

21 ARSg Hist, Jul-Sep 65

Additional Significant Items:

(1) The number of HU-16 aircraft was increased to five with the return of 51-5304 from IRAN on 8 July 1965.

(2) As of 30 September construction of the HC-130 nose dock was 32% complete.

(3) A request for construction of a new squadron operations building and parking apron adjacent to the HC-130 nose dock was submitted under the Emergency Military Construction Program for fiscal year 1966.

(4) The squadron was tasked to provide one HF-43B pilot TDY to SEA during the entire period.

b. Missions of special interest during the quarter follow:

(1) Combat missions involving personnel (recovery).

(a) On 13 August 1965 an HU-16 deployed in SEA while on a precautionary orbit, received a distress call from the wingman of a US Navy A1E pilot whose aircraft had been damaged by enemy fire. The pilot of the HU-16 requested a DF steer and immediately headed for the distressed aircraft which was headed toward the open sea. While enroute the wingman advised that the A1E had ditched three miles off shore. Following an enroute sea evaluation, the HU-16 crew spotted the downed pilot and elected to make an immediate landing due to enemy surface vessels converging on the scene. After executing a difficult open sea landing the pararescueman (PJ) was deployed into the water to assist in the recovery. A raft approach was made and the PJ and survivor were hauled aboard. An immediate take off was made to avoid the rapidly approaching hostile vessels. The PJ administered medical aid to the survivor enroute to the deployment base. Crew: RCO Capt Richard F Reichardt, CP Capt Frederic A Burkhart, N Lt David N Gardner, AM SSgt Paul E Lucier, RO SSgt Norwood Steele, PJ SSgt Richard N Stone.

(b) On 10 Sep 1965, an HU-16 aircrew, while acting as on scene commander during the search for a downed pilot in hostile territory, received a distress message from one of the search aircraft which had been hit. The HU-16 crew immediately responded by proceeding toward the distressed aircraft and giving vectors away from shore, enemy fire and to the nearest friendly recovery base. The HU-16 then proceeded to escort the disabled aircraft providing navigational assistance enroute. When ditching became imminent, the HU-16 provided the pilot with an immediate sea evaluation and heading recommendation.

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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. Wisner, 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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ARH-65

MISSIONSRESCUERSLOCATIONSSURVIVORSNameAircraftNameServiceAircraft

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
38-761-28 Jul

Capt Curtis
Capt Martin
Lt Turk

HH-43B
HH-3
HH-43B

1638N - 10634E
2105N - 10513E
1748N - 10547E

Maj McClelland USAF F-105
Capt Tullo USAF F-105
LTJG Townsend USN A4E

33-814-11 Aug
38-822-13 Aug
38-860-24 Aug

Capt Graue
Capt Relchardt
Capt Stambaugh

HU-16B
HU-16B
HH-3

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

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

Capt Holm
Capt Berthold
Capt Nicholas

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

2105N - 10420E
1740N - 10650E
1642N - 10345E

LtCol Hendricks USAF F-105
Capt Clark USAF F-105
Capt Barnhill USAF F-105

38-902-6 Sep
7-38-532-6 Sep

Capt Lockhart
Capt Seebo

HH-43F

1938N - 10555E
1605N - 10812E

LT Burton USN A1H
Capt Hamann USAF B-57

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

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

Capt Cook
Capt Martin

HH-43F
HH-3

1105N - 10650E
1736N - 10543E

SP-5 Kee
Lt CaoVan VNAF H-34
Capt Greenwood USAF F-105

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