

FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 6 Dec 1965

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 38-1188-2 Dec 65.

2. SAR Alerted By: 38th ARRescueSq

3. SAR Aircraft Used: 1 HH-43F

RCC Captain Raymond L. Murden, Det 6, 38ARS

CP Captain Charles P. Nadler, Det 6, 38ARS

HM TSgt Kenneth L. Perkins, Det 6, 38ARS

RS ALC Henry J. O'Beirne, Det 6, 38ARS

4. Reaction time from initial notification to pick-up: 0:48.

5. CAP assistance: 1 C-123, 2 O-1F's.

6. Area and type of pick-up: Land, coordinates 11 39N - 106 32E and 11 39N - 106 33E.

7. No signalling equipment used to locate downed personnel.

8. Survivors Names: Lt/J.G. Donald Wayne Schmidt 659705

Lt/J.G. T. J. Potter 655752

Both were from U.S.S. Enterprise.

9. SUMMARY OF EVENTS: We were notified at 1402L by 38th ARS - SARCC that one F-4B pilot had bailed out at XT 775 890 11 39N - 106 38E. I requested that 38th SARCC arrange for armed helicopter escort and since we had only one HH-43F in commission I requested that they scramble one HH-43B from Tan Son Nhut to provide backup for us. Since our HH-43F was on LBR alert with reduced fuel, immediate refueling was requested. We checked on artillery firing in the local area and were informed that there was artillery fire in the southeast quadrant of Bien Hoa AB. There was no firing to the north. Meanwhile, the crew chief and pararescueman were loading the equipment we normally take on an off base mission, i.e., stokes litter, chain saw and rope. As soon as refueling was accomplished we departed Bien Hoa AB at 1410L and proceeded toward the crash site at an altitude of 4,000 feet as instructed by 38th SARCC to avoid possible ground fire. We contacted Paris-Control on UHF. Paris Control informed us that a C-123 call sign GREAMO 53 and two FAC's in O-1F's were circling the bailout area. I asked Paris Control if they had any information on our armed escort. Paris replied negative. GREAMO 53 said that there were two crew members down. One appeared to be injured. There was a doctor aboard GREAMO 53. They suggested that we land at Hon Quon, a dirt strip

approximately 5 miles away, after picking up the survivors and transfer them to the C-123 for transport to Tan Son Nhut. During the radio conversation with CREAMO 53 we used the UHF/DF to obtain bearings to his location. We established radio contact with one of the FAC's, Viper 9, on FM. As we neared the bailout area we saw CREAMO 53 first and then we saw the two O-1F's. Viper 9 said that they had not received any ground fire and that friendly troops were on the way to the injured crew man. Viper 9 led us to the injured man. He was at the edge of a small clearing 11 39N - 106 32E. There were clumps of small bamboo and stumps scattered about the clearing, but there was adequate room to land. We landed at approximately 1450. The pararescueman, crew chief and co-pilot loaded the injured man onto a stretcher and into the helicopter. The pararescueman said that the crewman probably had a fractured pelvis and/or hip. He was in severe pain and light shock. Airman O'Beirne treated him for shock by administering morphine and liquids orally. He decided not to start an I.V. since a doctor was nearby. The friendly forces arrived shortly after we landed and deployed to secure the area. We proceeded to the second downed crewman who was about one mile east 11 39N - 106 33E. We landed in a small clearing beside a dirt road where there was a convoy of friendly troops. The pilot was uninjured. He got aboard and we proceeded to Hon Quon 11 39N - 106 37E. The C-123 had already landed there. We landed at 1520 and transferred the survivors to the C-123 for medical attention and transport to Tan Son Nhut AFID. We departed Hon Quon and proceeded to Bien Hoa AB landing at 1600L. Mission Completed.

10. COMMENTS: Neither armed escort nor backup helicopter was present during the mission.

Raymond L. Murden

RAYMOND L. MURDEN, Captain, USAF
Rescue Crew Commander

ACTIVITY	COORDINATION & CLEARANCE
CONVOC	
V/C	
C/S	

FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 6 Dec 1965

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 38-1150-2 Dec 65.

2. SAR Alerted By: 38th Air Rescue Sq

3. SAR Aircraft Used: 1 HH-43F

ROC Captain Raymond L. Marden, Det 6, 38ARS

CP Captain Charles P. Nadler, Det 6, 38ARS

RM Tsgt Kenneth L. Perkins, Det 6, 38ARS

RS ALC Harry J. O'Deirne, Det 6, 38ARS

4. Reaction time from initial notification to pick-up: 0:43.

5. CAP assistance: 1 C-123, 2 O-1F's.

6. Area and type of pick-up: Land, coordinates 11 39N - 106 32E and 11 39N - 106 33E.

7. No signalling equipment used to locate downed personnel.

8. Survivors Names: 1A/J.C. Donald Wayne Schmidt 659705

1A/J.C. T. J. Potter 655752

Both were from U.S.S. Enterprise.

9. SUMMARY OF EVENTS: We were notified at 1402L by 38th ARS - SARCC that one F-4B pilot had bailed out at XT 775 890 11 39N - 106 30E. I requested that 38th SARCC arrange for armed helicopter escort and since we had only one HH-43F in commission I requested that they scramble one HH-43B from Tan Son Nhut to provide backup for us. Since our HH-43F was on LER alert with reduced fuel, immediate refueling was requested. We checked on artillery firing in the local area and were informed that there was artillery fire in the southeast quadrant of Bien Hoa AB. There was no firing to the north. Meanwhile, the crew chief and pararescueman were loading the equipment we normally take on an off base mission, ie., stokes litter, chain saw and rope. As soon as refueling was accomplished we departed Bien Hoa AB at 1410L and proceeded toward the crash site at an altitude of 4,000 feet as instructed by 38th SARCC to avoid possible ground fire. We contacted Paris Control on UNF. Paris Control informed us that a C-123 call sign GREAMO 53 and two FAC's in O-1F's were circling the bailout area. I asked Paris Control if they had any information on our armed escort. Paris replied negative. GREAMO 53 said that there were two crew members down. One appeared to be injured. There was a doctor aboard GREAMO 53. They suggested that we land at Non Quan, a dirt strip

ORIGINATOR (Typed Name and Grade)

ACTION AGENCY

PHONE NUMBER

TYPIST'S INITIALS

DATE PREPARED

approximately 5 miles away, after picking up the survivors and transfer them to the C-123 for transport to Tan Son Nhut. During the radio conversation with CHINNO 53 we used the UHF/BF to obtain bearings to his location. We established radio contact with one of the FAC's, Viper 9, on FM. As we neared the bailout area we saw CHINNO 53 first and then we saw the two O-1F's. Viper 9 said that they had not received any ground fire and that friendly troops were on the way to the injured crew man. Viper 9 led us to the injured man. He was at the edge of a small clearing 11 39N - 106 32E. There were clumps of small bushes and stumps scattered about the clearing, but there was adequate room to land. We landed at approximately 1450. The paratrooperman, crew chief and co-pilot loaded the injured man onto a stretcher and into the helicopter. The paratrooperman said that the crewman probably had a fractured pelvis and/or hip. He was in severe pain and light shock. Alumn O'Delings treated him for shock by administering morphine and liquids orally. He decided not to start an I.V. since a doctor was nearby. The friendly forces arrived shortly after we landed and deployed to secure the area. We proceeded to the second downed crewman who was about one mile east 11 39N - 106 33E. We landed in a small clearing beside a dirt road where there was a convey of friendly troops. The pilot was uninjured. He got aboard and we proceeded to Hon Quan 11 39N - 106 37E. The C-123 had already landed there. We landed at 1520 and transferred the survivors to the C-123 for medical attention and transport to Tan Son Nhut AFID. We departed Hon Quan and proceeded to Bien Hoa AB landing at 1600L. Mission Completed.

10. COMMENTS: Neither armed escort nor backup helicopter was present during the mission.

RAYMOND L. MURDEN, Captain, USAF
Rescue Crew Commander

ARSH-65

MISSIONSRESCUERSLOCATIONSSURVIVORSNameAircraftNameServiceAircraft

38-1167-26 Nov

HH-43B

30NM SW Tan Son

6 Soldiers

USA

UH1B

Nhut

38-1174-28 Nov

Maj Higginson

HU-16B

20 NM NE Thanh

LTJG Harrington USN

F8E

Hoa

9-38-1-28 Nov

Capt McFarlane

HH-43F

1403N - 10802E

USAF

F4C

Capt Hill

HH-43F

5 NM NE Pleiku

USAF

F4C

38-1188-2 Dec

Capt Murden

HH-43F

1139N - 10632E

LTJG Schmikt

USN

F4B

LTJG Potter

USN

F4B

6-38-1059-7 Dec

Capt Kessler

HH-43F

1054N - 10648E

Capt O'Conner

USAF

01E

7-38-682-13 Dec

Lt Brown

HH-43F

1528N - 10740E

MSgt Forrester

USMC

UH1B

38-1220-15 Dec

HU-16B

2040N - 10724E

USAF

F-105

6-38-1065-19 Dec

HH-43F

1039N - 10711E

1 Soldier

USA

38-1236-20 Dec

Maj Dewitt

HU-16B

2055N - 10715E

Capt Ruffo

USAF

F-105

38-1239-21 Dec

Capt Butera

HH-3

1752N - 10543E

Capt Sullivan

USAF

F-105

6-38-1068-21 Dec

Capt Nadler

HH-43F

1044N - 10704E

1 Soldier

USA

7-38-681-29 Dec

HH-43F

1537N - 10815E

1 Pilot

USMC

HE1E

4 Marines

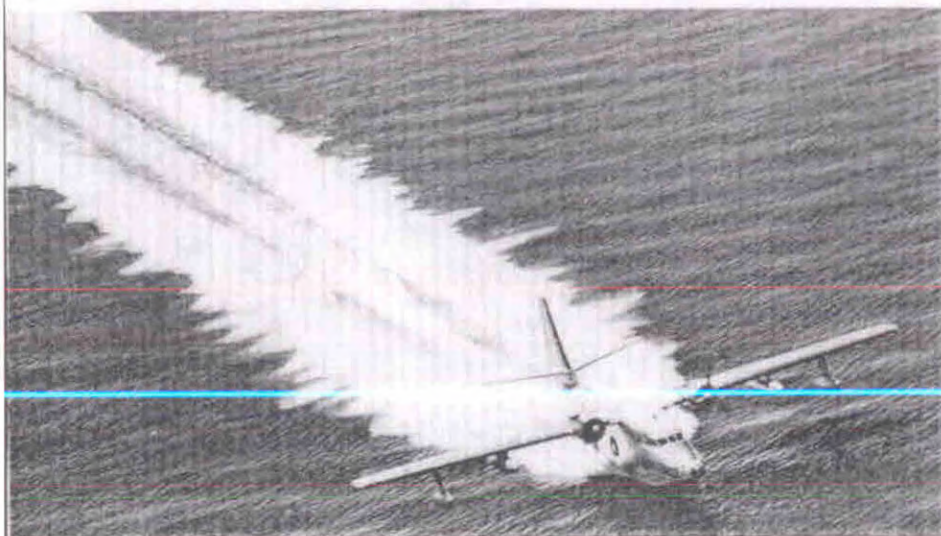
SECRET

~~SECRET~~

24. 38ARS-1167-26 Nov 65 (U). An Army UH-1B made a forced landing in an unsecure area of South Vietnam following an engine explosion. An HH-43B, piloted by Capt Franklin Chase, was scrambled from Tan Son Nhut along with armed UH-1B and F-100 escort. Upon arriving at the scene the HH-43 landed within the defense perimeter the six survivors had set up. All six were recovered in good condition and taken to Tan Son Nhut.
25. 38ARS-1174-28 Nov 65 (S). Lt JG Frank Harrington was hit by ground fire over North Vietnam. He was able to nurse his damaged F8E over the sea before ejecting. Upon hitting the water he found himself in a very precarious position. There were several junks in the area which immediately headed towards him. The HU-16 was alerted to the bail-out by the SAR destroyer and was given vectors into the area. Two A1H RESCAP aircraft were sent ahead, and fired warning shots across the bows of the junks. However, three of the junks continued positive movement toward the survivor. Both A1H pilots commenced strafing and zuni attacks against the junks, which they severely damaged. By this time the HU-16 was in the area and making his approach. After taxiing along side the survivor, the rescue technician, TSgt Raymond Hawco, jumped into the water and helped the survivor board the aircraft. The slightly injured survivor was taken to Danang.
26. 38ARS-1188-2 Dec 65 (U). While on a bombing mission over South Vietnam the crew of a USN F4B, Lt JG Potter and Lt Schmidt, were forced to eject. An HH-43F was scrambled from Bien Hoa, and vectored into the incident area by a C-123. While the HH-43 was enroute the C-123 pilot notified the RCC, Capt Raymond Murden, that one of the survivors appeared to be injured. He also stated that he had a doctor on board and suggested the HH-43 land at a secure field five miles from the bail out location and transfer the survivors to the C-123, so they could be given immediate medical attention. The HH-43 spotted the first survivor in a field and landed to make the recovery. The downed pilot, who appeared to have a fractured pelvis, was administered morphine by the rescue technician, A1C Henry O'Beirne. The second crewmember was located about one mile away. The HH-43 again landed and picked up the uninjured crewmember. Both survivors were taken to a small field nearby and were transferred to the waiting C-123. 24
27. 38ARS-1220-15 Dec 65 (U). Capt Dewitt was forced to eject from his crippled F-105 over the Gulf of Tonkin. The HU-16 on prepositioned orbit took up a heading for the bail out site. As the HU-16 made its approach it came under fire from shore batteries. This continued throughout the pick up. There were several junks in the area; however, they did not interfere with the rescue. The HU-16 pilot, Capt Nicholas, taxied toward the survivor, and when he was brought aboard he was found to be in shock and had a broken leg. He was taken to Danang and turned over to the waiting ambulance.

DECLASSIFIED

Albatross an 'Old Reliable' in Air Force combat rescue missions



HU-16 Albatross is continuing to prove its effectiveness in air-sea rescues.

When they tabulate feats of heroism for the Vietnam war, look for men of the Air Force Aerospace Rescue & Recovery Service to place high on the list. Apparently they set no limits for themselves in fulfilling their motto: "That Others May Live."

Since the middle of 1964 when the air war against North Vietnam was initiated, these life-savers have been making headlines with daring rescues of downed airmen over land and sea. Flying helicopters and the Grumman Albatross amphibian, these Air Force pilots have been brazenly defying enemy gunners while effecting their rescues.

The Albatross is making its share of the saves, many of them in the Tonkin Gulf within easy range of North Vietnamese shore batteries.

What a welcome sight it must be to have a friendly 'chopper' or Albatross appear on the scene just in time to extricate you from a very dangerous predicament. Just how exciting and timely such a save can be was vividly described in the July issue of *Air Force Magazine* by Capt. James P. Coyne.

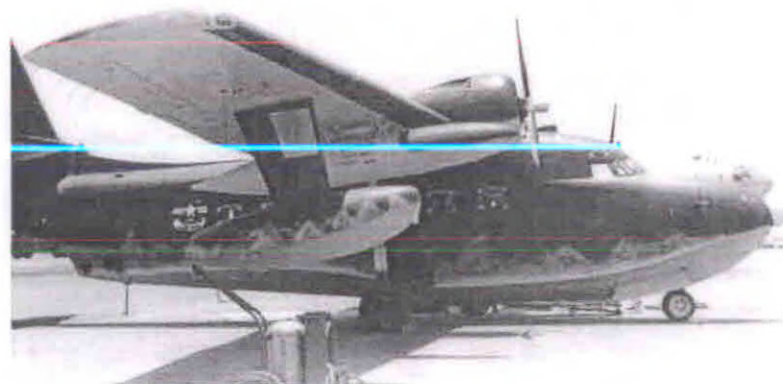
During a strike against the North, an Air Force Phantom, hit by anti-aircraft

fire, made it to the Gulf of Tonkin before its two-man crew ejected. Captain Coyne, circling above with other fighter pilots for protective cover, recorded the scene as an HU-16 Albatross arrived on the scene to pick up the two men.

"... The HU-16 touches down in a shower of white spray and begins to taxi towards the rafts. As it approaches Wylie (1st Lt. Wylie E. Nolan), who is closest to shore, the enemy gunners begin to get the range. Geysers spew from the water on both sides of the aircraft and behind it. Your throat gets dry as you realize what a sitting duck the flying boat is as she churns slowly through the swells. One line of geysers begins to track up the aircraft's wake.

Heavy seas

"At last you see the first raft disappear under a wing. 'We've got one of them, Mustang,' the Rescue Alpha pilot calls, 'but we can't see the other one. Waves are pretty high, and the shelling's getting pretty thick down here.' Just then you see a geyser erupt directly in front of the plane, so close that the spray drenches the cockpit windows. You look back on shore. Where some of the gun



emplacements were hidden there is now blackened wreckage, smoke, and fire, but many of the guns are still firing, and the accuracy of the gunners is improving. Above the guns, the planes roll into their bombing and strafing runs, trying to silence the remaining artillery before the rescue plane is blown out of the water."

From his raft a quarter-mile away, Capt. Jack Gravis, the other downed airman, witnessed the planes attacking the beach as shells whistled in all around him, and from his viewpoint the scene looked "just like a war movie."

Slogging through the heavy seas, the Albatross headed for the remaining man in the water amidst bursting shells and the whoosh of lethal missiles. As the plane reached Captain Gravis, an Air Force frogman on the Albatross jumped into the water to assist him on board.

"You see the ring of explosions tightening around the aircraft as, one by one, the remaining gunners get the range," Captain Coyne wrote. "Then Rescue Alpha starts to move. She gathers speed, and the shells begin to fall behind her. She skips off a wave crest, settles back, skips again, and she's off! . . ."

Flew first in '47

In the numerous rescues turned in by the Air Force rescue team in Vietnam only the names seem to change—many of the situations bear a striking resemblance to the one depicted by Captain Coyne. In those rescues, nearly 300 U.S. airmen have been saved, with the Albatross contributing 60 saves, 44 of them of combat crews, during 1966 alone.

An impressive record, but it's only part of the Albatross story. It began late in 1947. At that time, Joe Louis reigned as the world's heavyweight boxing champion; the Yankees had beaten their cross-town rivals, the Brooklyn Dodgers, in the World Series; Washington analysts were predicting the political demise of Harry Truman in the next Presidential election; and, at Bethpage, the Albatross amphibian made its first flight.

Nineteen years have passed since then . . . seven men have succeeded to the title once held by the mighty Louis; Jackie Robinson and Joe DiMaggio, standouts in the '47 Series, are now installed in baseball's Hall of Fame; Harry Truman has retired to Indepen-

dence, Mo., where his memoirs record his historic upset victory in the '48 elections.

And the Albatross . . . it still carries on!

Designed originally as a utility plane for the U.S. Navy, the Albatross was later adopted by the Navy, Air Force, and Coast Guard for air-sea rescue service. Over 450 of the amphibians have been delivered to the three services and a number of foreign governments.

Impressive record

In the intervening years, the sturdy two-engine craft has ranged the world over, from pole to pole and ocean to ocean compiling an incredible record of air-sea rescues. During the Korean War the Albatross accounted for 122 combat saves and 200 non-combatants . . . six years ago 57 survivors of an airliner crash were picked up in the Pacific by Albatrosses from Clark Air Force Base in the Philippines. . . . 13 were snatched from the frigid Atlantic when their plane went down off Greenland . . . and one Albatross taxied survivors of a sea tragedy to safety through 12 miles of heavy seas because the waves were too high to permit a take-off. The list goes on . . . and on . . . and on.

Since the first Albatross flew out of Bethpage, the original model has been improved to offer higher speed, greater range, lower landing speed, and improved single-engine performance. In addition to air-sea rescue work, the Albatross is serving in a number of other capacities, ranging from Anti-Submarine Warfare to transport roles.

And to prove it can still keep up with the youngsters, the Albatross went record hunting just a few years back and when the quest was over, the Air Force, Navy, and Coast Guard had racked up nine world aviation marks in the venerable amphibian.

The Air Force Aerospace Rescue & Recovery Service and the Albatross have been in many tight spots together. Nurtured in peace and tempered in war, their teamwork has earned the well-deserved praise of thousands.

"That Others May Live" is a fitting motto for the Aerospace Rescue & Recovery Service. "Old Reliable" might be a fitting tribute to the Grumman Albatross.

Downed Phantom Crew Tells of 'Story Book' Rescue

By 1st Lt. Pote Hoyt (USAF Combat News)

Hq. 2AD TAN SON NHUT AB, RVN — "It couldn't have worked better if we had planned it," said Air Force Capt. Jack D. Gravis, as he told the story of his dramatic rescue at sea after his F-4C Phantom was downed.

Captain Gravis, the F-4C aircraft commander, and 1st Lt. Wylie E. Nolan, the pilot in the two-seat aircraft, were hit by flak during their dive-bombing run against the Vinh Linh barracks in north Vietnam. Captain Gravis describes the incident in these words:

"We were leading the flight and were the first to roll in on the target. The flak was pretty thick, but we made our dive-bomb run. As soon as we pulled off the target we felt two heavy thumps and the aircraft rolled violently to the right. I managed to get it under control, light the burners and turn towards the sea, about ten miles away.

"It was probably the longest ten miles I've ever flown. I lost control of the plane several times, but I managed to keep

it pointed toward the sea. Meanwhile, my wingman was telling me I was on fire so I jettisoned my external fuel tanks. We found out later that it was a good thing because the fire on the wing was just about to envelop the fuel tank when I punched it off.

"I managed to nurse the Phantom out over the ocean, but didn't feel as though I was far enough out so I decided to fly a little farther. All the while parts of the airplane had been falling off, and my wingmen were telling me of the increasing seriousness of the fire. At this time fumes began flooding the cockpit and the airplane finally came unglued so I told Wylie to eject.

I heard him go, so I pulled the handle. The next thing I knew I was swinging under my chute. I looked to my left and saw Wylie in his parachute, then to the right and saw the airplane in a steep dive, plunging into the water. It was completely engulfed in flames.

"As soon as I saw the plane

crash I started getting ready to hit the water. I took out my survival radio and started talking to my flight who were by now providing us with air cover.

"I got so intrigued with the radio that I forgot to look at the water, but managed to get out of my chute when I hit and climbed into the raft. When I got settled down in the raft, I saw Wylie about fifty yards from me, closer to the shore.

"I figured that all we had to do now was wait for the rescue plane to come pick us up, but the North Vietnamese started to fire at us with artillery. Since we were about five miles from shore I didn't worry about it too much. However, each shot was getting a little nearer and there was an onshore wind that was doing us no good.

"We were both in the water about twenty minutes when we heard the rescue plane, an amphibious HU-16. By now the shells were getting too close for comfort and the onshore tide and

wind had drifted us to within two miles of the enemy beach.

"I immediately got out my mirror and started signaling. I think he saw me first because he was heading straight for me when he spotted Wylie. Since Wylie was closer to the shore he turned towards him and made a difficult landing on a rough sea. They picked him up and then taxied over to me. While I was being hauled into the airplane a shell exploded only about twenty feet off the wingtip so the pilot gunned the throttles even before they closed the hatch.

"Since the seas were so rough it seemed like our takeoff run took forever, but we finally managed to get airborne and made it back to DaNang. The operation worked so well that it almost seemed as if we were working with a script after having practiced for weeks.

"After we landed, the DaNang Officer's Club donated two steaks and two bottles of champagne to help complete the celebration of my fifteenth wedding anniversary."

Det 7, 38 MBSq, Hist, Oct-Dec 65

members from a C-123 crash one mile south of runway to the Marine hospital.

(13) Mission 7-38-673, 25 November 1965. One HH-43F crew was scrambled by the hospital commander at 2245L to airlift drugs from the Marine hospital to the USF dispensary. The drugs were urgently required for a heart patient.

(14) Mission 7-38-674, 28 November 1965. A UH-1E crashed one mile west of runway. No injuries to crew members, we were merely an assisting agency.

(15) Mission 7-38-675, 2 December 1965. A patient with head injuries and lacerations was transferred to the Marine hospital from the Air Force ramp.

(16) Mission 7-38-676, 3 December 1965. A marine helicopter crashed one mile south of runway. Four crew members with no injuries were evacuated to Da Nang.

(17) Mission 7-38-678, 3 December 1965. A suspected spinal meningitis case onboard a navy ship 25 miles east of Danang. A night weather flight was made by two helicopters to make a night hoist pick-up from the bow of the ship, then evacuated the victim to the Marine hospital.

(18) Mission 7-38-679, 4 December 1965. Three UH-1A and one KUH-1A evacuated from Da Nang valley to Quang Tri, RVN. Two aircraft hits were received during the trip.

(19) Mission 7-38-680, 8 December 1965. An H-34 crashed in surf about 30 miles southeast of Da Nang. Detachment 7 was an

FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227

8 Dec 65

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 6-1059-7 Dec 65.
2. SAR Alerted By: Bien Hoa Control Tower.
3. SAR Aircraft Used 2 HH-43F.

Members of Rescue Helicopter Were:

RCC	Captain Maurice G. Kessler	Det 6, 38th ARS
CP	1st Lt Mark C. Schibler	Det 6, 38th ARS
HM	TSgt Richard E. Connon	Det 6, 38th ARS
RS	SSgt Leon Fullwood	Det 6, 38th ARS

Crew Members of Cover HH-43F Were:

RCC	Captain Harold D. Salem	Det 6, 38th ARS
CP	Captain Dale L. Potter	Det 6, 38th ARS
HM	ALC Gerald C. Hammond Jr.	Det 6, 38th ARS
RS	ALC William H. Pitsenbarger	Det 6, 38th ARS

4. Reaction time from initial notification to pick-up: 0:09.
5. CAP assistance: 1 A-1E.
6. Area and type of pick-up: Land, coordinates: 1054 N - 10648 E.
7. No signaling equipment used to locate survivor.
8. Survivors name: Captain Rexford T. O'Connor, , Assigned Hq
2nd Air Division, Tan Son Nhut, RVN.
9. Summary of Events: At 1745L we were advised by Bien Hoa tower that a O-1E aircraft had crashed to the SE at about 45 NM. Since this was beyond normal range with reduced fuel load required for LER alert, immediate re-fueling was requested. The 38th SARCC was advised and top cover requested. 38th SARCC advised that Paris control had the downed pilot's position at approximately 200° at 45NM. While awaiting fuel at approximately 1749L Bien Hoa tower advised that an A-1E pilot had sighted the crashed O-1E 4 miles Southwest of Bien Hoa AB. Both HH-43F's were scrambled at 1750L and arrived over the crashed O-1E at 1754L. The A-1E was circling the crash. The uninjured pilot was picked up at 1754L and returned to Bien Hoa at 1759L. The O-1E pilot stated that he had contacted Paris control during descent after his engine failed and had given his position as "4 to 5" miles southwest of Bien Hoa. The pilot also stated that unidentified Vietnamese began approaching him after he crashed but left immediately when the A-1E approached overhead.

10. Comments: Interpretation of the "4 to 5 miles" as "45 miles" delayed our T.O. by approximately 4 minutes. Whenever possible, recommend pilot's be briefed on the strong possibility of misinterpretation when distances are given in this manner.



MAURICE G. KESSLER
Captain, USAF
Rescue Crew Commander

Cy to: PARC, 38ARS

COORDINATING ACTION & CLEARANCE
COMOR
V/C
C/S

FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227

8 Dec 65

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, FLA 32813

1. Mission Number: 6-1059-7 Dec 65.
2. SAR Alerted By: Bien Hoa Control Tower.
3. SAR Aircraft Used 2 HH-43F.

Members of Rescue Helicopter Were:

RCC	Captain Maurice G. Kessler	Det 6, 38th ARS
CP	1st Lt Mark C. Schibler	Det 6, 38th ARS
HM	TSGT Richard E. Conner	Det 6, 38th ARS
RS	SSgt Leon Fullwood	Det 6, 38th ARS

Crew Members of Cover HH-43F Were:

RCC	Captain Harold D. Salem	Det 6, 38th ARS
CP	Captain Dale L. Potter	Det 6, 38th ARS
HM	ALC Gerald C. Remond Jr.	Det 6, 38th ARS
RS	ALC William H. Pitsenbarger	Det 6, 38th ARS

4. Reaction time from initial notification to pick-up: 0:09.
5. CAP assistance: 1 A-1E.
6. Area and type of pick-up: Land, coordinates: 10°41' N - 106°48' E.
7. No signaling equipment used to locate survivor.
8. Survivors name: Captain Sanford T. O'Connor, Assigned Hq
2nd Air Division, Tan Son Nhut, RVN.

9. Summary of Events: At 1745L we were advised by Bien Hoa tower that a C-12 aircraft had crashed to the SE at about 45 NM. Since this was beyond normal range with reduced fuel load required for IER alert, immediate re-fueling was requested. The 38th SARCC was advised and top cover requested. 38th SARCC advised that Paris control had the downed pilot's position at approximately 200° at 45NM. While awaiting fuel at approximately 1749L Bien Hoa tower advised that an A-1E pilot had sighted the crashed C-12 4 miles Southwest of Bien Hoa AB. Both HH-43F's were scrambled at 1750L and arrived over the crashed C-12 at 1754L. The A-1E was circling the crash. The uninjured pilot was picked up at 1754L and returned to Bien Hoa at 1759L. The C-12 pilot stated that he had contacted Paris control during descent after his engine failed and had given his position as "4 to 5" miles southwest of Bien Hoa. The pilot also stated that unidentified Vietnamese began approaching him after he crashed but left immediately when the A-1E approached overhead.

ORIGINATOR (Typed Name and Grade)

ACTION AGENCY

PHONE NUMBER

TYPIST'S INITIALS

DATE PREPARED

10. Comments: Interpretation of the "4 to 5 miles" as "4.5 miles" delayed our T.O. by approximately 4 minutes. Whenever possible, recommend pilot's be briefed on the strong possibility of misinterpretation when distances are given in this manner.

MAURICE O. KESSLER
Captain, USAF
Escape Crew Commander

to: FARC, 30ARS

Det 7 38th ARSq, Hist, Oct-Dec 65

assisting agency for the Marines, and attempted to lower a para-rescue man into the surf to verify the existence of a fourth crewman, however, the surf was too rough. Three other crewmen were recovered by the Marine H-34 in the same flight as the crashed aircraft.

(20) Mission 7-38-681, 9 December 65. HH-43F's recovered five persons from an active battlefield near Tam Ky, RVN by making a night blackout landing in a rice paddy.

(21) Mission 7-38-682, 13 December 65. Recovery of an O-1-E crewman who crashed southwest of Danang. Recovery was made by hoist and the crewman was evacuated to Cam Duc, RVN.

(22) Mission 7-38-683, 15 Dec 65. An Army Beaver crashed ten miles south of Danang. Detachment 7 was assisting agency. Marine H-34 recovered the crewman prior to the arrival of the HH-43 on the scene.

(23) Mission 38-1220, 15 December 65. An HU-16 recovered a pilot from North Vietnam, and the HH-43 medical evacuation was from the Air Force ramp to the Marine hospital.

(24) Mission 7-38-684, 16 December 65. Medical evacuation of patient with injured back to the Marine hospital.

(25) Mission 7-38-685, 23 December 65. Medical evacuation of an Airman with possible heart attack from Monkey Mountain to the Danang Air Force ramp for transfer to the awaiting ambulance.

Det 7 38th ARSq, Hist, Oct-Dec 65

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(25) Mission 7-38-685, 23 December 65. Medical evacuation of an Airman with possible heart attack from Monkey Mountain to the Danang Air Force ramp for transfer to the awaiting ambulance.

33rd ARS Hist, Oct-Dec 1965

(c) Mission # 1174 - 23 November 1965. 2 Sorties. HU-16
Pilot rescued from Gulf of Tonkin: Lieutenant Junior Grade Frank Harrington, Bennington, Vermont. Rescue crew responded to May-Day call from the pilot of distressed aircraft. Vectors to area of bail-out were accomplished by the navigator using the APX-28 and homing in on the Wingman. Survivor was five miles from shore and in vicinity of hostile junks. An open sea landing, rescue and take-off were accomplished. Survivor was not injured and HU-16 sustained no damage.

Crew attached to 33rd from 58th ARS on TDY except for Pararescueman.

RCC	Major Glenn A. Higginson	58th ARS
CP	Captain Frank J. Linseisen	58th ARS
NAV	1st Lt Carl F. Lemon	58th ARS
RO	SSgt William O. Muckoles	58th ARS
FM	TSgt Lyle E. Martinie	58th ARS
Pararescueman	TSgt Raymond J. Hawco	33rd ARS

(d) Mission # 1220-15 December 1965. 2 Sorties HU-16
Pilot rescued from Gulf of Tonkin: Captain Harry D. DeWitt, Moscow, Idaho. While on orbit, Rescue crew responded to May-Day call from an aircraft. Same aircraft transmitted a Tacan fix of the downed pilot. Using the Tacan fix and Radar vectors from the friendly ship, the HU-16 proceeded to area arriving in 14 minutes. An oil slick was sighted with seconds later Captain Nicholas sighting a pen gun flare. An open sea landing was made in a Sea Condition of IV, 3 miles from the closest hostile island. Due to the fact that the survivor was injured, both the pararescueman and the survivor were pulled to the aircraft on a line. While crew was trying to install Jato bottles in the rough sea, the HU-16 came under hostile artillery fire or a high caliber Anti-Aircraft gun. The Rescap flew towards the island and drew the fire away from the HU-16. An open sea take-off with three (3) Jato bottles was made. Fourteen minutes had elapsed from landing to take-off. First Aid was administered to the survivor suffering from a dislocated left knee and facial cuts. HU-16 had sustained no damage.

CREW	RCC	Captain Mansel E. Nicholas
	CP	1st Lt Raymond M. Bauer
	NAV	Captain Joel Ruiz
	RO	AlC John L. Williams
	FM	SSgt Harold W. Bayer
*	Pararescue	SSgt Larry A. Barnes

(e) Mission # 1234-20 December 1965. 2 Sorties. HU-16
Rescue HU-16 damaged by hostile ground fire while on low level search mission in hostile area near islands. Aircraft lost its water capability, but otherwise remained airworthy. There were no injuries to crew.

~~SECRET~~

24. 38ARS-1167-26 Nov 65 (U). An Army UH-1B made a forced landing in an unsecure area of South Vietnam following an engine explosion. An HH-43B, piloted by Capt Franklin Chase, was scrambled from Tan Son Nhut along with armed UH-1B and F-100 escort. Upon arriving at the scene the HH-43 landed within the defense perimeter the six survivors had set up. All six were recovered in good condition and taken to Tan Son Nhut.
25. 38ARS-1174-28 Nov 65 (S). Lt JG Frank Harrington was hit by ground fire over North Vietnam. He was able to nurse his damaged F8E over the sea before ejecting. Upon hitting the water he found himself in a very precarious position. There were several junks in the area which immediately headed towards him. The HU-16 was alerted to the bail-out by the SAR destroyer and was given vectors into the area. Two A1H RESCAP aircraft were sent ahead, and fired warning shots across the bows of the junks. However, three of the junks continued positive movement toward the survivor. Both A1H pilots commenced strafing and Zuni attacks against the junks, which they severely damaged. By this time the HU-16 was in the area and making his approach. After taxiing along side the survivor, the rescue technician, TSgt Raymond Hawco, jumped into the water and helped the survivor board the aircraft. The slightly injured survivor was taken to Danang.
26. 38ARS-1188-2 Dec 65 (U). While on a bombing mission over South Vietnam the crew of a USN F4B, Lt JG Potter and Lt Schmidt, were forced to eject. An HH-43F was scrambled from Bien Hoa, and vectored into the incident area by a C-123. While the HH-43 was enroute the C-123 pilot notified the RCC, Capt Raymond Murden, that one of the survivors appeared to be injured. He also stated that he had a doctor on board and suggested the HH-43 land at a secure field five miles from the bail out location and transfer the survivors to the C-123, so they could be given immediate medical attention. The HH-43 spotted the first survivor in a field and landed to make the recovery. The downed pilot, who appeared to have a fractured pelvis, was administered morphine by the rescue technician, A1C Henry O'Bairne. The second crewmember was located about one mile away. The HH-43 again landed and picked up the uninjured crewmember. Both survivors were taken to a small field nearby and were transferred to the waiting C-123. 24
27. 38ARS-1220-15 Dec 65 (U). Capt Dewitt was forced to eject from his crippled F-105 over the Gulf of Tonkin. The HU-16 on prepositioned orbit took up a heading for the bail out site. As the HU-16 made its approach it came under fire from shore batteries. This continued throughout the pick up. There were several junks in the area; however, they did not interfere with the rescue. The HU-16 pilot, Capt Nicholas, taxied toward the survivor, and when he was brought aboard he was found to be in shock and had a broken leg. He was taken to Danang and turned over to the waiting ambulance.

Det 7 38th ARSq, Hist, Oct-Dec 65

assisting agency for the Marines, and attempted to lower a para-rescue man into the surf to verify the existence of a fourth crewman, however, the surf was too rough. Three other crewmen were recovered by the Marine H-34 in the same flight as the crashed aircraft.

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(25) Mission 7-38-685, 23 December 65. Medical evacuation of an Airman with possible heart attack from Monkey Mountain to the Danang Air Force ramp for transfer to the awaiting ambulance.

NARRATIVE OF RESCUE MISSION

During normal strip alert on 19 December 1965 at Nakhon Phanom Air Base, the crews of Jolly Green 33 and 27 were notified of a "Mayday" by Invert radar. An F-4C had encountered battle damage over North Vietnam and the crew was anticipating ejecting. At 0927Z Invert radar advised the crews to scramble as the damaged aircraft was proceeding toward their area. Both helicopters took off and were given an initial intercept heading by Invert. On a heading of approximately 250° at about 0948Z a column of black smoke was sighted and the helicopters proceeded towards the smoke. Invert advised that two chutes had been spotted and the positions were 269° Radial at 29 miles and the other one on the 270° Radial at 32 miles of channel 65 TACAN. Jolly Green 27 diverted to the 270° radial position and Jolly Green 33 set up a search for the pilot located on the 269° Radial. The helicopters were receiving one good beeper signal and one intermittently plus receiving one of the downed pilots voice radio on guard channel. One of the pilots used his signal mirror and was immediately picked up by Jolly Green 27. The other pilot ignited a smoke bomb and attracted the attention of Jolly Green 33. The trees were dense where the pilot was and the helicopter directed him to move to a clearing about 200 feet away. A low hover was established and the pilot was picked up. Neither of the downed pilots were injured and they were taken back to Nakhon Phanom and later to Udorn Air Base, Thailand.

Crew Members "Jolly Green 33"

RCC Capt Norman B. Kamhoot
CP Capt Charles P. Rush
HM SSgt Theodore M. Youngblood
PJ A/IC Harry W. Birtel

Crew Members "Jolly Green 27"

RCC Capt Robert D. Furman
CP Capt Dale V. Hardy
HM SSgt Berkley E. Naugle
HM A/IC Robert E. Crites

SECRET

FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 20 Dec 65

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission number: 6-1064-19 Dec 1965.

2. SAR alerted by: Bien Hoa Tower.

3. SAR aircraft used: 2/HH-43F.

Members of Rescue Helicopter Were:

RCC	Captain Edwin A. Hemmingson	Det 6, 38th ARS
CP	Captain Maurice G. Keseler	Det 6, 38th ARS
HM	TSgt Richard A. Conner	Det 6, 38th ARS
RS	SSgt Leon Pullwood	Det 6, 38th ARS

Members of Cover Helicopter Were:

RCC	Captain Dale L. Potter	Det 6, 38th ARS
CP	Captain Harold D. Salem	Det 6, 38th ARS
HM	ALC Gerald C. Hammond, Jr.	Det 6, 38th ARS
RS	ALC William H. Pitsenbarger	Det 6, 38th ARS

4. Reaction time from initial notification to pickup: 0:45.

5. CAP assistance:

a. 2 USAF O-1 aircraft - Rescap.

b. 2 Army UH-1B helicopters - Rescort.

6. Area and type of pickup: Hoisted stakes litter pickup from hostile, heavily wooded area, trees 100-120 feet high, coordinates 1039N - 10711E.

7. Signalling equipment used to locate survivor: Smoke grenades.

8. Survivors name: SP-4, Jimmie Hunt, "E" Company, 2-18.

9. Summary of events: At 1315L hours, 19 December 1965, Bien Hoa Tower called on the telephone with information that U.S. Army personnel Southeast of Bien Hoa were requesting a hoist recovery/med evac for one (1) casualty. The information had been passed from a ground FM station to a USAF O-1 capping the scene, and had then been retransmitted to Bien Hoa Tower. It was necessary to request information required for mission planning (such as distance, extent of injuries, security of area, etc.) via relay back through this extended chain of communications. Meanwhile,

ORIGINATOR (Typed Name and Grade)

ACTION AGENCY

PHONE NUMBER

TYPIST'S INITIALS

DATE PREPARED

5.

a U.S. Army UH-1B light fire team (gunship flight) was requested from 38th SARCC for Rescort. At the same time we were given air strike information coordinates to check out. During this period of time special equipment (stokes litter, power saw, etc.) were loaded aboard the helicopter and refueling was requested. The first HH-43F was scrambled at 1335L, the second (top cover ship) following shortly thereafter. The lead HH-43F rendezvoused with one USAF C-1 who led the way to the pickup scene. The remaining C-1 had stayed to cap the incident site located 29 NM Southeast of Dien Hoa Air Base. Approximately two minutes prior to reaching the scene, the Rescort HH-1B helicopters intercepted the rescue helicopters. The U.S. Army ground party was located without difficulty in an area heavily wooded with trees 100-120 feet high. No ground fire was observed. Army personnel on the ground indicated they knew how to "rig" a stokes litter for hoisting, so the litter was lowered without putting a paramedic on the ground first. During the actual process of raising the casualty to the helicopter the stokes litter began to spin violently, more violently than any of the personnel on board either helicopter had ever seen. Had it not been for the skill and competency of the hoist operator, severe difficulties might have been encountered with the remainder of the recovery. However, with the assistance of the paramedic he was able to overcome the problem and the remainder of the process was uneventful. The survivor was on board the helicopter and on his way to the hospital by 1400L. During the return flight to the hospital, the paramedic determined that the casualty had sustained a severe wound in the leg and was suffering from shock, so he administered a Dextran Solution I.V. to him. The patient was delivered to the 173rd "Mash" area hospital at 1425 hours.

10. Comments: The Rescap, Rescort and Communications/information relay were outstanding. Support and coordination arranged for by the 38th SARCC was excellent. An EIR will be submitted on the unsatisfactory performance of the hoisted stokes litter as soon as the matter has been thoroughly investigated to determine the probable cause.

EDWIN A. KENNEDY
Captain, USAF
Rescue Crew Commander

Cy to: PARC, 38ARS

FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 20 Dec 65

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission number: 6-1064-19 Dec 1965. 1065
2. SAR alerted by: Bien Hoa Tower.
3. SAR aircraft used: 2/HH-43F.

Members of Rescue Helicopter Were:

RCC	Captain Edwin A. Henningson	Det 6, 38th ARS
CP	Captain Maurice G. Kessler	Det 6, 38th ARS
HM	TSgt Richard A. Connon	Det 6, 38th ARS
RS	SSgt Leon Fullwood	Det 6, 38th ARS

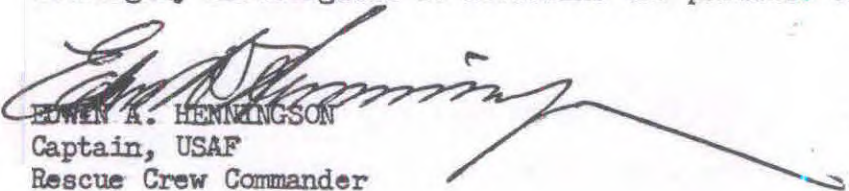
Members of Cover Helicopter Were:

RCC	Captain Dale L. Potter	Det 6, 38th ARS
CP	Captain Harold D. Salem	Det 6, 38th ARS
HM	ALC Gerald C. Hammond, Jr.	Det 6, 38th ARS
RS	ALC William H. Pitsenbarger	Det 6, 38th ARS

4. Reaction time from initial notification to pickup: 0:45.
5. CAP assistance:
 - a. 2 USAF O-1 aircraft - Rescap.
 - b. 2 Army UH-1B helicopters - Rescort.
6. Area and type of pickup: Hoisted stokes litter pickup from hostile, heavily wooded area, trees 100-120 feet high, coordinates 1039N - 10711E.
7. Signalling equipment used to locate survivor: Smoke grenades.
8. Survivors name: SP-4 Jimmie Hunt, "B" Company, 2-18.
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a U.S. Army UH-1B light fire team (gunship flight) was requested from 38th SARCC for Rescort. At the sametime we were given air strike information coordinates to check out. During this period of time special equipment (stokes litter, power saw, etc.) were loaded aboard the helicopter and refueling was requested. The first HH-43F was scrambled at 1335L, the second (top cover ship) following shortly thereafter. The lead HH-43F rendezvoused with one USAF O-1 who led the way to the pickup scene. The remaining O-1 had stayed to cap the incident site located 29 NM Southeast of Bien Hoa Air Base. Approximately two minutes prior to reaching the scene, the Rescort UH-1B helicopters intercepted the rescue helicopters. The U.S. Army ground party was located without difficulty in an area heavily wooded with trees 100-120 feet high. No ground fire was observed. Army personnel on the ground indicated they knew how to "rig" a stokes litter for hoisting, so the litter was lowered without putting a paramedic on the ground first. During the actual process of raising the casualty to the helicopter the stokes litter began to spin violently, more violently than any of the personnel on board either helicopter had ever seen. Had it not been for the skill and competency of the hoist operator, severe difficulties might have been encountered with the remainder of the recovery. However, with the assistance of the paramedic he was able to overcome the problem and the remainder of the process was uneventful. The survivor was on board the helicopter and on his way to the hospital by 1400L. During the return flight to the hospital, the paramedic determined that the casualty had sustained a severe wound in the leg and was suffering from shock, so he administered a Dextran Solution I.V. to him. The patient was delivered to the 173rd "Mash" area hospital at 1425 hours.

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EDWIN A. HENNINGSON
Captain, USAF
Rescue Crew Commander

Cy to: PARC, 38ARS

33rd ARS Hist, Oct-Dec 1965

Mission # 1234-20 December 1965 Continued

CREW RCC Captain Creighton W. Frost
 CP Captain Daniel J. Bigelow
 NAV 1st Lt Richard E. Reno
 RO ALC Anthony S. Yocabet
 FM TSgt Warren R. Prouty
 Pararescueman ALC Thomas F. Bradley

(f) Mission # 1236-20 December 1965. 2 Sorties HU-16
 Pilot rescued: Captain John S. Ruffe, Mt. Morris, New York. While on orbit, HU-16 crew responded to May-Day call from Wingman of distressed aircraft. Distressed aircraft had been hit by hostile fire, one (1) was on fire, and the pilot had bailed-out. HU-16 was Radar Vectored to general area by friendly ship. In vectoring the HU-16 had to overfly a known hostile Anti-Aircraft gun emplacement into area of numerous small hostile islands. Smoke and an oil slick from the downed aircraft were observed. As the HU-16 turned towards oil slick, the survivor's Orange Day smoke flare was observed. The rescue aircraft remained under continuous hostile fire after it penetrated into the chain of islands. An open sea landing was made on the second pass, and without taking the engines out of reverse the HU-16 backed up to the survivor, rescued him, and took off. Take-off was across swells with a cross wind because of the proximity of the islands. Rescap neutralized two islands that were within $\frac{1}{4}$ mile of the take-off path. Survivor was suffering from facial and hand burns. After First Aid had been administered, survivor expressed his views of the rescue. He thought that because of the intense hostile fire, the HU-16 was not going to land after the first pass. The HU-16 sustained no damage.

CREW is attached to the 33rd from the 48th ARS on TDY except Pararescue.

RCC	Major William P. DeWitt	48th ARS
CP	Captain Maurice F. Golden	48th ARS
NAV	Captain James H. Hill Jr.	48th ARS
RO	SSgt Bobby B. Hathaway	48th ARS
FM	ALC Dean F. Stough	48th ARS
Pararescueman	SSgt Dudley R. Peckinpugh	33rd ARS

(2) Summary of Combat Missions.

Mission	Number of Sorties	Combat Objectives	Type & Number of ARS Aft Lost	Number of ARS Men Lost Missing or Wounded in action
1084-1 Nov 65	2	1	0	0
1111-7 Nov 65	2	1	0	0
1174-28 Nov 65	2	1	0	0
1220-15 Dec 65	2	1	0	0
1234-20 Dec 65	2	1	HU-16 51-7161 Damaged	0
1236-20 Dec 65	2	1	0	0

33rd ARS Hist, Oct-Dec 1965

(c) Mission # 1174 - 23 November 1965. 2 Sorties. HU-16
Pilot rescued from Gulf of Tonkin: Lieutenant Junior Grade Frank Harrington, Bennington, Vermont. Rescue crew responded to May-Day call from the pilot of distressed aircraft. Vectors to area of bail-out were accomplished by the navigator using the APX-28 and homing in on the Wingman. Survivor was five miles from shore and in vicinity of hostile junks. An open sea landing, rescue and take-off were accomplished. Survivor was not injured and HU-16 sustained no damage.

Crew attached to 33rd from 58th ARS on TDY except for Pararescueman.

RCC	Major Glenn A. Higginson	58th ARS
CP	Captain Frank J. Linseisen	58th ARS
NAV	1st Lt Carl F. Lemon	58th ARS
RO	SSgt William O. Muckoles	58th ARS
FM	TSgt Lyle E. Martinie	58th ARS
Pararescueman	TSgt Raymond J. Hawco	33rd ARS

(d) Mission # 1220-15 December 1965. 2 Sorties HU-16
Pilot rescued from Gulf of Tonkin: Captain Harry D. DeWitt, Moscow, Idaho. While on orbit, Rescue crew responded to May-Day call from an aircraft. Same aircraft transmitted a Tacan fix of the downed pilot. Using the Tacan fix and Radar vectors from the friendly ship, the HU-16 proceeded to area arriving in 14 minutes. An oil slick was sighted with seconds later Captain Nicholas sighting a pen gun flare. An open sea landing was made in a Sea Condition of IV, 3 miles from the closest hostile island. Due to the fact that the survivor was injured, both the pararescueman and the survivor were pulled to the aircraft on a line. While crew was trying to install Jato bottles in the rough sea, the HU-16 came under hostile artillery fire or a high caliber Anti-Aircraft gun. The Rescap flew towards the island and drew the fire away from the HU-16. An open sea take-off with three (3) Jato bottles was made. Fourteen minutes had elapsed from landing to take-off. First Aid was administered to the survivor suffering from a dislocated left knee and facial cuts. HU-16 had sustained no damage.

CREW	RCC	Captain Mansel E. Nicholas
	CP	1st Lt Raymond M. Bauer
	NAV	Captain Joel Ruiz
	RO	ALC John L. Williams
	FM	SSgt Harold W. Bayer
*	Pararescue	SSgt Larry A. Barnes

(e) Mission # 1234-20 December 1965. 2 Sorties. HU-16
Rescue HU-16 damaged by hostile ground fire while on low level search mission in hostile area near islands. Aircraft lost its water capability, but otherwise remained airworthy. There were no injuries to crew.

~~SECRET~~

28. 38ARS-1236-20 Dec 65 (C). Capt. John Ruffo was forced to eject from his P-105 after being hit by ground fire. He landed in a bay about one half mile off the North Vietnamese coast, and approximately the same distance from several islands. The survivor came under small arms fire from both the islands and the mainland. His day flare was spotted by the HU-16 crew which immediately water landed. The rescue technician jumped into the water and aided the survivor aboard. There was intense ground fire directed at the HU-16 at this time, and there were also numerous junks in the area. In order to take off, the HU-16 pilot, Major William Devitt, had to thread his way through the junks, and between two islands. As most of the fire seemed to be coming from the islands he directed RESCAP aircraft to bomb them, and as this was in progress the HU-16 took off. Immediately following take off the rescue technician, SSgt Dudley Peckingspaugh, treated the survivor for burns and shock, he was transferred to the waiting ambulance upon landing at Danang.

29. 38ARS-1239-21 Dec 65 (S). The HC-54 on prepositioned orbit was notified by a P-105 that his wingman had ejected over North Vietnam. As the HC-54 headed toward the incident site, two HH-3's were scrambled from Nakhon Phanom, Thailand, along with A1E escort. The A1E's spotted the chute and a pen flare while the HH-3's were hovering above the clouds at 5000 feet. After looking without success for a hole to let down through, the HH-3 pilot, Capt Butera, asked the A1E pilot to give radio steeps so as to place them over a valley. They entered the clouds at 5000 feet and did not break out until they were less than 1000 feet above the terrain. Soon after, the chute was spotted, and the helicopter came to a hover over the side of a mountain covered by trees 60 feet high. The hoist was lowered and the pilot recovered. Due to the terrain a straight ahead take off was necessary although this meant flying directly over a village. Two bursts of automatic weapons fire were aimed at the HH-3 as it passed over the village. The two A1E's immediately returned the fire successfully suppressing it. The survivor was taken to Udorn AB, Thailand. 25

30. Flying activities for mission listed in paragraphs 3 through 29.

<u>MISSIONS</u>	<u>NUMBER OF SORTIES(ARS)</u>	<u>OBJECTIVES</u>	<u>TYPES AND NR</u> <u>ARS ACFT LOST</u>	<u>ARS MENWIA,</u> <u>KIA, MIA</u>
6-898-50Oct 65	18	31 Btl Cas*		
6-929-90Oct 65	6	3 Btl Cas*		
38-1027-12Oct 65	6	1 F105 Pilot ✓		
38-1035-22Oct 65	2	1 A1E Pilot		
38-1073-28Oct 65	4	2 F-4B Crew ✓		
38-1081-30Oct 65	9	7 UH1B crew		
38-172-1 Nov 65	1	13 P2V Crew and Pax		
38-1084-1 Nov 65	2	1 RF101 Pilot ✓		
38-1088-1 Nov 65	4	1 A4C Pilot		

25 Append 5 page 15

~~SECRET~~

Ref # 10961

~~SECRET~~P-F-1 64
Narrative

FROM: Det 5, 38th Air Rescue Sqd, APC San Francisco 96237

SUBJECT: Mission Narrative Report

31 DEC 64

TO: Hq Air Rescue Service, Orlando AFB, Fla.

1. Mission Number: 38ARS-1239-21 Dec 65
2. SAR alerted by: Invert Radar (GCI Nakhon Phanom)
3. ARS Aircraft used: 1 HC-54, 2 HH-3C

Members of Rescue Helicopter were:

RCC Captain Butera, James L.,
 CP Captain Cowell, William E.,
 HM TSgt Heywood, Spence C.,
 PJ ALC Birtell, Harry W.,

Members of Cover Helicopter were:

RCC Captain Kamhoot, Norman B.,
 CP Captain Rush, Charles P.,
 HM SSgt Youngblood, Theodore M.,
 HM ALC Crites, Robert E.,

STAFF AGENCY	ACT	INFO
ARCCO		✓
ARODC	✓	✓
ARPDG		✓
ARBDG		✓
ARMDC		✓
ARDAS		✓
ARXDC		✓
ARCOI		✓
ARIIG		✓
ARAMS		✓

+ ALLCEN + Sqds Except Pacific

4. Reaction time from initial notification to pickup: 0:50

5. CAP assistance:

- a. USAF F-4C
- b. USAF ALE (Sandie)
- c. USN ALH

DOWNGRADED
 IAW AFR-25-2
 13 MAY 80

6. Area of pickup: Approximately 200 feet down the side of a mountain in 50 to 60 foot trees, and in heavy undergrowth.

7. Survivors name: Captain James Sullivan

8. Summary of events: While on alert at Nakhon Phanom AB, Thailand we received notice from Invert at 0725 local that an aircraft was down at 18N 10550E. Received instructions from Compress (Udonn RCC) to scramble. Jolly Green 27 and 33 were airborne at 0730 local. We proceeded on the 030° radial for 40 miles to avoid flak area ENE of Nakhon Phanom. We then proceeded 090° for another 40 miles to the target area.

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Or Changed to

By Authority of

By

(Date)

Unclassified
 GDS
 14-3-75

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[REDACTED]

NARRATIVE OF RESCUE MISSION

On 21 December 1965 at 0025Z, the Jolly Green aircraft pulling strip alert at Nakhon Phanom Air Base were notified by local GCI radar unit that an aircraft was down at coordinates 18 00 N, 105 50 E, a position in North Vietnam. The two helicopters, Jolly Green 27 and Jolly Green 33, scrambled and established a course to take them around some of the heavier known concentrations of hostile AA. Upon reaching the objective area, the weather was found to be extremely poor for a crew recovery operation. The mountains were obscured by a layer of clouds which stretched east all the way across the "panhandle" of the DRV. One of the A-1E aircraft found a hole in the undercast and dropped down to begin an electronic search while both helicopters orbited above. The A-1E reported a firm position on the downed pilot, but the problem of descending to execute a pickup had been seriously compounded by the fact that the holes in the undercast had closed up. The A-1E aircraft gave the helicopters steers by UHF-DF and a description of the terrain below the undercast. The Jolly Green helicopters entered the clouds at 5,000 feet and broke out at 2,500 feet with mountains on both sides and about 900 feet above the valley floor. The A-1E lead the helicopters to the area of the downed pilot, and the lead helicopter saw a pen flare. A high speed, low altitude pass over the spot revealed a chute but due to the tall trees and dense vegetation, they were unable to see the pilot. A hover was established over the chute and the flight mechanic spotted the downed pilot almost immediately. The pilot was picked up out of the dense undergrowth from a point on a steep slope, about 200 feet from the top of a mountain. Due to the terrain, the pilot of the helicopter had to make his takeoff over a small road and a village. Just before reaching the village, a double burst of AA fire made the helicopter lurch violently into an extreme nose down attitude, knocking all occupants in the cabin to the floor. The pilot regained control of the aircraft and employing evasive flying techniques, made a maximum performance climb and departure. The climb back through the clouds and the remainder of the trip back to Nakhon Phanom was completed without incident

Crew Members "Jolly Green 27"
 RCC Capt James L. Butera
 CP Capt William E. Cowell
 HM T/Sgt Spence C. Heywood
 PJ A/1C Harry W. Birtel

Crew Members "Jolly Green 33"
 RCC Capt Norman B. Kamhoot
 CP Capt Charles P. Rush
 HM S/Sgt Theodore M. Youngblood

~~SECRET~~

68

a. There was a complete overcast from the border mountains east across the pan handle of DRV. We arrived in the target area at 0815 local. Sandies found a hole in the overcast and dropped down to begin an electronic search. Sandie 13 spotted the downed airman's chute and notified us at about 0835 local. Both Jolly Greens were still above the overcast and no holes were visible.

b. After taking radio bearings off the Sandie aircraft we positioned ourselves NE of his position, distance unknown. Sandie described the area below the overcast and directed us over a valley where the ceiling was 700 to 1000 feet. We took up a heading down the valley and descended thru the overcast entering the clouds at 5000 and breaking out at 2600 indicated, which was approximately 900 feet AGL. We made immediate visual contact with sandie who led us around known flak positions along a mountain ridge to the area.

c. As we arrived I observed a pen flare. We flew a low altitude, high speed pass over the spot and saw a chute but were unable to see the pilot due to tall trees and the indigenous type forest in the area. Just as I passed over the chute I received a faint call from the downed pilot which was blocked out almost immediately. I made a 180° turn coming to a hover above the chute. At this time the flight mechanic spotted the pilot and talked me into position. The pick up was made at 0845 local, 200 feet down the side of a mountain in 50 to 60 foot trees, and heavy undergrowth.

d. The terrain dictated that I take off straight ahead which took me near a road and a village. We received two bursts of fire just below the chopper which made our tail lurch up knocking the crew in the cabin to the floor. Sandies immediately returned the fire as we turned left away from the village. No further fire was observed. The Sandies looked us over and reported no visual damage. We then took up a heading towards a valley and climbed up thru the overcast.

e. Communications between the SAR aircraft was excellent. The downed pilot's use of the pen flare aided us of his location and reduced our time in the area to a minimum. The Sandies rapid reaction to the ground fire reduced the ground fire to a minimum. We returned the pilot to Udorn at 1025 local. Actual pick up was at 1801N 10543E.

4732

James L Butera
JAMES L. BUTERA
Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to *Unclassified*
By Authority of *GRS*
By *LJD* (Date) *14-3-75* Cy to: PARC

only 1 crew member in F-4-C ?

2

Acf4 was F-105

~~SECRET~~

~~SECRET~~

28. 38ARS-1236-20 Dec 65 (C). Capt. John Ruffo was forced to eject from his F-105 after being hit by ground fire. He landed in a bay about one half mile off the North Vietnamese coast, and approximately the same distance from several islands. The survivor came under small arms fire from both the islands and the mainland. His day flare was spotted by the HU-16 crew which immediately water landed. The rescue technician jumped into the water and aided the survivor aboard. There was intense ground fire directed at the HU-16 at this time, and there were also numerous junks in the area. In order to take off, the HU-16 pilot, Major William Devitt, had to thread his way through the junks, and between two islands. As most of the fire seemed to be coming from the islands he directed RESCAP aircraft to bomb them, and as this was in progress the HU-16 took off. Immediately following take off the rescue technician, SSgt Dudley Peckingspaugh, treated the survivor for burns and shock, he was transferred to the waiting ambulance upon landing at Danang.

29. 38ARS-1239-21 Dec 65 (S). The HC-54 on prepositioned orbit was notified by a F-105 that his wingman had ejected over North Vietnam. As the HC-54 headed toward the incident site, two HH-3's were scrambled from Nakhon Phanom, Thailand, along with A1E escort. The A1E's spotted the chute and a pen flare while the HH-3's were hovering above the clouds at 5000 feet. After looking without success for a hole to let down through, the HH-3 pilot, Capt Butera, asked the A1E pilot to give radio steers so as to place them over a valley. They entered the clouds at 5000 feet and did not break out until they were less than 1000 feet above the terrain. Soon after, the chute was spotted, and the helicopter came to a hover over the side of a mountain covered by trees 60 feet high. The hoist was lowered and the pilot recovered. Due to the terrain a straight ahead take off was necessary although this meant flying directly over a village. Two bursts of automatic weapons fire were aimed at the HH-3 as it passed over the village. The two A1E's immediately returned the fire, successfully suppressing it. The survivor was taken to Udorn AB, Thailand. 25

30. Flying activities for mission listed in paragraphs 3 through 29.

<u>MISSIONS</u>	<u>NUMBER OF SORTIES(ARS)</u>	<u>OBJECTIVES</u>	<u>TYPES AND NR</u> <u>ARS ACFT LOST</u>	<u>ARS MENWIA,</u> <u>KIA, MIA</u>
6-898-50Oct 65	18	31 Btl Cas*		
6-929-90Oct 65	6	3 Btl Cas*		
38-1027-12Oct 65	6	1 F105 Pilot ✓		
39-1055-22Oct 65	2	1 A1E Pilot		
38-1073-28Oct 65	4	2 F-4B Crew ✓		
38-1081-30Oct 65	9	7 UH1B crew		
38-172-1 Nov 65	1	13 P2V Crew and Pax		
38-1084-1 Nov 65	2	1 RF101 Pilot ✓		
38-1088-1 Nov 65	4	1 A4C Pilot		

25 Append 5 page 15

~~SECRET~~

FROM: Det 6, 35th Air Rescue Squadron, APO San Francisco 96227

SUBJECT: Mission Narrative Report

27 Dec 1965

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 6-1668-21 Dec 65.
2. SAR Alerted by: 3rd TFW Command Post.
3. SAR Aircraft Used: 2 HH-43F

Members of Rescue Helicopter Were:

ROO	Capt Charles P. Hadler	Det 6, 35th ARS
CP	Capt Raymond L. Madden	Det 6, 35th ARS
HM	Ttlt Kenneth L. Perkins	Det 6, 35th ARS
ES	A1C Henry J. O'Seaine	Det 6, 35th ARS

Crew Members of Cover HH-43F Were:

ROO	Capt Earl G. King	Det 6, 35th ARS
CP	Capt Ronald L. Bachman	Det 6, 35th ARS
HM	A1C Alexander Montgomery	Det 6, 35th ARS
ES	SSgt George E. Schipper	Det 6, 35th ARS

4. Reaction time from release to scramble to pickup: 20 minutes.
5. CAP assistance: 2 A-1E's - 2 UH-1B's.
6. Area and type of pickup: Jungle area, 100foot trees, hoist pickup using stakes litter.
7. Ground party used smoke grenades to mark area and ARA - 25 used by the rescue helicopter to home in on CAP aircraft.
8. Survivors name: Unknown GSA soldier.
9. Summary of Events: Detachment 6, 35th Air Rescue Squadron was notified by the 3rd TFW Command Post of a badly wounded soldier located at Y3 255875, 21 miles Southeast of Bien Hoa Air Base, RVN at 1605, 21 Dec 1965. We were released from a prior commitment to a C-47 accident at 1628 by the 35th Air Rescue Sqdn SAR Center and were airborne at 1630. A flight of two A-1E's, Hobo Q1 were orbiting the area and we homed in on them with our ARA-25 homing adaptor. We arrived at the area at 1647 and were advised that there were about 15 Viet Cong spotted one kilometer to the East of the pickup point. I picked up my UH-1B escort, Sidewinder 21, and brought the HH-43F to a hover over 100 foot trees and was able to descent amongst the trees to a 30 foot hover where the wounded soldier

ORIGINATOR (Typed Name and Grade)

ACTION AGENCY

PHONE NUMBER

TYPIST'S INITIALS

DATE PREPARED

was hoisted up in the stokes litter at 1630. We departed the area and landed at the 93rd Field Hospital at 1710, offloaded the patient, and returned to Bien Hoa Air Base. Total flying time for both HH-43P's was 1:30 with 4 sorties and we were credited with one save.

CHARLES P. MADLER
Captain, USAF
Rescue Crew Commander

Cy to: PARS, 32153

b
AFSC1- 69

FROM: Det 6, 38th Air Rescue Squadron, APO San Francisco 96227

SUBJECT: Mission Narrative Report

27 Dec 1965

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 6-1068-21 Dec 65.

2. SAR Alerted by: 3rd TFW Command Post.

3. SAR Aircraft Used: 2 HH-43F

Members of Rescue Helicopter Were:

ROCC	Capt Charles F. Nadler	Det 6, 38th ARS
CP	Capt Raymond L. Murden	Det 6, 38th ARS
HM	TSgt Kenneth L. Perkins	Det 6, 38th ARS
RS	ALC Henry J. O'Beirne	Det 6, 38th ARS

Crew Members of Cover HH-43F Were:

ROCC	Capt Karl G. King	Det 6, 38th ARS
CP	Capt Ronald L. Bachman	Det 6, 38th ARS
HM	ALC Alexander Montgomery	Det 6, 38th ARS
RS	SSgt George E. Schipper	Det 6, 38th ARS

4. Reaction time from release to scramble to pickup: 20 minutes.

5. CAP assistance: 2 A-1E's - 2 UH-1B's.

6. Area and type of pickup: Jungle area, 100 foot trees, hoist pickup using stokes litter.

7. Ground party used smoke grenades to mark area and ARA-25 used by the rescue helicopter to home in on CAP aircraft.

8. Survivors name: Unknown USA soldier.

9. Summary of Events: Detachment 6, 38th Air Rescue Squadron was notified by the 3rd TFW Command Post of a badly wounded soldier located at YS 255875, 21 miles Southeast of Bien Hoa Air Base, RVN at 1605, 21 Dec 1965. We were released from a prior commitment to a C-47 accident at 1628 by the 38th Air Rescue Sqdn SAR Center and were airborne at 1630. A flight of two A-1E's, Hobo 61 were orbiting the area and we homed in on them with our ARA-25 homing adaptor. We arrived at the area at 1647 and were advised that there were about 15 Viet Cong spotted one kilometer to the East of the pickup point. I picked up by UH-1B escort, Sidewinder 21, and brought the HH-43F to a hover over 100 foot trees and was able to descent amongst the trees to a 30 foot hover where the wounded soldier

was hoisted up in the stokes litter at 1650. We departed the area and landed at the 93rd Field Hospital at 1710, offloaded the patient, and returned to Bien Hoa Air Base. Total flying time for both HH-43F's was 1:30 with 4 sorties and we were credited with one save.

Charles P. Nadler

CHARLES P. NADLER
Captain, USAF
Rescue Crew Commander

Cy to: PARC, 38ARS