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Reg 934

P-F1

Department of the Air Force
Detachment 5
38 Air Rescue Squadron (MATS)
APO San Francisco 96237

DOWNGRADED
18-235-2
13 MAY 1970

SUBJECT: Narrative Report, Mission 38 ARSQ 882 - 31 Aug 65

TO: Hq ARS (ARODC)
Orlando AFB, Fla
32813

Classification (cancelled) (changed to UNCLASS)
effective on 14-3-85 under the authority of 6AS, by 712

E/10

1. At 1435L on 31 Aug 65, PEDRO 1 and 2 (Rescue Helicopters of Det 5, 38 ARSQ) departed deployment site 107 (2024N -10343E) enroute to an orbit point as near as practicable to the next scheduled air strike.
2. At approximately 1450L, the phrase, "Number 1 is down" or something similar was heard on UHF. PELT 06 (Rescue C-54) attempted to direct us toward the general area of bailout, the exact coordinates being unknown at that time.
3. Approaching the target area, PEDRO flight was very heavy with fuel because they had been prepared to fly orbit for an extended period. Realizing the difficulty of hovering with such a fuel load, PEDRO 1 jettisoned a barrel of JP-4 (460 Lbs).
4. Prior to the arrival of PEDRO flight, PELT 06 and the Rescap had positively located the downed pilot at 2105N - 10420E. PEDRO flight arrived overhead at 1510L. PEDRO 1, the pickup helicopter started descent immediately. PEDRO 2 stood by at 10,000 ft. At approximately 2500 ft above the terrain, PEDRO 1 spotted the chute and an orange smoke flare and moved in for the pickup.
5. The terrain was made up of many small hillocks, 200 - 300 ft high and heavily covered with vegetation, tree height estimated 100 - 125 ft. The hillock on which the survivor was located was approximately 300 yards from the edge of a cultivated vally, down the middle of which was a well marked road. Estimated average terrain altitude, 2500 ft.
6. As the helicopter hovered over the chute, the hoist operator's interphone went dead. The survivor could not be seen. The hoist was lowered into the heavy foliage and within a minute or so, the hoist cable became taut. The hoist was raised and within seconds the pilot was seen emerging from the foliage. The survivor was secured in the helicopter and PEDRO 1 quickly departed the scene at 1520L.
7. During the hoist operation several groups of people were seen running toward the pickup area. However, warning rockets from the Rescap discouraged further approach. Additionally, two men were seen running up a stream

as,
it can be
done

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bed about 100 yards from the hovering helicopter. The co-pilot, alert to such an emergency, fired his M-16 in automatic almost continuously during the entire hoist operation. The helicopter did not sustain any battle damage.

8. The survivor was in good condition, although he had a deep laceration in his left ear. The medic treated it and bleeding stopped.

9. PEDRO 1 rejoined PEDRO 2 and both helicopters proceeded to deployment site 36 (2000N - 10330E) for re-fueling, landing at 1645L. They departed site 36 at 1715 arriving Udom AB, Thai at 1925L. Total time, 8:20, 6 sorties.

10. Crew members were as follows:

PEDRO 1

RCC	Allen, David E.	Capt
CP	Forsythe, John K.	1/Lt
MT	Lockard, Bedford T.	A2C
HM	Lepsey, George O.	A3C

PEDRO 2

RCC	Hurt, Hoyt B.	Capt
CP	Hart, Jake C.	Capt
MT	Fulford, William (NMI)	TSgt
HM	Dager, Robert W.	ALC

David E. Allen
DAVID E. ALLEN, Capt, USAF
Commander

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2
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(8) (S) 38-860-24 Aug 65. Major Dean Andrew Pogreba was flying an F-105 which was hit immediately prior to bomb release while running on a target in North Vietnam. He bailed out a short distance from the target and hid in a fallen tree as he had heard the voices of people searching for him. A-1E RESCAP aircraft arriving over him came under 37 MM AA fire, one A-1E was hit but made its home base safely. A CH-3C was scrambled and was directed to Maj Pogreba's position by the A-1E RESCAP aircraft that had visual contact with him. The CH-3C helicopter made a pickup from a 60 foot hover due to high trees. The CH-3C aircraft commander, Capt James Stambaugh, then made an uneventful flight to Udorn with the survivor.

(9) (S) 38-882-31 Aug 65. Capt William Henry Bollenger, was making a bomb run on a target in North Vietnam when his F-105 was hit. He was able to fly over one mountain ridge and ejected. HH-43's were scrambled from a forward site in Laos upon notification of the downing. While the helicopters were on the way A-1E RESCAP aircraft had located the survivors position in a heavily wooded area with trees 125 feet high. As the helicopter hovered and lowered the hoist several groups of people were seen running toward the pickup area. The A-1E's fired warning rockets which discouraged further approaches. Two men were also seen about 100 yards from the hovering helicopter, the copilot fired his M-16 almost continuously during the recovery to protect the survivor as he was being hoisted into the helicopter. The survivor was returned to Udorn AB, Thailand. He had slight lacerations which he incurred when his head struck a tree branch during landing. The HH-43 aircraft commander was Capt David E. Allen.

(10) (U) 38-899-6 Sep 65. An F-105 pilot was forced to eject off the shore of North Vietnam. His wingman reported this to the orbiting HU-16 which proceeded to the incident area. The pilot was located and picked up following a water landing by the HU-16. The survivor, Capt John T. Clark, was returned to DaNang AB, RVN. The HU-16 aircraft commander was Capt John R. Holm.

(11) (U) 38-902-6 Sep 65. Lt James L. Burton was forced to eject from his A4 10 miles off the coast of North Vietnam. His wingman reported the successful bailout to an HU-16 orbiting in the vicinity. Fourteen minutes after the bailout, the HU-16 was making a water landing, and shortly thereafter picked up the uninjured survivor. The aircraft commander of the HU-16, Capt Mansel E. Nicholas, returned the survivor to DaNang AB, RVN.

(12) (U) 38-918-10 Sep 65. An O1F aircraft crewed by Capt Fepe and Sgt Jackson was downed over unsecure territory in South Vietnam. Two HH-43 helicopters were launched from DaNang AB, RVN and directed to the incident site by the downed aircraft's wingman. Due to high trees the helicopters used their maximum hoist capability to effect the rescue. Each helicopter picked up one survivor, and took them to Cam Duc. The aircraft commander of the HH-43's were Capt Lockhart, and Capt Purvine,

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ARH-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

1824N - 10415E

Capt Keeter USAF F4C

Capt Getman

3-PARC-630-23 Jun

Capt Curtis

HH-43B

1752N - 10552E

Maj Wilson USAF F-105

38-684-3 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

33-814-11 Aug

Capt Graue

HU-16B

1910N - 10609E

Capt Wilson USAF F-105

38-822-13 Aug

Capt Relchardt

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

Lt Col Hendricks USAF F-105

38-899-6 Sep

Capt Berthold

HU-16B

1740N - 10650E

Capt Clark USAF F-105

38-901-6 Sep

Capt Nicholas

HH-43B

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 Lockhart

HH-43F

1605N - 10812E

Capt Hamann USAF B-57

Capt Seebo

HH-43F

5 NM E. Bein Hoa

Lt Lane USAF

6-38-718-9 Sep

Capt Murden

HH-43F

1523N - 10754E

E-4 Williams USA

38-918-10 Sep

Capt Pruvine

HH-43F

1726N - 10716E

Capt Pope USA 01F

Lt Machabo

HH-43F

1614N - 10850E

Sgt Jackson USA

38-919-10 Sep

Capt Vatis

HU-16B

1726N - 10716E

Capt Graybill USAF A1E

38-931-10 Sep

Capt Purvine

HH-43B

1614N - 10850E

Lt Davidson USA L-19

SP-5 Kee

38-943-17 Sep

Capt Cook

HH-43F

1105N - 10650E

Lt Cao Van VNAF H-34

38-954-21 Sep

Capt Martin

HH-3

1736N - 10543E

Capt Greenwood USAF F-105

205

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