

38 RESCUE SQUADRON



MISSION

LINEAGE

38 Air Rescue Squadron constituted, 17 Oct 1952
Activated, 14 Nov 1952
Inactivated, 18 Sep 1957
Activated, 30 Jun 1965
Organized, 1 Jul 1965
Redesignated 38 Aerospace Rescue and Recovery Squadron, 8 Jan 1966
Inactivated, 1 Jul 1971
Activated, 1 Jul 1978
Redesignated 38 Air Rescue Squadron, 1 Jun 1989
Redesignated 38 Rescue Squadron, 1 Feb 1993
Redesignated 38 Rescue Flight, 1 Jul 1994
Inactivated, 15 Feb 1996
Redesignated 38 Rescue Squadron, 2 Apr 2001
Activated, 1 May 2001

STATIONS

Misawa AB, Japan, 14 Nov 1952-18 Sep 1957
Tan Son Nhut Afd (later, AB), South Vietnam, 1 Jul 1965-1 Jul 1971
Homestead AFB, FL, 1 Jul 1978-8 Jan 1981
Osan AB, South Korea, 8 Jan 1981-15 Feb 1996
Moody AFB, GA, 1 May 2001

ASSIGNMENTS

3 Air Rescue Group, 14 Nov 1952
2 Air Rescue Group, 18 Jun-18 Sep 1957
Military Air Transport Service, 30 Jun 1965
Air Rescue Service, 1 Jul 1965
3 Aerospace Rescue and Recovery Group, 8 Jan 1966-1 Jul 1971
39 Aerospace Rescue and Recovery Wing, 1 Jul 1978
41 Rescue and Weather Reconnaissance Wing, 8 Jan 1981
Air Rescue Service, 1 Aug 1989
51 Operations Group, 1 Feb 1993-15 Feb 1996
347 Operations Group, 1 May 2001

ATTACHMENTS

HQ Far East Air Forces for operational control, 14 Nov 1952-1 Jul 1954
Japan Air Defense Force, 1 Jul-1 Aug 1954
HQ Far East Air Forces [later, Pacific Air Forces], 1 Aug 1954-18 Sep 1957
2 Air Division for operational control, 1 Jul 1965-7 Jan 1966

WEAPON SYSTEMS

SA-16, 1952-1957
H-5, 1953
H/SH-19 1954-1957
CH/HH-3, 1965-1966
HH-43, 1965-1971
UH-1, 1978-1980
CH-3, 1979-1980
1981-1990
HH-3, 1980, 1981-1990
HH-60, 1990-1995

COMMANDERS

Lt Col John E. McClure, 14 Nov 1952
Lt Col Joe D. Wheeler, 21 May 1953
Lt Col Roy Parnell, 13 Sep 1954
Maj Jack O. McCreynolds, 12 Jul 1957
Maj Arthur W. Rochlin, 7 Aug-18 Sep 1957
Lt Col Edward Krafka, 1 Jul 1965
Lt Col Donald F. Karschner, 16 Oct 1965
Col Arthur W. Beall, 18 Nov 1965
Lt Col James L. Blackburn, 8 Jan 1966
Lt Col John A. Price, 4 Sep 1966
Lt Col Norman V. Rudrud, 14 Sep 1967
Lt Col Edward J. Renth Jr., 22 Nov 1967
Lt Col James L. Price, 5 Jul 1969
Lt Col Donald E. Jensen, By 30 Jun 1970

Lt Col John F. Ward, By 30 Jun-1 Jul 1971
Lt Col James W. Mcelhaney, 1 Jul 1978
Lt Col Robert S. Michelsen, 11 Apr 1979
Lt Col Douglas M. Wendt, 18 Jul 1980
Lt Col Richard M. Baskett, 8 Jan 1981
Lt Col Forest M. Kimsey, 19 Aug 1981
Lt Col Richard G. Gasparian, By Jan 1983
Lt Col Raymond L. Stephens, 17 Jul 1984
Lt Col Ronald J. Sergott, 7 Jun 1985
Lt Col Theodore Mcknight 26 Aug 1986
Lt Col Michael D. Gregersen, 17 Jul 1987
Lt Col Ronald E. Dietz, 20 Jul 1988
Lt Col Jack E. Mcphie, By Jul 1989
Lt Col Thomas R. Friers, 27 Sep 1990
Lt Col Kenneth C. Stanley, Jr., 1 Jul 1992
Lt Col Michael J. Hoelzel, 15 Jul 1993
Lt Col Page A. Wagner Iii, 30 Jun 1994
Maj Mark E. Bracich, 20 Jul 1995-15 Feb 1996
Maj Vincent Savino, 1 May 2001
Lt Col Paul T. Johnson, 6 Jul 2004
Lt Col Charles E. Metrolis, 16 Aug 2007
Maj Steven A. Simone, 22 Jun 2009
Maj Patrick O'Rourke, 30 Jun 2011

HONORS

Service Streamers

Campaign Streamers

Korea

Korea Summer-Fall 1952

Third Korean Winter

Korea Summer 1953

Vietnam

Vietnam Defensive

Vietnam Air

Vietnam Air Offensive

Vietnam Air Offensive, Phase II

Vietnam Air Offensive, Phase III

Vietnam Air/Ground

Vietnam Air Offensive, Phase IV

Tet 69/Counteroffensive

Vietnam Summer-Fall, 1969

Vietnam Winter-Spring, 1970

Sanctuary Counteroffensive
Southwest Monsoon
Commando Hunt V
Commando Hunt VI

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Korea, 1 May-27 Jul 1953

Presidential Unit Citations (Southeast Asia)

[1 Jul]-31 Jul 1965

1 Aug 1965-30 Jun 1966

1 Jul 1967-31 Jan 1969

1 Feb 1969-30 Apr 1970

1 May 1970-1 Jul 1971

Meritorious Unit Awards

1 Jun 2006-31 May 2007

1 Jun 2008-31 May 2010

1 Jun 2010-31 May 2012

Air Force Outstanding Unit Award with Combat "V" Device

1 Jul-31 Dec 1966

Air Force Outstanding Unit Awards

[8 Jan]-15 Jun 1981

1 Apr 1984-31 Mar 1986

1 Apr 1986-31 Mar 1988

1 Oct 1992-30 Sep 1994

1-30 Nov 1995

1 Jun 2000-31 May 2002

1 Jun 2002-31 May 2003

1 Oct 2003-31 Oct 2004

1 Nov 2004-31 Jul 2006

Republic of Korea Presidential Unit Citation

[14 Nov 1952]-31 Mar 1953

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-[1 Jul 1971]

EMBLEM



38 Air Rescue Squadron emblem

38 Rescue Squadron emblem: On a disc as a globe edged and gridlined Or, bearing a strand of barbed wire as its equator line bendwise sinister Argent, the Northern Hemisphere Azure, the Southern Hemisphere Celeste, overall a winged parachute deployed palewise Silver Gray, all within a narrow border Yellow. Attached above the disc, a Maroon scroll edged with a narrow Yellow border and inscribed "38 RESCUE SQ" in Yellow letters. Attached below the disc, a Maroon scroll edged with a narrow Yellow border and inscribed with "STRENGTH AND HONOR" in Yellow letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The winged parachute signifies the mobility of the team to reach those in distress. The global grids represent the unit's worldwide rescue commitment. The barbed wire symbolizes the principles of survival, evasion, resistance and escape and honors airmen killed or missing in action or held as prisoners of war. The motto expresses those attributes as applicable to the mission of rescue and the commitment to uphold Air Force core values. (Approved, 2 Oct 2001)

MOTTO

OPERATIONS

Search, rescue, and recovery in Japan and adjacent waters, 1952-1957; also in Korea and adjacent waters, 1952-1953.

27 Dec 55 The 38 AR Squadron hoist-rescued 14 crewmen from the Japanese coastal steamer Tanda Maru, driven aground near Hachinohe in a storm.

Operated 14 search and rescue detachments in Vietnam and Thailand, 1965-1971.

As air operations in Southeast Asia gained momentum and emerged from beneath a veil of secrecy, an official search and rescue structure was organized. On 1 July 1965, Detachment 3 of the Pacific Air Rescue center became the 38 ARS, which was given primary responsibility for local base rescue and aircrew recovery. The 38 ARS, with the aid of inter-service coordination, supervised and controlled the activities of all rescue forces throughout Southeast Asia.

Tail No.: 62-4510 Model: HH-43 Date of Loss: 20 Sep 65 Unit: Det 1, 38 ARRS, NKP

Country of Loss: NVN Call Sign: Dutchy 41

Co-Pilot: Duane W. Martin (O2E-91)

Notes: The helicopter was participating in the SAR for ESSEX 04, an F-105D piloted by Capt. Willis E. Forby, who was captured by the NVN, when it was hit by ground fire and crashed. Three of the crew were captured; however, Lt. Martin evaded and made his way to Laos and was captured by the Pathet Lao; at the end of June 1966, Lt. Martin, along with USN LTJG Dieter Dengler, Air America civilian Eugene DeBruin, a Chinese National, and three Thais, escaped from the Houay Het Prison camp in Central Laos. Martin and Dengler evaded together for 17 days before Lt. Martin was killed by a machete wielding villager. Dengler was rescued five days later.

63-09685 CH-3E 6 Nov 65 38 ARRS NVN Jolly Green Warren E. Lilly Jerry Singleton B. E. Naugle Arthur Cormier SAR for SANDY 14 (A-1E Capt McKnight), hit by ground fire. 1st Jolly lost in combat. Note: Retired Col. Warren "Bob" Lilly, 74, died Oct. 12, 2007 in Alabama. Lilly spent seven years as a prisoner of war in Hanoi, alongside Sen. John McCain (R-Ariz.). Sen. McCain wrote: "Bob was not only a good friend, but a real American hero. Throughout the year we spent together as prisoners in Hanoi, I was inspired by his strength and loyal patriotism."

Tail No: Model: HH-43 Date of Loss: 11 Apr 66 Unit: 38 ARRS, Bien Hoa SVN

Country of Loss: SVN Call Sign:

PJ: William H. Pitsenbarger (O6E-102)

Notes: On April 11th, 1966, while defending some of his wounded comrades. For his bravery and sacrifice, he was posthumously awarded the nation's second highest military decoration, the Air Force Cross. "Pits", as he was known to his friends, was nearing his 300th combat mission on that fateful day when some men of the U.S. Army's 1st Division were ambushed and pinned down in an area about 45 miles east of Saigon. Two HH-43 "Huskie" helicopters of the USAF's 38 Aerospace Rescue and Recovery Squadron were rushed to the scene to lift out the wounded. Pits was a pararescueman (PJ) on one of them. Upon reaching the site of the ambush, Pits was lowered through the trees to the ground where he attended to the wounded before having them lifted to the helicopter by cable. After six wounded men had been flown to an aid station, the two USAF helicopters returned for their second loads. After lowering it's litter, the Huskie was hit by the small arms fire. When its engine "ran away" or surged to full power when a round jammed the fuel control full open, the pilot realized he had to get the Huskie under control and cut the cable to the Stokes Basket and cleared the area. Pits remained with the Army troops under enemy attack to continue the evacuation with the other helicopter.

Pits continued to treat the wounded and, when the others began running low on ammunition, he gathered ammo clips from the dead and distributed them to those still alive. About 7:30 PM that evening, Bill Pitsenbarger was killed by Viet Cong snipers.

On April 11 at 3 p.m., a call for help came into his unit, Detachment 6, 38 ARR Squadron at Bien Hoa. Elements of the Army's 1st Infantry Division were surrounded by enemy forces near Cam My, a few miles east of Saigon, in thick jungle with the tree canopies reaching up to 150 feet. The only way to get the wounded out was with hoist-equipped helicopters. Pitsenbarger, on alert duty status, went with one of the two HH-43 Huskies scrambled on this hazardous mission. Half an hour later, both choppers found an area where they could hover and lower a winch line to the surrounded troops. Pitsenbarger went down the line, administered emergency treatment to the most seriously wounded, and explained how to use the Stokes litter that would hoist casualties up to the chopper.

It was standard procedure for a pararescue medic to stay down only long enough to organize the rescue effort. Pitsenbarger decided, on his own, to remain with the wounded. In the next hour and a half, the HH-43s came in five times, evacuating nine wounded soldiers. On the sixth attempt, Pitsenbarger's Huskie was hit hard, forced to cut the hoist line, and pull out for an emergency landing at the nearest strip. Intense enemy fire and friendly artillery called in by the Army made it impossible for the second chopper to return.

Heavy automatic weapons and mortar fire was coming in on the Army defenders from all sides while Pitsenbarger continued to care for the wounded. In case one of the Huskies made it in again, he tried to climb a tree to recover the Stokes litter that his pilot had jettisoned but was unable to shake it loose. When the C Company commander, the unit Pitsenbarger was with, decided to move to another area, Pitsenbarger cut saplings to make stretchers for the wounded. As they started to move out, the company was attacked and overrun by a large enemy formation.

By this time, the few Army troops able to return fire were running out of ammunition. Pitsenbarger gave his pistol to a soldier who was unable to hold a rifle. With complete disregard for his own safety, he scrambled around the defended area, collecting rifles and ammunition from the dead and distributing them to the men still able to fight.

It had been about two hours since the HH-43s were driven off. Pitsenbarger had done all he could to treat the wounded, prepare for a retreat to safer ground, and rearm his Army comrades. He then gathered several magazines of ammunition, lay down beside wounded Army Sgt. Fred Navarro, one of the C Company survivors who later described Pitsenbarger's heroic actions, and began firing at the enemy. Fifteen minutes later, as an eerie darkness fell beneath the triple-canopy jungle, Pitsenbarger was hit and mortally wounded.

The next morning, when Army reinforcements reached the C Company survivors, a helicopter crew brought Pitsenbarger's body out of the jungle. Of the 180 men with whom he fought his last battle, only 14 were uninjured.

HH-43 59-1587 8 Jul 66 38 ARRS Tan Son Nhut SVN unknown Ground loss, hit by a mortar attack.

65-12778 HH-3E 20 Oct 66 38 ARRS Jolly Green Youngblood E. Burford

Tail No.: 62-4511 Model: HH-43 Date of Loss: 28 Oct 66 Unit: 38 ARRS, Pleiku

Country of Loss: SVN Call Sign: Pedro 42

Co-Pilot: George H. (Spike) Bonnell (12E-62)

Flight Engineer: Francis D. Rice (11E-124)

Notes: Aircraft crashed while attempting to take off from base on a medical evacuation mission.

Additional Notes: From (FE) Bert Brundridge flying high bird in PEDRO 56.

When the Aircrews of DET9, 38 ARRS Pleiku were briefed on their upcoming mission, little did they realize that their determination and bravery would be tested to the limits. In the next 18 hours, the phrase "Those Things I Do, That Others May Live" would be demonstrated with tragic results.

It was the evening of October 28, 1966 and the U.S. Army 4th Infantry Division was in contact with the NVA forces, 38 miles west of Pleiku AB, near the Cambodian Border. Several of the "Grunts" had been seriously wounded and required immediate evacuation. This was a region of triple canopy jungle where Army "Dust-off" helicopters were unable to land. Since the medevac would require a hoist operation, a request for assistance was forwarded to the USAF 3rd Air Rescue and Recovery Group Command Post at Tan Son Nhut.

At 21:15 hours local, Pedros 42 & 56 departed for the battle area. Once overhead, contact was established with the unit on the ground and the "hoist area" located. Procedures dictated that one H-43 hold a high orbit while the second, "Low Bird" was hoisting victims. This limited exposure and provided back up in the event one bird was lost. Trying to identify a hoist area in the jungle, at night, without lights and looking for a "Strobe Light" among the twinkling of ground fire is to say the least confusing. To add to that confusion, distracting strings of tracers reached up out of the jungle trying to locate the blacked-out Huskies. The deadly yellow and green lines seemed to be coming directly at each crewmember that observed them.

It was decided that Pedro 42 would be the first bird in. They would lower their PJ, A2C Alan Stanek, to prepare the wounded and speed up the evacuation. After Pedro 42 had received all the casualties they could carry, they would be replaced by Pedro 56. As with most plans in a battle, fate would deny its execution. Pedro 56 climbed to a high orbit at 4000 feet, while 42 hovered and lowered it's PJ to the jungle floor. Things seemed to be progressing normally with three of the wounded taken aboard and a fourth being prepared on the ground.

Suddenly, the crew of Pedro 56 observed three strings of deadly tracers reach out from different directions and converge on Pedro 42. As everyone watched in the moonlight, the doomed Huskie faltered and settled into the jungle canopy. On the ground, A2C Stanek watched in horror as Pedro 42 tumbled 150 ft through the trees and came to rest and on fire. He rushed to the aid of his fallen comrades and with the help of some Infantrymen, pulled the two Pilots Capt Vermeys and 1/Lt "Spike" Bonnell to safety. Unfortunately, the fire consuming the aircraft was so intense that the Flight Engineer A2C "Dave" Rice and the three wounded could not be rescued.

The downing of Pedro 42 was coordinated with a fresh attack on the besieged 4th Division soldiers. Due to the intensity of the ground fire, Pedro 56 was unable to assist their fallen brothers. Five-six continued to orbit until fuel was running low and was then "ORDERED" to return to Pleiku, refuel and await a break in the fighting. The fighting continued throughout the night.

At dawn on the morning of the 29th, Pedro 56 launched to retrieve their friends and crewmates. Arriving back at the battle area, the two injured pilots and A2C Stanek were hoisted aboard and rushed to the 18th Army Surgical Hospital at Pleiku. Note: 1/Lt Bonnel was to take his "Final Flight" in November 1966 while still in the hospital at Clark AFB.

64-14231 HH-3E 29 Nov 66 Det 5, 38 ARRS unknown Jolly Green Crashed at 1805L while landing at a classified site. Aircraft was engulfed in dust during night landing touchdown; helicopter was totally destroyed by post impact fire. Four aircrew escaped with minor injuries.

65-12779 HH-3E 6 Feb 67 38 ARRS NVN Jolly Green 05 Patrick H. Wood Richard A. Kibbey Donald J. Hall Duane A. Hackney The helicopter was hit by ground fire while flying SAR for NAIL 65; crash site located atop 900 meter karst.

Tail No: 65-12779 Model: HH-3E Date of Loss: 6 Feb 67 Unit: 38 ARRS

Country of Loss: NVN Call Sign: Jolly Green 05

Pilot: Patrick H. Wood (15E-1)

Co-Pilot: Richard A. Kibbey (14E-129)

Flight Engineer: Donald J. Hall (14E-129)

Notes: Helicopter was hit by ground fire while flying SAR for NAIL 65; crash site located atop 900 meter karst.

HH-43 63-9715 8 May 67 Det 7, 38 ARRS SVN Pedro 96 John .J. Hoye Al Jacox Ray Weddell Phil S. Resos John Tobey Aircraft was shot down while attempting to rescue four Marines who were in contact with the enemy.

HH-43 63-9711 21 May 67 38 ARRS

Bien Hoa SVN Pedro 73 D.L. Wiest Rielly H.H. Ewton R.S. Loud Aircraft was flying rescue Cap for RAMROD 02, F-100D, Capt Lindberg pilot/KIA, helo damaged by ground fire and landed. The aircraft was later destroyed on the ground.

Tail No.: Model: HH-43 Date of Loss: 27Sep 67 Unit: 38 ARRS,

Country of Loss: SVN Call Sign:

Pilot: David H. Pittard (42W-32)

Notes: Killed by hostile ground fire.

HH-43 62-4525 7 Feb 68 Det 9, 38 ARRS

Pleiku SVN Pedro 56 Francis B. Gilligan Lester M. Jiggins Jose G. Abara Davis R. Berrio Assisting in the recovery of the crew of a downed Army helicopter, helicopter hit by ground fire near Kontum, caught fire, crashed ten seconds later; three of the four crewmembers survived the crash.

Tail No.: 58-1845 Model: HH-43B Date of Loss: 10 Oct 68 Unit: 38 ARRS, Phan Rang

Country of Loss: SVN Call Sign: Pedro 44

Pilot: Von M. Liedernecht (41W-40)

Co-Pilot: Donald Brooks (41W-38)

Firefighter: Millard Bledsoe (41W-38)

Firefighter: Emmett Orr (41W-42)

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Medic: Angel Luna (41W-41)

Notes: crashed at Phan Rang AB as a result of control problems, control surface hit blades, which caused blades to separate.

Additional Notes: On 10 October 1968, at approximately 2037 hours an HH-43B helicopter (Call Sign Pedro 44) SN 58-1845, assigned to Detachment 1, 38 Aerospace Rescue and Recovery Squadron, Phan Rang AB, Republic of Vietnam, crashed and burned while on an emergency intercept mission. A B-57 aircraft had declared an in-flight emergency and Pedro 44 was scrambled with the fire suppression kit (FSK) to standby for the emergency landing. During the landing roll out of the B-57, Pedro 44 entered a left hand climbing turn as if departing the area for return to the alert pad. Almost simultaneously, and without any radio transmission, the helicopter crashed and burned inflicting fatal injuries to all five aircrew members. Firefighting equipment and medical assistance, already on hand for the B-57 emergency, responded immediately to the scene, extinguishing the fire within 15 seconds and immediately removed the crewmembers from the aircraft.

HH-43 63-9712 26 Jan 69 38 ARRS

Pleiku SVN Pedro 74 William F. Clark Warren Kaufman Donald W. Gooding Luther T. Jones Gus Jones George Bogner (observer) Helo lost power and crashed, investigation revealed helo had received small arms fire.

HH-43 60-0278 10 Jul 69 38 ARRS

Utapao unknown unknown Listed in USAF loss list, but no info, no entries in SAR log.

Tail No.: 59-1562 Model: HH-43 Date of Loss: 19 Jul 69 Unit: 38 ARRS, U-Tapao RTAFB

Country of Loss: Thailand Call Sign: Pedro 70

Pilot: Warren K. Davis

P.J.: Harry Cohen

flying SAR for burning B-52 at U-Tapao, B-52 exploded causing the helicopter to crash.

Additional Notes: From Lt. Col. Mike Sanders

I was the navigator on the last of 3 B-52's comprising the first of two cells in a 6-ship "wave" departing from U-Tapao for a bomb run on 19 July 1969. The weather was terrible--heavy tropical rain. We were on our departure, monitoring the progress of the wave, when we realized that the second cell never came up on frequency. We then heard several transmissions of "Pedro seven-zero this is U-Tapao tower on guard. Do you copy?" When we returned from the bomb run, we discovered that the second cell lead B52, accelerating in the heavy rain, noticed an out-of-limit difference between the pilot's and copilot's airspeed indicators and aborted the take-off. They slowed down quickly but, in an attempt to clear the runway for the remaining two B52s, they pushed up the thrust levers to get to the end of the runway sooner. The crew sped up too much and the aircraft--carrying about 300,000 lbs of fuel and 108 500-pound bombs--skidded off the runway into a ditch. The tail gunner popped his turret, slid down

a rope, and was picked up by a maintenance crew who drove to the safety of a revetment. The remaining crewmembers escaped through overhead escape hatches at the front of the plane and were picked up by rescue personnel. By this time, the HH-43 rescue helicopter Pedro 70 was overhead. When the ground rescue personnel only counted five of the six-man crew (they were unaware that the gunner had been rescued), they told everyone including Pedro that there was a man still in the B52. Pedro decided to stay on station until the missing crewmember was located. This was a fatal decision--the B52 exploded (the largest piece saw at the crash scene later was about the size of a Volkswagon bus) and Pedro was slammed into the ground, ultimately killing two of its crew. These were the only fatalities in the incident.

HH-43 60-0282 7 Aug 69 38 ARRS Tuy Hoa SVN Pedro 24 Wohlneck Brittingh Ferry mission to Cam Ranh Bay, engine quit, 2 restarts failed, crashed in water.

Though the war continued, the year 1970 marked the first withdrawal of rescue units from Vietnam. Throughout the year, the Air Force downsized and realigned Air Rescue units, a move which at first affected only local base rescue assignments. A major change took place on 1 July 1971 when the 38 ARRS was inactivated and its assets placed under the 3rd ARRG. When it became the first MAC unit to receive the Presidential Unit Citation during 1966, the 38 had already flown 8,700 combat missions. While rescuing 1,700 persons during its relatively brief life, squadron members were highly decorated, several were wounded and others were killed in action.

Provided light-lift helicopter operations east of the Mississippi River, 1978-1980.

Flew rescue helicopter operations in South Korea and adjacent waters, 1981-1995.

38 ARS/ARRS

DET 1 Phang Rang AB, RVN

DET 2 Takhli RTAFB

DET 3 Ubon RTAFB

DET 4 Korat RTAFB

DET 5 Udorn RTAFB

DET 6 Bien Hoa AB, RVN

DET 7 DaNang AB, RVN

DET 8 Cam Rahn Bay, RVN

DET 9 Pleiku AB, RVN

DET 10 Binh Thuy AB, RVN

DET 11 Tuy Hoa AB, RVN

DET 12 NaTrang AB, RVN

DET 13 PhuCat AB, RVN

DET 14 TanSonNhut AB, RVN

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Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.

Air Force News. Air Force Public Affairs Agency.