

Detachment 5
Pacific Air Rescue Center (MATS)
UNITED STATES AIR FORCE
APO San Francisco 96337

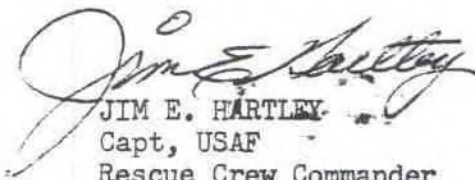
REPLY TO
ATTN OF: Det 5 PARC

SUBJECT: Mission Narrative

7 June 1965

TO: HQ ARS (ARSQP)

1. Mission Number: 5-313 - 2 June 1965
2. SAR Alerted by: Danang AB Tower
3. SAR Aircraft Used: HH-43F
4. Crew;
 - a. Rescue Crew Commander: Capt Jim E. Hartley
 - b. Co-pilot: Capt James V. Berryhill
 - c. Crew Chief: SSgt Homer L. Ramsey
 - d. Pararescue: A2C William J. Flower
5. Rescap: UH-1B
6. Narrative: At 1904 hours on 2 June 1965, the primary crash phone rang and tower advised us that a L-19 had crashed and was burning on a mountain side ten miles north of Danang (1611N 10808E). At 1907 hours helicopters 63-9713 and 63-9714 were airborne proceeding to the crash site. I was the rescue crew commander on 63-9714 flying cover for 63-9713. We arrived at the crash site at 1915 hours and 713 made an approach and lowered his pararescue man down by hoist to determine if there were any survivors. At approximately 1920 hours my pararescue man stated 713 just crashed. I started descending and made an approach over the downed helicopter. SSgt Ramsey (crew chief) lowered A2C Flower (pararescue) down the hoist to render assistance. The two crewmembers that were in a state of shock were hoisted up first. Knowing that the remaining personnel had only minor injuries and being at maximum gross weight, I elected to return the injured crewmembers to Danang. I returned to the crash site at 1935 hours and picked up the other crewmembers. We returned to Danang arriving at 1950 hours.


JIM E. HARTLEY
Capt, USAF
Rescue Crew Commander

Info Copy to: HQ PARC(DOARO)
Det 3 PARC

K318.2411-6

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Detachment 3, 1st Special Operations Group
UNITED STATES AIR FORCE
APO W. F. 96110

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

REPLY TO

ATTN OF: Det. Prov Second

11 Jun 1965

SUBJECT: Det 3, PARC Rescue Mission #562, 8 Jun 1965, (DC)

TO: Det 3, PARC

1AW AFR-2)5-2

19 MAY 1970

1. 0924Z. White 31 called Invert Control and advised that the pilot of Team 01 was ejecting in the vicinity of his target area at 170500N 106000E.
2. 0926Z. Invert Control called the Rescue duty officer and passed information called in by White 31. The helicopter RCC's proceeded to radar operations.
3. 0934Z. Initiated call to Jimmy via SSB and intercepted the duty officer's call to me. He advised me of the ejection and to standby for scramble of our helicopters. He also stated that Buyer Charlie was enroute to the scene. Fuel requirements for the radius, and an out of ground effect hover had been preplanned and the auxilliary tanks were being filled with the required fuel at this time.
4. 0955Z. Received a landing call from Major Lawrence. He advised us to scramble the helicopters and that Buyer 44 was departing Udorn as soon as possible.
5. 1005Z. Curse 22 and 21 airborne and climbing to 9,000 feet. Crossed the Mekong River under Invert's control as we were unable to contact either Buyer Charlie or Buyer 44.
6. Milestone 604, a RECCAP ALH, joined with Curse Flight as we leveled at 9,000. An initial heading of 045° was maintained to avoid known AAA positions.
7. 1035Z. Curse 22 and 21 turned to a heading of 085° and proceeded direct to the target area. Established radio contact with Buyer Charlie. Milestone 604 still flying RECCAP for the flight.
8. 1040Z. Established visual contact with Buyer Charlie and advised Invert that the HU-16 would assume navigation for us.
9. 1100Z. Milestone 601 was continuing to fly low RECCAP on the downed pilot and had a good mark on his location. He had received the URF-21 beacon at intermittent intervals in addition to a visual sighting of a flare.

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Hq PARC Log No. 1331-65

Hq ARS SC No. 653489

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10. 1115Z. The first of Milestone 601 made the target and advise three flights of any ground fire or movement of individuals in the area. Teak Sparc and Milner stated they had experienced no ground fire nor observed any movement of personnel. Course 22 started a descent from 9,000' and Course 21 was instructed to remain at altitude unless required to make the pick up. Milestone 601 continued to fly low RESCAP and gave a final mark on the area.

11. 1112Z. Course 22 called for radio silence and then flew directly over the survivor on the first pass. A good URT-21 signal was received and the pilot also ignited a beacon flare. Since the first pass was downwind, a hard 180° turn was made to get in position over the smoke before it dissipated. An out-of-ground effect hover was established on the east side of the ridgeline, which was quite steep and covered by 100' trees and dense undergrowth. The helicopter was lowered as much as possible into the trees and the full length of the hoist cable was required to reach the survivor. The hover required 28.5 lbs of torque initially, and 30 lbs after the survivor was in the sling. (Coordinates of pick up point - 105°51'30"E 18°08'N).

12. 1117Z. The hoist pick up was completed and a climb was made directly over the area to 6,000'. Course 21 joined up and a climb on course was made to 10,000'. Buyer Charlie departed for home plate and Buyer 44 assumed on-scene command. Course Flight maintained 10,000' over a broken to occasionally overcast condition until 35 miles from Nakhon Phanom. We found a hole and descended VFR below the clouds. Milestone and Teak Flight continued to fly RESCAP until we crossed the Mekong River at 1225Z.

13. 1235Z. Course Flight landed at Nakhon Phanom. Mission complete.

14. Helicopter Crew Members:

Course 22 (Save Helicopter)

P Curtis, Thomas J., Capt,
CP Hepp, Bruce C., Capt,
HM Cutillo, David M., A2C,
PJ Wallace, Richard A., A2C,

Course 21 (Cover Helicopter)

P Schaetzle, Stanley O., Capt,
CP Turk, Walter F., 1st Lt,
HM Alvarado, Francisco, A1C,
PJ Heneory, Michael T., A2C,

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Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

RETURN TO:

K3.1.2.
JAN-DEC 1965
V.1.2.
C.1.

HISTORY OF THE AIR RESCUE SERVICE

1 January - 31 December 1965

(TITLE UNCLASSIFIED)

10 SEP 1990

1. LOSSES - FOR - 1965
2. SOUTH - ASIA

Prepared by
W. E. Alford
Historian
Office of Information
Headquarters Air Rescue Service

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO YEAR
INTERVALS DECLASSIFIED ON DECEMBER

Approved by:

31, 1973

Allison C. Brooks

ALLISON C. BROOKS, Colonel, USAF
Commander

MILITARY AIR TRANSPORT SERVICE, UNITED STATES AIR FORCE

Hq ARRS
Security Control
No. 662968

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Chapter VII

COMBAT LOSSES IN SOUTHEAST ASIA

(U) Air Rescue Service suffered the loss of seven aircrewmen, missing in action, and three helicopters in combat situations in Southeast Asia during Calendar Year 1965. Accounts of these losses, compiled from mission reports, debriefings, and interviews, follow here and are identified by mission numbers. The times of all occurrences are shown in local time.

(U) Mission: Det 5 - PARC - 313 - 2 Jun 65¹

(S) At 1904 hours on 2 June, tower operators at Da Nang Airport, Vietnam, alerted Detachment 5 helicopter crews, via the crash telephone, to the crash of a Marine Corps 0-1E aircraft (a Cessna, formerly designated L-19A) ten miles north of the airport at 16-11N 108-08E where it was burning on the mountainside. Three minutes later HH-43F helicopters 63-9713 (Rescue 95) and 63-9714 (Rescue 96) piloted by Captains Floyd R. Lockhart and Jim E. Hartley, respectively, were airborne and enroute to the crash site, with Captain Hartley flying top cover. Arriving on the scene at 1915 hours, Captain Lockhart hovered the "Huskie" while SSgt Dewey A. Kilpatrick, mechanic and hoist operator, lowered A2C Randolph M. Smith, pararescueman,

1. Data obtained from mission reports in Mission Folder 50 in ARSCP files and from interview with Capt. Hartley.

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in the sling, after which he attempted to suppress the O-1E fire with rotor wash. At this point in time, Lockhart and others, on the ground, heard a sharp and loud explosive noise, repeated several times, similar to that of a .45 caliber pistol shot. Immediately, a gradual deterioration of fore and aft cyclic control, cyclic roughness, and ineffectual pitch control was experienced by the pilot. Captain Lockhart was unable to prevent the helicopter from pitching forward and descending to the forested hillside, where the left rotorhead struck a tree before the helicopter contacted the ground in the hostile area at 1925 hours.

(S) A2C William J. Flower, pararescueman aboard Rescue 96, observed the crash of the other helicopter and informed Captain Hartley, who executed a hover over the crashed helicopter and ordered his mechanic, SSgt Homer L. Ramsey, to lower the pararescueman in the hoist sling to investigate the condition of Captain Lockhart and his crew of two others. Fowler determined that SSgt Kilpatrick and A2C Smith were in shock and Captain Hartley made the decision, because his helicopter was at the maximum gross weight limit, to move those two from the crash to the Da Nang hospital and return for Captain Lockhart, who was believed to have only minor injuries. He arrived back at the crash site at 1935 hours and delivered Lockhart into the hands of the hospital personnel at 1950 hours, thereby terminating the flight portion of this mission.

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(S) Subsequently, troops of the Republic of Vietnam made the area secure for salvage operations. An examination of the downed "Huskie" revealed that rotors, tailbooms, the right main and nose gears, and the right side of the fuselage had suffered major damage. Those parts which were salvagable were recovered and the remainder of the craft was destroyed by explosives.

(S) All crew members of both helicopters are identified below:

63-9713 (Rescue 95)

Pilot:	Capt. Floyd R. Lockhart, Minor injuries
Mechanic:	SSgt Dewey A. Kilpatrick, Minor injuries (was in cabin)
Pararescueman:	A2C Randolph M. Smith, Minor injuries

63-9714 (Rescue 96)

Pilot:	Capt. Jim E. Hartley,
Copilot:	Capt. James V. Berryhill,
Mechanic:	SSgt Homer L. Ramsey,
Pararescueman:	A2C William J. Flower,

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SEARCH AND RESCUE

first night mission picking up a Vietnamese A-1 pilot shot down in an attack on the Viet Cong Zone D headquarters in Phuoc Thanh Province northwest of Saigon. For the first night aircrew rescue conducted by an Air Rescue Service unit in Southeast Asia, the pilot received the Vietnamese Air Force Distinguished Flying Cross with a gold star.¹³

With the limited number of helicopters available for aircrew recovery missions, rescue personnel at both detachment and headquarters level felt that combat should be avoided. Kaman provided gun mounts for the M-60 machine gun, but there was not enough room in the HH-43B/F for a gunner. The parajumper was usually too involved with getting the survivor aboard to man a gun. Additionally, the Air Rescue Service did not want their rescue choppers to become gunships. Therefore, the machine guns were rarely mounted. If a situation demanded suppressive fire from their rescue choppers crew members usually fired an AR-15 or M-16 rifle from the door or out the window. In an effort to conserve the available choppers, rescue crews refused to take off on recovery missions until a survivor had been located. Rescue headquarters supported these decisions.¹⁴

Further developing the argument that Air Rescue Service could not afford needlessly to risk helicopters in search missions, Brig. Gen. Adriel N. Williams, commander of the Air Rescue Service, in a letter to the chief of staff of the Air Force, Gen. Curtis E. LeMay, cited ARS Programming Plan 563 which estimated that the HH-43B/F force would suffer a forty percent attrition rate in the first year of combat operations. Williams also noted that whereas the plan called for a minimum of nine HH-43Bs to be modified as F models, in fact Air Force headquarters directed only six modifications.¹⁵ Attrition rates matched the estimates as three HH-43Bs and two HH-43Fs were either damaged or destroyed during the Viet Cong attack at Bien Hoa. In May 1965 an F model sustained battle damage and on June 3, enemy gunners brought down one of the beefed-up Huskies on a recovery mission.¹⁶

Helicopters, because of their slow speed and the mechanical complexity of the gearing in the exposed rotor system, have always been vulnerable to antiaircraft and small arms fire. Initially ill-prepared to meet the demands of aircrew rescue in Southeast Asia, rescue personnel had to develop tactics and doctrine. It was during this time that the Search and Rescue Task Force evolved.

In late 1964, due to the limitations of the HH-43 helicopter, Air Rescue Service units were not providing dependable aircrew recovery. In Vietnam, Army and Marine choppers often picked up their own downed flyers. In Laos, Air America pilots, thoroughly familiar with the nuances of terrain and weather, still performed most of the aircrew recoveries. For instance, between June 1964 and June 1965, Air America helicopters picked up twenty-one downed aircrew members. Air Rescue Service choppers rescued only five flyers downed in Laos.¹⁷ Nevertheless, it was in this period that

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MISSIONS**RESCUERS****LOCATIONS****SURVIVORS**NameAircraftNameServedAircraft

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

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

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

1607N - 10812E
1728N - 10848E
1743N - 10634E
1706N - 10640E
1615N - 10525E
1720N - 10655E
1604N - 10340E

Maj Hung VNAF A1H
LT Majors USN A4C
Lt Cullen USA F-100
Capt Baird USAF F-105
Maj Panas USAF F-105
W/O Van Phu VNAF A1H
Capt Spagnola USAF F-105

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

Maj Waechter
Maj Shook
Lt Phelan

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

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

LCol Risner USAF F-105
CDR Shugart USN A4E
LT Wangman USN F8U

3-PARC-277-29 Mar*
3-PARC-283-31 Mar

Maj Shook
Capt Strayer

HU-16B
HH-43B

2010N - 10737E
1717N - 10545E

CDR Donnelly USN F8U
Capt Bigoness USAF F-100

3-PARC-319-9 Apr
3-PARC-393-27 Apr

Capt Reichardt
Capt Rodenberg

HU-16B
HH-43B

1854N - 10541E
1727N - 10445E

LCDR McNeill USN A4C
LTJG Wilkes USN A1H

3-PARC-428-7 May
3-PARC-433-8 May

Capt Reichardt
Capt Reichardt

HU-16B
HU-16B

1935N - 10605E
1753N - 10705E

Maj Lambert USAF F-105
LT Wilson USN RF8A

3-PARC-448-12 May
3-PARC-469-17 May

Capt Ballinger
Capt Hepp

HH-43B
HH-43B

1655N - 10443E
1905N - 10442E

Capt Schneider USAF F-105
Capt Taliaferro USAF F-105

3-PARC-493-23 May
4-PARC-269-28 May

Capt Richardson
Capt Boyles

HU-16B
HH-43F

1840N - 10600E
1048N - 10640E

Maj Hernan USAF F-105
USA UH-1B

3-PARC-529-1 Jun
5-PARC-313-2 Jun

Capt Brunner
Capt Hartley

HU-16B
HH-43F

1847N - 10609E
1611N - 10808E

LT Field USN F8
Capt Lockhart USAF HH-43F
SSgt Kilpatrick
A2C Smith

* Recovered on 31 March

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<u>Mission Number</u>				<u>Rescue Aircraft</u>			<u>Persons Saved</u>			<u>Totals</u>			
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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