21 and 41 who were able to operate in the limited weather conditions and around the hazardous terrain to make the actual pick ups.

b. UHF communications were good. There was no unnecessary "Chatter". All stations were aware of when to maintain radio silence for the low level communications attempts with survivors.

Edward M. Brunner
EDWARD M. BRUNNER
Capt., USAF
RCC

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ARSH-65

MISSIONSRESCUERSLOCATIONSSURVIVORSNameAircraftNameServiceAircraft

3-PARC-562-8 Jun

Capt Curtis

HH-43B

1812N - 10549E

Capt Rademacher USAF

F-105

3-PARC-568-9 Jun

Capt Cunningham

HH-43B

1624N - 10415E

Capt Keeter USAF

F4C

3-PARC-630-23 Jun

Capt Curtis

HH-43B

1752N - 10552E

Capt Getman

Maj Wilson USAF

F-105

38-664-3 Jul

Capt Allen

HH-43B

1821N - 10301E

Capt Johnson USAF

F-105

6-38-446-20 Jul

Capt Layman

HH-43F

1055N - 10654E

Lt Barriere USAF

F-100

38-744-24 Jul

Capt Curtis

HH-43B

1638N - 10634E

Maj McClelland USAF

F-105

38-754-27 Jul

Capt Martin

HH-3

2105N - 10513E

Capt Tullo USAF

F-105

38-761-28 Jul

Lt Turk

HH-43B

1748N - 10547E

LTJG Townsend USN

A4E

38-814-11 Aug

Capt Graue

HU-16B

1910N - 10609E

Capt Wilson USAF

F-105

38-822-13 Aug

Capt Reichardt

HU-16B

1853N - 10556E

LT Hyland USN

A1H

38-860-24 Aug

Capt Stambaugh

HH-3

1948N - 10450E

Maj Tagreco USAF

F-105

38-882-31 Aug

Capt Holm

HH-43B

2105N - 10420E

LtCol Hendricks USAF

F-105

38-899-6 Sep

Capt Berthold

HH-43B

1740N - 10650E

Capt Clark USAF

F-105

38-901-6 Sep

Capt Nicholas

HU-16B

1642N - 10345E

Capt Barnhill USAF

F-105

38-902-6 Sep

Capt Lockhart

HU-16B

1938N - 10555E

LT Burton USN

A1H

7-38-532-6 Sep

Capt Seebo

HH-43F

1605N - 10812E

Capt Hamann USAF

B-57

6-38-718-9 Sep

Capt Murden

HH-43F

5 NM E. Bein Hoa

Lt Lane USAF

E-4 Williams USA

38-918-10 Sep

Capt Pruvine

HH-43F

1523N - 10754E

Capt Pope USA

01F

38-919-10 Sep

Lt Machabo

HH-43F

1726N - 10716E

Sgt Jackson USA

A1E

38-931-10 Sep

Capt Purvine

HU-16B

1614N - 10850E

Capt Graybill USAF

L-19

38-943-17 Sep

Capt Cook

HH-43F

1105N - 10650E

SP-5 Kee

H-34

38-954-21 Sep

Capt Martin

HH-3

1736N - 10543E

Lt CaoVan VNAF

F-105

Capt Greenwood USAF

F-105

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REF 3358

Detachment 7
38th Air Rescue Squadron
UNITED STATES AIR FORCE
APO San Francisco Calif 96337

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E. Edward M. Brunner

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Capt., USAF
RCG

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