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18 MAY 1970

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The weather in the area varied from clear with light haze to widely scattered clouds. Communications between Crown 23 and all other aircraft were excellent. We were unable to read the downed pilot on Guard frequency until arriving on scene. We never did receive a signal on the Sarah receiver.

ARODC
CAPT., USMT
660322
SECRET
17 JUL 66
N4 ARS
3rd ARRG
79th ARS
44-38861-2

79th APS No. 660351

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DET 1-3-13-25 Feb

(C) USAF RB-66 was reported down in the Gulf of Tonkin south of 1700N. HU-16 located one survivor and while descending to make the pick-up spotted several others in the area. The HU-16 advised that several different men were in sight and requested that USN helicopter should make pick-up so he could mark location of survivors he had spotted. The team work on this operation resulted in five of the six crew members recovered. The sixth man had not been confirmed successfully leaving the aircraft.

DET 1-3-14-1 Mar

(C) USN F-4B reported missing in the Gulf of Tonkin. HU-16, fighter aircraft and Navy Destroyers were diverted to the area. Area with a radius of 60 miles of the last known position was searched but negative leads were obtained. USN requested mission be suspended.

DET 1-3-15-1 Mar

(C) USN A-4E reported down in North Vietnam. All rescue aircraft on the scene reported heavy ground fire from the immediate area of the suspected downed man. Numerous junks near the area and heavy ground fire left little doubt that the pilot had been captured if he got out of the aircraft safely.

DET 1-3-16-9 Mar

(C) USN F-4C was downed by ground fire in the Gulf of Tonkin two miles off the coast of North Vietnam. An HU-16 landed and was in the process of making a pick-up when it took a direct hit from mortar fired off the coast. The HU-16 caught fire and sank almost immediately. Two crew members were reported killed by the mortar and the remaining four evacuated the aircraft. USN helicopters recovered the two Navy pilots and four of the HU-16 crew members. Destroyers and fighters in the area reported ground fire from shore impositions was extremely heavy and accurate.

DET 1-3-19-20 Mar

(C) USN F-4B crashed in the Gulf of Tonkin. Two good chutes were observed. One chute landed 75 yards of the coast of North Vietnam and the pilot was reported captured. The second chute landed 1000 yards off the coast and the man was recovered by USN helicopter.

DET 1-3-20-24 Mar

(C) Pilot of USAF F-105 went down off the coast of North Vietnam. Wingman reported negative chute sighting and that the aircraft went down in the vicinity of numerous junks. Heavy ground fire from the shore was reported. Mission was suspended.

DET 2-3-2-11 Jan

(U) USAF F-105 pilot ejected over Laos. A good chute was sighted and voice contact with the downed pilot was established. HH-3 made a hoist pick-up of the pilot who was in good condition. A1E and F-105 were used to suppress ground fire.

DET 2-3-3-16 Jan

(U) USAF F-4C crew ejected over Laos. Voice contact was established with one of the pilots. Hoist pick-up was made on this man. Trees in the area were 150 to 200 feet high. HH-3 circled the area in an attempt to make visual contact with the second crewman. Contact was made and he was recovered 10 minutes later.

7 ~~CONFIDENTIAL~~

PRESIDENT HONORS 3rd ARRGp FOR RESCUE ACTIVITIES IN VIETNAM



WHITE HOUSE CEREMONY—President Lyndon B. Johnson congratulates Col Arthur W. Beall after awarding the Presidential Unit Citation to the 3rd Aerospace Rescue and Recovery Group. At left are LtCol Baylor Haynes and A2c Malcolm Hassler. ARRS is credited with saving more than 600 persons in Southeast Asia. HH-43 HUSKIE crews rescued 347 of the 490 plucked from the jungle or sea last year.

The 3rd Aerospace Rescue and Recovery Group, Military Airlift Command, was awarded the Presidential Unit Citation recently for "extraordinary gallantry" while carrying out rescue operations in Vietnam from Aug 1, 1965 to June 30, 1966. Helicopters and amphibious aircraft in the Group, which is based at Tan Son Nhut, are credited with recovering 339 friendly troops during the period covered by the citation. The missions ranged from open water pickups in the Gulf of Tonkin, while under fire from Communist shore batteries, to jungle rescues deep within North Vietnam. The unit also rescued many downed airmen or evacuated injured military personnel in South Vietnam.

Of the 490 persons saved in 1966, 347 were rescued by HH-43 HUSKIE crews attached to the 38th ARRSq. In recognition of its rescue activities between August 1964 and July 1965, the squadron was honored last year with a Presidential Unit Citation. The 37th and 39th ARRS squadrons form the rest of the Group which also utilizes HH-3E helicopters and HC-130H and HU-16 fixed-wing planes in the rescue and recovery work.

In saluting the men of the 3rd ARRG during the White House ceremony, President Johnson said:

"The contributions of the 3rd Aerospace Rescue and Recovery Group to the struggle for freedom are already legendary. By risking their lives so that others might live, the men of the 3rd have won the everlasting gratitude of their fellow countrymen—and the right to be honored among America's heroes.

"In all weathers, over the most difficult terrain, faced always with the peril of enemy fire, they have reached out and plucked to safety—from the jungles, from the mountains, from the sea—fliers downed in combat. In Southeast Asia alone, the group has been credited with 597 combat rescues.

"By their very existence, they have provided our downed fliers with the knowledge that they are not forgotten—that help is on the way. To a man bobbing in an empty sea or crawling through a dense jungle, that knowledge is a blessing without price.

"Their place of honor was not earned without sacrifice: seven members of the group have given their lives, fourteen are listed as missing, and two have been captured—all in devotion to the spirit of the 3rd's motto: 'That Others May Live.'

"We are proud to pay tribute, with this citation, to the gallant men of the 3rd Aerospace Rescue and Recovery Group. Their courage and self-sacrifice have provided us with a glowing example of the best of American manhood. They are a credit to a grateful nation. We salute them all."

Several members of the 3rd Group, during the period of the citation, attended the ceremony. They were Col Arthur W. Beall, group commander; LtCol James L. Blackburn, operations officer; LtCol Baylor R. Haynes, rescue squadron commander; Captains James L. Butera, John F. Guilmartin, Jr., and William E. Cowell, rescue aircraft commanders; MSgt Charles T. Walther, and A2c Malcolm C. Hassler, pararescue technicians. Also attending were Air Force Secretary Harold Brown, who read the citation; Gen John McConnell, Air Force chief of staff; BrigGen George Boylan of the Military Airlift Command; and BrigGen Allison C. Brooks, commander of the Aerospace Rescue and Recovery Service.

More than 1800 individual awards have been made to personnel in the 3rd ARRG. Three have been for the Air Force Cross, one of which was awarded posthumously to A1c William H. Pitsenbarger, an HH-43 crewman and the first airman to receive the award. Other awards and decoration won by the unit include 64 Silver Stars, 3 awards of the Legion of Merit; 251 Distinguished Flying Crosses; 18 Airman's Medals; 24 Bronze Stars; 1330 Air Medals; 25 Purple Hearts; and 117 Air Force Commendation Medals. The 3rd Group served with distinction in World War II and the Korean War, with 15 campaign streamers and six unit citations to its credit.

Meanwhile, rescue crews from the 3rd ARRG continue their rescue efforts in Vietnam. The following are a few of the missions carried out by HH-43 crews from the 38th ARRSq:

continued on page 18



HONORED—HH-43 crews from Det 6, 38th ARRSq, Bien Hoa AB, RVN, display Kaman Scrolls of Honor presented for recent hazardous missions. Left to right are Maj David M. Randall, SSgt Barry Sherman, Lt Robert A. Reilly, Maj James F. Jansa, Lt Wendell B. Wood, Capt David L. Wiest, A1c Harrison H. Ewton and TSgt Robert S. Loud. (USAF photo)

continued from page 13

At 0330 Danang AB and a neighboring village were subjected to a vicious mortar and rocket attack. Even before the all-clear signal sounded, Lt William T. Sehorn and his HH-43 crew from Det 7, 38th ARRSq, scrambled to the HUSKIE to ready it for the support and medical evacuations that would be needed. For the rest of the night they treated and evacuated the casualties. A small field hospital was established in the helicopter and temporary first aid was given to the wounded by Lieutenant Sehorn; Lt Alfred R. Jacox, Jr, the copilot; SSgt Hugh A. Pike, A1c Russell W. Price, A1c John F. Tobey, A2c Duane O. Hackney, rescue specialists; and A1c Edward L. Thorpe, helicopter flight mechanic. The critically injured were treated and then evacuated in the HUSKIE to the Navy or Army hospitals nearby. As more helicopters arrived, Lieutenant Sehorn assumed command of the fleet and "superbly organized and directed the evacuation operations." The HH-43 crew was constantly exposed to sporadic ground fire during the entire period, from 0330 until sunrise, when the evacuations were completed. Their actions were described afterward as "outstanding and highly praiseworthy."

Among the best examples of ARRS determination and perseverance during life-saving activities in Vietnam may be found in a report on a mission flown by Capt Richard A. Smith and his HH-43 crew from Det 9, 38th ARRSq, Pleiku Airport. Sharing in the hazardous rescue effort were Capt Jack V. Butler, the copilot; A1c Harry J. Hull, flight engineer; and A2c Michael J. Rosler, pararescue specialist.

Captain Smith and his crew flew into an "extremely hostile" territory to evacuate six seriously wounded soldiers. Air cover had failed to arrive but, due to the condition of the evacuees, Captain Smith continued with the mission. He approached the area, effected an approximate 200-foot hover, then hover-taxiied under overhanging tree limbs to the site. Airman Rosler was lowered to prepare the wounded for hoisting — 207 feet of cable was used. The HH-43F left but made the same hazardous approach a few minutes later to make the pickup. Three litter patients were hoisted to the HUSKIE with max power being used as the third was taken aboard — the tailpipe and vertical stabilizer were touching a second tree canopy cover to the rear of the chopper. As Airman Rosler waited on the ground, Captain Smith eased the helicopter from the hazardous site, flew to the hospital and then returned for the other wounded. The area was now under hostile fire, but again the hazardous approach was made and the HH-43 hovered beneath the tree canopy. Two litter patients had been hoisted into the helicopter when it was found the hoist would not operate from Airman Hull's position. Captain Butler

took over the helicopter control's while Captain Smith, better able to observe the hoist cable from his side, "threaded" the third survivor through the trees to the HUSKIE. A jungle penetrator was then lowered for Airman Rosler who had been on the ground for two hours and 25 minutes. The pararescueman, however, had still another "adventure" in store for him before reaching the helicopter. By this time low fuel was a definite problem so the helicopter transitioned to forward flight with Airman Rosler still below on the hoist. Hoisting was completed while climbing to 3000 feet at 60 knots. The patients were delivered to the hospital and the HH-43F returned to Pleiku.

Disregarding small arms and automatic weapon fire less than 50 yards away, an HH-43 HUSKIE crew from Det 6, 38th ARRSq, Bien Hoa AB, landed in a small jungle clearing to evacuate a seriously wounded infantryman. Since the FM radio was inoperative, the helicopter had been unable to communicate with Army ground personnel so, after landing, the rescuemen waited in the exposed position for 10 minutes until the soldier could be brought to the clearing. Maj Breeden P. Hamer was pilot of the HH-43; 1st Lt Robert A. Reilly, copilot; SSgt Robert S. Loud and A1c Melvin G. Goff, crewmen.

In another Det 6 mission, soon after an A-1H pilot landed in a rice paddy with one wing aflame, an HH-43 crew deposited a fire suppression kit nearby and quickly extinguished the blaze despite the danger from live ammunition. Capt David L. Wiest was RCC; 1st Lt Wendell B. Wood, copilot; A2c Steve M. Northern, rescue specialist; and SSgt Henry B. Peterson, firefighter.

— HH-43 Crew Receives DFC's —

The members of an HH-43 crew from Det 8, 38th ARRSq, at Cam Ranh Bay were presented Distinguished Flying Crosses recently for the hazardous rescue of a Special Forces soldier who had fallen 150 feet from a helicopter. The DFCs were presented to 1st Lt Delford G. Britton, the pilot; 1st Lt Loran C. Schnadt, copilot; A2c Donald J. Lake and A2c Carlos L. Joiner, crewmen; by Col Donald T. Smith, PARRC (MAC), commander.

The accident occurred as a helicopter was hovering over the wreckage of a downed aircraft preparing to lower troops in order to secure the area. Disregarding the constant threat of hostile small arms fire, Lieutenant Britton immediately moved the HUSKIE into position over the soldier and then lowered the aircraft into the tops of the tall trees so that the wheels and lower part of the fuselage were in the branches. The tips of the rotor blades on the HH-43 brushed leaves from the branches as Lake lowered Joiner to the ground on the forest penetrator. The airman placed the injured man in the rescue basket, which had also been lowered, and then rescuer and rescuer were hoisted to the helicopter.

Viet Rescuers Win Presidential Citation

HQ MAC, SCOTT AFB, Ill.—For its "extraordinary gallantry" in rescue missions in Southeast Asia the 38th Aerospace Rescue and Recovery Sq., Military Airlift Command, was honored by the President in a recent White House ceremony.

The MAC unit received the Presidential Distinguished Unit Citation from President Johnson who said the 38th "has enscribed its name on the honor scroll of American heroes."

Time and time again, the President said, "men of the 38th have risked their lives so that their comrades might live." The unit, based at Tan Son Nhut AB in Vietnam, earned the Presidential Citation for its outstanding record in combat operations from August 1, 1964 to July 31, 1965.

The President credited the unit for saving the lives of 74 persons during the period covered by the citation.

After President Johnson spoke, Secretary of the Air Force Harold Brown read the award accompanying the citation. Also present were AF Chief of Staff Gen. John P. McConnell and Col. Allison C. Brooks, commander of the unit.

Lt. Col. Edward Krafka, former commander of the 38th and its boss for most of the period covered by the citation, accepted the award from the President. Besides saving 74 lives, 38th

crews flew 8700 combat missions in their unarmed HU-16, HC-54, HH-3C and HH-43 helicopters. While logging 12,750 hours, unit rescuemen won 250 individual decorations including 16 Silver Stars and 10 Purple Hearts.

SMSgt Roland J. Blier, former maintenance supervisor of the squadron, and TSgt Charles P. Walther, recently-named Airman of the Year for MAC, represented the squadron at the ceremony.

Sergeant Walther's record during a year in Vietnam with the 38th illustrates why the President honored the unit.

During that time, the pararescueman won the Air Medal and 10 Oak Leaf Clusters, the Airman's Medal with one Oak Leaf Cluster, a Bronze Star and an Air Force Commendation Medal.

He will represent MAC at the 1966 convention of the Air Force Association.

Also on hand was Maj. Ronald Ingraham, former helicopter pilot with the 38th. Major Ingraham recently was featured in a special two-part "Twentieth Century" television program which described air rescue activities.

19 JAN 1966

AWARDED

JOINT MESSAGEFORM

~~SECURITY CLASSIFICATION~~

TYPE MSG

PRECEDENCE

ACTION	PRIORITY
1. Review the current status of the project.	High
2. Identify the key stakeholders and their roles.	Medium
3. Develop a detailed project plan.	High
4. Allocate resources and assign tasks.	Medium
5. Monitor progress and report regularly.	High
6. Address any issues or risks as they arise.	Medium
7. Communicate effectively with the team and stakeholders.	High
8. Review the project outcomes and lessons learned.	Medium

INFO •

DTG

FROM: DET 7 38ARRECOVERY SQ DANANG AB RVN

SPECIAL INSTRUCTIONS

TO: ARRS ORLANDO AFB FLA

PACARRECOVERYCEN HICKAM AFB HAWAII

33ARRECOVERY SQ NAHA AB OKINAWA

SECRET DET ~~TOP SECRET~~ *2/10/66* . FEB 66

Subject: Mission Narrative IAW Par 134.5.1.2, ARSM 55-1
and DOARD Msg 00639, Apr 65.

1. Mission Number: Det 7-38ARRS 1-3-3-31 Jan 66.
2. HU-16 Crown Alpha Alerted by Controlling Navy Destroyer.
3. HU-16B Aircraft #51-7182, Assigned 33ARRS - TIV Det 7-38ARRS.

Lt Col Robert E. Freshwater, FR17552, RCC, No ~~Bo~~ Boto, Calif,

Age 40.

Capt John H. Williams, FV3022861, Co-Pilot, 33ARRS,

Carlinville, Ill, Age 35.

Capt Roger J. Coslett, FV2236524, Nav, 33ARRS, Miles, Tex,

Age 37.

SSgt George F. Goode, AF14282937, Radio Opr, 33ARRS

Southern Pines, N.C., Age 37.

1. NAME AND TITLE

PHONE

ROBERT E. FRESHWATER
Lt Col, USAF
RCC

~~6704~~

SIGNATURE

TYPED (or stamped) NAME AND TITLE

ROBERT E. FRESHWATER, Lt Col, USAF

~~SECURITY CLASSIFICATION~~

~~GRADING INSTRUCTIONS~~
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DECLASSIFIED AFTER 12 YEARS

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ACTION

INFO PRIORITY

ROBERT E. FRESHWATER, LtCol ROBERT E. FRESHWATER, LtCol 6104

SSgt William K. Warren, AF19446815, Flt Mech, 33ARRS,
Eureka, Calif, Age 32.

A1C Thomas F. Bradley, AF24615822, Para Rescue, 33ARRS,
Collinsville, Ala, Age 28.

4. Initial Notification: 31/0248Z; pickup 0324Z; airborne 0325Z;
total time 37 minutes; (landed 0323Z airborne 0325Z).

5. Rescap Assistance: 2 USN A-1H's as Rescap, 3 USN A-1H's and
2 USN A-4's at scene.

6. Water pickup 250 yds off shore of Dong Hoi, North Vietnam,
1729N - 10638½ E.

7. No signaling equipment used to locate survivor. Initial report
stated "pilot in water firing flares" ARA-25 used to home on
aircraft at scene.

8. Survivor: Lt Cmdr Sylvester G. Chumley, USN, 559830, VA-55,
Lemoore, Calif.

9. Summary of Events: At 31/0235Z Crown Alpha was on orbit at
station 1900N - 10610E when notified by the Controlling Navy
Destroyer that an aircraft was believed down at approximately
1830N - 10600E. Power was applied and heading established by
radar vectors from the crew navigator. Let down was made from
6000 feet through 2000 foot overcast. Two Rescap of the Arab
Flight were left on top for relay the other two Rescap

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descended with Crown Alpha. At 0240Z Spruce 3 was heard calling for assistance on guard channel, stating that Spruce 2 was missing and might be down. Transmissions were extremely garbled and the pilot of Spruce 3 was excited. Crown Alpha navigator saw an emergency then a normal squawk on his APX-28 in the vicinity of 1830N - 10600E. Spruce 3 was low on fuel and departed prior to the arrival of Crown Alpha. At 0247Z Crown Alpha arrived at reported position with negative sightings by either Crown Alpha or Rescap (Arab Rescap Low Flight). At 0248Z a call was received on 364.2 from Arab 513 stating that a pilot was observed in the water shooting flares on the 324°/46NM radial of channel 46. Since the report of the first missing aircraft could not be confirmed and sightings were negative, a course was immediately established to the second downed pilot. This bearing put the pilot in the water within close proximity of a major city on the North Vietnam coast (Dong Hoi) and within range of multiple type AAA batteries (37, 57 and 85 MM) and small arms weapon fire. Power was advanced to meto and Crown Alpha flew under the overcase at 100' to 500'. The high Rescap was left at the first scene to continue search for Spruce 2 while the HU-16 navigator plotted a course to the known pilot in the water. It was not known whether the pilot at the 74 NM further

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ROBERT E. FRESHWATER, LtCol ROBERT E FRESHWATER, LtCol 6104

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south position might not be the pilot in the first report also.

The most direct course required flying within close proximity of the hostile shore line. At 0310Z an ARA-25 bearing on the aircraft was received by Crown Alpha which at the scene confirmed radar position and course to the down pilot. At 0315Z weather at the scene

was 500 ft broken to overcast; 3 to 5 miles visibility in intermittent

At 0315Z THE

light rain, wind 090° at 5 knots. Co-pilot spotted the survivor in

a raft under three circling A-1H aircraft within 250 yards of the shore.

Small fishing boats were observed in the area but they remained

well clear of the scene. At 0318Z external fuel tanks were

jettisoned a smoke bomb dropped and a sea evaluation completed. Sea

conditions were moderate (2 systems 4 to 5 ft each with 5 knot wind)

but because of a low overcast a severe ground swell was not observed

until after touch down. Crown Alpha landed at 0323Z. The aircraft

came to a stop with the survivor 20 yds forward of the left wing

tip. During the landing runout intense automatic and artillery fire

was directed at the aircraft from the beach. The pararescue-man dove

into the water upon command of the RCC and swam to the

position approximately (20 yds) to the survivor in his

flight mechanic fed out the line attached to the pararescueman.

Continued fire from the beach laid a constant barrage of 20 ft

gyzers around the aircraft at distances as close as 20 yards.

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INFO			6104

The navigator fired several bursts at the shore batteries from his M-16 Rifle and then attempted to sink the survivor's empty raft. He then assisted the flight mechanic in pulling the survivor and PJ into the aircraft's left hatch. Machine gun fire came within 5 ft of the survivor and PJ during the recovery operation. The radio operator was forward in the bow hatch but was unable to fire at the shore due to the aircraft's position. The Rescue Crew Co-Pilot rapidly performed the after landing and before takeoff check list and effectively directed the Navy aircraft's counter fire. As soon as the hatches were secure and the survivor in a seat a takeoff was started on a heading of 030° but aborted due to 8 ft ground swells. The acft was now well bracketed by fire. The pilot changed headings and completed the takeoff while still under fire on a heading of 330°.

At 0325Z Rescap meanwhile was suppressing fire from the beach but were forced to withdraw when AAA fire became too intense. The survivor who was in excellent condition was treated for minor bruises and abrasions when airborne. He had been flying a A-4E Skyhawk with the call sign of Garfish 497. At 0330Z Crown Alpha received a call from King advising "if able, proceed to 1830N - 10600E to conduct search for missing Spruce 2." At 0358Z Crown Alpha arrived at the search scene and started a creeping line search parallel to

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the shore 10 NM NW and SE of most probable position. Rescap was dispatched to search the shore line to five miles out. Since dropping the external fuel tanks fuel for continued search became a problem, but by operating at 1700 RPM Crown Alpha was able to remain on station until relieved by Crown Bravo. At 0504Z Crown Alpha was relieved by Crown Bravo at the search scene and proceeded to Danang. At 0629Z Crown Alpha landed at Danang and the survivor was turned over to AF medical authorities.

10. Comments: The excessive radio chatter on SAR freq 364.2 MC by strike aircraft hampered the relay of vital SAR communications during these two separate incidents. The cooperation of Navy acft at the scene was outstanding. Their willingness to attempt to surpress hostile ground fire directed at the Rescue acft despite extremely heavy AAA fire is commendable. It appears that ground fire was not directed at the Navy A-1H or A-4 aircraft nor the survivor until the HU-16 was on the scene. It further appears that a hostile forces held their fire until the arrival of the Rescue acft in the attempt to bag the HU-16 and the survivor. The record breaking 2 minute pickup is attributed to outstanding crew coordination and superior individual professional skill.

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33rd Ends an Era

30 SEP 67

Last week at Da Nang AB, Vietnam, the 33rd Aerospace Rescue and Recovery Sq. filled another page of history, when they flew the last Grumman HU-16 Albatross out of Vietnam.

Piloting the Albatross was Lt. Col. Roy E. Jacobsen, commander of the 33rd ARRS. The 33rd was picked for the distinction of making the last flight because of the fact that they were the first to land in Vietnam in June of 1964.

During the three years that HU-16 crews have been working off the shores of Vietnam they have been credited with recovering 62 survivors from the hostile waters of the Tonkin Gulf and the South China Sea. Leading the crews operating the craft "down South" the 33rd alone is credited with having saved 32 personnel, including 21 American airmen downed in combat.

In its recent visit to Da Nang Brig. Gen. Allison C. Brooks, commander of the Aerospace Rescue and Recovery Service, stated that the HU-16 has done an outstanding job in Southeast Asia. He further added that the number of combat saves attributable to the HU-16 is comparable to the combine aircrew complements of two fighter squadrons.

Moving in to take over the responsibilities of "Albert," as the craft is known to its crews, is the HH-3E helicopter, more commonly known as the "Jolly Green Giant."

Upon establishing the initial rescue amphibian program in Southeast Asia, the 33rd ARRS continued as the primary HU-16 agency. After the 37th ARRS was formed at Da Nang in the spring of 1966, aircrew and maintenance assistance from the 33rd were significantly reduced. But this didn't mean the end to the 33rd's action in Vietnam, as they still supplied aircraft and crews to bolster the mission. In April of 1967 the 37th ARRS became an exclusive HH-3E unit, and the 33rd was again needed to maintain an HU-16 operation, pending the development of air-to-air refueling for the "Jolly Green" so that its range would be extended to enable it to take in sea search missions and relieve the HU-16.

In the beginning, only one aircraft was deployed to the operation in Vietnam, but the commitment quickly accelerated to the point where there were at least three and frequently four or five aircraft required.

"Albert" came to his own after February of 1965 when bombing of North Vietnam began and full scale coverage over the Gulf of Tonkin became its priority function.

Presidential Unit Citations.

Highlighting the combat activities of "Albert" and the 33rd ARRS are such missions as occurred on Sept. 24, 1965 when Maj. Donald C. Hollfelder and his crew pulled two F-4C pilots from the Gulf of Tonkin less than a mile from the coast of North Vietnam. Shore batteries quickly found the range of "Albert" and shells exploded within 15 yards of the aircraft. With the survivors safely abroad, Major Hollfelder performed a difficult cross-swell take-off to avoid enemy fire and was airborne in a few seconds.

Another mission occurred on Jan. 31, 1966 when Col. Robert E. Freshwater and his crew landed just one mile from the coast line at Dong Hoi to recover a downed A-1E pilot. Both the landing and the take-off were complicated by a treacherous ground swell not noted from the air, and while waterborne, intense gunfire from well-defended on-shore emplacements was directed against the vulnerable H-16. Crew members armed with M-16 rifles and two A-1E rescue cover aircraft combined to suppress the hostile fire long enough to bring the downed pilot on board. Minutes later, the Albatross was climbing into the air, the mission accomplished.

Tragedy struck on March 14, 1966 as Capt. David P. Westenbarger landed "Albert" in the Tonkin Gulf, between Hon Me Island and the North Vietnam mainland where two downed F-4C pilots were frantically awaiting recovery.

Suddenly, amid a barrage of explosions, a howitzer round literally ripped the amphibian apart and set it ablaze, killing two of the crew, Airmen First Class James E. Pleiman and Robert L. Hinton (A2C Steven H. Adams, 33rd ARRS is also listed as missing in action in another mission). It was following this calamity that the navigator, Capt. Donald S. Price, heroically risked his own life to save one of the original survivors, an act which earned him the Air Force Cross.

The four remaining crew members and the two fighter pilots were later picked out of the churning water by Navy helicopters, while armed fighters flying cover kept approaching junks and sampans at bay.

Awarded for this mission was the Aviator's Medal for 1966. The award went to Captain Westenbarger for his courage during the mission. The presentation is made by the American Legion and is a national presentation.

Ending their stay in Vietnam, the crews and "Albert" will now devote their full time to its mis-

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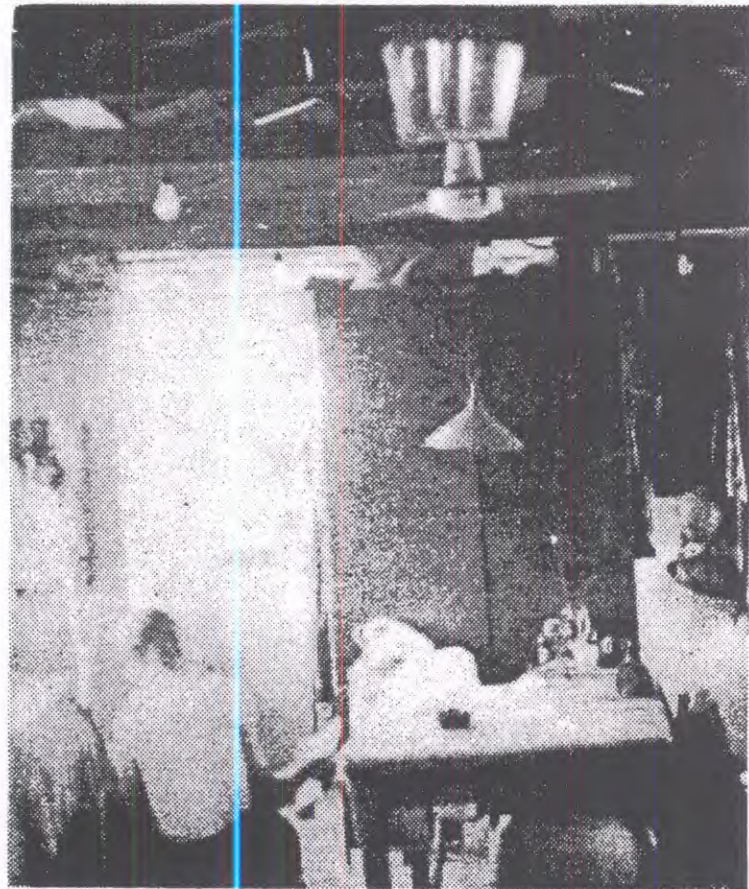
The four remaining crew members and the two fighter pilots were later picked out of the burning water by Navy helicopters, while armed fighters flying cover kept approaching junks and sampans at bay.

Also awarded for this mission was the Aviator's Honor Award for 1966. The award went to Captain Westenbarger for his courage during the mission. The presentation is made by the American Legion and is a national presentation.

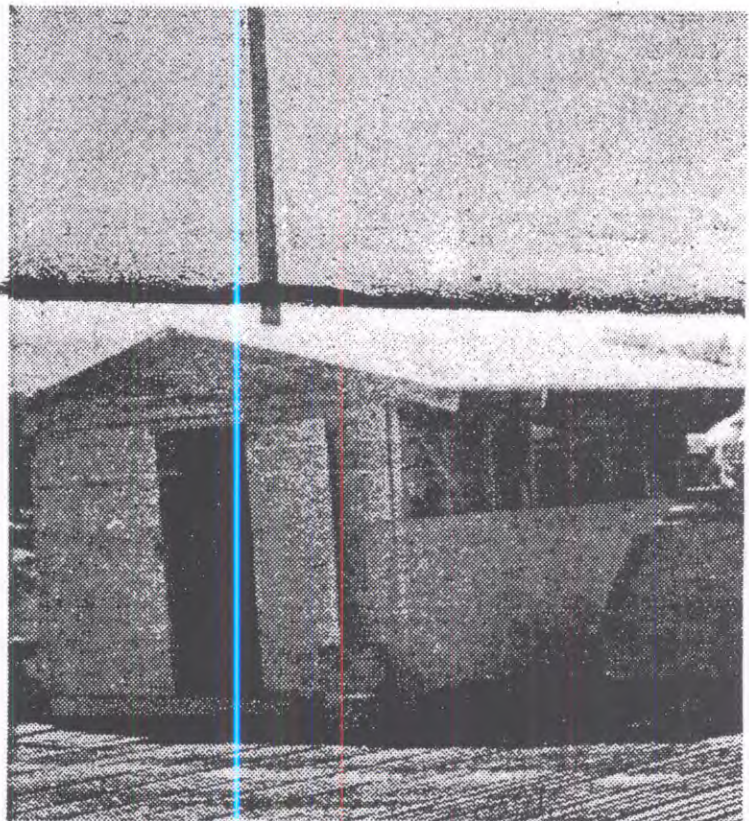
Ending their stay in Vietnam, the crews and "Albert" will now devote their full time to its missions on Okinawa, those being normal search and recovery and NASA support. Even though the Southeast Asian situation put a major drain on the unit, its two missions here never were neglected.

"Albert" and his crews stand alert for any calls which may require them, from a sick Ryukyuan national to full-scale coverage as was given for the Gemini 8 which was recovered by men of the 33rd.

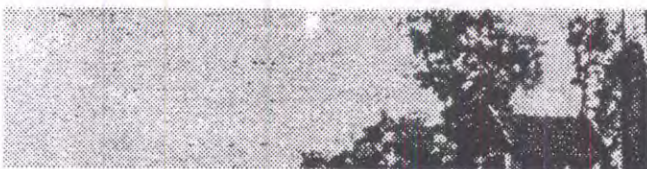
Although the rescue era of the HU-16 and the 33rd is over in Vietnam, its memory as well as those who died there will not long be forgotten by the crews that flew so that others may live.



GLAMOUROUS LIVING—An airman takes a break in one of the messes set up for the rescue men. Temporary duty assignments like this make place to live.



WORKSHOP — Men working on maintenance of the HU-16's "dow shack for a workshop. Even though the conditions were limited the ing for several years from this facility.



Pilot Saved At Sea off N. Vietnam

SAIGON (UPI) — A U.S. Air Force rescue plane flew through heavy antiaircraft fire off the north Vietnamese coast Monday to pick up a downed U.S. Navy pilot.

The pilot, Lt. Cdr. Sylvester G. Chumley, of Lemoore, Cal., flew an A-4 Skyhawk in one of the first bombing missions over north Vietnam in more than 37 days. He was from the Seventh Fleet carrier Ranger.

His Skyhawk crashed into the sea one-half to three-quarters of a mile east of Dong Hoi, 35 miles north of the demilitarized zone. It was not immediately known if the Skyhawk had been hit by ground fire, but pilots reported heavy antiaircraft fire.

Minutes after the Skyhawk plunged into the sea, the rescue plane, an HU-16 Albatross, was on its way.

Commanded by Lt. Col. Robert E. Freshwater, of Canton, Ohio, the plane was at the scene in 30 minutes.

North Vietnamese coastal surveillance ships poured round after round at the rescue aircraft, but Freshwater picked up Chumley within three minutes.

Freshwater was not hit.