

~~CONFIDENTIAL~~

96

OPENING/CLO. ING/SU ~~ENDING~~

MISSION NUMBER: 1-3-123-17 Aug 67

SUBJECT: USAF F-105

HH-3E

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FLASH

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ZTTCZYU RUMMOD0315 2290000-0000--RUCLMFA.

ZNY CCCCC
DE RUMHFD 170 2290730

ZNY CCCCC

Z 0 170500Z AUG 67

FM OL 1 3ARRGP SON TRA RVN
TO RUCLMFA/ARSCP ORLANDO AFB FLA

INFO RUEHTQA/CSAF

RUMTFJA/USAF MPC RANDOLPH AFB TEX

RUCIEUA/MAC

RUEDNBA/TAC

RUEKNU/CINCPACAF

RUEKNU/PARRC HICKAM AFB HAWAII

RUMSAI/TAF TAN SON NHUT AB RVN

RUMSBJ/3ARRGP TAN SON NHUT AB RVN

RUMSMA/MAIV SAIGON RVN

RUMSEB/MAVFOR V SAIGON RVN

RUMKAR/388TFW KORAT RTAFB THAI

RUMGIL/COMSEVENTHFLT

RUMGIL/ALL SEVENTH PLT CVA TG CRDS

RUMFKE/CTU SEVEN ZERO PT TWO PT ONE PT ONE

RUMFOR/CTU SEVEN SEVEN PT ZERO PT ONE

RUMFUAA/CTU SEVEN SEVEN PT ZERO PT TWO

RUMBAD/OL 2 3ARRGP UDORN RTAFB THAI

STAFF	FLASH	FLASH
AGENCY	ACT	INFO
ARCCO		
ARODC		
ARPDC		
ARSDC		
ARMDC		
ARDAS		
ARXDC		
ARFOI		
ARNG		
ARASG		

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PAGE 2 RUMHFD 170 C O M M I D E N T I A L

RUCLMFA/45ARRS EGLIN AFB FLA

RUMNAF/39ARRS TUY HOA AB RVN

RUMPERA/CINCPACFLT PEARL HARBOR HAWAII

BY

CONFIDENTIAL. 1. A. L. OL-1 3ARRGP 50169 AUG 1967. CSAF FOR
(AFXOPFH, AFCFO; USAF (AFMPSO); MAC (MACOCA, MPC); TAC (DOOS-
ER); CINCPACAF (COCO-FO; PARRC (PROOP); TAF (OCO, DO, BD;
3ARRGP (RGEC);

SUBJ: (1) RESCUE INFORMATION REPORT.

VOLMER

1. RESCUE OPENING/CLOSING REPORT.

2. 1-3-123/17 AUG 67.

4. A. F-100, 1 P.O.B. B. TACTICAL. C. CLASSIFIED. D. USAF/
CABO LEAD/TAIL NUMBER 624-373. E. USA. F. 388TFW, KORAT RTAFB,
THAILAND.

G. NOT RELEASED. H. ONE.

5. TACO-NS HEARD MAYDAY CALL ON GUARD.

6. NOT REQUIRED.

7. THREE HH-3E'S AND HO-130/0215Z 17 AUG 67.

8. DIVERTED ONE HH-3E FROM ORBIT AND LAUNCHED TWO HH-3E'S
FROM FORWARD OPERATING LOCATION.

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10. A. NOT A FACTOR.
11. OL-1, 3ARRGP/CAPTAIN SIEVERTSON.
12. 37ARRS, 39 ARRS, 602ACS, USAF, USN, 620TCS.
13. COVEY &2 (USAF 0-1E).
14. SLING.
15. A. 1/0/1/1/0/0. B. 1/1/0/0/0/0.
16. TAKEN TO HOSPITAL SHIP REPULSE LOCATED AT 1657N/10718E.
17. 7/4PLUS20/37ARRS/MM-3E; 2/2PLUSA10/602ACS/A1-E; 1/1PLUS00/
39ARRS/HG-130P; 4/3PLUS20/USAF/F-4C; 1/1PLUS00/USAF/0-1E; 1/0
PLUS30/388TFW/F-105; 2/1PLUS00/USN/A-1H.
18. 0/0/1/0/NOT AVAILABLE/0/NOT AVAILABLE/1.
19. A. RCO-CAPT ROBERT E. PRINCE; CP - MAJOR FRANK L. TROCHAK;
FM - SSGT FRED M. HALBERT; PJ - A2C PETER M. EYRICH.
B. NOT RELEASED.
20. H. HEARD MAYDAY CALL OVER GUARD AND NOTIFIED MM-3E'S (JOLLY
GREENS 07, 30 & 10) AND HG-130 (CROWN 4). CAMBO LEAD WAS SHOT
DOWN DURING STRIKE BUT MANAGED TO BAIL OUT AND DRIFT OUT OVER
WATER. PILOTS HAD A BADLY BROKEN RIGHT LEG AND WAS SUFFERING
FROM SHOCK. JOLLY GREEN 30 HAD TO DUMP FUEL IN ORDER TO HOVER

APPROXIMATELY TWENTY MINUTES WHILE PJ WAS DEPLOYED TO ASSIST PILOT. HE WAS IN SEVERE PAIN AND UNABLE TO GET UNANGLED FROM CHUTE ALTHOUGH HE WAS ABLE TO GET INTO HIS RAFT. PLANNED TO TAKE SURVIVOR TO DANANG AB. HOWEVER, JOLLY GREEN 30 HAD TO LAND AT DONG HA TO REFUEL AND SURVIVOR'S CONDITION WORSEND. THEREFORE, SURVIVOR WAS TAKEN TO HOSPITAL SHIP REPREE FOR IMMEDIATE MEDICAL ATTENTION. CAMBO AIRCRAFT WAS COMBAT LOSS. ONE ABRS COMBAT SAVE.

644

81

Classified by

100-100000
SUBJECT TO GENERAL DECLASSIFICATION

RESCINCE OF EXECUTIVE ORDER 11652

1. AUTOMATICALLY DOWNGRADED AT TWO

AUTOMATICALLY MOVING INTERVALS

版權 1977

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10 WOODWARD AVENUE, NEW YORK, N.Y.

WILHELM VON KREUZ

50 MILES PER DAY

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224 George

1990-1991 學年上學期

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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337

96



19 August 1967

REPLY TO:
ATTN OF: 370PS/6104

SUBJECT: Mission Narrative Report (1-3-123 17Aug67) (U)

37C *loc*
to: 3rd ARRGp (RGRC) APO 96307

1.(U) This report is submitted in accordance with 3rd ARRGp Supplement 1,
ARRSM 55-1, 27 April 1967.

2.(C) Jolly Green 30 and Jolly Green 10 were notified of cockpit alert at 1010L. The downed pilot's position was given as 005/17 Ch 109 and later changed to 360/05. We were ~~air~~borne at 1027L. We were told that the survivor was in the water and was injured. Consequently, I elected to go directly to the coast at minimum altitude and maximum airspeed and then North over the water, a distance of approximately 25 miles. We located the survivor at 1038L. Covey 67 had him in sight and was circling directly overhead which made it possible for us to go directly to him instead of having to search. The survivor was lying on his stomach in the raft with his feet still in the water and had the URC-10 radio in his hand. It was obvious that he needed assistance so the PJ was lowered. The survivor was unable to move anything except his hands and arms and considerable difficulty was encountered while trying to get the survivor into the horse collar. He was badly tangled in the lanyard from his harness to the raft and with various items that were attached to the raft by lanyards. The survivor was brought aboard at 1055L and then the PJ was picked up.

3.(C) Queen requested that the survivor be taken to Ch 37 and I notified them that it would be necessary to take on fuel at Ch 109 and that I would then proceed to Ch 37. I had determined, while enroute to the scene that it was necessary to dump fuel in order to hover OGE. A high hover was desired to avoid salt spray and to keep the raft from being blown around excessively. However, sufficient fuel would have been available to return to Ch 37 except that I had inadvertently dumped approximately 1000 lbs more than intended with the rapid dump system and would have been very marginal on fuel had we returned directly to Ch 37. I proceeded to Ch 109 and while on final approach the PJ notified me that the survivor seemed to be in extreme pain. I knew that he had a broken leg and there were indications that he had other injuries. He had been given two ampules of codeine by the PJ and still would scream occasionally if the helicopter vibrated. I called Queen and told them that the hospital ship Repose was in the area and asked if I could take him there. Queen said that if I thought he was in pain to go ahead. The survivor was lying on the floor just inside the cabin door which undoubtedly was very uncomfortable and the PJ did not want to move him from this position to the litter because of his injuries. This also contributed to my decision to take him to the Repose. The survivor was left aboard the Repose at 1125L.

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~~REF ID: A6518~~

4.(U) Weather was not a factor during the rescue operation.

5.(C) The survivor was unable to provide any assistance during the pickup.

6.(C) No ground fire was encountered while proceeding to the coast at low altitude. Covey 67 reported that no boat activity from shore had been observed. Sandy 7 and 8 picked up ~~us~~ ~~was~~ we were returning from the pickup area and JG 07 arrived on the scene shortly after the pickup attempt had started. There was also an unidentified O-1 in the area.

7.(C) Crew coordination on JG 30 was excellent. The only problem encountered was the excessive dumping of fuel previously mentioned. All necessary actions prior to the pickup were required to be accomplished as rapidly as possible due to the very short time enroute and there were all completed rapidly and efficiently. The FE did an excellent job keeping the aircraft positioned during the long hover required and in operating the hoist. It was necessary to continually operate the hoist in order to allow the PJ to accomplish his job. The PJ did an outstanding job. This was his first rescue and after entering the water he encountered numerous problems, all of which were successfully overcome. After the pickup he examined the survivor, took appropriate actions to provide for his safety and comfort and kept me advised as to his condition at all times. The FE was helping the PJ as much as possible.

8.(C) Aircraft involved:

Jolly Green 30, 10 and 07	USAF HH3E
Covey 67	USAF O-2
Unidentified	USAF O-1
Sandy 7 and 8	USAF ALE

9.(C) Maj Vollmer, 388th TFW, Korat AB, Thai, F-105, Cambo Lead.

10.(C) Aircrews:

Jolly Green 30 (Low)	Jolly Green 10 (High)
Capt Robert E. Prince	RCC 1LT Rodney G. Parks
Maj Frank L. Trochak	CP 1LT Mark H. Mutchler
SSgt Fred M. Halbert	FE SSgt Gary V. Phillips
A2C Peter H. Eyrich	RS SSgt John H. Stemple

Robert E. Prince
ROBERT E. PRINCE, CAPT, USAF
Rescue Crew Commander

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Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. *FEB*
DECLASSIFIED ON _____

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

15. A. 170/0/0/1/0; B. 1/0/0/0/1/0; 16 S/E;
17 1/2 PLUS 00/37ARRS/HH-3E; 1/2PLUS 00/39ARRS/HC-130P;
2/4 PLUS 00/355TFW/F-105; 6/ 12 PLUS 00/8TFW/F-4C; USN SORTIES
AND FLYING TIME NOT AVAILABLE.
18. 0/0/0/0/NOT AVAILABLE/0/NOT ABAILABLE/NOT AVAILABLE.
19. A. S/E; B. S/E;
20. A. VICINITY OF 21-41N 106-56E WITH 75 PERCENT OF EFFECTIVENESS
DUE TO TERRAIN.

B. SEE ITEM 4.
F. SUSPENDED BY 7AF.
H. SHARK FOUR (4) WAS DOWNED BY HOSTILE FIRE WHILE ON A TACTICAL MISSION. A CHUTE WAS OBSERVED AND A BEEPER HEARD WHILE THE CHUTE WAS DESCENDING. SHARK FLIGHT LEFT THE AREA TO REFUEL AND RETURNED AFTER REFUELING WITH A FLIGHT OF F-4CS AS HIGH CAP. BEEPER CONTACT WAS ESTABLISHED WITH SOMEONE, BUT NO VOICE OR VISUAL CONTACT WAS ESTABLISHED. BEEPER CONTACT WAS NOT RELIABLE. THE USN FORCES WOULD NOT ALLOW THE JOLLY GREEN RESCORT (Q-IHS) TO GO INLAND UNTIL VISUAL CONTACT WAS MADE. ANOTHER FLIGHT OF F-4CS WAS SENT INTO THE AREA BUT COULD NOT ESTABLISH ANY CONTACT. HOWEVER THEY DID GET FLAK.

PAGE FOUR RUMHPD 228 C O N F I D E N T I A L
MISSION SUSPENDED AT 1052Z BY ZAF DUE TO LOW PROBABILITY OF POSITIVE
SIGHTINGS, HOSTILE ACTIONS, AND APPROACHING DARKNESS. FUTURE
MISSION AIRCRAFT TO CONDUCT ELECTRONIC SEARCH IN THE AREA.

GP-4

BT

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БАГИКИ СИС БАСА
БЛОДЕНДАЛАС
БОГДАНОВАС
БИЛО БЛДЕСАС
БО БЛДЕСАС
БА ОФ-1.2.4ББА 204
БО БЛДЕСАС
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ARMED INTELLIGENCE BUREAU
WEIGHTLESS IN THE UNITED STATES
2011-1965
2011-1965

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