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F-105 Pilot Ejectee

On 24 July 1965 a CH-3C helicopter, assigned to the 38th Air Rescue Squadron, recovered a downed F-105 pilot.

An Air Rescue Service HC-54 on precautionary orbit was notified that four F-105's were missing 40 miles west of Hanoi. A CH-3C helicopter and two HH-43B helicopters were scrambled from Lima Site 98 where they were refueling. The HC-54 accompanied them to Lima Site 36 where additional refueling was accomplished. The helicopters then proceeded to the area of the SAR objective. The pilot of one F-105 was spotted on the ground and radio contact was established between the downed pilot and the Air Rescue HC-54 flying RESCAP. Continuous radio communication between the HC-54 and the downed F-105 pilot was maintained until the Air Rescue Service controlled CH3C helicopter arrived on the scene and recovered the pilot.

Classification (cancelled) (changed to UNCLASS)
effective on 11-3-75, under the authority of GP
by GP

34 Repro by AD-001 Cook
Dist: 247 TOWNS + Heng Mook
147 To FT Belvoir VA
DOWNGRADED
1711 AF 2-25-2
13 MAY 1970

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DDC 2 V

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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 horseshollar 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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which was prepositioned at a forward site in Laos was launched to recover survivors. It entered the same area where the four aircraft had been downed, approximately 40 miles west of Hanoi, and was led to the downed pilot by RESCAP aircraft. The survivor was on a heavily wooded slope and marked his position with red smoke. The helicopter was forced to hover at approximately 80 feet above the pilot due to the high trees. After the pilot had put on the hoist harness and was raised 10 feet a hoist malfunction occurred. The crew was unable to lift the pilot the remaining 70 feet manually. The crew decided a landing would have to be made in order to rescue the survivor, so they flew to a rice paddy $\frac{1}{2}$ mile away with the survivor dangling 70 feet below the helicopter. Immediately after landing and recovering the survivor the helicopter came under automatic weapons fire and received 3 hits, one of which missed the fuel tanks by 6 inches. The remainder of the return journey was uneventful. CH-3C aircraft commander was Capt George C. Martin, and rescued F-105 pilot was Capt Frank Tullo.

(5) (S) 38-761-28 Jul 65. A USN A-4E was downed over Laos. Two HH-43 helicopters were scrambled from Nakhon Phanom to make the pickup. The downed pilot was located by A-1E RESCAP aircraft which led the helicopters to the scene. The A-1E aircraft had to conduct continuing attacks against hostile troops that were attempting to reach the downed pilot. As the helicopter moved in for the pickup the A-1E's laid down covering fire. The survivor was located on the side of a hill, and in order for the helicopter to maneuver over the pilot to effect the pickup it was necessary to have the blades come within inches of the side of the mountain. The pickup was successful and an uneventful flight back to Nakhon Phanom, Thailand followed. The aircraft commander of the HH-43 making the pickup was 1Lt Walter F Turk, and the survivor was LT JG Townsend R. Grant.

(6) (U) 38-814-11 Aug 65. An HU-16 on precautionary orbit over the Gulf of Tonkin received a call on guard channel from an F-105 that was hit coming off a strike in North Vietnam. The F-105 pilot declared he was going to bail out. The HU-16 requested a homing steer from the distressed aircraft's wingman, and as he turned to the heading, made a visual sighting on the descending parachute. The HU-16 jettisoned wing tanks and was on final approach as the survivor landed in the water. The pickup was made approximately 14 miles off the shore of North Vietnam. The HU-16 aircraft commander, Major Frederick C. Wismer, made a normal water take off and delivered the survivor, to DaNang AB, RVN.

(7) (U) 38-822-13 Aug 65. Lt Robert J Hyland, USNR, was piloting an A-1H which was hit by flak over North Vietnam. His wingman contacted the HU-16 on precautionary orbit and advised it of the impending bailout. The A-1H was able to make the coast and the pilot bailed out over the sea. His wingman directed the HU-16 to the incident site. The HU-16 made a water landing, recovered the survivor, and delivered him to DaNang AB, RVN. The HU-16 aircraft commander was Capt Richard F. Reichardt.

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Reg # 11783

P-1-F-1
Report

Detachment 5
38 Air Rescue Squadron
UNITED STATES AIR FORCE
APO San Francisco 96237

REPLY TO
ATTN OF: Capt Reeves

SUBJECT: Narrative Report, Mission Number 754

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ACTION: ARODC
INFO: ARCCO
34/ Report by ARRG/Dior
at 29/ to USAF Hq MOW
1 C/TG FT Belvoir VA 35 NM NW
(Hanoi)

TO: Hq PARC
Hickam AFB, Hawaii

DOWNGRADED

CH 3C pilot, Capt Martin

IAW

AFR 2352

Classification (cancelled) (changed to UNCLASS)
effective on 11-3-75, under the authority of
by 19

1. This report concerning mission 754, was flown on 27 July 1965. The crew members were: Rescue Crew Commander, Capt Robert R. Reeves, 48th ARS; Co-Pilot, Capt Emmett E. Williams, Jr., 36th ARS; Navigator, Capt Harrison N. Yoneda, 36th ARS; Flight Mechanic, TSgt Floyd L. England, 36th ARS; Flight Mechanic, SSgt Antranig A. Gurnvlian, 48th ARS; Radio Operator, SSgt Newton C. Boykin, 54th ARS. The recovery aircraft was an HC-54D, 42-72666, call sign SPUD 29, from 36th ARS, Tachikawa AB, Japan. Mission objective was to escort a CH-3C helicopter, call sign - SHED 85, to LTMA SITE 36, then orbit site 36 and standby for possible recovery of downed pilots.

2. At 0420Z, we departed Udorn AB, Thailand. We arrived at orbit area ALPHA (20-00N 104-29E) at 0449Z. At 0500Z SHED 85 was intercepted. We contacted 03Z, an Air America aircraft, for site 36 and site 98 weather 03Z reported some holes in broken layers and alright for arrival of SHED 85 at site 98. He reported site 36 weather to be overcast with bases at 5,500 ft. The overcast had a hole 20 NM wide and visibility was good. From our position the weather looked unfavorable in all quadrants as far as could be seen. SHED 85 was somewhat concerned with the weather at both sites, but continued on to site 98 which was enroute to site 36. At 0610Z SHED 85 landed at site 98 to refuel. Because of the questionable weather he felt that a refueling stop was necessary in the interest of safety. Two HH-43B helicopters from Udorn, PEDRO 1 & 2 also landed at site 98 approximately the same time. SPUD 06, an HC-54D from Udorn had escorted the PEDRO choppers to site 98. Together we orbited site 98 while waiting for SHED 85 to refuel. SPUD 06 and PEDRO 1 & 2 were remaining at site 98 on alert. At 0620Z we were advised that the weather at site 36 was favorable for SHED 85 to land. We attempted contact with SHED 85 on UHF and HF which he had been advised to maintain contact on while at site 98. We attempted contact through PEDRO aircraft without success. At 0642Z we finally contacted PEDRO 2 and he advised SHED 85 to take off ASAP as directed by Hq 38 ARS. SHED 85 advised us he would have fuel for 2 + 00 hrs. Flight when reaching site 36, providing he landed and dropped off some personnel and other weight. His ground time for refueling was 20 min. and this would give him 4 + 00 hrs. of fuel. SHED 85 and SPUD 29 departed site 98.

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Hq ARS SC No.

ARO DC #

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At 0724Z we heard a call to BRIGHAM (Udorn Radar) over UHF giving the following position of HEALY-2 who went down - 2100N 105-18E. We advised SHED 85, SPUD 06, and Hq 38th ARS. 38th ARS advised us that CHESTNUT flight was due over target in 20 min and would provide RESCAP. At 0740Z CHESTNUT 20 advised that CEDAR 2 had also gone down at 21-05N 105-14E. At 0753Z 38th advised CHEVY flight would be in target area for RESCAP at 0803Z. At 0755Z we advised SHED 85 to take on enough fuel for 3 trips to target area and return as per 38th ARS instructions. 85 advised he could only make 2 trips. At 0810Z SHED 85 landed at site 36 and refueled. PEDRO 1 & 2 were close behind and also refueled at 36. At 0810Z LEOPARD and CHEVY flights advised they were in the area and had negative electronic signals or visual of any of the downed pilots. At 0813Z VICTORY LEAD relayed through whiplash flight that DOGWOOD 02 had gone down at 21-00N 104-58E. At 0825Z DOGWOOD 1 relayed that an electronic signal had been received from DOGWOOD 02 at 21-13N 104-56E. At 0832 38th ARS advised SAM ENVELOPE was effective for 45 NM radius of Hanoi. We were advised to remain clear and not approach the 45 NM radius above 1500 feet. This message was relayed to all aircraft. In the target area. At 0902Z DOGWOOD flight departed target area. At 0914Z SHED 85 departed site 36. CHESTNUT and CHEVY flights departed area and WHIPLASH entered the area. We escorted SHED 85 via site 107 to the Black River 6 NM west of Yan Yen North Vietnam. At 0940Z one CHESTNUT aircraft who had remained on scene reported that he had sighted the pilot in an isolated area and that he was O.K. He estimated the elevation to be 2000 feet and was receiving electronic contacts each 15 minutes. At approximately 0942Z SPUD 06 requested RESCAP as he was behind us and approximately 25 NM south of us. At this time we only had 2 ALE's for low coverage. The RESCAP flights coming in were having to leave for refueling on the tankers or returning home plate. We requested all available RESCAP in order to help cover SPUD 06 and PEDRO 1 & 2. We especially needed low coverage for search, however we were advised that all ALE's and ALE's were committed on missions. At 0947Z DART 98 and CANASTA 3 entered the target area. At 1005Z PANTHER 120 and SUNDOWN 112 entered the area. SHED 85 was advised to contact CANASTA flight for vector into target area. At 1025Z we reached the Black River and orbited to stay out of 45NM range of Hanoi. SHED 85 continued heading 070° as vectored by CANASTA flight. At 1030Z PANTHER and SUNDOWN flights departed area and CHESTNUT 3 and COBRA flights arrived on scene. CHESTNUT 3 was sent low to help with low cover of SHED 85. At 1026Z we advised SPUD 06 that LEOPARD and COBRA flights were inbound and to contact them for RESCAP in their area. We also sent WHIPLASH flight to their area to cover until COBRA or LEOPARD came on scene. At 1038Z CANASTA 572 and 574 sighted SHED 85 and lead him to the survivor at 1049Z and at 1102 SHED 85 advised he could not hoist the pilot up due to a hoist malfunction. He was vectored to a clearing by CANASTA flight where he landed. At 1114Z SHED 85 reported that the pilot had gotten out of the horse collar and was on board in good physical and mental condition. At approximately this time SPUD 06 advised they were given instructions to return to site 36 as no visual or electronic contacts had been made at any of the other locations. At 1114Z we vectored SHED 85 to our orbit position and at 1120Z we departed orbit with SHED 85 enroute to site 36. At 1143Z Hq 38 ARS requested to know if any aircraft

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were available at site 36 to evacuate the pilot. SHED 85 reported a malfunction with one of his engines and felt that a night flight under these conditions was too hazardous to risk. PEDRO 1 & 2 were of the same opinion. There were no other aircraft available for evacuation so 38th ARS advised that Air America would evacuate him the next morning. At 1210Z two Air America helicopters took off and orbited site 36 in order to vector us in as it was dark. They also ignited 4 oil drums by 1220Z along with SHED 85 we arrived over site 36. The 2 Air America choppers led 85 down and he was on the site at 1228Z. He reported ground fire damage and advised he would talk to tech rep before departing. We vectored SPUD 06 and PEDRO 1 and 2 into site 36 at 1232Z. The 2 Air America choppers lead PEDRO 1 and 2 down to site 36. At 1259Z we departed site 36 with SPUD 06. We landed at Udorn AB at 1405. SPUD 06 landed approximately 1415Z.

The foremost problem during this mission was the enormous amount of UHF traffic working 364.25. SPUD 06 was escorting and controlling PEDRO 1 and 2 into one area as we were doing the same with SHED 85. RESCAP was coming in and out so rapidly that it was almost impossible to keep record of the aircraft. This was due mainly to the short bingo times for the majority of the aircraft. This also created a heavy workload on UHF. There was a shortage of ALH's for low level search and cover. Most of the jet aircraft were too low on fuel to provide low level search. The CH-3C crew seemed to lack confidence in our ability to navigate. He continually asked where he was and if we knew our position. This created more excess traffic on UHF. I recommend that two separate frequencies be used when two missions are being processed in close proximity. This of course would have to be coordinated in advance for RESCAP aircraft arriving on scene.

Particularly worthy of note was the risk SHED 85 took in continuing to the target area even though one of his engines had flamed out on landing at site 36 enroute. Also CANASTA 572 and 574 stayed on scene to guide SHED 85 to the survivor. They stretched their bingo time 30 minutes rather than leave the survivors position. The Air America helicopters and ground lighting were responsible for speedy location of site 36 during darkness. Without them it is possible we may not have found it at all.

Overall this recovery was successful due to the combined efforts and cooperation of all elements involved. The TACAN on the destroyer LOCOMOTIVE was invaluable in pin pointing our positions. Due to the increased traffic through site 36 I recommend placement of some type of homing BEACON there. It would help more than anything I can think of to recommend. Actually a portable TACAN at site 36 would probably be the best solution. In this area the helicopters fly high enough to receive TACAN. With TACAN equipment installed their capability would be increased considerably.

Robert H. Rucke
ROBERT H. RUCKE
Capt, USAF
RCC

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ARSH-65

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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 USAF F-105

38-664-3 Jul

Capt Allen

HH-43B

1821N - 10301E

Maj Wilson USAF F-105

6-38-446-20 Jul

Capt Layman

HH-43F

1055N - 10654E

Capt Johnson USAF F-105

38-744-24 Jul

Capt Curtis

HH-43B

1638N - 10634E

Lt Barriere USAF F-100

38-754-27 Jul

Capt Martin

HH-3

2105N - 10513E

Maj McClelland USAF F-105

38-761-28 Jul

Lt Turk

HH-43B

1748N - 10547E

Capt Tullo USAF F-105

38-814-11 Aug

Capt Graue

HU-16B

1748N - 10547E

LTJG Townsend USN A4E

38-822-13 Aug

Capt Reichardt

HU-16B

1910N - 10609E

Capt Wilson USAF F-105

38-860-24 Aug

Capt Stambaugh

HH-3

1853N - 10556E

LT Hyland USN A1H

38-882-31 Aug

Capt Stambaugh

HH-3

1948N - 10450E

Maj Tagreco USAF F-105

38-899-6 Sep

Capt Holm

HH-43B

2105N - 10420E

LtCol Hendricks USAF F-105

38-901-6 Sep

Capt Berthold

HU-16B

1740N - 10650E

Capt Clark USAF F-105

38-902-6 Sep

Capt Lockhart

HH-43F

1642N - 10345E

Capt Barnhill USAF F-105

7-38-532-6 Sep

Capt Seebo

HH-43F

1938N - 10555E

LT Burton USN A1H

6-38-718-9 Sep

Capt Murden

HH-43F

1605N - 10812E

Capt Hamann USAF B-57

38-918-10 Sep

Capt Pruvine

HH-43F

5 NM E. Bein Hoa

Lt Lane USAF

38-919-10 Sep

Lt Machabo

HH-43F

E-4 Williams USA

Capt Pope USA 01F

38-931-10 Sep

Capt Vatis

HH-43F

1523N - 10754E

Sgt Jackson USA

38-943-17 Sep

Capt Purvine

HU-16B

1726N - 10716E

Capt Graybill USAF A1E

38-954-21 Sep

Capt Cook

HH-43F

1614N - 10850E

Lt Davidson USA L-19

Capt Martin

HH-3

1105N - 10650E

SP-5 Kee

Capt Martin

HH-3

1736N - 10543E

Lt CaoVan VNAF H-34

Capt Greenwood USAF F-105

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p. (U) On 26 July 1965, a UH-1A was downed in North Vietnam. HC-54 and two HH-43 helicopters were dispatched to the incident site. The search was hampered by fog and low clouds which caused the rescue aircraft to fly at extremely low altitudes in attempting to locate the survivor. In doing this the search areas subjected themselves to heavy ground fire. An emergency beacon was received and shortly thereafter the downed pilot was located in an extremely precarious position. He was hiding on the side of a hill, completely surrounded by unfriendly forces that were searching for him. The fighters were directed to strafe around the survivor to prevent his capture prior to the arrival of the helicopters. At this time a brush fire was sighted burning towards the survivors position. The helicopters arrived at the incident area and pinpointed the survivors position by the smoke from the brush fire. As the pilot was on the side of a steep hill the helicopter pilot had to maneuver the aircraft so as to have the rotor blades almost touching the side of the hill in order to hover over the survivor. This perilous operation was compounded by the low visibility caused by smoke from the fire. The survivor was saved from certain capture, or possible death from fire and returned to his home unit.

q. (U) On 27 July 1965, a strike was made against suspected surface to air missile (SAM) sites in close proximity to Hanoi. This was probably the most heavily defended area in SEA. Four F-105 aircraft were downed by anti-aircraft fire during the raid. Of the four, no parachutes were observed but contact could only be established with one of the pilots following the bailout. Upon receipt of the bailout report the HC-54 on precautionary orbit relayed the information to the Joint Search and Rescue Center which in turn launched a CH-3C helicopter to proceed to the bailout scene from a forward operating base. The CH-3C helicopter, completely unarmed and unarmored, not possessing fuel tanks, or other combat modifications entered the very same area in which the four aircraft had been shot down. The helicopter rendezvoused with fighter aircraft that had visual sightings of the survivor, and was vectored over his position. The helicopter lowered the hoist cable, and the survivor put in the harness; however, when an attempt was made to raise the survivor the hoist malfunctioned. Two of the crewmembers attempted to pull the survivor in manually, but could not accomplish this. Realizing they provided the only means of escape for the pilot, the helicopter crew elected to proceed to an open field one mile from the incident site and land. The helicopter climbed to an altitude which would permit the survivor, who was dangling 60 feet below them, to clear ground obstruction. However, when the helicopter reached the field they came under ground fire. In view of this, the crew elected to land as the survivor could not be expected to hold on to the harness much longer. In the process of landing and retrieving the survivor the helicopter received three hits, one of which was within 6 inches of the fuel tank. This landing took place in an open area, adjacent to a village, only 40 miles from Hanoi.

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