

**HISTORY
OF
36TH AIR RESCUE SQUADRON
AIR RESCUE SERVICE (NATS)
UNITED STATES AIR FORCE
TAN SON NHUT AB, REPUBLIC OF VIET NAM**

1 JULY - 30 SEPTEMBER 1965

RC3: AB-D5 (ARS)

STEPHEN C. STEFANOS
Captain, USAF
Historian

DONALD F. KARSCHNER
Lt Col, USAF
Commander

GROUP - 4
Downgraded at 3 year intervals;
Declassified after 12 years.

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65-ADM-0042

ORIGINATOR (Type Name and Grade) ACTION AGENCY PHONE NUMBER TYPIST'S INITIALS DATE PREPARED

ROUTINE	ACTIVITY	COORDINATE SECTION	CLAS/CLASS
COMDR	1. Units: 38th Air Rescue Squadron. Reactivated 1 July 1965. Formally Detachment 3, Pacific Air Rescue Center. (U)		
V/C	2. (U) Period of History: 1 July 1965 to 30 September 1965.		
C/S	3. (U) Stations: 38th Air Rescue Squadron, Tan Son Nhut AB, RVN Detachment 1, 38th Air Rescue Squadron, Nakhon Phanom AB, Thailand Detachment 2, 38th Air Rescue Squadron, Takhli AB, Thailand Detachment 3, 38th Air Rescue Squadron, Ubon AB, Thailand Detachment 4, 38th Air Rescue Squadron, Korat AB, Thailand Detachment 5, 38th Air Rescue Squadron, Udon AB, Thailand Detachment 6, 38th Air Rescue Squadron, Rian Hua, AB, RVN Detachment 7, 38th Air Rescue Squadron, DaNang AB, RVN		
	4. (U) Assignment: a. 38th ARS: Operational Control, Pacific Air Rescue Center and 2nd Air Division, Base Commander having operational control of LBR, Administrative Control, Pacific Air Rescue Center. b. Det 1, 38th ARS: Operational Control, 38th ARS, Dep Comdr 2nd AD, Thailand, Administrative Control, 38th ARS. Logistical Support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. c. Det 2, 38th ARS: Operational Control, 38th ARS, and Base Commander having operational control of LBR, Administrative Control, 38th ARS, Logistical Support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. d. Det 3, 38th ARS: Operational Control, 38th ARS and Base Commander having operational control of LBR. Administrative Control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. e. Det 4, 38th ARS: Operational Control, 38th ARS and Base Commander having operational control of LBR. Administrative control, 38th ARS, logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. f. Det 5, 38th ARS: Operational Control 38th ARS, Dep Comdr 2nd AD, Thailand, Base Commander having operation control of LBR. HB-43B Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. Fixed wing support from parent units and 6232 Combat Support Group.		
	ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER
			TYPIST'S INITIALS
			DATE PREPARED

g. Det 6, 38th ARS: Operational Control 38th ARS, Base Commander having operational control of LBR. Administrative Control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

h. Det 7, 38th ARS: Operational Control 38th ARS, Base Commander having operational control of LBR. Administrative control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. Fixed wing support from parent units.

5. (U) Commander: Lt Colonel Edward Krafka, FR6783

6. (U) Mission:

a. Search and rescue advisor to 2nd Air Division in the exercise of operational control and coordination of forces committed to or participating in search and rescue (SAR) operations in Southeast Asia (SEA).

b. Provide the Air Force component for continuous operations of the 2nd Air Division Search and Rescue Center.

c. Provide command jurisdiction, personnel, administrative support and technical supervision for local base rescue detachments.

d. Advise and assist the Vietnamese Air Force (VNAF) in the conduct of SAR involving national forces.

e. Advance doctrine and concept for SAR planning in a COIN environment and for SAR planning in support of current/programmed operations and contingency plans.

7. (S) Operations:

a. During this reporting period SAR aircrew recovery capabilities were greatly enhanced by the acquisition of two CH-3C helicopters, which arrived in SEA on 3 July 1965, along with TUY personnel from TAC. They are presently operating at Detachment 1, 38th ARS, Nakhon Phanom AB, Thailand. They are daily prepositioned at forward locations. Their higher endurance over the HH-43B permits their being placed on airborne alert in the proximity of high risk missions during target times. Also during this reporting period a Local base Rescue Detachment was activated at Tan Son Nhut AFLD, RVN, on 15 August 1965. It is comprised of three HH-43B helicopters and is presently composed of TUY personnel.

b. Due to lack of rescue helicopters in South Vietnam, aircrew recovery missions, with the exception of the DaNang and Saigon areas, were prosecuted utilizing US army and VNAF helicopters. This situation will be alleviated in the immediate future with the activation of Det 9 at Pleiku Airport, RVN, and Det 10 at Bien Thuy AB, RVN, on 1 October 1965. Det Provisional First at Cam Ranh Bay on 10 October 1965.

c. Combat Mission Narratives:

(1) (U) Det 6 - 446 - 20 Jul 65. An F-100 pilot bailed out at night in heavy rain over unsecure territory of South Vietnam. Two HH-43F helicopters scrambled from Bien Hoa, and picked up the downed pilot's URF 21 beeper signal immediately upon take off. Due to low visibility and erratic homing needle swing, the helicopters conducted search for the survivor at 25 feet utilizing floodlights and landing lights. Helicopters were under sporadic tracer fire during the search. The pilot was located, and returned to Bien Hoa uninjured.

(2) (S) 38-664-3 Jul 65. An F-105 pilot, Capt Kenneth R. Johnson, discovered he had a severe shortage of fuel enroute to a strike in North Vietnam. He immediately jettisoned his external stores and started heading for friendly territory. He contacted the HC-54 on precautionary orbit, which in turn advised the control center to scramble helicopters from Udon AB, Thailand. The F-105 ran out of fuel while over Laos, and the pilot made a successful bailout. He landed in high trees and was dangling in his harness 50 feet above the ground. He had suffered a broken arm. When the helicopters arrived on the scene a rescue from above was attempted. Due to heavy foliage the pararescue man was suspended in the horsecollar 100 feet below the helicopter and for ten minutes tried to chop away the vines and branches above the survivor. It soon became apparent that this approach would not work. The helicopter then landed approximately $\frac{1}{2}$ of a mile from the survivor. The pararescue man walked to the site and the helicopter lowered the hoist to him. The pararescue man was hoisted up to the survivor, and tied the survivor to him utilizing a nylon rope. He then cut the parachute shroud lines, and the helicopter climbed vertically for 150 feet, then flew at 20 knots to the clearing with the two men dangling 75 feet below the helicopter. After the recovery of the two into the helicopter an uneventful flight to home base followed. The helicopter aircraft commander was Capt David L. Allen.

(3) (S) 38-744-24 Jul 65. A Navy A-6A was shot down over Laos, the crew, Lt Cdr Richard P. Bordone, and Lt Jg Peter F. Moffett, made a successful ejection. An F-105 that was searching for the downed navy crew developed engine trouble and had to bail out within 25 miles of the first incident. Marine helicopters that were prepositioned for search and rescue operations at Quang Tri, RVN and USAF HH-43 helicopters from Nakhon Phanom, Thailand were launched to effect recovery of survivors. In spite of low visibility and marginal reception of beacon signals all crew members were located and recovered. The Marine helicopters rescued the two Navy pilots. Capt Thomas J. Curtis who was the pilot of the HH-43 helicopter picked up Major William J. McClelland, the F-105 pilot.

(4) (S) 38-754-27 Jul 65. Four F-105 aircraft were downed while flying against surface to air missile sites in North Vietnam. Of the four downed aircraft only one chute was reported. A CH-3C helicopter

which was prepositioned at a forward site in Laos was launched to recover survivors. It entered the same area where the four aircraft had been downed, approximately 40 miles west of Hanoi, and was led to the downed pilot by RESCAP aircraft. The survivor was on a heavily wooded slope and marked his position with red smoke. The helicopter was forced to hover at approximately 80 feet above the pilot due to the high trees. After the pilot had put on the hoist harness and was raised 10 feet a hoist malfunction occurred. The crew was unable to lift the pilot the remaining 70 feet manually. The crew decided a landing would have to be made in order to rescue the survivor, so they flew to a rice paddy 1/2 mile away with the survivor dangling 70 feet below the helicopter. Immediately after landing and recovering the survivor the helicopter came under automatic weapons fire and received 3 hits, one of which missed the fuel tanks by 6 inches. The remainder of the return journey was uneventful. CH-3C aircraft commander was Capt George C. Martin, and rescued F-105 pilot was Capt Frank Tullo.

(5) (S) 38-761-28 Jul 65. A USN A-4E was downed over Laos. Two HH-43 helicopters were scrambled from Nakhon Phanom to make the pickup. The downed pilot was located by A-1F RESCAP aircraft which led the helicopters to the scene. The A-1F aircraft had to conduct continuing attacks against hostile troops that were attempting to reach the downed pilot. As the helicopter moved in for the pickup the A-1F's laid down covering fire. The survivor was located on the side of a hill, and in order for the helicopter to maneuver over the pilot to effect the pickup it was necessary to have the blades come within inches of the side of the mountain. The pickup was successful and an uneventful flight back to Nakhon Phanom, Thailand followed. The aircraft commander of the HH-43 making the pickup was 1st Lt Walter F. Turk, and the survivor was LT JC Townsend R. Grant.

(6) (U) 38-814-11 Aug 65. An HU-16 on precautionary orbit over the Gulf of Tonkin received a call on guard channel from an F-105 that was hit coming off a strike in North Vietnam. The F-105 pilot declared he was going to bail out. The HU-16 requested a homing steer from the distressed aircraft's wingman, and as he turned to the heading, made a visual sighting on the descending parachute. The HU-16 jettisoned wing tanks and was on final approach as the survivor landed in the water. The pickup was made approximately 14 miles off the shore of North Vietnam. The HU-16 aircraft commander, Major Frederick C. Wismer, made a normal water take off and delivered the survivor, to DaNang AB, RVN.

(7) (U) 38-822-13 Aug 65. Lt Robert J. Hyland, USNR, was piloting an A-1H which was hit by flak over North Vietnam. His wingman contacted the HU-16 on precautionary orbit and advised it of the impending bailout. The A-1H was able to make the coast and the pilot bailed out over the sea. His wingman directed the HU-16 to the incident site. The HU-16 made a water landing, recovered the survivor, and delivered him to DaNang AB, RVN. The HU-16 aircraft commander was Capt Richard F. Reichardt.

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

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

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

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

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

(13) (u) 38-919-10 Sep 65. Capt Paul V. Graybill Jr, was piloting an A-4E engaged in a search for a downed navy A-4E over North Vietnam when his aircraft was hit by ground fire. Capt Graybill headed his aircraft, which was streaming smoke, out to sea. The HU-16 which was directing the rescue operation for the A-4E turned on scene command of the search over to an HC-54 which was in the area, and proceeded to escort the distressed A-4E. The A-4E made the sea and started down to ditch, with the HU-16 following it down. The HU-16 was able to pick the pilot up almost immediately and the uninjured survivor was returned to DaNang AB, RVN. The HU-16 aircraft commander was Capt Martin L. Vatis.

(14) (U) 38-943-17 Sep 65. A Vietnamese H-34 helicopter was reported downed 18 miles from Tan Son Nhut AB, RVN. Two HH-43 helicopters were scrambled from Bien Hoa AB, RVN along with armed HU-1B's which the Army launched from Tan Son Nhut AB. Upon arriving over the scene, one HH-43 and the armed HU-1B's went in for a low pass to evaluate the situation. Ground fire was encountered, and the second HU-1B received minor damage. On the next pass the HH-43 orbited over the crash, while the HU-1B's flew circles around it. A figure ran out of the trees and waved at the helicopter, as he appeared to be wearing a flying suit the HH-43 landed and motioned him to get into the helicopter. With the survivor on board, the HH-43 took off as the HU-1B's fired rockets and tracers into the surrounding woods. The Vietnamese pilot was badly burned and showed signs of shock, but was able to communicate that he was the only survivor of the crash. The survivor, Lt Lao Lang An, was taken to the hospital at Tan Son Nhut AB, RVN by the HH-43 aircraft commander Capt Darvan E. Cook.

(15) (S) 38-954-21 Sep 65. Capt Frederick R. Greenwood bailed out of his F-105 while on a mission over North Vietnam. A CH-3C at Nakhon Phanon AB, Thailand was launched to make the recovery. The pilots location was pointed out to the helicopter by a F-105 that was flying RESCAP. The pilot was not visible, however two pen flares that he fired were observed. As the helicopters flew in, it came under ground fire which continued throughout the pickup. The helicopter hovered next to a verticle wall of solid rock which extended around three sides of it. The survivor was perched on a small ledge and Capt George L. Martin was able to position the helicopter above the survivor and effect a hoist pickup of the downed pilot, who had a broken ankle. The helicopter received two hits during the rescue, but there were no personnel casualties. The survivor was taken to Nakhon Phanon AB, Thailand.

(16) (U) 38-959-22 Sep 65. Capt N. V. Tuong of the Vietnamese Air Force was forced to bail out following a strike over North Vietnam. An HU-16 on orbit received the distress call and proceeded to the bail out scene, approximately two miles off the coast of North Vietnam. Aircraft carrying the pilot were able to lead the HU-16 directly to him. The HU-16 immediately landed and recovered the downed Vietnamese pilot. While taking off approximately 12 large shells were reported to have exploded in the wake of the HU-16, however no damage was incurred. The survivor was taken to DaNang AB, RVN. The HU-16 aircraft commander was Capt David K. Richardson.

(17) (U) 38-968-24 Sep 65. Capt Jack D. Graves and 1Lt Wylie E. Nolan were the crew members of a F4C who were forced to eject over the Gulf of Tonkin following a mission in North Vietnam. The wingman informed the HU-16 on precautionary orbit of the incident. When the HU-16 reached the search area it was able to pin point the position of the survivors by the flashes from their signaling mirrors. They were about 100 yards apart and two miles off shore. As the HU-16 landed shore batteries began firing at them. The RESCAP aircraft began strafing the shore batteries in an attempt to suppress their fire, however the shells impacted closer and closer to the HU-16, and by the time the second survivor was on board the shells were impacting as close as 30 feet from the aircraft. A successful takeoff and routine flight to DaNang followed.

d. Flying Activities for Missions Listed in Paragraph 7c. (S)

<u>MISSIONS</u>	<u>NUMBER OF SORTIES</u>	<u>OBJECTIVES</u>	<u>TYPES AND NR OF ARS LOST</u>	<u>ARS MEN WIA KIA OR MIA</u>
17	214	26	None	None

8. Key Personnel Assigned: (U) 38th Air Rescue Squadron

a. Lt Col Edward Kafka	Squadron Commander
b. Lt Col James L. Blackburn	Operations Staff Officer
c. Lt Col Archie R. Taylor	Operations Staff Officer
d. Rex H. Dillingham, Capt	Flight Surgeon
e. 1st Lt James R. Haug	Supply Officer
f. CMO 1st Lt Earl A. Wilson Jr.	Administrative Services Officer
g. SMSGT Arthur L. Chambers	Maintenance Supervisor
h. SMSGT Alton R. Mangum Sr.	Inventory Mgmt Supervisor
i. MSGT Roy L. Malone	NCOIC Personnel/Admin

Det 1, 38 ARS: All TLY personnel

Det 2, 38 ARS: Capt Joseph P. McMonicle Detachment Commander

Det 3, 38 ARS: Capt William F. Cunningham Jr Detachment Commander
Capt George H. Church Ops and Tng Officer

Det 4, 38 ARS: Capt Harold D. Salem Detachment Commander

Det 5, 38 ARS: Capt David E. Allen Detachment Commander

Det 6, 38 ARS: Major William T. Hayes Detachment Commander

Det 7, 38 ARS: Major Ronald L. Ingraham Detachment Commander

b. The Following Depicts the Authorized Versus Assigned Strength
of the Organization as of 30 September 1965: (C)

<u>UNIT</u>	<u>OFFICERS</u>		<u>WARRANT OFFICERS</u>		<u>AIRMAN</u>		
	<u>AUTH</u>	<u>ASGE</u>	<u>AUTH</u>	<u>ASGE</u>	<u>AUTH</u>	<u>ASGE</u>	
38th ARS, Tan Son Nhut AB, RVN	15	9	0		1	19	19 (22TDY)
Det 1, 38th ARS Nakhon Phanon AB, Thailand	25	6				60	11
Det 2, 38th ARS Takhli AB, Thai- land	6	5 TDY				13	12
Det 3, 38th ARS Ubon AB, Thailand	6	6 (5 TDY)				13	11 (2 TDY)
Det 4, 38th ARS Korat AB, Thailand	6	4 TDY				13	14 (3 TDY)
Det 5, 38th ARS Uaorn AB, Thailand	6	9 TDY				13	21 (9 TDY)
Det 6, 38th ARS Bien Hoa AB, RVN	9	9				28	29
Det 7, 38th ARS La Nang AB, RVN	21	7				52	24
<u>TOTAL:</u>	<u>94</u>	<u>37 (37 TDY)</u>		<u>1</u>		<u>211</u>	<u>141 (53 TDY)</u>

9. Equipment: (S)

a. 38th ARS, Tan Son Nhut AB, RVN

(1) 3 HH-43B helicopters

b. Det 1, 38th ARS, Nakhon Phanon AB, Thailand

(1) 2 HH-43B helicopters
(2) 2 HH-43P helicopters
(1) 2 CH-3C helicopters

c. Det 2, 38th ARS, Takhli AB, Thailand

(1) 2 HH-43B helicopters

- d. Det 3, 38th ARS, Ubon AB, Thailand
 - (1) 3 HH-43B helicopters
- e. Det 4, 38th ARS, Korat AB, Thailand
 - (1) 2 HH-43B helicopters
- f. Det 5, 38th ARS, Udon AB, Thailand
 - (1) 4 HH-43B helicopters
 - (2) 4 HC-54 aircraft
- g. Det 6, 38th ARS, Bien Hoa AB, RVN
 - (1) 3 HH-43B helicopters
- h. Det 7, 38th ARS, DaNang AE, RVN
 - (1) 3 HH-43F helicopters
 - (2) 4 HU-16 amphibious aircraft

10. Additional Data and Remarks:

11. Appendixes: Table 1. SAR Activity in SEA

12. Documentation: There are two special orders attached: MATS SO G-81, 25 Jun 65 and 38 ARS SO 1, 1 Jul 65.

SAR ACTIVITY IN SEA

	SEPTEMBER			AUGUST			JULY		
	Missions	Recoveries	Saves	Missions	Recoveries	Saves	Missions	Recoveries	Saves
38 ARS	108	6	6	102	2	2	118	1	1
Halo Sect	76	0	0	27	0	0	-	-	-
Dot 1	8	1	2	10	5	1	8	14	9
Dot 2	146	1	0	157	1	1	118	0	0
Dot 3	134	0	0	96	0	0	84	0	0
Dot 4	88	1	0	151	3	0	184	0	0
Dot 5	21	2	1	7	1	1	8	1	1
Dot 6	202	8	3	156	9	0	147	1	1
Dot 7	64	13	7	65	16	0	69	0	0
TOTALS	827	32	19	777	37	5	736	17	12

SUMMARY FOR THREE MONTH PERIOD

Total Missions: 2360

Total Recoveries: 86

Total Saves 36

Total Sorties: 4,004

Total Flying Hours: 5,487

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
SCOTT AIR FORCE BASE, ILLINOIS

SPECIAL ORDER
G-81

25 June 1965

✓ 1. Para 2, SO G-71, Hq MATS, 14 Jun 65, which designates and organizes Air Rescue Service detachments of Hq Pacific Air Rescue Center, is rescinded.

2. The following detachments are discontinued at locations indicated effective 1 Jul 65: UNIT LOCATION

Det 3, Pacific Air Rescue Center	Tan Son Nhut Afld, Viet Nam
Det 4, Pacific Air Rescue Center	Bien Hoa AB, Viet Nam
Det 5, Pacific Air Rescue Center	Da Nang Aprt, Viet Nam

Personnel will be reassigned in accordance with AFMs 35-11/39-11. Organizational records will be disposed of in accordance with AFM 181-5. Organizational funds will be disposed of in accordance with AFR 176-2. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

3. The 38 Air Rescue Sq having been activated and assigned to MATS is organized at Tan Son Nhut Afld, Viet Nam, under appropriate UMDs within current command grade and space authorizations, and assigned to Hq ARS, effective 1 Jul 65. Unit kind and level code is 2215. MATS ADP Code "6" is P4380000. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Unit is funded by appropriation. Initial morning report will be prepared in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: Msg CONFIDENTIAL AFOMQAA 83323 and AFM 26-2.

4. The following detachments of the 38 Air Rescue Sq are designated and organized at locations indicated, effective 1 Jul 65:

<u>UNIT</u>	<u>LOCATION</u>	<u>MATS ADP CODE "6"</u>
Det 1, 38 Air Rescue Sq	Nakhon Phanom Aprt, Thailand	P4380100
Det 2, 38 Air Rescue Sq	Takhli AB, Thailand	P4380200
Det 3, 38 Air Rescue Sq	Ubon Afld, Thailand	P4380300
Det 4, 38 Air Rescue Sq	Korat RSI, Thailand	P4380400
Det 5, 38 Air Rescue Sq	Udorn AFD, Thailand	P4380500
Det 6, 38 Air Rescue Sq	Bien Hoa AB, Viet Nam	P4380600
Det 7, 38 Air Rescue Sq	Da Nang Aprt, Viet Nam	P4380700

Unit Kind and Level Code is 2215. Manpower authorization will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Detachments are funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

SO G-81, Hq MATS, USAF, Scott AFB, Ill

25 June 1965

(Cont'd)

5. Det 6, Pacific Air Rescue Center is designated and organized at Kung Kuan AB, CHNRE, effective 1 Jul 65. Unit Kind and Level Code is 2274. MATS ADP Code is P4850600. Manpower authorization will be in accordance with AFMs 35-11/39-11. Detachment is funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

W. J. Atkins
W. J. Atkins
Colonel, USAF
Director of Administrative Services

DISTRIBUTION

1 - Hq USAF (AFCAS-5, AFIGO, AFADS-1A)
3 - (AFMSG, AFOMO, AFOAPD, AFPMP, AFPDC)
2 - Hq MATS (MAFOIH)
1 - (MAASG, MABAC, MABBU, MABDC, MABMA, MADASR, MAIIG, MAIIGSP, MAMCE, MAMDC, MAMILG, MAMME, MAMMEE, MAMSS, MAODC, MASJA, MAXLA, MAXPD, MAXWP)
3 - (MAMSSEP)
14 - (MAPEX)
10 - (MADASAO)
12 - (MAXMO)
30 - ARS
12 - AWS
2 - WESTAF, EASTAF, APCS
5 - Each Unit Concerned
2 - Comdr, Each Base Concerned
10 - PACAF
5 - Pacific Air Rescue Center
2 - AU Library
2 - AFLC (MCSEM, MCSDC)
2 - ARRC, 3800 York St, Denver, Colo
2 - 1405 Aeromed Trnsp Wg; 1254 Air Trnsp Wg (PER); 1707 Air Trnsp Wg; 1254 Air Trnsp Wg
1 - Res and Coord Sec, Ref Svc Br, MPRC, St Louis, Mo
1 - Resident Auditor, Bldg 150 Scott AFB, Ill

1. UNIT (U): 38TH AIR RESCUE SQUADRON

2. PERIOD OF HISTORY: (U) 1 OCTOBER 1965 TO 31 DECEMBER 1965.

3. STATIONS: (U)

38th Air Rescue Squadron, Tan Son Nhut AB, RVN

Detachment 1, 38th Air Rescue Squadron, Nakhon Phanom AB, Thailand

Detachment 2, 38th Air Rescue Squadron, Takhli AB, Thailand

Detachment 3, 38th Air Rescue Squadron, Ubon AB, Thailand

Detachment 4, 38th Air Rescue Squadron, Korat AB, Thailand

Detachment 5, 38th Air Rescue Squadron, Udorn AB, Thailand

Detachment 6, 38th Air Rescue Squadron, Bien Hoa AB, RVN

Detachment 7, 38th Air Rescue Squadron, Danang AB, RVN

Detachment 8, 38th Air Rescue Squadron, Pleiku AB, RVN, Designated 1 Oct 65 ¹

Detachment 10, 38th Air Rescue Squadron, Bien Thuy AB, RVN, Designated 1 Oct 65 ²

Detachment Provisional First, 38th Air Rescue Squadron, Cam Ranh Bay AB, RVN,
Designated 10 Oct 65 ³

4. ASSIGNMENT (U)

a. 38th ARS: Operational control 2nd Air Division, Base Commander having operational control of LBR; Administrative control, Pacific Air Rescue Center. Logistical support FB 5263, 6250th Combat Support Group.

b. Detachment 1, 38th ARS; Operational control, 38 ARS and Deputy Commander 2nd Air Division, Thailand; Administrative control, 38th ARS; Logistical support FB 5210, 6332 Combat Support Group.

c. Detachment 2, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5265, 6233 Combat Support Group.

d. Detachment 3, 38th ARS; Operational control, 38th ARS, and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5210, 6233 Combat Support Group.

e. Detachment 4, 38th ARS; Operational control, 38th ARS and base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5264, 6234 Combat Support Group.

f. Detachment 5, 38th ARS; Operational control, 38th ARS and Deputy Commander 2nd Air Division, Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5210, 6332 Combat Support Group.

g. Detachment 6, 38th ARS; Operational control, 38th ARS and base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5243, 6251 Combat Support Group.

1 Atch 7

2 Atch 7

3 Atch 6

[REDACTED]

h. Detachment 7, 38th ARS; Operation control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5243, 6251 Combat Support Group.

i. Detachment 9, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support, FB 5269, 6254 Combat Support Group.

j. Detachment 10, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5269, 6250 Combat Support Group.

k. Detachment Provisional First, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5275, 6254 Combat Support Group.

5. COMMANDER: (U) Col Arthur W. Beall, FR6797, assumed command on 18 Nov 65⁴ replacing Lt Col Donald F. Karschner, FR14149, who replaced Lt Col Edward Kafka, FR6733, on 16 Oct 65.

6. MISSION: (U) To operate and maintain search and rescue equipment, to search for, locate, and recover personnel and/or aerospace hardware in support of the United States Air Force and other agencies' global air and space operations, including research and development. The geographic area of responsibility includes North Vietnam (DRV), South Vietnam (RVN), Laos, Thailand, and off shore waters.

7. a. COMMUNICATIONS DANANG RCC: (U) The communications capability of rescue in SEA has been greatly enhanced by the installation of single side band radio equipment at the RCC at Danang AB. This installation permits the RCC to follow missions, and to react immediately if the need to launch additional aircraft arises. In addition, they can be called by an aircraft experiencing maintenance difficulties and immediately take action to have the proper specialists and maintenance equipment meet the aircraft.

b. COMMUNICATIONS JSARC: (S) A second single side band radio was installed at the JSARC which serves a dual purpose. First, as a backup radio it assures continuous communications capability, and secondly it gives the JSARC the capability of working two frequencies simultaneously. The need for this capability became apparent when the JSARC was controlling a search mission in South Vietnam, and at the same time positioning forces for strikes out of country. The resulting high volume of radio traffic on a single frequency was detrimental to both operations.

4 Atch 1
5 Atch 2

c. SUPPLY: (U) The huge influx of aircraft and personnel overtaxed the single functioning Base Supply for the entire area, which was located at Tan Son Nhut AB. Lack of personnel and conversion to PCAM in supply records caused further complications. For a period of 25 days, no routine requests were processed. This caused a lack of spare parts at all detachments. Relief began in the month of December upon the arrival of AFLC personnel who reduced backlogs in every area of Base Supply. An increase in functional Base Supply accounts now allows 70 percent of the detachments to be directly supported by host Base Supplies. In addition, an increase of airlift support has reduced transportation time for parts shipment to the various operating locations. The benefits of these improvements became apparent during the later part of December with a lowered HCRS and higher operational ready rate.

d. MAINTENANCE: (U) To better inform WRAMA, ARS, and PARC; maintenance began consolidating the ARS K-1 weekly helicopter status report. It is evident that this action has resulted in an increase in support to the 38th ARS.

e. MAINTENANCE SUPPORT. (U) Three technical representatives arrived to assist in HH-3C operations. These specialists worked with the 38th ARS maintenance personnel to insure a smooth transition in the use of this new weapons system.

f. EQUIPMENT: (S) The most significant gain in SAk capabilities during the reporting period came with the introduction of HH-3 helicopters in the theater. Six of these aircraft are stationed at Udorn AB, Thailand, and are prepositioned daily to forward sites. Additional HH-3 helicopters are programmed for arrival in SEA during April 1966. The arrival of HC-130 aircraft should take place on 1 Feb 1966. They will replace the HC-54's now being flown out of Udorn AB, Thailand.

g. DET 1: (U) There are presently no aircraft nor personnel assigned to this detachment.

h. DET PROV FIRST: (U) The detachment was designated and organized at Cam Ranh Bay AB, RVN, effective 10 Oct 65. Personnel arrived on station 20 Oct 65, and the unit became operational on that date. This unit has constructed and maintained all of its facilities using its own personnel and equipment. ⁶

i. DET 2: (U) Flew 380 SAR and 23 Base support missions. ⁷

j. DET 3: (U) Flew 197 hours during the 3 month period, 83 hours of which were in precautionary orbit with FSK. ⁸

⁶ Append 1

⁷ Append 2

⁸ Append 3

k. DET 4: (U) During October 65, the IDV personnel assigned were replaced by PCS personnel. Although some of the replacements were not qualified in the HH-43's when they arrived, they were soon "checked out".⁹

l. DET 5: (S) This detachment took over the coverage that Det 1 had been furnishing at Nakhon Phanom, Thailand, in addition to the other areas they had been covering. One of their CH-3C's was lost to hostile ground fire during the reporting period.¹⁰

m. DET 6: (U) This detachment has experienced almost a complete change of personnel during the reporting period; however, through a vigorous training program the transition has been a smooth one. In addition to the normal ACR and LBR missions, this detachment has been called upon several times to assist in battlefield evacuation of US and friendly forces.¹¹

n. DET 7: (U) This detachment has also experienced a large personnel turnover recently. Better living quarters are being constructed for the airmen who all presently live in tents. A trailer was provided for the night alert crew on 20 Nov 65.¹²

o. DET 9: (U) This detachment became operational on 25 Nov 65 when 2 HH-43F aircraft arrived from Thailand. It is presently manned by IDV personnel, with PCS replacements expected in February 1966. This unit has also built its own facilities.¹³

p. DET 10: (U) This detachment became operational on 25 December 1965, and is manned by IDV personnel. Their replacements will be PCS.¹⁴

8. (U) DET 6-698-5 Oct 65: At 1543H the JSARC at Tan Son Nhut AB received a request for MEDEVAC of US Army ground forces in war zone "D". Bien Hoa was alerted and scrambled two HH-43's. The helicopters flew 15 sorties, during which they evacuated 24 wounded and 7 deceased. They also aided in resupplying the ground forces by airlifting in 1700 lbs of weapons and equipment. Five lives were saved on this mission. The HH-43 pilots were Capt Raymond L. Morden and Capt Charles P. Nadler.¹⁵

9. DET 6-929-9 Oct 65 (U): At 1343H the 173rd Airborne Brigade requested MEDEVAC of wounded from war zone "D". Two HH-43's were scrambled from Bien Hoa and proceeded to the pickup site where three wounded were picked up by Stokes litter from a 35 foot hover. The HH-43 pilots, Capt Darvan E. Cook and Capt Dale L. Potter, saved three lives by their rapid response.¹⁶

9 Append 4

10 Append 5

11 Append 6

12 Append 7

13 Append 8

14 Append 9

15 Append 6 page 21

16 Append 6 page 19

10. 38-1027-13 Oct 65 (S). Maj James Randall was making a second pass on the bridge he had just bombed in North Vietnam for assessment when he encountered an emergency and was forced to eject. His wingman notified the HC-54 pilot on precautionary orbit of the bailout. The HC-54 proceeded toward the bailout scene and requested that the CH-3C, and AIE's be scrambled. Maj Randall had landed in a valley near a village. He began climbing a nearby hill, and at this time saw two men with rifles coming toward his position. Upon reaching the top of the hill he made contact with his flight via radio. Upon being told that the helicopter would require one hour to arrive at his location he requested that the orbiting aircraft leave his immediate area so as not to compromise his position. The helicopter made one low pass upon arrival and drew ground fire. Maj Randall directed the AIE's to his position and they suppressed the ground fire for the CH-3C. Due to a hoist malfunction, the helicopter had to land to pick up the survivor. The high shrubbery resulted in damage to the rotor tips of the CH-3C; however, an uneventful return journey followed. The pilot of the CH-3C was Capt Jerry W. Jennings.

11. 38-1055-22 Oct 65 (U), Capt Melvin C. Elliot was on a strafing mission against VC forces attacking the Plei Me Camp in South Vietnam when he was forced to bailout. His bailout took place at approximately 0100H, and he landed 200 meters from the perimeter of the camp. A large VC force that had the camp surrounded, were located between Capt Elliot and the camp perimeter. Capt Elliot made radio contact with both his wingman and the camp. A patrol that was sent out to locate him ran into heavy opposition and was forced to return. After daylight additional patrols were dispatched, but all failed to make contact with the survivor. That evening an Army Helicopter attempted to make the pickup but was driven off by heavy automatic weapons fire. Two HH-43's were sent from Bien Hoa to be in place at Pleiku for a first light attempt the following morning. The plan was for two fighter aircraft to make strikes in the vicinity, followed immediately by two more fighters laying smoke and the two HH-43's coming in to make the pickup. However, during the night it became necessary for Capt Elliot to change his hiding place due to increased VC activity in his immediate area. Later that morning Capt Elliot transmitted his new location, and the HH-43's along with armed UH-1B's proceeded to the area and made the pickup. The pilot of the HH-43 making the pickup, Capt Dale Potter, flew the survivor to Pleiku.

12. 38-1073-25 Oct 65 (S). A USAF F-4D crewed by Lt Cmdr A. M. Lindsey and Lt Robert W. Cooper encountered difficulty while on a mission over Laos and ejected. His wingman notified the prepositioned HH-16, that in turn notified the RCC at Udorn AB, Thailand. Two AIE's and one HC-54 were scrambled from Udorn AB, and two HH-43's took off from Nakhon Phanom. While SAI Force was enroute, a Navy AIE that had been diverted into the area picked up an emergency beacon, and shortly thereafter sighted two chutes. Each of the two HH-43's picked up one crewmember, as the two had landed about one mile apart. The pilots of the two HH-43's, Capt Bureaux and Capt McMillian, flew the survivors to Nakhon Phanom, Thailand. ¹⁷

16. *Somatisatorat-1 Nov 69 (5)* On 1 Nov 69, Lt Cmdr Bill V. Wheat succeeded Capt. Alc over North Vietnam. His wingman noted the successful bailout and altered the HU-16 on prearranged orbit over the Gulf of Tonkin, which in turn altered the routes center at Udorn AB, Thailand. An HC-12 was diverted to the scene, and two HH-43s had reached their bing time.

15. 2025-10000-1 Nov 65 (S) On 1 Nov 65, Capt Huggins was ordered to effect a water landing for a water landing; however a go-around was initiated because of a separation was approaching the downed pilot. The A1H RSCAP intercepts were directed by the HU-16 to intercept the survivor. On the next pass, the separation was sunk approximately 100 yards from the survivor. On the next pass, the separation continued toward the survivor. On the next pass, the separation was sunk approximately 100 yards from the survivor. The HU-16 then landed, and as it was taxiing to the survivor noted three armed surveillance planes.

114. On 1 Nov 65 this corner at the 50th Street and 125th Street intersection of a P-2V landing strip was made
as recommended the 125th Street and 126th Street intersection of a P-2V landing strip was made. One HH-43B
severed and left a little suspension line and interconnected the aircraft on final
approach. The P-2V blew a little on landing, and as the aircraft came to a
stop on the runway a suspension line broke out in the last wheel; the
clambers and struggled to get out of the aircraft. The HH-43
was up to as to keep them from hitting the ground. They continued this until the 125th Street intersection that
was made on the 125th Street and 126th Street intersection of the P-2V aircraft. The HH-43B pilot, Capt
and exchanged the planes. Due to the action of the HH-43B pilot, Capt
Alden, the 13 crewmembers of the P-2V escaped without injury.

~~SECRET~~

A CH-3C had been scrambled from Nakhon Phanom to relieve the HH-43's on station. A CH-3C made voice contact with the downed pilot who was able to direct the helicopter to his location, and the rescue technician was lowered to assist the injured survivor into the hoist. Following the successful pickup the survivor was taken to Nakhon Phanom where medical assistance was standing by. 19

17. 18ARS-1110-6 Nov 65 (S). On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two A1E's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more A1E's were sent from Udon, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their A1E escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. At this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two A1E's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining A1E and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompanied by Navy A1H RESCAP. The A1H's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two A1H aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

to the Navy helicopter landing zone and picked up the remaining two crew-members. In order to hover it was necessary to dump fuel which precluded its continuing on to the CH-3C bailout area. The two Navy survivors were taken to Udorn. On the morning of Nov 8, a first light search was initiated in the CH-3C bailout area. Several passes were made and no ground fire was observed by the AIE's that were receiving a beeper. However, as more aircraft entered the area to attempt to pinpoint the beeper heavy ground fire erupted. Two AIE's were hit and had to withdraw; both landed safely at Udorn. Due to the intensity of the ground fire, the further recovery of survivors was deemed to be not feasible without additional losses. The mission was suspended on 8 Nov. The missing CH-3C crewmembers are: Capt Warren Lilly,²⁰ 1Lt Jerry Singleton, and SSgt Arthur Cormier.

1.. 3SARS-1111-7 Nov 65 (U). On 7 Nov 65, Lt Cmdr Charles Wack's A4E was hit by ground fire while pulling out of a dive over his target. He immediately headed toward the coast, and about 12 miles out over the Gulf of Tonkin he ejected. The distress call on guard channel was monitored by the HU-16 pilot 1Lt Joseph Kirby, who immediately headed for the bail out site. The HU-16 crew spotted the pilot approximately 13 minutes later, and noted a junk fleet one half mile from the downed pilots raft. The external fuel tanks were jettisoned, and a water landing made. The downed pilot was brought aboard the HU-16 just 17 minutes after his distress call went out. The uninjured pilot was taken to Danang AB.

19. 3SARS-1114-8 Nov 65 (C). At 1230H on 3 Nov, a request for MED EVAC of battle casualties was received. A large scale operation was taking place and over 100 casualties were reported. Rescue helicopters from both Bien Hoa and Tan Son Nhut were utilized in this recovery operation that was to run two days. The recovery site as a heavily wooded jungle area with trees 150 to 180 feet high. There were no clear areas, so all of the wounded had to be picked up from a high hover. A rescue technician was lowered into the pick up point with a chain saw to make a landing zone but the saw malfunctioned. Of the 71 sorties flown by the HH-43's during the two days the following was typical. They were escorted in by armed UH-1B's and waited in a high hover until the "Hueys" had made several firing passes to suppress VC ground fire. The "Hueys" received hits while performing this task. When they felt they had silenced the opposition, the HH-43's were directed in. While hovering over the 180 foot trees, the rescue technician lowered the Stokes litter threading it through the tree branches. The casualties were picked up and taken to a forward aid station, and ammunitions and C-rations were taken in on the return journey. During the course of the operation the HH-43's recovered fifty personnel, of whom 20 were saves. In addition 3 cases of ammunition, 2 cases of TNT, 10 cases of medical supplies and 30 cases of C-rations were taken into the battle area.²¹

20 Append 3 page 12

21 Append 6 page 11

20. DET PROV FIRST-1-14 Nov 65 (U). Capt Pfadenhauer, the pilot of a HH-43B, out on a base support mission, noticed a crowd on the beach waving and trying to attract his attention. After landing he learned that an airman had been pulled out of the water, and was being administered artificial respiration. Leaving his two crewmembers, 1st Lt Theodore S. Cochran, and TSgt Eddie Hagerman, to take over the first aid treatment of the still unconscious victim, the pilot flew to the base to pick up a doctor. By the time he returned to the incident scene with the doctor, the two crewmembers had revived the victim. Upon the doctor's recommendation they evacuated the survivor directly to the US Army hospital at Nha Trang. ²²

21. 38ARS-1138-17 Nov 65 (U). The P8E piloted by Commander Robert Chew Jr, was hit by ground fire while running on a target in North Vietnam. He turned out to sea and ejected off the coast. The HU-16 piloted by Capt David Richardson had been relieved at the orbit station and was proceeding to Danang when he monitored the emergency call. He was vectored into the survivor's position by Commander Chew's wingman. Following the pick up the survivor was taken to Danang AB.

22. 38ARS-1141-18 Nov 65 (S). Captain Larry Mahaffey's F-105 was hit by ground fire over North Vietnam. He turned towards the mountains and ejected when he lost control of the aircraft. He landed in trees 100 feet high, and made no attempt to reach the ground. The HC-54 on prepositioned orbit headed toward the bail out scene and two HH-43's were scrambled from Nakhon Phanom, Thailand. The downed pilot made contact with RESCAP aircraft utilizing his URC-10 radio. The helicopters had difficulty finding the pilot due to the dense foliage, but the survivor fired several pen flares which were spotted by the helicopter crew. The forest penetrator was lowered, and the uninjured pilot recovered and taken to Nakhon Phanom by the HH-43 pilot, Capt John B. Reiderick. ²³

23. DET 7-671-21 Nov 65 (U). On 21 Nov 65 a C-123 crashed one mile short of the runway at Danang AB. The LBR crew scrambled, and were directed into the crash scene by the control tower operator. The landing at the incident sight was hampered by gusty winds, heavy rain, and darkness. It was necessary for the helicopters to land in a mine field to pick up two of the most seriously injured crewmembers. The flight to the hospital was a busy one for the rescue technician, A1C Michael D. Leonard, as both survivors, A1C Michael J. Kelly and A1C Kirby R. Whellern, were in shock. A1C Kelly's injuries were so painful that he had to be held down while the resuscitube was held in his mouth. The hospital was unlighted and obscured by clouds and rain, but a successful landing was made. The HH-43F crew commanded by Capt Alva G. Graham had indeed surmounted many obstacles in saving the lives of the two survivors.

22 Append 1 page 9

23 Append 3 page 13

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 USM 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.

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 Peckingpaugh, 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 AIE escort. The AIE'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 AIE 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 AIE'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 8 through 29.

<u>MISSIONS</u>	<u>NUMBER OF SORTIES(ARS)</u>	<u>OBJECTIVES</u>	<u>TYPES AND NR ARS ACFT LOSI</u>	<u>ARS MEN/WIA, KIA, MIA</u>
6-898-30et 65	18	31 Bt1 Cas*		
6-929-90et 65	6	3 Bt1 Cas*		
38-1027-120et 65	6	1 F105 Pilot ¹		
38-1055-220et 65	2	1 AIE Pilot		
38-1073-230et 65	4	2 F-4B Crew		
38-1081-300et 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

MISSIONS	NUMBER OF PILOTS(AB)	OBJECTIVES	TYPES AND NR	AB/ MIA/ WIA
			AB LOST	KIA, MIA
38-1110-6 Nov 65	4		1 F105 Pilot 2 A10 Pilots 4 CH46 crew 4 SH3 crew	1 CH-3C 3 MIA 1 WIA
38-1111-7 Nov 65	1		1 AAC Pilot	
38-1114-8 Nov 65	71		106 Bkl Cas ^b	
PROV 1-1-14 Nov 65	3		Accid. Viet.	
38-1138-17 Nov 65	2		1 F8E Pilot	
38-1141-18 Nov 65	3		1 F105 Pilot	
7-471-21 Nov 65	2		BNK C-123	
38-1167-26 Nov 65	2		6 UH1B crew	
38-1174-28 Nov 65	2		1 F8E Pilot	
38-1188-2 Dec 65	4		2 F4B crew	
38-1220-15 Dec 65	3		1 F105 Pilot	
38-1236-20 Dec 65	2		1 F105 Pilot	
38-1239-21 Dec 65	3		1 F105 Pilot	

*Battle Field Casualty evacuation.

31. Key personnel assigned. (U) 38th Air Rescue Squadron

Col Arthur W. Beall	Commander ²⁶
Lt Col James L. Blackburn	Operations Officer
Lt Col Donald F. Karschner	Chief JSARC
Maj Franklin H. Roberts	Chief of Maintenance
1st Lt James R. Haug	Supply Officer
CWO W-4 Earl A. Wilson Jr.	Administrative Services Officer

Det Prov First, 38ARS, Cam Ranh Bay AB, RVN Capt Richard C. Pfaderhaur, Cmdr ²⁷
 Det 2, 38ARS, Takhli AB, Thailand, Capt Edwin J. Christy, Cmdr ²⁷
 Det 3, 38ARS, Ubon AB, Thailand, Capt Henry P. Fogg, Cmdr ²⁷
 Det 4, 38ARS, Korat AB, Thailand, Capt Jerome R. Luttinger, Cmdr ²⁷
 Det 5, 38ARS, Udorn AB, Thailand, Major Baylor R. Haynes, Cmdr ²⁷
 Det 6, 38ARS, Bien Hoa AB, RVN, Major Maurice G. Kassler, Cmdr ²⁹
 Det 7, 38ARS, Danang AB, RVN, Major Charles E. Hamrick, Cmdr ²⁸
 Det 9, 38ARS, Pleiku AB, RVN, Capt Richard R. Cowles, Cmdr ²⁷
 Det 10, 38ARS, Bien Thuy AB, RVN, Capt Ervin L. Schaefer, Cmdr ³⁰

26 Atch 1

27 Atch 3

28 Atch 3

29 Atch 8

30 Atch 9

SECRET

b. The following depicts the authorized versus assigned strength of the organization as of 31 December 1965.

UNIT	SERVICERS AUTHORIZED	WARRANT OFFICERS AUTHORIZED	AIRMAN AUTHORIZED		
38th ARS, Tan Son Nhut AB, RVN	13	14(6 TDY) 0	1	19	17 (19 TDY)
Det 1, 38th ARS, Nakhon Phanom AB, Thailand	24	0	0	60	0
Det 2, 38th ARS, Takhli AB, Thailand	6	6	0	13	13
Det 3, 38th ARS, Ubon AB, Thailand	6	6	0	13	13
Det 4, 38th ARS, Korat AB, Thailand	6	6	0	13	11
Det 5, 38th ARS, Udon AB, Thailand	12	31(10 TDY) 0	0	26	81(29 TDY)
Det 6, 38th ARS, Bien Hoa AB, RVN	10	9	0	28	30
Det 7, 38th ARS, Danang AB, RVN	22	9(15 TDY) 0	0	67	24(28 TDY)
Det 9, 38th ARS, Pleiku AB, RVN	10	7 TDY	0	18	15 TDY
Det 10, 38th ARS, Bien Thuy AB, RVN	0	4 TDY	0	0	9 TDY
Det Prov First, 38th ARS					
Cam Ranh Bay AB, RVN	0	4 TDY	0	0	13 TDY
TOTAL:	111	81(46 TDY) 0	1	257	189(113 TDY)

C. Information on Key Detachment Personnel are in Appendixes 1 thru 10.

32. EQUIPMENT (S)

a. 38 ARS, Tan Son Nhut AB, RVN
2 HH-43B Helicopters

b. Det Prov 1st, Cam Ranh Bay AB, RVN
2 HH-43B Helicopters

c. Det 2, 38 ARS, Takhli AB, Thailand
3 HH-43B Helicopters

d. Det 3, 38 ARS, Ubon AB, Thailand
3 HH-43B Helicopters

e. Det 4, 38 ARS, Korat AB, Thailand
3 HH-43B Helicopters

f. Det 3, 38 ARS, Udon AB, Thailand
3 HH-43B Helicopters
6 HH-3 Helicopters
1 CH-3C Helicopter
4 HC-34 Helicopters (TDX)

g. Det 6, 38th ARS, Bien Hoa AB, RVN
3 HH-43F Helicopters

h. Det 7, 38th ARS, Banang AB, RVN
3 HH-43F Helicopters
4 HU-16 Helicopters (TDX)
1 HH-43B Helicopter

i. Det 9, 38th ARS, Pleiku AB, RVN
2 HH-43F

j. Det 10, 38th ARS, Bien Thuy AB, RVN
1 HH-43B
1 HH-43F

33. Additional Data/and/or Remarks (S)

Captain High, 38th ARS HH-3 Standardization officer observed a refueling operation conducted between a destroyer at sea and an airborne CH-3B. The report of this operation as applicable to HH-3C's was forwarded to Air Rescue Service Headquarters.

34. Appendices (U)

1. History, Detachment Provisional First
2. " " 2
3. " " 3
4. " " 4
5. " " 5
6. " " 6
7. " " 7
8. " " 9
9. " " 10

35. DOCUMENTATION (U)

1. Attachment 1, 38th ARS SO 111, 18 Nov 65
2. Attachment 2, 38th ARS SO 101, 16 Oct 65
3. Attachment 3, 38th ARS SO T-30, 11 Nov 65
4. Attachment 4, 38th ARS SO 106, 3 Nov 65
5. Attachment 5, 38th ARS SO 108, 10 Nov 65
6. Attachment 6, Dept of AF SO G-131, 7 Oct 65
7. Attachment 7, Dept of AF SOG-123
8. Attachment 8, 38th ARS SO 129, 22 Dec 65
9. Attachment 9, 38th ARS SO 8, 18 Jan 66

2D AIRDIV

~~SECRET~~

38 ARRS Unit Historian

Unit History Jul-Sep 65

Hq ARRS (ARCOI)

1. The enclosed attachments are to be incorporated into subject history.

- a. Attachment 1 will be inserted following page six
- b. Attachment 2 replaces page 9
- c. Make the following changes to para 7d:
 1. Types and number of ARS Acft lost: one HH-43B
 2. ARS Men Wia, Kia, or Mia: 4 Mia

FOR THE COMMANDER

MOE BIRNBAUM, Capt, USAF
Unit Historian

2 Atch a/s

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

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Para 7C: 18, Mission 38ARS-950-20 Sep 65. The HC-34 on precautionary orbit was informed of the successful bail out of an F-105 pilot over North Vietnam. Two HH-43 helicopters were scrambled from Nakhon Phanom, Thailand along with two AIE's RESCAP aircraft from Udon AB, Thailand. The HC-34 picked up the downed pilot's beeper as the HH-43's and RESCAP were enroute to the incident site. The AIE's made low passes over the bail out area in an attempt to establish voice or visual contact with the survivor. They experienced no ground fire and felt they had the area the pilot was down pinpointed. Soon after this, ground activity in the area increased. Troop movement was noted in adjacent areas and ground fire commenced, resulting in minor damage to one of the AIE's. Shortly after this red smoke was spotted, and one of the HH-43 helicopters proceeded in accompanied by AIE's. Visual contact was made with the downed pilot, when suddenly ground fire broke loose from all around the survivor's position. The HH-43 crashed while attempting to make a pickup. Hostile fire is thought to have been the cause of the crash. The second HH-43 that had been orbiting short of the pick up site immediately proceeded toward the crash scene. The helicopter crew jettisoned the internal auxiliary fuel tank to make room for survivors. They encountered ground fire enroute to the area and spotted the helicopter wreckage which seemed fairly well intact, on the first pass. As the helicopter positioned itself for a suitable approach to the pickup area it was under continuous ground fire and as it came to a hover 50 feet above the wreckage a massive and continuous barrage of automatic weapons fire erupted around the helicopter. A white pin flare was also observed at this time although no survivors were spotted. The helicopter was taking a series of hits at this time and initiated an immediate take off. Continual heavy fire was received for the next three minutes. The pararescue man was hit on his flak vest by flying debris but did not suffer any injury. Fuel was now running into the aft section of the cabin; however, the helicopter was able to return to Nakhon Phanom without further incident. The CAP aircraft remained on scene until darkness and reported vehicles and personnel moving into the area. The mission was suspended because of the high probability of additional hostile defense buildup which would make the area impenetrable for search and recovery forces the following day. The crew of the downed helicopter was Captain Thomas J. Curtis, 1st Lt Duane W. Martin, A1C William A. Robinson, A3C Arthur M. Black. The pilot of the second helicopter was Capt Richard A. Laine.

Para 7D. Types and Nr of ARS aeft lost: one HH-43B. ARS Men Wia Kia or MIA: 4 MIA.

Para 8a. The following depicts the authorized versus assigned of the organization as of 30 Sep 63. (C)

	Officers		Warrant Officers		Airmen	
	Auth	Assigned	Auth	Assigned	Auth	Assigned
38 ARS, Tan Son Nhut AB, RVN	13	9(7 TDY)	0	1	19	18(22 TDY)
Det 1, 38 ARS, Nakhon Phanom AB, Thailand	23	9 TDY	0	0	60	26 TDY
Det 2, 38 ARS, Takhli AB, Thailand	6	5 TDY	0	0	13	9
Det 3, 38th ARS, Ubon AB, Thailand	6	5 TDY	0	0	13	11(2 TDY)
Det 4, 38 ARS, Korat AB, Thailand	6	4 TDY	0	0	13	16(2 TDY)
Det 5, 38 ARS, Udorn AB, Thailand	6	21 TDY	0	0	13	21(34 TDY)
Det 6, 38 ARS, Bien Hoa AB, RVN	9	9	0	0	28	26
Det 7, 38 ARS, Banang AB, RVN	21	9(14 TDY)	0	0	52	26(25 TDY)
TOTAL	94	27(65 TDY)	0	1	211	127(111 TDY)

9. Equipment: (S)

- a. 38 ARS, Tan Son Nhut AB, RVN
3 HH-43B Helicopters
- b. Det 1, 38 ARS Nakhon Phanom AB, Thailand
2 HH-43B Helicopters
2 HH-43F Helicopters
2 CH-3C Helicopters
- c. Det 2, 38 ARS, Takhli AB, Thailand
2 HH-43B Helicopters