

~~CONFIDENTIAL~~

96

OPENING/CLOSING/SEALING

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

SUBJECT: USAF F-105

HH-3E

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FLASH

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ZTTCZYUW RUHMOD0315 2290000-CCCC--RUCLMFA.

ZNY CCCCC

DE RUHMPD 170 2290730

ZNY CCCCC

Z O 170650Z AUG 67

FM OL 1 3ARRGP SON TRA RVN

TO RUCLMFA/ARSCP ORLANDO AFB FLA

INFO RUETHQA/CSAF

RUMTFJA/USAF MPC RANDOLPH AFB TEX

RUCIEUA/MAC

RUEDNBA/TAC

RUEKHE/CINCPACAF

RUEKHE/PARRC HICKAM AFB HAWAII

RUMSA/TAF TAN SON NHUT AB RVN

RUMSBJ/3ARRGP TAN SON NHUT AB RVN

RUMSMA/MAOV SAIGON RVN

RUMSBB/NAFOR V SAIGON RVN

RUMKAF/388TFW KORAT RTAFB THAI

RUMHIL/COMSEVENTHFLT

RUMHIL/ALL SEVENTH FLT CVA TG CRDS

RUMFKE/CTE 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

FLASH

FLASH

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STAFF	ACT	INFO
AGENCY		
ARCCO		
ARODC		
ARPOC		
ARBOC		
ARMDC		
ARDAS		
ARXDC		
ARFOI		
ARIIG		
ARASG		

PAGE 2 RUHMPD 170 ~~CONFIDENTIAL~~

RUCLMFA/45ARRS DELIN AFB TX

RUMNAF/39ARRS TUY HOA AB RVN

RUMSBA/CINCPACFLT PEARL HARBOR HAWAII

BT

~~CONFIDENTIAL~~ OL-1 3ARRGP 50169 AUG 1967. CSAF FOR

(AFXPFFH, AFCP); USAF (AFPMSC); MAC (MACDUA, MCP); TAC (DOOS-

ER); CINCPACAF (DOOD-RO); PARRC (PROOP); TAF (DOOD, DO, DI);

3ARRGP (RGRC);

SUBJ: (D) RESCUE INFORMATION REPORT.

1. RESCUE OPENING/CLOSING REPORT.

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

4. A. F-105, 1 P.O.B. B. TACTICAL. C. CLASSIFIED. D. USAF/

COMBO LEAD/TAIR NUMBER 624-378. E. USA. F. 388TFW, KORAT RTAFB,

THAILAND.

G. NOT RELEASED. H. ONE.

5. TAC-NS HEARD MAYDAY CALL ON GUARD.

6. NOT REQUIRED.

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

8. DIVERTED ONE H-3E FROM ORBIT AND LAUNCHED TWO MH-3E'S

FROM FORWARD OPERATING LOCATION.

VOLMER

PAGE 3 RUMPH 170 CONFIDENTIAL

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9. 1709N/10707E.

10. A. NOT A FACTOR.

11. OL-1, 3ARRGP/CAPTAIN SIEVERTSON.

12. 37ARRS, 39 ARRS, 602ACS, USAF, USN, 620TCS.

13. COVEY 62 (USAF O-1E).

14. SLING.

15. A. 1/0/1/0/0. B. 1/1/0/0/0/0.

16. TAKEN TO HOSPITAL SHIP REPOSE LOCATED AT 1657N/10718E.

17. 7/4FLUS20/37ARRS/HH-3E; 2/2FLUS40/602ACS/A1-E; 1/1FLUS00/

39ARRS/HO-130P; 4/3FLUS20/USAF/F-4C; 1/1FLUS00/USAF/O-1E; 1/0

FLUS30/388TFV/F-105; 2/1FLUS00/USN/A-1H.

18. 0/0/1/0/0/0 NOT AVAILABLE/0/0 NOT AVAILABLE/1.

19. A. RCC-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 HH-3E'S (JOLLY GREENS 07, 30 & 10) AND HO-130 (CROWN 4). COMBO LEAD WAS SHOT DOWN DURING STRIKE BUT MANAGED TO BAIL OUT AND DRIFT OUT OVER WATER. PILOT HAD A BADLY BROKEN RIGHT LEG AND WAS SUFFERING FROM SHOCK. JOLLY GREEN 30 HAD TO DUMP FUEL IN ORDER TO HOVER

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PAGE 4 RUMPH 170 CONFIDENTIAL

APPROXIMATELY TWENTY MINUTES WHILE PJ WAS DEPLOYED TO ASSIST PILOT. HE WAS IN SEVERE PAIN AND INABLE TO GET UNTANGLED FROM CHUTE ALTHOUGH HE WAS ABLE TO GET INTO HIS HART. PLANNED TO TAKE SURVIVOR TO DANANG AB. HOWEVER, JOLLY GREEN 30 HAD TO LAND AT DONG HA TO REFUEL AND SURVIVOR'S CONDITION WORSENER. THEREFORE, SURVIVOR WAS TAKEN TO HOSPITAL SHIP REPOSE FOR IMMEDIATE MEDICAL ATTENTION. COMBO AIRCRAFT WAS COMBAT LOSS. ONE ARRS COMBAT SAVE.

GP-4

BT

Classified by:

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON

7 FEB 1977

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TO WHATEVER DEPT OR AGENCY HAS

IN OF 1 JANUARY 2001 BY 601

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ALL CCCCC

DE RUMPH 170 5520170

ALL CCCCC

SLICAMN 8/11/000712 5520000-0000-0000000

EV2H

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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: 37029/6104

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

37C

TO: 3rd AERGP (RGRG) APO 96307

1.(U) This report is submitted in accordance with 3rd AERGP Supplement 1, AERGM 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 airborne 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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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 ~~as 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 A1E

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. 4 FEB 1971
DECLASSIFIED ON _____

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

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ADCS 2

OTTCZYUW RUHHMOD2146 2360000-CCCC--RUCLMFA.

ZNY CCCCC

DE RUMHPD 228 2361550

ZNY CCCCC

O 241400Z AUG 67

FM OL-1 3 ARRGP SON TRA RVN
TO RUCLMFA/ARSCP ORLANDO AFB FLA
INFO RUEFHQA/CSAF

RUCLEUAZ/MAC

RUEDNBA/TAC

RUHLKM/CINCPACAF

RUHHADA/PARRC HICKAM AFB HAWAII

RUMSAL/7AF TAN SON NHUT AB RVN

RUMSMA/MACV SAIGON RVN

RUMSBB/NAVFOR-V SAIGON RVN

RUHHBBAZ/CINCPACFLT PEARL HARBOR HAWAII

RUHGUL/COMSEVENTHFLT

RUHGUL/ALL SEVENTH FLT CVA 16 CRDS

RUMKE/CTE SEVEN ZERO PT TWO PT ONE PT ONE

RUMFCR/CTU SEVEN SEVEN PT ZERO PT ONE

RUMFCR/CTU SEVEN SEVEN PT ZERO PT TWO

RUMBDFA/OL-2 3 ARRGP UDORN RTAFB THAILAND

RUCLBMA/48ARRS EGLIN AFB FLA

Classified by
SUBJECT TO CHANGE
SCHEDULE FOR DECLASSIFICATION
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977

OL-1-3-130
24 AUG 67
NO SCRT

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PAGE TWO RUMHPD 228 C O N F I D E N T I A L

RUMNAF/359ARRS TAY HOA AB RVN

RUMBDFA/355TFW TAKHLI RTAFB THAILAND

RUMTFJA/HQ USAF RANDOLPH AFB TEX, MPC

BT

C O N F I D E N T I A L OL-1 3ARRGP 50177 AUG 67. CSAF FOR (AFXOPFH,
AFCP); MAC (MAOCCA, MCP); TAC (DBOS-LR); CINCPACAF (DOCC-R); 7AF
(DOCO, DO, DD); PARRC (PRCCP); 3ARRGP (RGRC); HQ USAF (AFPMSC);
SUBJECT: RESCUE INFORMATION REPORT, PART ONE; OF TWO PARTS;

1. RESCUE OPENING REPORT.; 2. 1-3-130/24 AUG 67;

4. A. P-10571 POB.; B. TACTICAL C. CLASSIFIED; D. USAF/SHARK 4/TAIL

NUMBER NOT AVAILABLE; E. USA; F. USAF, 355TFW; G. NOT RELEASED;

H. ONE; I. USAF STANDARD.; 5. CROWN 5 AT 0847Z.; 6. S/E.

7. CROWN 5 AT 0847Z AND JOLLY GREEN 28 AT 0850Z.

8. HC-130P (CROWN 5) AND HH-3E (JOLLY GREEN 28) DIVERTED AT 0853Z.

9. 21-41N 106-56E.; 10. A. NOT A FACTOR; G. SEE ITEM 20 H. PART II

THIS MESSAGE.

11. OL-1 3ARRGP, MAJ ORR.; 12. USN.

20. G. VICINITY OF 21-41N 106-56E.; D. NOT AVAILABLE;

H. SEE ITEM 20. H., PART II THIS MESSAGE

PART TWO:

1. RESCUE SUSPENDING REPORT.; 2. 1-3-130/24 AUG 67; 3. 24 AUG 67;

2 copies by Aersford
1 copy to USN
1 copy to Ft Belvoir VA

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71117

B. SEE ITEM #.

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-1HS) 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.

GP-4

BT

~~NAINA~~

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Dr. William S. Gabel

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6/10/20