

33rd ARSq Hist, Jul - Sep 1965

(3) During GT-5, 192/30 hours were spent on strip alert by HU-16B crews of the squadron. Five (5) pararescuemen were deployed in support of GT-5; three (3) to Samoa and two (2) to Singapore.

b. Narrative Accounts.

(1) Combat Missions.

*Airman TDY or attached to the 33rd Air Recovery Sq.

(a) Date - 3 July 1965.

Number picked-up - One USN seaman with acute appendicitis, name unknwn from U.S.S. Small.

Crew - *Capt Pratt, William E. Jr.,
 *Capt Doyle, Louis R.,
 *Capt Sharpe, Jimmie H.,
 Capt Price, Terrill E. Jr.,
 *SSgt Vest, Andrew J.,
 *SSgt Prouty, Watten R.,
 *SSgt Johnson, Bobby L.,

(b) Date - 11 Aug 1965.

Number picked-up - One F-105 Pilot, Name - Lawrence Wilson, Capt, USAF.

Crew - Major Wismer, Frederick C.,
 Capt Graue, Robert W.,
 Capt Coslett, Roger J.,
 SSgt Warren, William K.,
 ALC Yocabet, Anthony S.,
 *ALC Lande, Colin A.,
 *A2C Finn, Harvey W.,

The downed pilot was sighted by his wingman as he ejected and descended. The HU-16B on precautionary orbit nearby was vectored to the scene by ARA-25 homer and visually. A routine open sea landing and take-off was accomplished and the pilot was returned to Danang AB, RVN.

(c) Date - 6 Sep 1965.

Number picked-up - One A-4 Pilot, name unknown.

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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. Wiamer, 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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MISSIONS	RESCUERS		LOCATIONS	SURVIVORS		
	Name	Aircraft		Name	Service	Aircraft
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
				Capt Getman		
3-PARC-630-23 Jun	Capt Curtis	HH-43B	1752N - 10552E	Maj Willson	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
33-814-11 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		HH-43B	2105N - 10420E	LtCol Hendricks	USAF	F-105
38-899-6 Sep	Capt Holm	HU-16B	1740N - 10650E	Capt Clark	USAF	F-105
38-901-6 Sep	Capt Berthold	HH-43B	1642N - 10345E	Capt Barnhill	USAF	F-105
38-902-6 Sep	Capt Nicholas	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			Lt Lane	USAF	
6-38-718-9 Sep	Capt Murden	HH-43F	5 NM E. BeIn Hoa	E-4 Williams	USA	
38-918-10 Sep	Capt Pruvine	HH-43F	1523N - 10754E	Capt Pope	USA	01F
	Lt Machabo	HH-43F		Sgt Jackson	USA	
38-919-10 Sep	Capt Vatis	HU-16B	1726N - 10716E	Capt Graybill	USAF	A1E
33-931-10 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 CaoVan	VNAF	H-34
38-954-21 Sep	Capt Martin	HH-3	1736N - 10543E	Capt Greenwood	USAF	F-105

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31 ARSq 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-30 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 HU-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: RCC 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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(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 OLF 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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Reg 934

P-F1

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

DOWNGRADED
1 APR 2015-2

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 UHCAS)
effective on 143-B, under the authority of GAS, by RA

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).

so,
it can be
done

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 inter-phone 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

ARODC # 654126 *RA*

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
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DET 5, 38 ARSQ 00033

Hq ARS SC No. 654665

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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.

(order one
New
barrel)

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

Cy: Hq PARC
38 ARSQ

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DET 5, 38 ARSQ 00033

8q ARS SC No. 654665