



DEPARTMENT OF THE NAVY

NAVAL SAFETY CENTER
375 A STREET
NORFOLK, VIRGINIA 23511-4399

5100
Ser 03/1225
13 Jun 96

Mr. Mike Law
[REDACTED]

Dear Mr. Law:

On November 14, 1995 you wrote a letter asking for information under the Freedom of Information Act (FOIA) concerning a copy of the aircraft accident report regarding a Navy UH-34D helicopter on February 26, 1970.

Enclosed is a redacted copy of the single mishap report which meets the criteria of your request. This redacted copy includes the factual information contained in the original report and excludes witness statements and those portions containing subjective evaluations, opinions and speculation as they are exempt from release under 5 U.S.C. 552(b)(5).

The government has a legitimate interest in withholding witness statements and those portions of the report containing subjective evaluations because these investigations are conducted solely to prevent the loss of life and property. The limitation we impose on the release of these personal opinions and speculations encourages an open, frank and honest discussion of the events surrounding mishaps leading, in turn, to safer operations for Navy and Marine personnel worldwide.

Classification markings, i.e. For Official Use Only (FOUO), sensitive, unclassified, classified, etc., in the document are also redacted.

Because your request has been partially denied, you have the right to appeal this determination in writing to the designee of the Secretary of the Navy under the above statute. Address your appeal to:

Judge Advocate General (Code 34)
Navy Department
200 Stovall Street
Alexandria, VA 22332-2400

The appeal must be received in that office within 60 days from the date of this letter. We recommend the letter of appeal contain a copy of this correspondence and bear the notation "Freedom of Information Act Appeal," both on the envelope and on the letter itself.

Info removed by VNCA

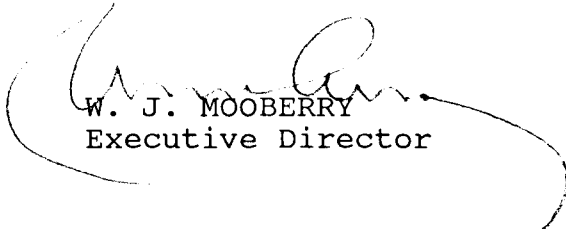
The official responsible for the partial denial of your request is:

F. M. Dirren, Jr.
Rear Admiral, U.S. Navy
Commander, Naval Safety Center

The cost to process your request does not meet the threshold of minimum charges allowable; therefore, the fee is waived.

Please note that this is the best quality reproduction we can produce.

Sincerely,


W. J. MOOBERRY
Executive Director

Copy to: (w/o encl)
Navy JAG, Code 34

REDACTED MISHAP INVESTIGATION REPORT

Encl (1)

To: Naval Air Technical Service Facility, Philadelphia, Pennsylvania 19111

DISASSEMBLY AND INSPECTION REPORT
NAVAIR FORM 4730/8 (9/68) S/N 0102-608-4780

(76)
REPORT SYMBOL 4730-8

1. REWORK FACILITY NAVAIREWORKFAC PNCLA		2. REPORT SERIAL NO. 538	3. DATE 21 May 70	4. ASSEMBLY NOMENCLATURE AND PART NO. Main rotor head assembly S1610-20000-19		☐ ENGINE
5. ASSEMBLY MODEL ---		6. ASSEMBLY SERIAL NO. A-3-58-3067	7. ASSEMBLY MFG. 78286	8. DATE REMOVED 26 Feb 70	9. REMOVED FROM (ASSY MODEL) ---	10. REMOVED FROM (SERIAL NO.) ---
11. TOTAL HRS. SINCE NEW 1401.0	12. HRS. SINCE LAST O/H 513.0	13. DATE LAST O/H 3 Jan 1968	14. LAST REWORK FACILITY NAVAIREWORKFAC PNCLA		15. NO. OF PREV. O/H 1	16. A/C MODEL UH34D
17. A/C BUREAU NO. 150223		18. OPERATING ACTIVITY NAF CRB DET.		19. UR, AAR, I/GA NO. UR 0015	20. REASON FOR REMOVAL AND CODE Accident/Incident Damage 4B	
21. FINDINGS ☐ 0 NO DISCREPANCY ☐ B BASIC MFG/DESIGN DISCREPANCY ☒ N X NON-BASIC MAINT/OPER DISCREPANCY ☐ F FOREIGN OBJECT DAMAGE				22. PRIMARY PART FAILURE (PART NO.) COND CODE TIME CODE		
23. DISCREPANT PART NO.		COND CODE	DISCREPANT PART NO.		COND CODE	DISCREPANT PART NO.
24. PERTINENT TECHNICAL MANUALS, BULLETINS, CHANGES, ETC. NUMBER YES NO				25. SUPPORT EQUIPMENT NUMBER YES NO		
				☐ GROUND SUPPORT		
				☐ SPECIAL SUPPORT		

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failed)

Investigation revealed extensive impact damage to main rotor head components. Severe damage was incurred on the S1610-23048 horn assemblies, S1610-26000 damper assemblies, and S1610-24000 azimuth star assembly.

27. CONCLUSIONS

Complete disassembly inspection revealed no indication of malfunction prior to ground impact.

28. RECOMMENDATIONS

None

29. INVEST ☒ X	REFERENCE NAVAIRSYSCOMREP PNCLA 102131Z Mar 70	30. INVEST. CONTROL NO. PAC H34-1134-03
31. SIGNATURE <i>C. H. Jones</i>	32. TITLE AERONAUTICAL ENGINEERING DEPARTMENT HEAD	33. DATE SIGNED Page 1 of 1 21 May 1970 vcp
34. DISTRIBUTION		
NASC (AIR-4041)	☒ X NAVPLANTREPO E HARTFORD	☒ NASCREPLANT
NASC (AIR-530)	☒ X NAVPLANTREPO COLUMBUS	☒ NASCREPAC
NASC (AIR-4103)	☒ X COMNAVIAIRLANT	☒ LOCAL POW REP
NASC (AIR-411)	☒ X COMNAVIRPAC	☒ X TRARON
DCASO WOODBRIDGE	☒ X CNATECHTRA	☒ NAF CAM RAHN BAY DET TSN
NAVSAFECEN Code 126	☒ X CNATRA	☒ NAS
NAVAIRSYSCOMREP PNCLA Code 512	☒ X CNABATHA	☒ COMNAVFORV SAIGON
NAVPLANTREPO BETHPAGE	☒ X CNAVANTRA	☒ OPERATING ACTVY
NAVAIRSYSCOMHQ (AIR-5104)	☒ X NAVAIRSYSCOMHQ (AIR-4116)	☒ X NAVAIWORKFAC JAX
		☒ X NAVAIWORKFAC NORIS

MATERIALS ENGINEERING DIVISION
AERONAUTICAL ENGINEERING DEPARTMENT
NAVAL AIR REWORK FACILITY
NAVAL AIR STATION
PENSACOLA, FLORIDA 32508

Code 34000
12 May 1970

LABORATORY REPORT M76-70

SUBJ: FAILED SIKORSKY UH-34D TRANSMISSION COMPONENTS FROM UH-34D HELICOPTER
150223; EXAMINATION OF

REF: (a) NAF CRB DET TSN 060652Z MAR 70 (NAF CAM RANH BAY Safety UR 0015)
(b) NAVAIRSYSCOMREPAC 062209Z MAR 70
(c) NAVAIRSYSCOMREP PNCLA 102131Z MAR 70
(d) NAVAIRSYSCOMREPAC Control PAC-1134-0S

EXHB: (1) NAVAIREWORKFAC PNCLA Materials Lab Photo 23-70

1. SAMPLE DATA: A failed Sikorsky UH-34D transmission housing and associated components were received in this laboratory on 30 March 1970 from the Naval Air Facility, Cam Rahn Bay. It was stated that the parts had been removed from crashed UH-34D helicopter 150223. It was requested that the components be examined to determine the cause of failure.

2. LABORATORY DATA: The parts were examined, and facts were established as follows:

a. Exhibit (1) shows the transmission components and foreign matter received. The item marked (1) consisted of bits of newspaper; the item marked (2) consisted of pieces of white plastic.

b. The parts shown on exhibit (1) were splattered with a bright green paint and a gold colored paint. The parts were also fractured and distorted. The damage was indicative of high loads or impact damage. The fracture surfaces contained no evidence of fatigue failures, corrosion or other material defects that would have predisposed the parts to failure.

c. The newspaper and white plastic fragments were removed from the 314-35-4055 housing and from the compartment enclosing the upper transmission housing. The newspaper was coated with green paint and varnished with a gold colored paint. The green paint contained a zinc chromate pigment; the gold colored paint contained a bronze or copper base pigment. Neither the green nor gold colored paint could be associated with the painting requirements of the helicopter. They could have been used for insignia painting. The pieces of white plastic material were identified as parts of a plastic cover similar to that used on an aerosol paint spray can.

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE DATA
 OPNAV FORM 3750/8A (REV. 4-68) S/N 0107-731-8101

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

1. FROM (Name and mailing address of activity)		2. MOR NUMBER		3. DAMAGE CODE	
Officer in Charge, Naval Air Facility, Cam Ranh Bay Detachment, Tan Son Nhut, RVN		2-70A		ALFA	
4. TYPE OF MISHAP		5. NO. OF OCCUPANTS		6. DATE	
☒ ACCIDENT ☐ GROUND ACCIDENT ☐ INCIDENT		9		26 FEB 70	
7. MODEL A/C		8. BUNO		9. BUNO	
UH-34D		150223			
10. MODEL OTHER A/C IF INVOLVED		11. NO. OF OCCUPANTS		12. DAMAGE CODE	

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)		14. RANK/RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
A. LEFEVRE, Bernard L.		LT	USNR	Pilot	A	F
B. HUDSON, Henry Jr. (NMN)		LTJG	USNR	Co-Pilot	A	F
C. YOUNG, George A.		AD3	USN	Crewchief	A	F
D. See Passenger list addendum						

1. TERRAIN CLEARANCE		2. CABIN ALTITUDE		3. TIME AT CABIN ALTITUDE		4. AMBIENT ALTITUDE		5. TIME AT AMBIENT ALTITUDE	
2500 FEET		2500 FEET		40 HOURS MIN.		2500 FEET		30 HOURS MIN.	

6. PLACE IN FORMATION		7. CLOUD CONDITIONS		8. HORIZON		9. DURATION OF FLIGHT	
☒ A - SINGLE AIRCRAFT ☐ L - LEAD ☐ W - WING Y - OTHER (SPECIFY) _____		☒ 0 - CLEAR ☐ 1 - OVERCAST ☐ 2 - UNDERCAST ☐ 3 - IN CLOUDS ☐ 4 - IN AND OUT OF CLOUDS 5 - OTHER (SPECIFY) _____		☒ 1 - DISTINCT ☐ 2 - OBSCURED 3 - OTHER (SPECIFY) _____		HOURS _____ MIN. 30	

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if necessary) This UH-34D departed the Tan Son Nhut Airbase at approximately 0800 for its daily mission of shuttling mail and passengers to and from the ship and shore installations of the Navy River Forces, to local airstrips where connections are established with C-117 aircraft also belonging to this detachment. The aircraft had completed 2 trips to the small strip at the hamlet of An Long in order to avoid an excess weight take-off from the USS BENETWAH (AFB-35). The aircraft then landed at An Long Airstrip and loaded the 6 passengers and 1050 lbs mail. The aircraft then departed for the connecting air strip at Long Xuyen and was noted by the radio controlling agency to have announced commencement of take down very shortly before the accident.

Approximately 6 miles North of Long Xuyen, An Giang Province, an unidentified Vietnamese civilian stated that he heard 2 explosion noises and observed the helicopter turn over 2 times then fall from the sky, impacting inverted in a dry rice field. The aircraft clock stopped at 1303 and an Army crash team arrived at the site at 1400 and related that there were no apparent survivors.

3750
Ser 80/ 4052
28 MAY 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on NAF Cam Ranh Bay AAR ser 2-70A concerning UH-34D
BuNo 150223 accident occurring 26 Feb 70, pilot LEFEVRE

From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, Naval Safety Center

Subj: Accident ser 2-70A, concerning UH-34D, BuNo 150223 of 26 Feb
1970, pilot LEFEVRE

1. Forwarded,

R. A. Volpi

R. A. VOLPI
Force Safety Officer

Copy to:
COMNAVAIRSYSCOM
COMNAVFORV
COMFAIRWESTPAC

✓ COMFAIRWESTPAC DET RVN
✓ CO NAF CAM RANH BAY
✓ CO NAF CAM RANH BAY DET TAN SON NHUT -

PS
61-70

311/LDN/mam

3700

Ser: 935

11 MAY 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on NAVAIRFAC, Cam Ranh Bay, RVN accident ser 2-70A concerning UH-34D, BUNO 150223 of 26 February 1970, Pilot LEFEVRE

From: Commander Fleet Air, Western Pacific
To: Commander Naval Safety Center
Via: Commander Naval Air Force, U. S. Pacific Fleet

Subj: Accident serial 2-70A, concerning UH-34D, BUNO 150223 of 26 February 1970, Pilot LEFEVRE

1. Forwarded

C. B. Hamilton
C. B. HAMILTON
Acting Chief of Staff

Copy to:
NAVAIRSYSOMHQ
CO NAF CAM RANH BAY
1 CO NAF CAM RANH BAY DET TAN SON NHUT
1 COMFAIRWESTPAC DET RVN
COMNAVSAPCEN
COMNAVFORV

3478

FF5-16/N333:jim

3700

Ser 1 528

11 APR 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SECOND ENDORSEMENT on NAVAIRFAC, Cam Ranh Bay, RVN accident ser 2-70A concerning UH-34D, BUNO 150223 of 26 February 1970, Pilot LEFEVRE

From: Commander U. S. Naval Forces, Vietnam ✓
To: Commander Naval Safety Center
Via: (1) Commander Fleet Air, Western Pacific
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Accident serial 2-70A, concerning UH-34D, BUNO 150223 of 26 February 1970, Pilot LEFEVRE

1. Forwarded.

D. F. Emerson
D. F. EMERSON
Assistant Chief of Staff
for Operations

Copy to:
NAVAIRSYSCOMHQ
CO MAF CAM RANH BAY
CO MAF CAM RANH BAY DET TAN SON NHUT -
COMFALWESTPAC DET RVN
COMNAVBACEN

NAF-RVN
AS:JCH:bgb
3700
Ser: 1313

2 APR 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on NAVAIRFAC, Cam Ranh Bay, RVN accident ser
2-70A concerning UH-34D, BUNO 150223 of 26 February 1970, Pilot
LEFEVRE

From: Commanding Officer, U. S. Naval Air Facility, Cam Ranh /
Bay, RVN
To: Commander Naval Safety Center
Via: (1) Commander U. S. Naval Forces, Vietnam
(2) Commander Fleet Air, Western Pacific
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Accident serial 2-70A, concerning UH-34D, BUNO 150223 of
26 February 1970, Pilot LEFEVRE

1. Forwarded,

NAF-RVN
AS:JCH:bgb
3700

FIRST ENDORSEMENT on NAVAIRFAC, Cam Ranh Bay, RVN accident ser
2-70A concerning UH-34D, BUNO 150223 of 26 February 1970, Pilot
LEFEVRE

JCH Henderson
J. C. HENDERSON

PART I GENERAL

SECTION A. IDENTIFICATION	1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
	NAF CAM RANH BAY, RVN	2-70A	261305H FEB 70	UH-34D	150223
	6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP Six miles north Long Xuyen, RVN		10. DAMAGE ALFA
	7. VIA: COMNAVFORV	8.	11. TIME OF DAY DAY	12. TIME IN FLIGHT 5+00	13. FLIGHT CODE 1R9
	COMFAIRWESTPAC		14. CLEARED		
	COMNAVIAIRPAC		FROM: AN LONG	TO: LONG XUYEN	
			15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
			VFR OPERATIONAL	UNDETERMINED	12307/39.2% MAC
	18. BRIEF DESCRIPTION OF MISHAP COLLISION WITH GROUND		19. ELEVATION AT TIME OF MISHAP 20 FT		TERRAIN 0 FT
	20. LIST MODEL, BUINO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)				

SECTION C. PERSONNEL DATA	1. NAME (LAST, FIRST, & MIDDLE INITIAL)										2. GRADE	3. FILE/SERVICE NO.	4. DESIG	5. BRANCH	6. AGE	7. YEARS IN SERVICE	8. DUTY STATION	9. POSITION	10. INJURY LAST				
	PILOT (AT CONTROLS AT TIME OF MISHAP)																	RIGHT SEAT	A				
	LEFEVRE, BERNARD L.										LT	720232	1315	USNR	25	3	NAV	SEAT	A				
	CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE IF)																	LEFT SEAT	A				
	HUDSON, HENRY (N) JR.										LTJG	701445	1315	USNR	26	1	NAV	PILOT	A				
	ITEM										ITEM												
	11. ALL MODELS										2117	17. ALL LANDINGS DAY/NIGHT										ALL	8/0
	12. ALL MODELS IN LAST 12 MONTHS										980	18. FCLP LANDINGS LAST 3 MONTHS DAY/NIGHT										IN MODEL	0/0
	13. ALL MODELS IN LAST 3 MONTHS										331	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED										ALL	0/0
	14. ALL SERIES THIS MODEL										A/C	1511	20. NIGHT HOURS LAST 3 MONTHS										IN MODEL
15. ALL SERIES THIS MODEL LAST 12 MONTHS										OFT/CPT	NA/NA	21. TOTAL HOURS IN HELICOPTER (1/1 A/C 10 A/C 10 A/C)										1476	
16. ALL SERIES THIS MODEL LAST 3 MONTHS										A/C	331	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL										DATE	26 FEB 1970
17. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK										6/6/69	QUAL	23. TYPE INSTRUMENT CARD										STANDARD	
24. NAME (LAST, FIRST, & MIDDLE INITIAL)										25. GRADE	26. FILE/SERVICE NO.	27. BRANCH	28. UNIT	29. INJURY	30. POSITION								
HUFFMAN, DAVID P.										EN2	USN	B515485	MINEDIV113	A	PASS CABIN								
BAYASSEE, NORMAN K.										EN3	USN	B816555	RIVASTSQ13	A	PASS CABIN								
GLEDENNING, FRANK B.										RM3	USN	B614981	YRBM 21	A	PASS CABIN								
YOUNG, GEORGE A.										ADR3	USN	B41 07 56	NAF DET TSN	A	CREW CABIN								

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 3-63) Page 1
0107-601-6985

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION	1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
	NAF CRB DET TSN, RVN	2-70A	261305(H) FEB 70	UH-34D	150223
	6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP		10. DAMAGE
	7. VIA:		11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
			14. CLEARED		
			FROM: TO:		
			15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
	18. BRIEF DESCRIPTION OF MISHAP		19. ELEVATION AT TIME OF MISHAP		
			S.L. TERRAIN		
	20. LIST MODEL, BUINO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)				

SECTION C. PERSONNEL DATA	1. NAME (LAST, FIRST & MIDDLE INITIAL)		2. RANK	3. SERVICE NO.	4. DESIG. NATOPS	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. USA	8. BILLET	9. POSITION	10. INJURY	
	PILOT (AT CONTROLS AT TIME OF MISHAP)											
	CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE 1)											
	HUDSON, HENRY (N) JR.		LTJG	701445	1315	USNR	26	1	CO	LEFT	A	
	ITEM		ITEM		ITEM		ITEM		ITEM		ITEM	
	11. ALL MODELS		313		17. CV LANDINGS DAY/NIGHT		ALL		0/0		IN MODEL	
	12. ALL MODELS IN LAST 12 MONTHS		165		18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT		ALL		0/0		IN MODEL	
	13. ALL MODELS IN LAST 3 MONTHS		48		19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED		ALL		1/1		IN MODEL	
	14. ALL SERIES THIS MODEL		A/C 109		20. NIGHT HOURS LAST 3 MONTHS		ALL		0		IN MODEL	
	15. ALL SERIES THIS MODEL LAST 12 MONTHS		OFT/CPT NA/NA 109		21. TOTAL HOURS IN HELOS (1/ Helo M1000)		130					
16. ALL SERIES THIS MODEL LAST 3 MONTHS		OFT/CPT NA/NA 11		22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL		DATE		25 FEB 1970				
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		NONE		24. TYPE INSTRUMENT LARD		STANDARD						
OTHER PERS.	25. NAME (LAST, FIRST & MIDDLE INITIAL)		26. GRADE	27. RANK	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION		
	BAY, RONALD S.			EM3	USN	B819606	YRBM 21	A	PASS	CABIN		
	FALLOWS, ROBERT L.			EN3	USN	B356420	YRBM 21	A	PASS	CABIN		
	WABSCHALL, ARCHIE C.			CS3	USN	B845014	YRBM 21	A	PASS	CABIN		

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST PAR/OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DATE SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
	(4)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HRS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPFUR		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED		2. PARTS REPLACED							
	PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE						
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. TAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ALTITUDE		
	8. G FORCES	9. RELIGHT	10. ALTITUDE	11. TAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS			
		☐ ATTEMPTED ☐ ACCOMPLISHED				☐ PRIMARY ☐ MANUAL				
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS					
	RECIPROCATING ENGINE FAILURE									
	17. ALTITUDE	18. TAS	19. ALTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE		
	INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS					
	IDENTIFY OTHER REPORTS CONCERNING THIS WISAP									
	F. OTHER REPORT	1. AMPFUR SERIAL NUMBER								
2. DIR MESSAGE REQUEST DATE-TIME-GROUP <u>060652Z MAR 70</u> Info NASC on DIR request. See para. 38 OPNAVINST P3750.66										
3. OTHER <u>Preliminary/Supplementary: 261406Z FEB 70</u>										
4. <u>Second Supplementary: 010347Z MAR 70</u>										

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 3-62) Page 3

SPECIAL HANDLING REQUIRED in accordance with
Para. 56, OPNAV INSTRUCTION 3750.6, effective 1/1/63

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR		2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION ON SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR FOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
			CONSTANT PRESSURE DOWN (P.S.I.)	RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER/BARRICADE						

FOR ACCIDENTS ABOARD CARRIERS (Complete on pilot)						
1. DATE DEPLOYED COMUS		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT		4. DAY HOURS/LANDING LAST 30 DAYS		
2. NO. DAYS OPERATING PERIOD						
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED		6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT		7. NIGHT HOURS/LANDINGS LAST 30 DAYS		
WEATHER AT SCENE OF MISHAP						
1. CEILING UNLIMITED	2. VISIBILITY 7 MILES	3. RELATIVE WIND DIRECTION AND VELOCITY		4. TEMPERATURE RUNWAY 89°F OUTSIDE AIR 82°F	5. DEW POINT 82°F	6. ALTIMETER SETTING 29.80
7. OTHER WEATHER CONDITIONS (Winds aloft, icing level, sea state, density altitude, etc appropriate)						

PART III ADDITIONAL INFORMATION			
PART	SECTION	ITEM	REMARKS
			2. COPY DISTRIBUTION 1. CC NAVAVNSAFECN DIRECT (AAR) 1. CC COMOPS DIRECT (AAR) COMNAVFORV (1) ✓ COMFAIRWESTPAC (1) ✓ COMNAVAIRPAC (1) ✓ COMNAVAIRSYS COM (1) ✓ (AIR-09 E) (1) SIKORSKY NAVPLANT ✓ (REPO C)

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
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PART IV SIGNATURES OF THE BOARD			
1. SENIOR MEMBER LCDR JOSEPH M. KNEELY, USN AVIATION SAFETY OFFICER		2. MEMBER LCDR R. E. WEIDLER, USN TRAINING OFFICER	
3. FLIGHT SURGEON MEMBER LCDR J. LYONS (MC) USN		4. MEMBER LCDR W. LUCAS, USNR QUALITY ASSURANCE OFFICER	

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

Part V - The Accident

On the morning of 26 February 1970, LT LEFEBVRE and crew of Navy UH-34D Helicopter BUNO 150223 departed Saigon (Tan Son Nhut Airbase) in a scheduled logistic support flight between Long Xuyen and the ships in the An Long - Chau Duc area.

At approximately 1200(H) the helicopter departed Long Xuyen for An Long on its third shuttle flight of the day. After off loading all cargo and passengers on the USS BENEWAH (APB-35) anchored in the Song Tien Giang (Mekong), the helicopter departed An Long for Long Xuyen at 1250(H) with 1050 lbs of cargo and six passengers aboard, reporting to Chau Duc radio 20 minutes later at altitude, landing at Long Xuyen. (Enclosure 2).

At approximately 1345(H) at an ARVN outpost, a helicopter was reported by local Vietnamese to have crashed a few miles north of the city of Long Xuyen. An Giang Province Tactical Operations Center (TOC) alerted an airborne Army observation aircraft which sighted the wreckage of Navy helicopter 150223 and reported its position; WKS-512538. (Enclosure 3). Flight service was alerted and rescue and recovery operations were initiated by the Army 164th Combat Aviation Group. Gunships were directed to the crash scene to secure the area, and within 45 minutes the Detachment Operations Officer, waiting at Long Xuyen, was at the site for the initial investigation of the wreckage and the removal of the bodies.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

Part VI - Damage to Aircraft

The helicopter impacted the earth

All wreckage was contained in the immediate INITIAL impact area. There were no secondary impact marks. All major components were found at their initial impact point. Small pieces of fuselage skin were dispersed in a circular area approximately 25 feet in radius around the main wreckage. (Enclosures 4 & 5).

All components received extensive damage, and a majority of the aircraft structure was reduced to shattered fragments by impact force. There was no evidence of internal explosion. No evidence of hostile action damage was found.

The ENGINE was buried approximately two feet below the surface, creating a hole with nearly verticle sides (Enclosure 6). The supercharger section was sheared from the engine (Enclosures 7, 8 & 9). The carburetor was completely fragmented and was buried in the bottom of the hole made by the engine. The cooling fan was shattered and most of the blades were sheared from the fan hub by impact force. No fan blades were found more than a few inches from the fan hub. No rotation scars were noted on the hub or blades.

The MAIN TRANSMISSION was driven into the ground, level with the surface. The main drive input bevel gear was torn from the transmission. (Enclosures 10, 11). Internal gear damage was evident, no missing gear teeth or burnelling of gears was noted.

The CLUTCH ASSEMBLY, main drive shaft and transmission were in their normal relative positions. The drive shaft was free at each end at the cast couplings, the casting having shattered. No rotational breaks were noted.

The MAIN ROTOR HEAD was attached to the main shaft (mast) and all main rotor blades were attached prior to impact. The

one main rotor blade, leading edge first, ten inches into the ground (Enclosure 12, 13).

The next succeeding blade was spanwise in the earth with approximately three inches of the trailing edge remaining exposed above the surface (Enclosure 14). The next succeeding blade penetrated the earth tip first, telescoping at the fourteenth pocket and breaking off at the tenth pocket from the tip (Enclosure 15).

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

The separated section was found under the nose section of the aircraft, bent to fit the curvature of the depression made by the impacting cockpit section. The next succeeding blade impacted the earth leading edge first buckling at the seventh pocket and bending and cracking at the twelfth pocket from the tip (Enclosure 16).

The FUSALAGE and TAIL SECTION was shattered and reduced to small sections of loose skin and stringers. The tail pylon impacted the tail rotor assembly hub below surface level (Enclosure 18). The tail wheel broke loose at the tail wheel casting fork assembly attaching points and was found only a few inches away from the pylon.

FLIGHT CONTROLS. All flight control tubing and bell cranks were broken or mutilated and no determination as to their condition prior to impact could be made.

ENGINE CONTROLS. The magneto switch was found in the both position. All linkage to the engine was extensively damaged and no determination as to their position prior to impact could be made. The mixture control quadrant was damaged and torn from its mount. The carburetor air control was locked in the direct air position, and the mixture lever was in an intermediate position between rich and normal.

FUEL CONTROLS. The electric fuel boost pump switch was not found. The main fuel valve was found open and relatively undamaged.

INSTRUMENTS. Instruments in the cockpit were severely damaged or destroyed. Those recovered with pointers in a reasonably good condition and readable were:

1. Cylinder Head Temperature: 170°C.
 2. Co-Pilots Clock: 1302 Hours.
- Turn & Slip indicator: Full Right Deflection.

All other instruments were damaged too severely to be interpreted.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

Part VII - Investigation and Analysis

The initial member of the Detachment to arrive at the crash scene was the Detachment Operations Officer at approximately 261445(H). The site was secured by the U. S. Army 164th Combat Aviation Group. A Detachment helicopter was dispatched to the crash site at 1505 with a photographer and a maintenance Aircraft Accident Review Board member. The Operations Officer coordinated the initial investigation of the wreckage. An interpreter from the MACV Compound at Long Xuyen questioned the Vietnamese surrounding the crash site for witnesses to the accident. One local National said that, "he heard two explosions, saw the helicopter roll over twice and crash to the earth". He then disappeared into the crowd and could not be relocated. No other witnesses could be found. The removal of the bodies by the U. S. Army Mortuary Team from Can Tho, RVN was commenced. All bodies were removed except that of the pilot which was buried in the wreckage. At night fall the area was kept secure by the U. S. Army. The next morning the Aircraft Accident Board arrived at the site. A comprehensive on-site investigation was commenced and the remains of the pilot were removed from the wreckage. At approximately 271400(H) the removal of the wreckage from the crash site was commenced utilizing an Army UH-1 and H-47 helicopter. The wreckage was transported to Navy Binh Thuy for further shippage to Tan Son Nhut Airbase. A Navy flight surgeon was ordered from Danang to supplement the Aircraft Accident Review board and to process the medical officer's report. The wreckage was further investigated by the Aircraft Accident Board at Tan Son Nhut. DIR's were requested. During the course of the investigation the following observations were noted by the Aircraft Accident Review Board.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

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SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURES

1. MOR (ORIGINAL ONLY)
2. CHRONOLOGICAL SEQUENCE OF EVENTS
3. AREA MAP OF ROUTE OF FLIGHT
4. OVERHEAD VIEW OF AIRCRAFT
5. GENERAL VIEW OF AIRCRAFT
6. VIEW OF ENGINE
7. VIEW OF SUPERCHARGER IN IMPACT HOLE
8. VIEW OF SUPERCHARGER SHEAR
9. VIEW OF ENGINE SHEAR
10. VIEW OF TRANSMISSION
11. VIEW OF TRANSMISSION
12. VIEW OF MAIN ROTOR BLADE
13. VIEW OF MAIN ROTOR BLADE
14. VIEW OF MAIN ROTOR BLADES
15. VIEW OF MAIN ROTOR BLADE
16. VIEW OF MAIN ROTOR BLADE
17. VIEW OF MAIN ROTOR BLADE
18. VIEW OF TAIL PYLON ASSEMBLY
19. AIRCRAFT MAINTENANCE DATA
20. WEIGHT AND BALANCE INFORMATION
21. WEATHER SUMMARY

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PASSENGER LIST

<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>DUTY STATION</u>	<u>INJURY CRASH</u>	<u>DISPOSITION</u>
HUFFMAN, David P.	EN2	USN	MINDIV 113	A	E
BAYASSEE, Herman K.	EN3	USN	RIVASSLT SQDN 13	A	E
GLENDENNING, Frank B.	RM3	USN	YREM-21	A	E
BAY, Ronald J.	EM3	USN	YRBM-21	A	E
FALLOWS, Robert L.	EN3	USN	YRBM-21	A	E
WALSHALL, Archie	CS3	USN	YRBM-21	A	E

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/88 (REV. 4-68) S/N 0107-731-8201

REPORT SYMBOL 3750.3
See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY

☐ 1 - NONE	☒ 4 - FATAL	☐ 7 - MISSING, UNKNOWN
☐ 2 - MINOR	☐ 5 - MISSING, LAMB	
☐ 3 - MAJOR	☐ 6 - MISSING, WATER	

2. DAYS HOSPITALIZED _____

3. DAYS IN QUARTERS _____

4. DAYS GROUNDED _____

5. UNCONSCIOUS _____ HOURS _____ MIN.

6a. DISPOSITION **F**

6b. EXPOSURE ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

6c. SHOCK ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

7. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P5082.)

INJURIES INCURRED DURING MISHAP		LEAVE THESE COLUMNS BLANK			
A. BODY PART:	DIAGNOSIS:	P	D	C	
A. BODY PART: Head	DIAGNOSIS:				
CAUSE:					
B. BODY PART: Abdomen	DIAGNOSIS:				
CAUSE:					
C. BODY PART: Extremities	DIAGNOSIS:				
CAUSE:					
D. BODY PART:	DIAGNOSIS:				
CAUSE:					
E. BODY PART:	DIAGNOSIS:				
CAUSE:					

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULTS
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

8. X-RAY RESULTS: ☒ CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WATERS (AS APPLICABLE)	
	ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE
DIAGNOSIS						

9. AUTOPSY CONDUCTED BY:

☒ M - MILITARY PATHOLOGIST	☒ F - FLIGHT SURGEON
☐ C - CIVILIAN PATHOLOGIST	☐ Y - OTHER
☐ PROTOCOL ATTACHED	☐ WILL BE FORWARDED

10. MATERIAL SUBMITTED TO AFIP:

☐ 1 - AUTOPSY REPORT	☐ 3 - PICTURES
☐ 2 - FROZEN TISSUE	☐ 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:

NAME LEFEVRE, Bernard L.	SERIAL NO. 720232	A/C UH-34D	BUNO 150223
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X-RAY REPORT OF LT BERNARD L. LEFEVRE

Total body X-rays revealed no evidence of metallic fragments.

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
 OPNAV FORM 3750/88 (REV. 4-68) S/N-0107-731-8201

REPORT SYMBOL 3750.2
 See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY ☐ 1 - NONE ☒ 4 - FATAL ☐ 7 - MISSING, UNKNOWN ☐ 2 - MINOR ☐ 5 - MISSING, LAND ☐ 3 - MAJOR ☐ 6 - MISSING, WATER		2. DAYS HOSPITALIZED _____ 3. DAYS IN QUARTERS _____ 4. DAYS GROUND _____ 5. UNCONSCIOUS _____ HOURS _____ MIN.	
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3a. DISPOSITION F	3b. EXPOSURE ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE	3c. SHOCK ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE
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INJURIES INCURRED DURING MISHAP (Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P5082.)		LEAVE THESE COLUMNS BLANK	
A. BODY PART: Head	DIAGNOSIS:	P	
	CAUSE:	D	
B. BODY PART: Abdomen	DIAGNOSIS:	C	
	CAUSE:	P	
C. BODY PART: Extremities	DIAGNOSIS:	D	
	CAUSE:	C	
D. BODY PART:	DIAGNOSIS:	P	
	CAUSE:	D	
E. BODY PART:	DIAGNOSIS:	C	
	CAUSE:	P	
		D	
		C	

7. LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

8. X-RAY RESULTS: ☐ CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (AS APPLICABLE)		
	DIAGNOSIS	ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE

10. AUTOPSY CONDUCTED BY: ☒ M - MILITARY PATHOLOGIST ☒ F - FLIGHT SURGEON ☐ C - CIVILIAN PATHOLOGIST ☐ Y - OTHER ☐ PROTOCOL ATTACHED ☐ WILL BE FORWARDED		11. MATERIAL SUBMITTED TO AFIP: ☐ 1 - AUTOPSY REPORT ☐ 3 - PICTURES ☐ 2 - FROZEN TISSUE ☐ 4 - FIXED TISSUE	
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12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:

NAME HUDSON, Henry Jr.	SERIAL NO. 701445	A/C UH-34D	BUNO 150223
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
 OPNAV FORM 3750/88 (REV. 4-68) 5/14-0107-731-8201

REPORT SYMBOL 3750.7
 See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY ☐ 1 - NONE ☒ 4 - FATAL ☐ 7 - MISSING, UNKNOWN ☐ 2 - MINOR ☐ 5 - MISSING, LAND ☐ 3 - MAJOR ☐ 6 - MISSING, WATER		2. DAYS HOSPITALIZED _____ 3. DAYS IN QUARTERS _____ 4. DAYS GROUNDED _____ 5. UNCONSCIOUS _____ HOURS _____ MIN.
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1a. DISPOSITION F	1b. EXPOSURE ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE	1c. SHOCK ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE
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INJURIES INCURRED DURING MISHAP (Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P 5082.)		LEAVE THESE COLUMNS BLANK	
A. BODY PART: Head		P	
DIAGNOSIS:		D	
CAUSE:		C	
B. BODY PART: Thorax		P	
DIAGNOSIS:		D	
CAUSE:		C	
C. BODY PART: Extremities		P	
DIAGNOSIS:		D	
CAUSE:		C	
D. BODY PART:		P	
DIAGNOSIS:		D	
CAUSE:		C	
E. BODY PART:		P	
DIAGNOSIS:		D	
CAUSE:		C	

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY USING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

6. X-RAY RESULTS: ☒ CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.	
7. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP DIAGNOSIS	METHOD OF DISCOVERY ANNUAL PHYSICAL SICK CALL AUTOPSY OTHER

10. AUTOPSY CONDUCTED BY: ☒ M - MILITARY PATHOLOGIST ☒ F - FLIGHT SURGEON ☐ C - CIVILIAN PATHOLOGIST ☐ Y - OTHER ☐ PROTOCOL ATTACHED ☐ WILL BE FORWARDED	11. MATERIAL SUBMITTED TO AFIP: ☐ 1 - AUTOPSY REPORT ☐ 3 - PICTURES ☐ 2 - FROZEN TISSUE ☐ 4 - FIXED TISSUE
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12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:

NAME YOUNG, George A.	SERIAL NO. B41 07 56	A/C UH-34D	BUNO 150223
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X-RAY REPORT OF ADR3 GEORGE A. YOUNG

Total body X-rays revealed no evidence of metallic fragments.

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
 OPNAV FORM 3750/BC (REV. 4-68) S/N-0107-731-8301

REPORT SYMBOL 3750-7
 See Section H of OPNAVINST 3750.6
 PAGE 1 OF 2

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes as right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
 A - Accident
 E - Escape
 S - Survival (includes parachute landings)
 R - Rescue

FACTOR IMPORTANCE
 D - Definitely contributed
 S - Suspected factor
 P - Condition present but did not contribute to accident or injury

CONTINUED ON REVERSE SIDE

NAME LEFEVRE, Bernard L	SERIAL NO. 720232	AO UH-34D	BUNO 150223
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12-12-64

12-12-64

12-12-64

12-12-64

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/BC (REV. 4-68) 6/74 0107-731-8301

REPORT SYMBOL 3750.7
See Section II of OPNAVINST 3750.6
PAGE 1 OF 2

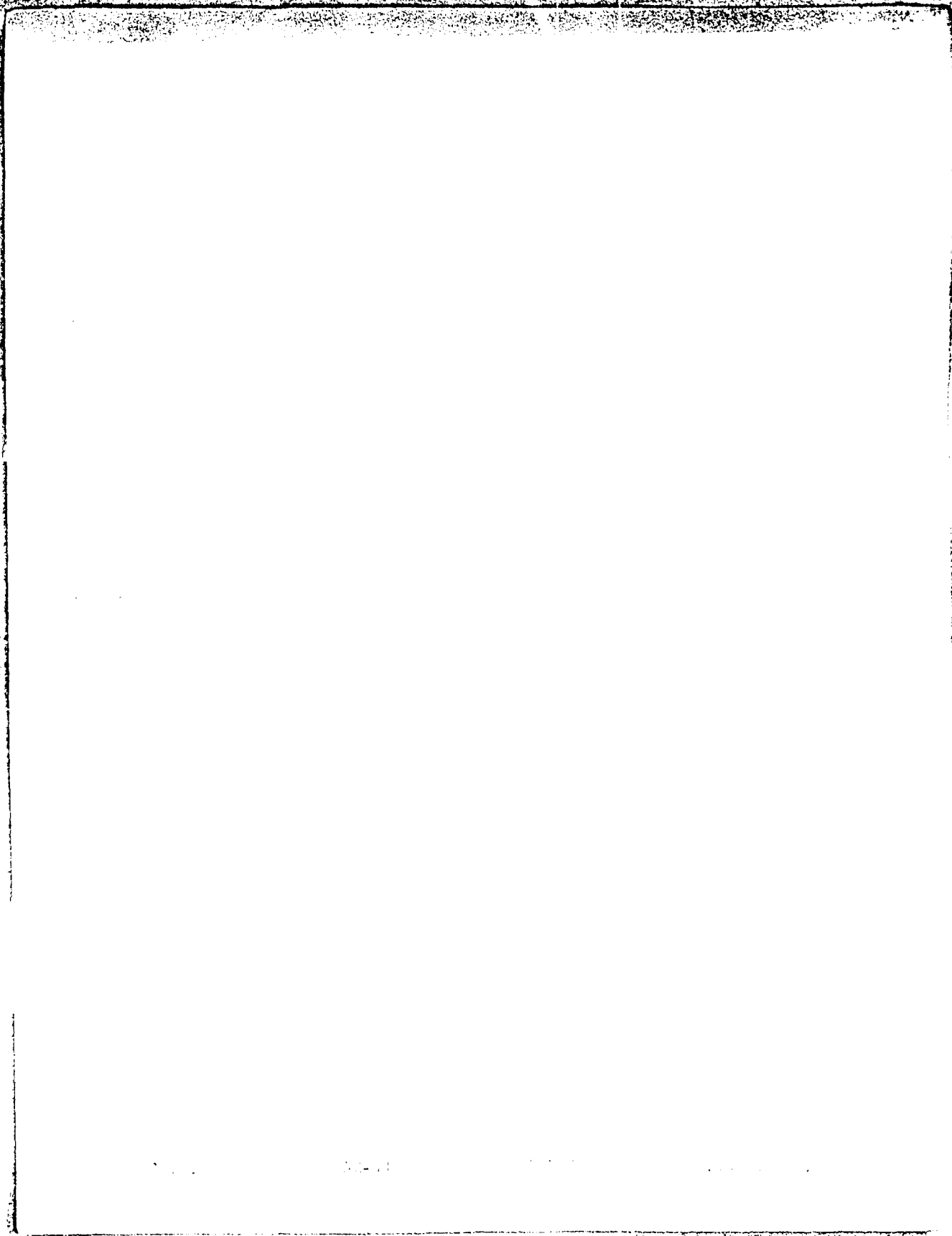
INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

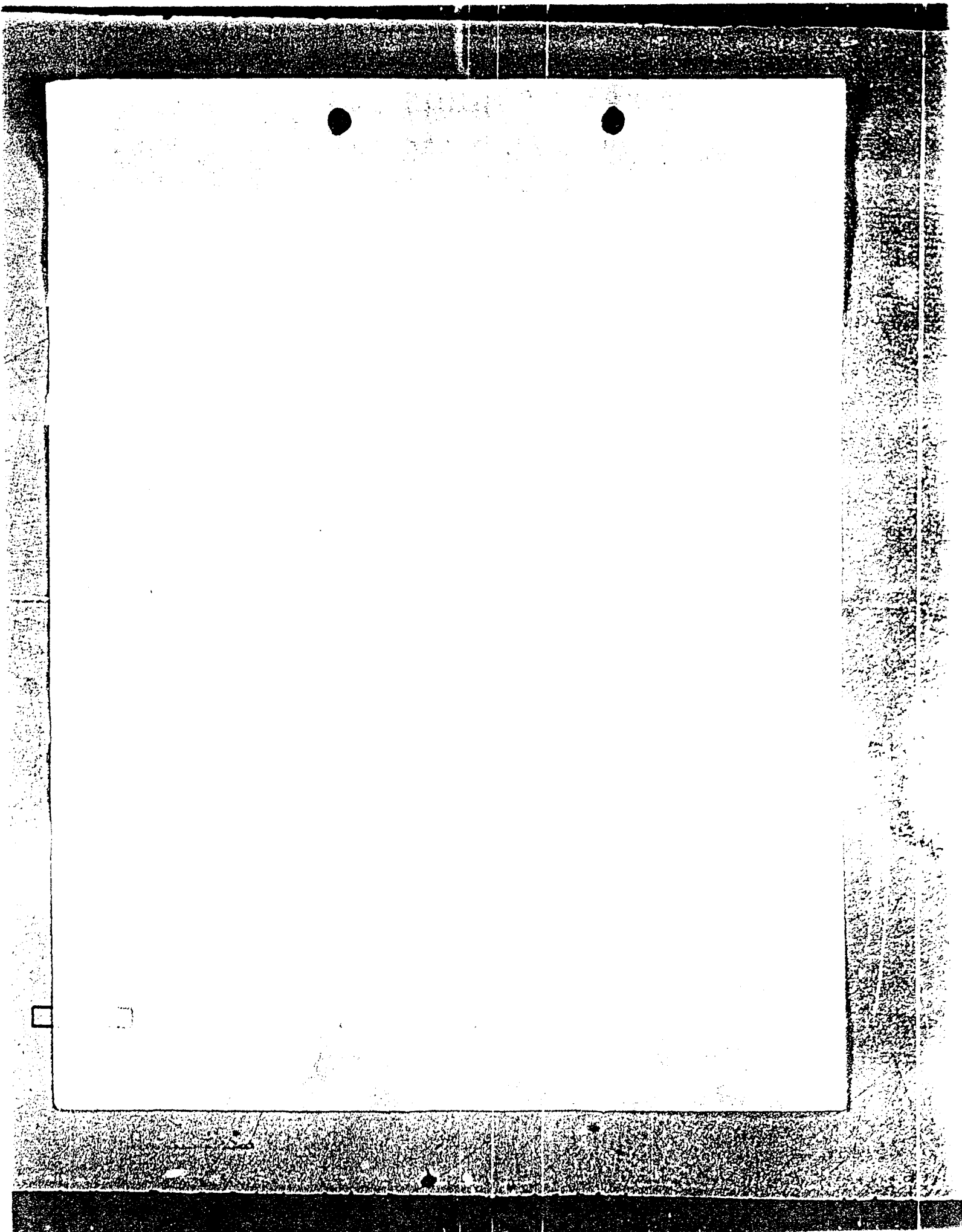
PHASES OF LISHAP
A - Accident
E - Escape
S - Survival (includes parachute landings)
R - Rescue

FACTOR IMPORTANCE
R - Definitely contributed
S - Suspected factor
P - Condition present but did not contribute to accident or injury

CONTINUED ON REVERSE SIDE

NAME HUDSON, Henry Jr.	SERIAL NO. 701445	A/C UH-34D	BUINO 150223
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
 OPNAV FORM 3750/8C (REV. 4-64) S/N 0107-731-8301

REPORT SYMBOL 3750-7
 See Section H of OPNAVINST 3750.6
 PAGE 1 OF 2

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
 A - Accident
 E - Escape
 S - Survival (includes parachute landings)
 R - Rescue

FACTOR IMPORTANCE
 D - Definitely contributed
 S - Suspected factor
 P - Condition present but did not contribute to accident or injury

CONTINUED ON REVERSE SIDE			
NAME	SERIAL NO.	A/C	BURO
YOUNG, George A	B41 07 56	UH-34D	150223

100-100000

100-100000

100-100000

100-100000

100-100000

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/10 (REV. 4-68) S/N 0107-731-8401

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)

A. DATE LAST LEAVE ENDED <u>21 MAY 69</u>		B. DAYS DURATION LAST LEAVE <u>30 days delay enroute</u>	
C. TYPE OF LEAVE LAST TAKEN			
☒ 1. ORDINARY	☐ 2. EMERGENCY	☐ 3. REENLISTMENT	☐ 4. GRADUATION
☐ 5. SICK OR CONVALESCENT	☐ 6. DELAY ENROUTE	☐ 7. UNKNOWN	
D. DATE OF LAST PREVIOUS FLIGHT <u>25 FEB 70</u>			
E. IN LAST 24 HOURS <u>3</u> HOURS AND <u>25</u> MINUTES FLOWN		G. IN LAST 24 HOURS <u>3</u> MISSIONS FLOWN	
F. IN LAST 48 HOURS <u>9</u> HOURS AND <u>15</u> MINUTES WORKED		H. IN LAST 48 HOURS <u>6</u> HOURS SLEPT	
I. IN LAST 24 HOURS <u>6</u> HOURS AND <u>15</u> MINUTES		J. IN LAST 48 HOURS <u>15</u> HOURS SLEPT	
K. IN LAST 24 HOURS <u>8</u> HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP		L. IN LAST 48 HOURS <u>16</u> HOURS	
M. CONTINUOUS DUTY PRIOR TO MISHAP <u>6</u> HOURS		N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP <u>7</u> HOURS	
O. DURATION OF LAST SLEEP PERIOD <u>8</u> HOURS		P. TIME IN COCKPIT PRIOR TO FLIGHT <u>5</u> HOURS	

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE IN MISHAP	* For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 5 - UNKNOWN
		Month	Year		
Vertigo Training LPC 30000 Ft.	Pensacola, Fla Pensacola, Fla	MAR	66	0	
		MAR	66	0	

IV. ANTHROPOMETRIC DATA

A. DATE OF BIRTH: DAY <u>14</u> MONTH <u>Aug</u> YEAR <u>1944</u>	B. HEIGHT <u>72</u> INCHES	C. WEIGHT <u>197</u> POUNDS
D. SITTING HEIGHT <u>38</u> INCHES	E. TRUNK HEIGHT <u>25</u> INCHES	F. FUNCTIONAL SLASH <u>26.5</u> INCHES
G. BUTTOCK-KNEE LENGTH <u>25.5</u> INCHES	H. LEG LENGTH <u>45.1</u> INCHES	I. SHOULDER WIDTH (AC TO AC) <u>19.2</u> INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, copilots, and/or other persons in control of aircraft)
a. No. 1 b. DESCRIBE TYPE(S): June 1969 - ALPHA damage UH-34 -

2. TOTAL YEARS OF FORMAL EDUCATION: 15

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, copilots, and/or persons possibly contributing to mishap)

NAME <u>LEFEVRE, Bernard L.</u>	SERIAL NO. <u>720232</u>	A/C <u>UH-34D</u>	GUINO <u>150223</u>
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/ED (REV. 4-68) 5/N 0107-731-8401

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)

A. DATE LAST LEAVE ENDED <u>5 FEB 70</u>		B. DAYS DURATION LAST LEAVE <u>2</u>	
C. TYPE OF LEAVE LAST TAKEN			
☒ 1. ORDINARY	☐ 2. EMERGENCY	☐ 3. REENLISTMENT	☐ 4. GRADUATION
☐ 5. SICK OR CONVALESCENT	☐ 6. DELAY ENROUTE	☐ 7. UNKNOWN	
D. DATE OF LAST PREVIOUS FLIGHT <u>25 FEB 70</u>			
E. IN LAST 24 HOURS <u>5</u> HOURS AND MINUTES FLOWN MIN. <u>20</u> P. IN LAST 48 HOURS <u>6</u> MIN. <u>15</u>			
G. IN LAST 24 HOURS <u>2</u> MISSIONS FLOWN H. IN LAST 48 HOURS <u>5</u>			
I. IN LAST 24 HOURS <u>6</u> HOURS AND MINUTES WORKED MIN. <u>15</u> J. IN LAST 48 HOURS <u>15</u> MIN. <u>15</u>			
K. IN LAST 24 HOURS <u>8</u> HOURS SLEPT L. IN LAST 48 HOURS <u>12</u>			
M. CONTINUOUS DUTY PRIOR TO MISHAP <u>6</u> HOURS <u>6</u> MIN. <u>15</u>			
N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP <u>7</u>			
O. DURATION OF LAST SLEEP PERIOD <u>8</u> HOURS <u>8</u> MIN. <u>15</u>			
P. TIME IN COCKPIT PRIOR TO FLIGHT <u>5</u> HOURS <u>5</u> MIN. <u>15</u>			

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 5 - UNKNOWN
		Month	Year		
Vertigo Training LPC 30000 Ft.	Pensacola, Fla	May	68	0	
		May	69	0	

IV. ANTHROPOMETRIC DATA

6. DATE OF BIRTH: DAY <u>7</u> MONTH <u>AUG</u> YEAR <u>43</u>	7. HEIGHT <u>69.5</u> INCHES	8. WEIGHT <u>168</u> POUNDS
9. SITTING HEIGHT <u>36.4</u> INCHES	10. TRUNK HEIGHT <u>25.2</u> INCHES	11. FUNCTIONAL REACH <u>27.6</u> INCHES
12. BUTTOCK-KNEE LENGTH <u>25.7</u> INCHES	13. LEG LENGTH <u>43.7</u> INCHES	14. SHOULDER WIDTH (BIACROMIAL) <u>16.2</u> INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, co-pilots, and/or other persons in control of aircraft)

a. No. None b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION:

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap)

NAME <u>HUDSON, Henry Jr.</u>	SERIAL NO. <u>701445</u>	A/C <u>UH-34D</u>	WING <u>150223</u>
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/88 (REV. 4-68) S/N 0107-731-8901

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6
PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	PROBLEMS			
	REQUIRED	AVAILABLE	USED	NEEDED
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISION, UNDERWEAR, ETC.)				
Nomex Flight Suit	Y	Y		
Flight Boots	Y	Y		
Nomex Gloves	Y	Y		
Flight Helmet	Y	Y		
2. OXYGEN MASK				
3. OXYGEN REGULATOR				
4. LIFE VEST				
5. LIFE RAFT				
6. SURVIVAL RADIO(R) Rt 60	Y	Y		
7. MOUNTING DEVICES				
8. SURVIVAL KIT (CONTAINER) SV 2				
9. OTHER SURVIVAL GEAR .45 Cal. with tracer rounds	Y	Y		
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)				
Shoulder harness	Y	Y		
Lap belts	Y	Y		
11. PARACHUTE TYPE				
12. PARACHUTE CANOPY RELEASE				
13. PARACHUTE OPENING/DEPLOYMENT DEVICES				
14. SEAT TYPE				
15. OTHER (SPECIFY) Mark 3 C Maewest	Y	Y		
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)				

NAME: LEEVRE, Bernard L. SERIAL NO.: 720232 A/S: UH-34D CONTINUED ON REVERSE SIDE: 150223

- 01 - NOT AVAILABLE-SUPPLY PROBLEM
- 02 - NOT AVAILABLE-LEFT BEHIND
- 03 - DISCARDED
- 04 - LOST
- 05 - DAMAGED-MINOR
- 06 - DAMAGED-MAJOR
- 07 - BURNED-MINOR
- 08 - BURNED-MAJOR
- 09 - DESTROYED BY EXTREME FORCE/FIRE
- 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 - OPERATED PARTIALLY
- 12 - DIFFICULTY LOCATING
- 13 - BEYOND REACH
- 14 - CONNECTION/CLOSURE DIFFICULTY
- 15 - CONNECTION/CLOSURE FAILURE
- 16 - RELEASE/DISCONNECT DIFFICULTY
- 17 - RELEASE/DISCONNECT FAILURE
- 18 - INADVERTENT RELEASE/DISCONNECT
- 19 - INADVERTENT ACTUATION
- 20 - ACTUATION DIFFICULTY
- 21 - ACTUATION FAILURE
- 22 - ACTUATED BY OTHER PERSON
- 23 - RESTRAINT/ATTACHMENT INADEQUACY
- 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 - IMPROPER USE (OTHER)
- 26 - UNFAMILIAR WITH USE
- 27 - COLD HAMPERED USE

- 28 - INJURY HAMPERED USE
- 29 - WATER HAMPERED USE
- 30 - OTHER EQUIPMENT INTERFERED
- 31 - DOWNING/REMOVAL PROBLEM
- 32 - DISCOMFORT/BULKINESS
- 33 - POOR FIT
- 34 - LEAKED
- 35 - MATERIAL DEFICIENCY
- 36 - DESIGN DEFICIENCY
- 37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
- 40 - DRAGGING (PARACHUTE ONLY)
- 41 - NON-STANDARD CONFIGURATION
- 42 - AIDED IN LOCATION/RESCUE
- 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 - PREVENTED/MINIMIZED INJURY
- 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
- 46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
- 49 - MAINTENANCE/INSTALLATION ERROR
- 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- 51 - EQUIPMENT DAMAGE-SELF INDUCED
- 52 - EQUIPMENT FAILURE-SELF INDUCED
- 53 - OTHER (SPECIFY)

SHALL BE FURNISHED TO REQUESTING

SECRET

CLASS-INT

SECRET

CLASS-SECRET

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/82 (REV. 4-68) S/N 0107-731-8501

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6
PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	REQUIREMENTS				PROBLEMS <i>Indicate by code from list on reverse side.</i>
	REQUIRED	AVAILABLE	USED	NEEDED	
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISON, UNDERWEAR, ETC.)					
Nomex Flight Suit	Y	Y			
Flight Boots	Y	Y			
Nomex Gloves	Y	Y			
Flight Helmet	Y	Y			
2. OXYGEN MASK					
3. OXYGEN REGULATOR					
4. LIFE VEST					
5. LIFE RAFT					
4. SURVIVAL RADIO RT 60	Y	Y			
7. SIGNALLING DEVICES					
8. SURVIVAL KIT (CONTAINERS) SV2					
9. OTHER SURVIVAL GEAR .38 Cal with tracer rounds	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Shoulder harness	Y	Y			
lap belts	Y	Y			
11. PARACHUTE-TYPE					
12. PARACHUTE CANOPY RELEASE					
13. PARACHUTE OPENING/DEPLOYMENT DEVICES					
14. SEAT TYPE					
15. OTHER (SPECIFY) Mark 3 C	Y	Y			
Maewest	Y	Y			
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)					

NAME HUDSON, Henry Jr. SERIAL NO. 701445 A/C UH-34D S/N 150223

CONTINUED ON REVERSE SIDE

81 - NOT AVAILABLE-SUPPLY PROBLEM

82 - NOT AVAILABLE-LEFT BEHIND

83 - DISCARDED

84 - LOST

85 - DAMAGED-MINOR

86 - DAMAGED-MAJOR

87 - BURNED-MINOR

88 - BURNED-MAJOR

89 - DESTROYED BY EXTREME FORCE/FIRE

90 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)

91 - OPERATED PARTIALLY

92 - DIFFICULTY LOCATING

93 - BEYOND REACH

94 - CONNECTION/CLOSURE DIFFICULTY

95 - CONNECTION/CLOSURE FAILURE

96 - RELEASE/DISCONNECT DIFFICULTY

97 - RELEASE/DISCONNECT FAILURE

98 - INADVERTENT RELEASE/DISCONNECT

99 - INADVERTENT ACTUATION

100 - ACTUATION DIFFICULTY

101 - ACTUATION FAILURE

102 - ACTUATED BY OTHER PERSON

103 - RESTRAINT/ATTACHMENT INADEQUACY

104 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION

105 - IMPROPER USE (OTHER)

106 - UNFAMILIAR WITH USE

107 - COLD HAMPERED USE

28 - INJURY HAMPERED USE

29 - WATER HAMPERED USE

30 - OTHER EQUIPMENT INTERFERED

31 - DOORING/REMOVAL PROBLEM

32 - DISCOMFORT/BULKINESS

33 - POOR FIT

34 - LEAKED

35 - MATERIAL DEFICIENCY

36 - DESIGN DEFICIENCY

37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)

38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR

39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR

40 - DRAGGING (PARACHUTE ONLY)

41 - NON-STANDARD CONFIGURATION

42 - AIDED IN LOCATION/RESCUE

43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)

44 - PREVENTED/MINIMIZED INJURY

45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY

46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)

47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE

48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)

49 - MAINTENANCE/INSTALLATION ERROR

50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT

51 - EQUIPMENT DAMAGE-SELF INDUCED

52 - EQUIPMENT FAILURE-SELF INDUCED

60 - OTHER (SPECIFY)

FORM 5700-1 (REV. 4-68)

120503

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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3730/1E (REV. 4-68) S/N 0107-731-8301

REPORT SYMBOL 3730-7
See Section II of OPNAVINST 3730.6
PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS <i>Indicate by code from list on reverse side.</i>
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISION, UNDERWEAR, ETC.)					
Nomex Flight Suit	Y	Y			
Flight Boots	Y	Y			
Nomex Gloves	Y	Y			
Flight Helmet	Y	Y			
2. OXYGEN MASK					
3. OXYGEN REGULATOR					
4. LIFE VEST					
5. LIFE RAFT					
6. SURVIVAL RADIO(R) RT-60	Y	Y			
7. SIGNALLING DEVICES .38 Cal. with tracers	Y	Y			
8. SURVIVAL KIT (CONTAINER) SV 2	Y	Y			
9. OTHER SURVIVAL GEAR					
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Lap Belt	Y	Y			
11. PARACHUTE-TYPE					
12. PARACHUTE CANOPY RELEASE					
13. PARACHUTE OPENING/DEPLOYMENT DEVICES					
14. SEAT TYPE					
15. OTHER (SPECIAL) Mark 3 C	Y	Y			
(Mae West)	Y	Y			
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)					

NAME	SERIAL NO.	A/C	SWOOSH
YOUNG, George A.	B41 07 56	UH-34D	150223

CONTINUED ON REVERSE SIDE

SPNAP FORM 370/12 (REV. 4-60) (Contd.)

- 01 - NOT AVAILABLE - SUPPLY PROBLEM
- 02 - NOT AVAILABLE - LEFT BEHIND
- 03 - DISCARDED
- 04 - LOST
- 05 - DAMAGED - MINOR
- 06 - DAMAGED - MAJOR
- 07 - BURNED - MINOR
- 08 - BURNED - MAJOR
- 09 - DESTROYED BY EXTREME FORCE/FIRE
- 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 - OPERATED PARTIALLY
- 12 - DIFFICULTY LOCATING
- 13 - BEYOND REACH
- 14 - CONNECTION/CLOSURE DIFFICULTY
- 15 - CONNECTION/CLOSURE FAILURE
- 16 - RELEASE/DISCONNECT DIFFICULTY
- 17 - RELEASE/DISCONNECT FAILURE
- 18 - INADVERTENT RELEASE/DISCONNECT
- 19 - INADVERTENT ACTUATION
- 20 - ACTUATION DIFFICULTY
- 21 - ACTUATION FAILURE
- 22 - ACTUATED BY OTHER PERSON
- 23 - RESTRAINT/ATTACHMENT INADEQUACY
- 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 - IMPROPER USE (OTHER)
- 26 - UNFAMILIAR WITH USE
- 27 - COLD HAMPERED USE

- 28 - HEAVY HAMPERED USE
- 29 - WATER HAMPERED USE
- 30 - OTHER EQUIPMENT INTERFERED
- 31 - DOORING/REMOVAL PROBLEM
- 32 - DISCOMFORT/BULKINESS
- 33 - POOR FIT
- 34 - LEAKED
- 35 - MATERIAL DEFICIENCY
- 36 - DESIGN DEFICIENCY
- 37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY) - MAJOR
- 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY) - MINOR
- 40 - DRAGGING (PARACHUTE ONLY)
- 41 - NON-STANDARD CONFIGURATION
- 42 - VOIDED IN LOCATION/RESCUE
- 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 - PREVENTED/MINIMIZED INJURY
- 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
- 46 - EQUIPMENT PRODUCED INJURY (HT BY EJECTION SEAT, ETC.)
- 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
- 49 - MAINTENANCE/INSTALLATION ERROR
- 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- 51 - EQUIPMENT DAMAGE - SELF INDUCED
- 52 - EQUIPMENT FAILURE - SELF INDUCED
- 60 - OTHER (SPECIFY)

LOCATION OF EQUIPMENT/REMARKS

100-1000	100-1000	100-1000	100-1000
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
 OPMAY FORM 3788/8P (Rev. 4-88) 5/14-0107-731-8001

REPORT SYMBOL 3788-7
 See Section II of OPMAY FORM 3788-6

PAGE 1 OF 3

1. LOCATION IN AIRCRAFT		C. OTHER	
A. ☒ 1. COCKPIT OR PILOT'S COMPARTMENT ☐ 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT ☐ 3. PASSENGERS' COMPARTMENT (WHOLE DECK) ☐ 4. PASSENGERS' COMPARTMENT (UPPER DECK) ☐ 5. PASSENGERS' COMPARTMENT (LOWER DECK) ☐ 6. OTHER COMPARTMENT ☐ 9. COMPARTMENT UNKNOWN		☐ A. STANDARD EMERGENCY GROUND EGRESS ☐ 1. UNDERWATER EGRESS (NOT EJECTION) ☒ 2. DID NOT ESCAPE ☐ 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) ☐ 5. CARRIED/ASSISTED OUT ☐ 6. BLOWN/THROWN OUT ☐ 7. JUMPED FROM A/C (AIRBORNE) ☐ 8. UNKNOWN IF ESCAPE ACCOMPLISHED ☐ 9. ESCAPED, METHOD UNKNOWN	
B. LONGITUDINAL LOCATION	C. LATERAL LOCATION	3. INTENT FOR ESCAPE	
☒ 1. FORWARD SECTION ☐ 2. CENTER SECTION ☐ 3. AFT SECTION ☐ 4. SECTION UNKNOWN	☐ 2. CENTER ☐ 4. LEFT SIDE ☒ 5. RIGHT SIDE ☐ 9. UNKNOWN	☐ 1. INTENTIONAL ☐ 2. UNINTENTIONAL, MECHANICAL ☐ 2. UNINTENTIONAL, SELF INDUCED ☒ 4. INTENT UNKNOWN	
D. DIRECTION FACING	E. USE OF SEAT	4. EXIT USED	
☒ 1. FORWARD ☐ 2. AFT ☐ 3. SIDEWARD ☐ 9. UNKNOWN	☐ 8. NOT IN SEAT ☒ 1. IN SEAT ☐ 2. BUNK/LITTER ☐ 9. UNKNOWN	☐ 1. NORMAL EXIT ☐ 2. EJECTED THROUGH CANOPY ☐ 3. EMERGENCY EXIT ☐ 8. OTHER ☐ 9. UNKNOWN	
2. METHOD OF ESCAPE (More than one may apply)		5. COCKPIT/CABIN CONDITION AFTER IMPACT	
A. EJECTION ☐ 1. ACCOMPLISHED (FREE OF AIRCRAFT) ☐ 2. ATTEMPTED (NOT ACCOMPLISHED) ☐ 3. SEAT EJECTED ON IMPACT (TERRAIN) ☐ 4. INADVERTENT EJECTION ☐ 7. UNKNOWN IF ATTEMPT WAS MADE ☐ 8. SUSPECTED EJECTION ☒ 9. DEFINITELY NOT ATTEMPTED		☐ 5. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) ☐ 1. MINOR DAMAGE (DEFINITELY HABITABLE) ☐ 2. REASONABLY INTACT (PROBABLY HABITABLE) ☐ 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) ☒ 4. DESTROYED (DEFINITELY NOT HABITABLE) ☐ 9. UNKNOWN	
B. BAIL OUT		6. ORDER OF ESCAPE (1st, 2nd, etc.)	
☐ 1. ACCOMPLISHED (FREE OF AIRCRAFT) ☐ 2. ATTEMPTED (NOT ACCOMPLISHED) ☐ 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED ☐ 7. UNKNOWN IF ATTEMPT WAS MADE ☐ 8. SUSPECTED BAIL OUT ☒ 9. DEFINITELY NOT ATTEMPTED		7. REASONS FOR ESCAPE (More than one may apply) ☐ A. FIRE/EXPLOSION/SMOKE ☐ B. LOSS OF CONTROL ☐ C. ENGINE FAILURE ☐ D. FUEL EXHAUSTION ☐ E. STRUCTURAL FAILURE ☐ F. WING-AIR COLLISION ☐ G. WATER IMPACT ☐ H. GROUND/STRUCTURE IMPACT ☐ J. LAUNCH FAILURE ☐ K. ARRESTMENT FAILURE ☐ L. OTHER ☐ Z. UNKNOWN	

CONTINUED ON REVERSE SIDE

NAME LEFEVRE, Bernard L.	SERIAL NO. 720232	A/C UH-34D	ORIGIN 158223
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8. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED
☐ 2. POSITION FIX TRANSMITTED
☐ 3. EMERGENCY IFF (MANUAL)
☐ 4. EMERGENCY IFF (AUTOMATIC)
☐ 5. UNKNOWN
☒ 6. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS 0 EMERGENCY BAILOUTS 0
 OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 0

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- ☐ A - OPEN SEA ☐ K - BUILDING
☐ B - LARGE LAKE ☐ L - FLIGHT DECK
☐ C - RIVER ☐ M - DENSE WOODS
☐ D - DEEP WATER, OTHER ☐ N - IN TREES
☐ E - SHALLOW WATER ☐ T - THROUGH TREES
☐ F - DEEP SNOW ☐ P - RAVINE/STEEP SLOPE
☐ G - THICK ICE ☐ Q - ROCKS
☐ H - MARSH/STAMP/MUD ☐ R - IN/NEAR FIREBALL
☒ U - HARD GROUND ☐ S - DESERT
☐ J - SOFT GROUND ☐ Y - UNKNOWN
☐ Z - OTHER

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

- ☐ NOSE UP ☒ NOSE DOWN _____ DEGREES
☐ RIGHT BANK ☐ LEFT BANK _____ DEGREES
☐ A. NOSE DOWN SPIN ☐ F. DISINTEGRATION
☐ B. FLAT SPIN ☒ G. INVERTED
☐ C. OSCILLATING SPIN ☐ H. BUSHING
☐ D. ROLLING ☐ Z. UNKNOWN
☐ E. TUMBLING ☐ Y. OTHER (DESCRIBE)

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS			
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER			
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

- 0 - NO IMPORTANCE 3 - LACK OF TRAINING FACTOR
 1 - TRAINING DEFINITE HELP 4 - LACK OF TRAINING POSSIBLE FACTOR
 2 - TRAINING POSSIBLE HELP 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES (Place X in appropriate column)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
1. BUFFETING	01									
2. G FORCES	02									
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ANCHOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

13. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27									
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31									
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32									
33. MAN STRUCK CANOPY/CANOPY BOW	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35									
36. FLAILING - LOWER EXTREMITIES	36									
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39									
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE O/ER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/OAZED	54									
55. OTHER	55									

REMARKS OR CONTINUATION: (Indicate each remark with code from above)

NAME LEFEVRE, Bernard L.	SERIAL NO. 720232	A/C UH-34D	BUINO 150223
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1. LOCATION IN AIRCRAFT A. LOCATION ☒ 1. COCKPIT OR PILOT'S COMPARTMENT ☐ 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT ☐ 3. PASSENGERS' COMPARTMENT (BOWLE DECK) ☐ 4. PASSENGERS' COMPARTMENT (UPPER DECK) ☐ 5. PASSENGERS' COMPARTMENT (LOWER DECK) ☐ 6. OTHER COMPARTMENT ☐ 9. COMPARTMENT UNKNOWN B. LONGITUDINAL LOCATION ☒ 1. FORWARD SECTION ☐ 2. CENTER SECTION ☐ 3. AFT SECTION ☐ 4. SECTION UNKNOWN D. DIRECTION FACING ☒ 1. FORWARD ☐ 2. AFT ☐ 3. SIDEWARD ☐ 9. UNKNOWN C. LATERAL LOCATION ☐ 2. CENTER ☒ 4. LEFT SIDE ☐ 5. RIGHT SIDE ☐ 9. UNKNOWN E. USE OF SEAT ☐ 1. NOT IN SEAT ☒ 1. IN SEAT ☐ 2. BUNK/LITTER ☐ 9. UNKNOWN		C. OTHER ☐ A. STANDARD EMERGENCY GROUND EGRESS ☐ 1. UNDERWATER EGRESS (NOT EJECTION) ☒ 2. DID NOT ESCAPE ☐ 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) ☐ 5. CARRIED/ASSISTED OUT ☐ 6. BLOWN/THROWN OUT ☐ 7. JUMPED FROM A/C (AIRBORNE) ☐ 8. UNKNOWN IF ESCAPE ACCOMPLISHED ☐ 9. ESCAPED, METHOD UNKNOWN 3. INTENT FOR ESCAPE ☐ 1. INTENTIONAL ☐ 2. UNINTENTIONAL, MECHANICAL ☐ 3. UNINTENTIONAL, SELF INDUCED ☐ 4. INTENT UNKNOWN 4. EXIT USED ☐ 1. NORMAL EXIT ☐ 2. EJECTED THROUGH CANOPY ☐ 3. EMERGENCY EXIT ☐ 5. OTHER ☐ 9. UNKNOWN 5. COCKPIT/CABIN CONDITION AFTER IMPACT ☐ 5. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) ☐ 1. MINOR DAMAGE (DEFINITELY HABITABLE) ☐ 2. REASONABLY INTACT (PROBABLY HABITABLE) ☐ 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) ☒ 4. DESTROYED (DEFINITELY NOT HABITABLE) ☐ 9. UNKNOWN 6. ORDER OF ESCAPE (1st, 2nd, etc.) 7. REASONS FOR ESCAPE (More than one may apply) <table style="width: 100%;"> <tr> <td>☐ A. FIRE/EXPLOSION/SMOKE</td> <td>☐ 5. WATER IMPACT</td> </tr> <tr> <td>☐ B. LOSS OF CONTROL</td> <td>☐ 6. GROUND/STRUCTURE IMPACT</td> </tr> <tr> <td>☐ C. ENGINE FAILURE</td> <td>☐ 7. LAUNCH FAILURE</td> </tr> <tr> <td>☐ D. FUEL EXHAUSTION</td> <td>☐ 8. ARRESTMENT FAILURE</td> </tr> <tr> <td>☐ E. STRUCTURAL FAILURE</td> <td>☐ 9. OTHER</td> </tr> <tr> <td>☐ F. MID-AIR COLLISION</td> <td>☐ 10. UNKNOWN</td> </tr> </table>	☐ A. FIRE/EXPLOSION/SMOKE	☐ 5. WATER IMPACT	☐ B. LOSS OF CONTROL	☐ 6. GROUND/STRUCTURE IMPACT	☐ C. ENGINE FAILURE	☐ 7. LAUNCH FAILURE	☐ D. FUEL EXHAUSTION	☐ 8. ARRESTMENT FAILURE	☐ E. STRUCTURAL FAILURE	☐ 9. OTHER	☐ F. MID-AIR COLLISION	☐ 10. UNKNOWN
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☐ F. MID-AIR COLLISION	☐ 10. UNKNOWN													
2. METHOD OF ESCAPE (More than one may apply) A. EJECTION ☐ 1. ACCOMPLISHED (FREE OF AIRCRAFT) ☐ 2. ATTEMPTED (NOT ACCOMPLISHED) ☐ 3. SEAT EJECTED ON IMPACT (TERRAND) ☐ 4. INADVERTENT EJECTION ☐ 7. UNKNOWN IF ATTEMPT WAS MADE ☐ 8. SUSPECTED EJECTION ☒ 5. DEFINITELY NOT ATTEMPTED B. BAIL OUT ☐ 1. ACCOMPLISHED (FREE OF AIRCRAFT) ☐ 2. ATTEMPTED (NOT ACCOMPLISHED) ☐ 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED ☐ 7. UNKNOWN IF ATTEMPT WAS MADE ☐ 6. SUSPECTED BAIL OUT ☒ 5. DEFINITELY NOT ATTEMPTED														

CONTINUED ON REVERSE SIDE

NAME HUDSON, Henry Jr.	SERIAL NO. 7014450	A/C UH-34D	SUINO 150223
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8. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED
- ☐ 2. POSITION FIX TRANSMITTED
- ☐ 3. EMERGENCY IFF (MANUAL)
- ☐ 4. EMERGENCY IFF (AUTOMATIC)
- ☐ 5. UNKNOWN
- ☒ 6. NONE

NUMBER OF PREVIOUS:

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 0

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- ☐ A - OPEN SEA ☐ K - BUILDING
- ☐ B - LARGE LAKE ☐ L - FLIGHT DECK
- ☐ C - RIVER ☐ M - DENSE WOODS
- ☐ D - DEEP WATER, OTHER ☐ N - IN TREES
- ☐ E - SHALLOW WATER ☐ T - THROUGH TREES
- ☐ F - DEEP SNOW ☐ P - Ravine/steep slope
- ☐ G - THICK ICE ☐ Q - ROCKS
- ☐ H - MARSH/SWAMP/MUD ☐ R - IN/NEAR FIREBALL
- ☒ U - HARD GROUND ☐ S - DESERT
- ☐ J - SOFT GROUND ☐ Y - UNKNOWN
- ☐ Z - OTHER

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, depending on case)

- ☐ NOSE UP ☒ NOSE DOWN DEGREES
- ☐ RIGHT BANK ☐ LEFT BANK DEGREES
- ☐ A. NOSE DOWN SPIN ☐ P. DISINTEGRATION
- ☐ B. FLAT SPIN ☒ G. INVERTED
- ☐ C. OSCILLATING SPIN ☐ H. MUSHING
- ☐ D. ROLLING ☐ Z. UNKNOWN
- ☐ E. TUMBLING ☐ Y. OTHER (DESCRIBE)

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS			
TRAINING FILMS			
UNARMED EJECTION SEAT	NONE		
ARMED SEAT ON TOWER			
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

- 5 - NO IMPORTANCE 3 - LACK OF TRAINING FACTOR
- 1 - TRAINING DEFINITE HELP 4 - LACK OF TRAINING POSSIBLE FACTOR
- 2 - TRAINING POSSIBLE HELP 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES (Place X in appropriate column)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
1. BUFFETING	01									
2. G FORCES	02									
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

12. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		GROUND			WATER			AIR				
		B	D	A	B	D	A	B	D	A		
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21			
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS-NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32			
33. MAN STRUCK CANOPY/CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG SWINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS-MINOR	44				44				44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	55				55				55			

REMARKS OR CONTINUATIONS (Indicate each remark with code from above)

NAME HUDSON, Henry Jr.	SERIAL NO. 701445	A/C UH-34D	SUNO 150223
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
 ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
 OPMAY FORM 2730/8F (Rev. 4-65) 5/N-0107-731-8001

REPORT SYMBOL 2730-9
 See Section II of OPMAY FORM 2730-9

PAGE 1 OF 3

1. LOCATION IN AIRCRAFT A. ☐ 1. COCKPIT OR PILOT'S COMPARTMENT ☐ 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT ☒ 3. PASSENGERS' COMPARTMENT (BOWLE DECK) ☐ 4. PASSENGERS' COMPARTMENT (UPPER DECK) ☐ 5. PASSENGERS' COMPARTMENT (LOWER DECK) ☐ 6. OTHER COMPARTMENT ☐ 9. COMPARTMENT UNKNOWN		C. OTHER ☐ A. STANDARD EMERGENCY GROUND EGRESS ☐ 1. UNDERWATER EGRESS (NOT EJECTION) ☒ 2. DID NOT ESCAPE ☐ 4. EXIT UNASSISTED (OTHER THAN STANDARD EMER. GROUND EGRESS) ☐ 5. CARRIED/ASSISTED OUT ☐ 6. BLOWN/THROWN OUT ☐ 7. JUMPED FROM A/C (AIRBORNE) ☐ 8. UNKNOWN IF ESCAPE ACCOMPLISHED ☐ 9. ESCAPED, METHOD UNKNOWN													
B. LONGITUDINAL LOCATION ☐ 1. FORWARD SECTION ☒ 2. CENTER SECTION ☐ 3. AFT SECTION ☐ 4. SECTION UNKNOWN		C. LATERAL LOCATION ☐ 2. CENTER ☐ 4. LEFT SIDE ☐ 5. RIGHT SIDE ☒ 9. UNKNOWN													
D. DIRECTION FACING ☐ 1. FORWARD ☐ 2. AFT ☐ 3. REVERSED ☒ 9. UNKNOWN		E. USE OF SEAT ☐ 9. NOT IN SEAT ☐ 1. IN SEAT ☐ 2. BUNK/LITTER ☒ 9. UNKNOWN													
2. METHOD OF ESCAPE (More than one may apply) A. EJECTION ☐ 1. ACCOMPLISHED (FREE OF AIRCRAFT) ☐ 2. ATTEMPTED (NOT ACCOMPLISHED) ☐ 3. SEAT EJECTED ON IMPACT (TERRAIN) ☐ 4. INADVERTENT EJECTION ☐ 7. UNKNOWN IF ATTEMPT WAS MADE ☐ 8. SUSPECTED EJECTION ☒ 9. DEFINITELY NOT ATTEMPTED															
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3. INTENT FOR ESCAPE ☐ 1. INTENTIONAL ☐ 2. UNINTENTIONAL, SELF INDUCED ☐ 3. UNINTENTIONAL, MECHANICAL ☐ 4. INTENT UNKNOWN															
4. EXIT USED ☐ 1. NORMAL EXIT ☐ 2. EJECTED THROUGH CANOPY ☐ 3. EMERGENCY EXIT ☐ 6. OTHER ☐ 9. UNKNOWN															
5. COCKPIT/CABIN CONDITION AFTER IMPACT ☐ 5. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) ☐ 1. MINOR DAMAGE (DEFINITELY HABITABLE) ☐ 2. REASONABLY INTACT (PROBABLY HABITABLE) ☐ 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) ☒ 4. DESTROYED (DEFINITELY NOT HABITABLE) ☐ 9. UNKNOWN															
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NAME YOUNG, George A.		SERIAL NO. B41 07 56													
A/C UH-34D		CONTINUED ON REVERSE SIDE SUND 150223													

8. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED
- ☐ 2. POSITION FIX TRANSMITTED
- ☐ 3. EMERGENCY IPP (MANUAL)
- ☐ 4. EMERGENCY IPP (AUTOMATIC)
- ☐ 5. UNKNOWN
- ☒ 6. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS _____ EMERGENCY BAILOUTS _____

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) _____

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- ☐ A - OPEN SEA ☐ K - BUILDING
- ☐ B - LARGE LAKE ☐ L - FLIGHT DECK
- ☐ C - RIVER ☐ M - DENSE WOODS
- ☐ D - DEEP WATER, OTHER ☐ N - IN TREES
- ☐ E - SHALLOW WATER ☐ T - THROUGH TREES
- ☐ F - DEEP SNOW ☐ P - RAVINE/STEEP SLOPE
- ☐ G - THICK ICE ☐ Q - ROCKS
- ☐ H - MARSH/SWAMP/MUD ☐ R - IN/NEAR FIREBALL
- ☒ U - HARD GROUND ☐ S - DESERT
- ☐ J - SOFT GROUND ☐ Y - UNKNOWN
- ☐ Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after ejection, describe one)

- ☐ NOSE UP ☒ NOSE DOWN _____ DEGREES
- ☐ RIGHT BANK ☐ LEFT BANK _____ DEGREES
- ☐ A. NOSE DOWN SPIN ☐ F. DISINTEGRATION ☒ 7
- ☐ B. FLAT SPIN ☒ G. INVERTED
- ☐ C. OSCILLATING SPIN ☐ H. BUSHING
- ☐ D. ROLLING ☐ I. UNKNOWN
- ☐ E. TUMBLING ☐ J. OTHER (DESCRIBE) _____

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS			
TRAINING FILMS	NONE		
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER			
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

- 0 - NO IMPORTANCE 1 - LACK OF TRAINING FACTOR
- 1 - TRAINING DEFINITE HELP 4 - LACK OF TRAINING POSSIBLE FACTOR
- 2 - TRAINING POSSIBLE HELP 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES (Place X in appropriate column)

B - Before; D - During; A - After

		GROUND				WATER				AIR		
		B	D	A		B	D	A		B	D	A
1. BUFFETING	01											
2. G FORCES	02											
3. WINDBLAST	03											
4. SEAT PINS NOT REMOVED	04											
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05											
6. HAMPERED BY CLOTHING	06											
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07											
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9. DIFFICULTY RELEASING CANOPY/HATCH	09											
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17. CANOPY JETTISON PROBLEM	17											
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18											

CONTINUED ON NEXT PAGE

13. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
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27. DARKNESS-NO VISUAL REFERENCE	27									
28. FIRE/SMOKE/FUEL	28									
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47. TUMBLING/SPINNING	47									
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50. INADVERTENT OPENING OF LAP BELT	50									
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52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	55									

REMARKS OR CONTINUATION: (Index each remark with code from above)

NAME YOUNG, George A.	SERIAL NO. B41 07 56	A/C UH-34D	BUINO 150223
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**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE**
OPNAV FORM 3750/SH (REV. 4-68) S/N 0107-731-0000

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6
PAGE 1 OF 3

1. SURVIVAL TRAINING

*Use Code as right to indicate the role this person's training played in survival.

8 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED

3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		*ROLE
				Month	Year	
A.	WATER SURVIVAL:	N.A.M.I.	Pensacola, Fla	May	66	0
	1. MAINTENANCE SWIM					
	2. DILBERT DUNKER					
	3. PARACHUTE DRAG					
	4. IMMERSED COCKPIT					
	5. IMMERSED SEAT					
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL	SERE	Warner Springs, Calif	May	69	0
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (If widely variable, give range)

A. WATER TEMPERATURE _____ °F	F. TERRAIN	G. WEATHER
B. AIR TEMPERATURE <u>85</u> °F	☒ 1. OPEN GROUND	☒ 1. CLEAR
C. SURFACE WINDS <u>5</u> KNOTS	☐ 2. WOODS/JUNGLE	☐ 2. OVERCAST
D. WAVE HEIGHT _____ FEET	☐ 3. MOUNTAINS	☐ 3. FOG
E. WAVE FREQUENCY _____ PER MIN.	☐ 4. DESERT	☐ 4. RAIN
	☐ 5. WATER	☐ 5. SNOW
	☐ 6. ICE/SNOW	☐ 6. SLEET
	☐ 7. SWAMP	☐ 7. HAIL
	☐ 8. OTHER	☐ 8. OTHER
	☐ 9. UNKNOWN	☐ 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give time lapse in hours and minutes from time of mishap)

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIS /	LIGHT CONDITIONS			
				Day	Night	Dark	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	1:00			X			
B. RESCUE VEHICLE DEPARTED	1:15			X			
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL	24 hrs			X			
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	24 hrs			X			
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED		26 hrs		X			
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)		26 hrs		X			

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE _____ B. NEAREST ASSIST RESCUE CHIF _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

1. TYPE/MODEL: CH 47 2. LOCATION WHEN ALERTED: Unknown 3. DUTY WHEN ALERTED: Unknown

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? IF SO, HOW?

☒ 1. YES ☐ 2. NO ☐ 9. UNKNOWN

☐ A. PARACHUTED

☐ C. DESCENDED LINE/LADDER/NET

☒ E. NORMAL GROUND/WATER

☐ B. JUMPED WITHOUT PARACHUTE

☐ D. LOWERED BY HOIST

☐ Y. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3)

CH 47

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED:

D. NUMBER SEARCH AND RESCUE HOURS 5 not counting perimeter guard

CONTINUED ON REVERSE SIDE

NAME <u>LEFEVRE, Bernard L.</u>	SERIAL NO. <u>720232</u>	A/C <u>UH-34D</u>	BUNO <u>150223</u>
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7. RESCUE EQUIPMENT USED (Use numbers to show sequence)

- | | |
|---|---|
| ☐ A - BLIND | ☐ M - GRAPNEL |
| ☐ B - SEAT | ☐ N - BOARDING LADDER |
| ☐ C - CARGO NET | ☒ 1 P - KNIFE/AXE/SAW |
| ☐ D - ROPE | ☐ Q - MAKESHIFT CARRIER/SUPPORT |
| ☐ E - LIFE RING | ☐ R - FIRST AID EQUIPMENT |
| ☐ F - BASKET | ☐ S - TREE PENETRATOR SEAT |
| ☐ G - BOOM NET | ☐ T - HELICOPTER PLATFORM |
| ☐ H - DAVIT | ☐ U - STRETCHER |
| ☐ J - RAFT | ☐ V - CABLE CUTTERS |
| ☒ 2 K - WEBBING CUTTERS | ☐ W - HELICOPTER RESCUE BOOM |
| ☐ L - CHICAGO GRIP | ☐ X - BILLY PUGH NET |
| ☐ Y - OTHER (DESCRIBE) _____ | |

8. RESCUE ALERTING MEANS (Use numbers to show sequence)

- | | |
|---|---|
| ☒ 3 A - WITNESSED | ☐ M - RADIO SURVIVAL TYPE |
| ☐ B - RADAR SURVEILLANCE | ☒ 2 J - OTHER RADIO REPORT |
| ☐ C - OVERDUE REPORT TO SAR | ☐ K - VISUAL SIGNALLING EQUIPMENT |
| ☐ D - AIRBORNE RADIO RELAY | ☐ L - AUDIO SIGNALLING EQUIPMENT |
| ☐ E - CRASH PHONE | ☐ M - SURVIVOR REPORT |
| ☐ F - OTHER TELEPHONE | ☒ 1 N - LOSS OF RADIO CONTACT |
| ☐ G - RADIO MAY-DAY CALL | ☐ P - SMOKE FIRE-CRASH SCENE |
| ☐ Y - OTHER (DESCRIBE) _____ | |

9. ALERTING/COMMUNICATIONS PROBLEMS

- | | |
|--|---|
| ☐ A - POOR RADIO RECEPTION | ☐ D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE |
| ☐ B - TELEPHONE LINE BUSY | ☐ E - POOR RADIO PROCEDURES |
| ☐ C - POOR RADIO DISCIPLINE | ☐ Y - OTHER _____ |

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- | |
|--|
| ☐ A - VEHICLE OPERATOR NOT AVAILABLE |
| ☐ B - VEHICLE NOT READY |
| ☐ C - VEHICLE CREW NOT AVAILABLE |
| ☐ D - COMMUNICATIONS BREAKDOWN |
| ☐ E - COMPLETING PREVIOUSLY ASSIGNED DUTIES |
| ☐ F - LACK OF INFORMATION ON CRASH SITE |
| ☐ G - NATURE OF TERRAIN |
| ☐ H - WEATHER |
| ☐ Y - OTHER _____ |

11. RESCUE VEHICLE PROBLEMS ENROUTE

- | | |
|--|--|
| ☐ A - HEADWIND | ☐ E - NATURE OF TERRAIN |
| ☐ B - POOR VISIBILITY | ☐ F - OTHER OBSTRUCTIONS (FENCES, ETC.) |
| ☐ C - HIGH SEA STATE | ☐ G - RESCUERS LOST |
| ☐ D - MECHANICAL PROBLEMS | ☐ H - WEATHER |
| ☐ Y - OTHER _____ | |

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- | | |
|--|---|
| ☐ A - HEAVY SEAS | ☐ D - PRECIPITATION |
| ☐ B - TREES | ☐ E - DARKNESS |
| ☐ C - FOG/CLOUDS | ☐ F - RADIO INTERFERENCE |
| ☐ G - CONFUSION DUE TO OTHER LIGHTS | |
| ☐ H - MALFUNCTION OF DIRECTIONAL EQUIPMENT | |
| ☐ J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR | |
| ☐ K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN | |
| ☐ L - LOSS OF RADIO/RADAR CONTACT | |
| ☐ M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT | |
| ☐ Y - OTHER _____ | |

13. LOCATOR MEANS

Consult Instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observation.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

PAGE 3 OF 3

- | | | |
|--|--|---|
| ☐ 01 - INADEQUATE FLOTATION GEAR | ☐ 09 - PULLED DOWN BY SINKING PARACHUTE | ☐ 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.) |
| ☐ 02 - INADEQUATE COLD WEATHER GEAR | ☐ 10 - ENTANGLEMENT (OTHER THAN PARACHUTE) | ☐ 19 - DARKNESS |
| ☐ 03 - LACK OF SIGNALLING EQUIPMENT | ☐ 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT | ☐ 20 - THROWN OUT OF RAFT |
| ☐ 04 - LACK OF OTHER EQUIPMENT | ☐ 12 - CONFUSED, DAZED, DISORIENTED | ☐ 21 - HAMPERED BY HELO DOWNWASH |
| ☐ 05 - ENTANGLEMENT (PARACHUTE) | ☐ 13 - INCAPACITATED BY INJURY | ☐ 22 - PROBLEM BOARDING RESCUE VEHICLE |
| ☐ 06 - DRAGGING (PARACHUTE) | ☐ 14 - POOR PHYSICAL CONDITION | ☐ 23 - THIRST |
| ☐ 07 - PARACHUTE HARDWARE PROBLEM | ☐ 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.) | ☐ 24 - HUNGER |
| ☐ 08 - ENTRAPMENT IN AIRCRAFT | ☐ 16 - FATIGUE | ☐ 25 - INSECTS, SNAKES, ANIMALS, ETC. |
| ☐ 09 - OTHER _____ | ☐ 17 - WEATHER | ☐ 26 - SHARKS |

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- | | |
|---|--|
| ☐ 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS) | ☐ 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED |
| ☐ 02 - INADEQUACY/LACK OF RESCUE VEHICLE | ☐ 16 - RESCUE VEHICLE ACCIDENT |
| ☐ 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.) | ☐ 17 - COMMUNICATIONS PROBLEMS |
| ☐ 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT | ☐ 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE |
| ☐ 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING | ☐ 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.) |
| ☐ 06 - INADEQUATE MEDICAL EQUIPMENT | ☐ 20 - INTERFERENCE FROM OTHER VEHICLES |
| ☐ 07 - INADEQUATE MEDICAL FACILITIES | ☐ 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES |
| ☐ 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE) | ☐ 22 - WEATHER |
| ☐ 09 - RESCUE CREWMAN ASSIST HESITANCY | ☐ 23 - DARKNESS |
| ☐ 10 - FIRE/EXPLOSION | ☐ 24 - WEIGHT/DRAW PROBLEM NOT DUE TO PARACHUTE |
| ☒ 11 - ENTRAPMENT IN AIRCRAFT | ☐ 25 - HAMPERED BY PERSONNEL/SUPPLY EQUIPMENT OF PERSON BEING RESCUED |
| ☐ 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL | ☐ 26 - FLOATING DEBRIS |
| ☐ 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED | ☐ 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS |
| ☐ 14 - CARELESSNESS OF RESCUE PERSONNEL | ☐ 28 - HAMPERED BY HELICOPTER DOWNWASH |
| ☐ 15 - OTHER _____ | |

16. INDIVIDUAL'S PHYSICAL CONDITION	DURING RESCUE	AFTER RESCUE		DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 -	A -	5. FATAL ON RECOVERY-DROWNED		E -
2. PARTIALLY ABLE TO ASSIST	2 -	B -	6. RECOVERED ALIVE-DIED FROM INJURIES		F -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -	7. LOST DURING RESCUE ATTEMPT-APPARENTLY DROWNED		G -
4. FATAL ON RECOVERY-DUE TO INJURIES		D - ☒	8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- | | |
|--|--|
| ☒ 1 - RESCUE PERSONNEL TRAINING | ☒ 6 - AVAILABILITY OF RESCUE EQUIPMENT |
| ☐ 2 - TRAINING OF PERSON TO BE RESCUED | ☐ 7 - SUITABILITY OF RESCUE EQUIPMENT |
| ☐ 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS | ☐ 8 - SURVIVOR'S TECHNIQUES |
| ☐ 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS | ☒ 9 - COORDINATION OF RESCUE EFFORTS |
| ☒ 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS | |

NAME LEFEVRE, Bernard L.	SERIAL NO. 701445	A/C UH-34D	BUND 150223
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
 OPNAV FORM 3730/SH (REV. 4-68) 1/N 6107-731-8000

REPORT SYMBOL 3730-7
 See Section II of OPNAVINST 1730.6
 PAGE 1 OF 3

1. SURVIVAL TRAINING

*Use Code at right to indicate the role this person's training played in survival.

8 - NOT A FACTOR
 1 - DEFINITELY HELPED
 2 - POSSIBLY HELPED

3 - LACK OF TRAINING DEFINITE FACTOR
 4 - LACK OF TRAINING POSSIBLE FACTOR
 9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		GRADE
				Month	Year	
A.	WATER SURVIVAL:					
	1. MAINTENANCE SWIM	N.A.M.I.	Pensacola, Fla	Jan	68	0
	2. DILBERT DUNKER					
	3. PARACHUTE DRAG					
	4. IMMERSED COCKPIT					
	5. IMMERSED SEAT					
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL	SERE	Warner Springs, Calif	Jan	70	
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (If widely variable, give range)

A. WATER TEMPERATURE _____ °F	F. TERRAIN	G. WEATHER
B. AIR TEMPERATURE <u>85</u> °F	☒ 1. OPEN GROUND	☒ 1. CLEAR
C. SURFACE WINDS <u>5</u> KNOTS	☐ 2. WOODS/JUNGLE	☐ 4. SLEET
D. WAVE HEIGHT _____ FEET	☐ 3. MOUNTAINS	☒ 2. OVERCAST
E. WAVE FREQUENCY _____ PER MIN.	☐ 4. DESERT	☐ 3. FOG
	☐ 5. WATER	☐ 4. RAIN
	☐ 6. ICE/SNOW	☐ 5. SNOW
	☐ 7. SWAMP	☐ 6. HAIL
	☐ 8. OTHER	☐ 7. OTHER
	☐ 9. UNKNOWN	☐ 8. OTHER
		☐ 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give time lapse in hours and minutes from time of mishap)

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS			
				Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	1:00			☒			
B. RESCUE VEHICLE DEPARTED	1:15			☒			
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL	1:45			☒			
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	1:45			☒			
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED		3 hrs		☒			
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)		4 hrs		☒			

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN OFF RAIL _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE UH1D (U.S. Army) B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

1. TYPE/MODEL: UH1D Army 2. LOCATION WHEN ALERTED: Long Xuyen Airport WHEN ALERTED: Unknown

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? ☒ 1. YES ☐ 2. NO ☐ 3. UNKNOWN

IF SO, HOW?

☐ A. PARACHUTED

☐ C. DESCENDED LINE/LADDER/NET

☐ E. NORMAL GROUND/WATER

☐ B. JUMPED WITHOUT PARACHUTE

☐ D. LOWERED BY HOIST

☐ F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3)

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED:

D. NUMBER SEARCH AND RESCUE HOURS 5

CONTINUED ON REVERSE SIDE

NAME <u>HUDSON, Henry Jr</u>	SERIAL NO. <u>701445</u>	A/C <u>UH-34D</u>	BURO <u>150223</u>
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7. RESCUE EQUIPMENT USED (Use numbers to show sequence)

- | | |
|--|---|
| ☐ A. BLANK | ☐ H. GRAPNEL |
| ☐ B. SEAT | ☐ I. BOARDING LADDER |
| ☐ C. CARGO NET | ☒ J. KNIFE/AXE/SAW |
| ☐ D. ROPE | ☐ K. MAKESHIFT CARRIER/SUPPORT |
| ☐ E. LIFE RING | ☐ L. FIRST AID EQUIPMENT |
| ☐ F. BASKET | ☐ M. TREE PENETRATOR SEAT |
| ☐ G. BOOM NET | ☐ N. HELICOPTER PLATFORM |
| ☐ H. DAVIT | ☐ O. STRETCHER |
| ☐ I. RAFT | ☐ P. CABLE CUTTERS |
| ☒ J. WEBBING CUTTERS | ☐ Q. HELICOPTER RESCUE BOOM |
| ☐ K. CHICAGO GRIP | ☐ R. BILLY PUGH NET |
| ☐ L. OTHER (DESCRIBE) _____ | |

8. RESCUE ALERTING MEANS (Use numbers to show sequence)

- | | |
|--|--|
| ☒ A. WITNESSED | ☐ H. RADIO SURVIVAL TYPE |
| ☐ B. RADAR SURVEILLANCE | ☒ I. OTHER RADIO REPORT |
| ☐ C. OVERDUE REPORT TO SAR | ☐ J. VISUAL SIGNALLING EQUIPMENT |
| ☐ D. AIRBORNE RAPID RELAY | ☐ K. AUDIO SIGNALLING EQUIPMENT |
| ☐ E. CRASH PHONE | ☐ L. SURVIVOR REPORT |
| ☐ F. OTHER TELEPHONE | ☒ M. LOSS OF RADIO CONTACT |
| ☐ G. RADIO MAY-DAY CALL | ☐ N. SMOKE/FIRE-CRASH SCENE |
| ☐ L. OTHER (DESCRIBE) _____ | |

9. ALERTING/COMMUNICATIONS PROBLEMS

- | | |
|---|--|
| ☐ A. POOR RADIO RECEPTION | ☐ D. AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE |
| ☐ B. TELEPHONE LINE BUSY | ☐ E. POOR RADIO PROCEDURES |
| ☐ C. POOR RADIO DISCIPLINE | ☐ F. OTHER _____ |

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- | |
|---|
| ☐ A. VEHICLE OPERATOR NOT AVAILABLE |
| ☐ B. VEHICLE NOT READY |
| ☐ C. VEHICLE CREW NOT AVAILABLE |
| ☐ D. COMMUNICATIONS BREAKDOWN |
| ☐ E. COMPLETING PREVIOUSLY ASSIGNED DUTIES |
| ☐ F. LACK OF INFORMATION ON CRASH SITE |
| ☐ G. NATURE OF TERRAIN |
| ☐ H. WEATHER |
| ☐ I. OTHER _____ |

11. RESCUE VEHICLE PROBLEMS ENROUTE

- | | |
|---|---|
| ☐ A. HEADWIND | ☐ E. NATURE OF TERRAIN |
| ☐ B. POOR VISIBILITY | ☐ F. OTHER OBSTRUCTIONS (FENCES, ETC.) |
| ☐ C. HIGH SEA STATE | ☐ G. RESCUERS LOST |
| ☐ D. MECHANICAL PROBLEMS | ☐ H. WEATHER |
| ☐ I. OTHER _____ | |

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- | | |
|---|--|
| ☐ A. HEAVY SEAS | ☐ D. PRECIPITATION |
| ☐ B. TREES | ☐ E. DARKNESS |
| ☐ C. FOG/CLOUDS | ☐ F. RADIO INTERFERENCE |
| ☐ G. CONFUSION DUE TO OTHER LIGHTS | |
| ☐ H. MALFUNCTION OF DIRECTIONAL EQUIPMENT | |
| ☐ I. LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR | |
| ☐ J. INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN | |
| ☐ K. LOSS OF RADIO/RADAR CONTACT | |
| ☐ L. SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT | |
| ☐ M. OTHER _____ | |

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observation.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

PAGE 3 OF 3

- | | | |
|--|--|---|
| ☐ 01 - INADEQUATE PLOTATION GEAR | ☐ 09 - PULLED DOWN BY SINKING PARACHUTE | ☐ 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.) |
| ☐ 02 - INADEQUATE COLD WEATHER GEAR | ☐ 10 - ENTANGLEMENT (OTHER THAN PARACHUTE) | ☐ 19 - DARKNESS |
| ☐ 03 - LACK OF SIGNALING EQUIPMENT | ☐ 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT | ☐ 20 - THROWN OUT OF RAFT |
| ☐ 04 - LACK OF OTHER EQUIPMENT | ☐ 12 - CONFUSED, DAZED, DISORIENTED | ☐ 21 - HAMPERED BY HELICOPTER DOWNWASH |
| ☐ 05 - ENTANGLEMENT (PARACHUTE) | ☐ 13 - INCAPACITATED BY INJURY | ☐ 22 - PROBLEM BOARDING RESCUE VEHICLE |
| ☐ 06 - DRAGGING (PARACHUTE) | ☐ 14 - POOR PHYSICAL CONDITION | ☐ 23 - THIRST |
| ☐ 07 - PARACHUTE HARDWARE PROBLEM | ☐ 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.) | ☐ 24 - HUNGER |
| ☐ 08 - ENTRAPMENT IN AIRCRAFT | ☐ 16 - FATIGUE | ☐ 25 - INSECTS, SNAKES, ANIMALS, ETC. |
| ☐ 09 - OTHER _____ | ☐ 17 - WEATHER | ☐ 26 - SHARKS |

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- | | |
|---|--|
| ☐ 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS) | ☐ 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED |
| ☐ 02 - INADEQUACY/LACK OF RESCUE VEHICLE | ☐ 16 - RESCUE VEHICLE ACCIDENT |
| ☐ 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.) | ☐ 17 - COMMUNICATIONS PROBLEMS |
| ☐ 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT | ☐ 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE |
| ☐ 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING | ☐ 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.) |
| ☐ 06 - INADEQUATE MEDICAL EQUIPMENT | ☐ 20 - INTERFERENCE FROM OTHER VEHICLES |
| ☐ 07 - INADEQUATE MEDICAL FACILITIES | ☐ 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES |
| ☐ 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE) | ☐ 22 - WEATHER |
| ☐ 09 - RESCUE CREWMAN ASSIST HESITANCY | ☐ 23 - DARKNESS |
| ☐ 10 - FIRE/EXPLOSION | ☐ 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE |
| ☒ 11 - ENTRAPMENT IN AIRCRAFT | ☐ 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED |
| ☐ 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL | ☐ 26 - FLOATING DEBRIS |
| ☐ 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED | ☐ 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS |
| ☐ 14 - CARELESSNESS OF RESCUE PERSONNEL | ☐ 28 - HAMPERED BY HELICOPTER DOWNWASH |
| ☐ 15 - OTHER _____ | |

16. INDIVIDUAL'S PHYSICAL CONDITION	DURING RESCUE	AFTER RESCUE		DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 -	A -	5. FATAL OR RECOVERY-DROWNED		E -
2. PARTIALLY ABLE TO ASSIST	2 -	B -	6. RECOVERED ALIVE-DIED FROM INJURIES		F -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -	7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
4. FATAL OR RECOVERY-DUE TO INJURIES		D - ☒	8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- | | |
|--|---|
| ☐ 1 - RESCUE PERSONNEL TRAINING | ☐ 6 - AVAILABILITY OF RESCUE EQUIPMENT |
| ☐ 2 - TRAINING OF PERSON TO BE RESCUED | ☐ 7 - SUITABILITY OF RESCUE EQUIPMENT |
| ☐ 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS | ☐ 8 - SURVIVOR'S TECHNIQUES |
| ☐ 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS | ☐ 9 - COORDINATION OF RESCUE EFFORTS |
| ☐ 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS | |

NAME HUDSON, Henry Jr.	SERIAL NO. 701445	A/C UH-34D	BUND 150223
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**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE**
OPNAV FORM 3750/7M (REV. 4-68) 5/M 0107-721-0000

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6
PAGE 1 OF 3

1. SURVIVAL TRAINING

*Use Code as right to indicate the role this person's training played in survival.

2 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED

3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		*ROLE
			Month	Year	
A. WATER SURVIVAL:		Memphis	FEB	69	0
1. MAINTENANCE SWIM					
2. DILBERT DUNKER					
3. PARACHUTE DRAG					
4. IMMERSERD COCKPIT					
5. IMMERSERD SEAT					
B. JUNGLE SURVIVAL					
C. ARCTIC SURVIVAL					
D. DESERT SURVIVAL					
E. MOUNTAIN SURVIVAL					
F. SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (If widely variable, give range)

A. WATER TEMPERATURE _____ °F	F. TERRAIN	G. WEATHER
B. AIR TEMPERATURE <u>85</u> °F	☒ 1. OPEN GROUND	☒ 1. CLEAR
C. SURFACE WINDS <u>5</u> KNOTS	☐ 2. WOODS/JUNGLE	☐ 2. OVERCAST
D. WAVE HEIGHT _____ FEET	☐ 3. MOUNTAINS	☐ 3. FOG
E. WAVE FREQUENCY _____ PER MIN	☐ 4. DESERT	☐ 4. RAIN
	☐ 5. WATER	☐ 5. SNOW
	☐ 6. ICE/SNOW	☐ 6. SLEET
	☐ 7. SWAMP	☐ 7. HAIL
	☐ 8. OTHER	☐ 8. OTHER
	☐ 9. UNKNOWN	☐ 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give time lapse in hours and minutes from time of mishap)

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS			
				Day	Night	Down	Down
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	1:00			☒			
B. RESCUE VEHICLE DEPARTED	1:15			☒			
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL	1:45			☒			
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	1:45			☒			
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED		3 hrs		☒			
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)		4 hrs		☒			

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE UH-1D U. S. Army

B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

1. TYPE/MODEL: UH-1D Army

2. LOCATION WHEN ALERTED: Long Xuyen Airfield

WHEN ALERTED: Unknown

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? ☒ 1. YES ☐ 2. NO ☐ 3. UNKNOWN

IF SO, HOW?

☐ A. PARACHUTED

☐ C. DESCENDED LINE/LADDER/NET

☒ E. NORMAL GROUND/WATER

☐ B. JUMPED WITHOUT PARACHUTE

☐ D. LOWERED BY HOIST

☐ F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSO'S IN ITEM 1)

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED:

D. NUMBER SEARCH AND RESCUE HOURS 3

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
YOUNG, George A.	B41 07 57	UH-34D	15 0223

7. RESCUE EQUIPMENT USED (Use numbers to show sequence)

- | | |
|--|---|
| ☐ A. BLANK | ☐ H. GRAPNEL |
| ☐ B. BEAT | ☐ I. BOARDING LADDER |
| ☐ C. CARGO NET | ☐ J. KNIFE/AXE/SAW |
| ☐ D. ROPE | ☐ K. MAKESHIFT CARRIER/SUPPORT |
| ☐ E. LIFE RING | ☐ L. FIRST AID EQUIPMENT |
| ☐ F. BASKET | ☐ M. TREE PENETRATOR SEAT |
| ☐ G. BOOM NET | ☐ N. HELICOPTER PLATFORM |
| ☐ H. DAVIT | ☐ O. STRETCHER |
| ☐ I. RAFT | ☐ P. CABLE CUTTERS |
| ☒ 2 K. WEBBING CUTTERS | ☐ Q. HELICOPTER RESCUE BOOM |
| ☐ L. CHCAGO GRIP | ☐ R. BRILLY PUSH NET |
| ☐ Y. OTHER (DESCRIBE) _____ | |

8. RESCUE ALERTING MEANS (Use numbers to show sequence)

- | | |
|--|--|
| ☒ 3 A. WITNESSED | ☐ H. RADIO SURVIVAL TYPE |
| ☐ B. RADAR SURVEILLANCE | ☒ 2 J. OTHER RADIO REPORT |
| ☐ C. OVERDUE REPORT TO SAR | ☐ K. VISUAL SIGNALING EQUIPMENT |
| ☐ D. AIRBORNE RADIO RELAY | ☐ L. AUDIO SIGNALING EQUIPMENT |
| ☐ E. CRASH PHONE | ☐ M. SURVIVOR REPORT |
| ☐ F. OTHER TELEPHONE | ☒ 1 N. LOSS OF RADIO CONTACT |
| ☐ G. RADIO MAY-DAY CALL | ☐ P. SMOKE/FIRE-CRASH SCENE |
| ☐ Y. OTHER (DESCRIBE) _____ | |

9. ALERTING/COMMUNICATIONS PROBLEMS

- | | |
|---|--|
| ☐ A. POOR RADIO RECEPTION | ☐ D. AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE |
| ☐ B. TELEPHONE LINE BUSY | ☐ E. POOR RADIO PROCEDURES |
| ☐ C. POOR RADIO DISCIPLINE | ☐ Y. OTHER _____ |

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- | |
|---|
| ☐ A. VEHICLE OPERATOR NOT AVAILABLE |
| ☐ B. VEHICLE NOT READY |
| ☐ C. VEHICLE CREW NOT AVAILABLE |
| ☐ D. COMMUNICATIONS BREAKDOWN |
| ☐ E. COMPLETING PREVIOUSLY ASSIGNED DUTIES |
| ☐ F. LACK OF INFORMATION ON CRASH SITE |
| ☐ G. NATURE OF TERRAIN |
| ☐ H. WEATHER |
| ☐ Y. OTHER _____ |

11. RESCUE VEHICLE PROBLEMS ENROUTE

- | | |
|---|---|
| ☐ A. HEADWIND | ☐ E. NATURE OF TERRAIN |
| ☐ B. POOR VISIBILITY | ☐ F. OTHER OBSTRUCTIONS (FENCES, ETC.) |
| ☐ C. HIGH SEA STATE | ☐ G. RESCUERS LOST |
| ☐ D. MECHANICAL PROBLEMS | ☐ H. WEATHER |
| ☐ Y. OTHER _____ | |

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- | | |
|---|--|
| ☐ A. HEAVY SEAS | ☐ D. PRECIPITATION |
| ☐ B. TREES | ☐ E. DARKNESS |
| ☐ C. FOG/CLOUDS | ☐ F. RADIO INTERFERENCE |
| ☐ G. CONFUSION DUE TO OTHER ELEMENTS | |
| ☐ H. MALFUNCTION OF DIRECTIONAL EQUIPMENT | |
| ☐ I. LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR | |
| ☐ J. INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN | |
| ☐ K. LOSS OF RADIO/RADAR CONTACT | |
| ☐ L. SURVIVOR'S FAILURE TO USE SIGNALING EQUIPMENT | |
| ☐ Z. OTHER _____ | |

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observation.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

PAGE 3 OF 3

- | | | |
|--|--|---|
| ☐ 01 - INADEQUATE PLOTATION GEAR | ☐ 09 - PULLED DOWN BY SINKING PARACHUTE | ☐ 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.) |
| ☐ 02 - INADEQUATE COLD WEATHER GEAR | ☐ 10 - ENTANGLEMENT (OTHER THAN PARACHUTE) | ☐ 19 - DARKNESS |
| ☐ 03 - LACK OF SIGNALLING EQUIPMENT | ☐ 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT | ☐ 20 - THROWN OUT OF RAFT |
| ☐ 04 - LACK OF OTHER EQUIPMENT | ☐ 12 - CONFUSED, DAZED, DISORIENTED | ☐ 21 - HAMPERED BY HELICOPTER DOWNWASH |
| ☐ 05 - ENTANGLEMENT (PARACHUTE) | ☐ 13 - INCAPACITATED BY INJURY | ☐ 22 - PROBLEM BOARDING RESCUE VEHICLE |
| ☐ 06 - DRAGGING (PARACHUTE) | ☐ 14 - POOR PHYSICAL CONDITION | ☐ 23 - THIRST |
| ☐ 07 - PARACHUTE HARDWARE PROBLEM | ☐ 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.) | ☐ 24 - HUNGER |
| ☐ 08 - ENTRAPMENT IN AIRCRAFT | ☐ 16 - FATIGUE | ☐ 25 - INSECTS, SNAKES, ANIMALS, ETC. |
| ☐ 09 - OTHER _____ | ☐ 17 - WEATHER | ☐ 26 - SHARKS |

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- | | |
|---|--|
| ☐ 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS) | ☐ 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED |
| ☐ 02 - INADEQUACY/LACK OF RESCUE VEHICLE | ☐ 16 - RESCUE VEHICLE ACCIDENT |
| ☐ 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.) | ☐ 17 - COMMUNICATIONS PROBLEMS |
| ☐ 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT | ☐ 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE |
| ☐ 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING | ☐ 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.) |
| ☐ 06 - INADEQUATE MEDICAL EQUIPMENT | ☐ 20 - INTERFERENCE FROM OTHER VEHICLES |
| ☐ 07 - INADEQUATE MEDICAL FACILITIES | ☐ 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES |
| ☐ 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE) | ☐ 22 - WEATHER |
| ☐ 09 - RESCUE CREWMAN ASSIST HESITANCY | ☐ 23 - DARKNESS |
| ☐ 10 - FIRE/EXPLOSION | ☐ 24 - WEIGHT/DRAW PROBLEM NOT DUE TO PARACHUTE |
| ☒ 11 - ENTRAPMENT IN AIRCRAFT | ☐ 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED |
| ☐ 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL | ☐ 26 - FLOATING DEBRIS |
| ☐ 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED | ☐ 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS |
| ☐ 14 - CARELESSNESS OF RESCUE PERSONNEL | ☐ 28 - HAMPERED BY HELICOPTER DOWNWASH |
| ☐ 15 - OTHER _____ | |

16. INDIVIDUAL'S PHYSICAL CONDITION	DURING RESCUE	AFTER RESCUE		DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 -	A -	5. FATAL ON RECOVERY-DROWNED		E -
2. PARTIALLY ABLE TO ASSIST	2 -	B -	6. RECOVERED ALIVE-DIED FROM INJURIES		F -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -	7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
4. FATAL ON RECOVERY-DUE TO INJURIES		D - ☒	8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- | | |
|--|--|
| ☒ 1 - RESCUE PERSONNEL TRAINING | ☒ 6 - AVAILABILITY OF RESCUE EQUIPMENT |
| ☐ 2 - TRAINING OF PERSON TO BE RESCUED | ☐ 7 - SUITABILITY OF RESCUE EQUIPMENT |
| ☐ 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS | ☐ 8 - SURVIVOR'S TECHNIQUES |
| ☐ 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS | ☒ 9 - COORDINATION OF RESCUE EFFORTS |
| ☒ 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS | |

NAME YOUNG, George A.	SERIAL NO. 841 07 56	A/C UH-34D	BUND 150223
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The aircraft was observed by a Vietnamese civilian witness at the scene who could not be relocated, to roll over 2 times then free fall. He heard 2 explosion noises about the same time and he did not observe impact.

LTJG HUDSON started his Vietnam flying on 9 February 1970 and reported into this detachment with a total of 269.1 hours including a total of 64.4 hours in the UH-34. He flew 45.1 hours in the UH-34 in the training command, which he completed in June 1969. While at his interval duty station at NAS Cecil Field, as a SAR pilot, he flew a total of 31.9 hours including 19.3 hours in the UH-34, over a 6 month period, with no UH-34 time between mid October 1969 and his first flight with this detachment on 9 February 1970.

LTJG HUDSON's training and indoctrination was conducted by LT LEMVRE, LTJG SCHNEIDER and LTJG MADDEN.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION		NO. OF HOURS SPENT	DATE OF REPORT
☐ YES	☐ NO		
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS		NO. OF HOURS SPENT	NO. REPORTS PREPARED
☐ YES	☐ NO		
FLIGHT SURGEON'S NAME AND GRADE		DUTY STATION	SIGNATURE

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS
OPNAV FORM 3750/81 (REV. 4-68) S/N 0107-731-8900

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION ☐ YES ☐ NO		NO. OF HOURS SPENT	DATE OF REPORT
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS ☐ YES ☐ NO		NO. OF HOURS SPENT	NO. REPORTS PREPARED
FLIGHT SURGEON'S NAME AND GRADE	DUTY STATION	SIGNATURE	

C-31255

LT LEFEVRE was involved in an accident in June 1969 while a pilot with this detachment.

Analysis of LT LEFEVRE's log book reveals that he had a total of 2,117 hours as of 25 February 1970. Approximately 1,500 hours of this total was in the UH-34 and approximately 950 hours was in the UH-34D in Vietnam, flying the mission he was on when the crash occurred.

LT LEFEVRE's log book indicated that he acquired the following flight hours; JUL 69 - 90.2 hrs, AUG 69 - 97.9 hrs, SEP 69 - 95.0 hrs, OCT 69 - 126.0 hrs, NOV 69 - 117.0 hrs, DEC 69 - 127.1 hrs, JAN 70 - 97.9 hrs, FEB 70 - 100.9 hours of his FEB flight time 6 days were over 6 hours days.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION ☐ YES ☐ NO		NO. OF HOURS SPENT	DATE OF REPORT
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS ☐ YES ☐ NO		NO. OF HOURS SPENT	NO. REPORTS PREPARED
FLIGHT SURGEON'S NAME AND GRADE		DUTY STATION	SIGNATURE

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS
OPNAV FORM 3750/81 (REV. 4-68) S/N 0107-731-8900

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

LTJG HUDSON had compiled 44 hours of flight time while assigned to the detachment

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION		NO. OF HOURS SPENT	DATE OF REPORT
☐ YES	☐ NO		
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS		NO. OF HOURS SPENT	NO. REPORTS PREPARED
☐ YES	☐ NO		
FLIGHT SURGEON'S NAME AND GRADE	DUTY STATION	SIGNATURE	

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS
 OPNAV FORM 3750/1E (REV. 4-68) 5/71 0107-731-8900

REPORT SYMBOL 1730-7
 See Section II of OPNAVINST 1730.8

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION		NO. OF HOURS SPENT	DATE OF REPORT
☒ YES	☐ NO	50 Hours	7 March, 1970
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS		NO. OF HOURS SPENT	NO. REPORTS PREPARED
☒ YES	☐ NO	3 Hours	4
FLIGHT SURGEON'S NAME AND GRADE		DUTY STATION	SIGNATURE
JAMES P. LYONS, LCDR. (MC)		USN MAG 16 1st MAW	<i>James P. Lyons</i>

C-81583

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

CHRONOLOGICAL SYNOPSIS OF FLIGHT

Times established from Flight Services and ships logs. All times local (H)
26 February 1970

- 2
- 0805 - Reported departing Saigon for An Long to FSS with cargo for ships.
 - 0900 - Reported landing An Long to FSS.
 - 0903 - Landed USS BENEWAH
 - 0908 - Departed USS BENEWAH with passengers for Long Xuyen
 - 0911 - Landed An Long (off load passengers for Long Xuyen (Note 1))
 - 0913 - Departed An Long for USS BENEWAH (empty)
 - 0917 - Landed USS BENEWAH
 - 0920 - Departed USS BENEWAH with passengers for Long Xuyen
 - 0923 - Landed An Long
 - 0925 - Reported departing An Long for That Son to FSS with load of passengers for Long Xuyen.
 - 0945 - Reported landing That Son to FSS (fuel stop)
 - 1000 - Reported departing That Son for Long Xuyen to FSS
 - 1020 - Reported landing Long Xuyen to FSS (off load passengers for flight to Saigon)
 - 1040 - Reported departing Long Xuyen for Chau Duc to FSS with load of cargo and passengers for ships
 - 1100 - Reported landing Chau Duc to FSS (off load passengers for ship (note 1))
 - 1103 - Departed Chau Duc for YREM 20 with cargo
 - 1107 - Landed YREM 20

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE 2

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

- 1110 - Departed YREM 20 (Empty)
- 1113 - Landed Chau Duc
- 1115 - Departed Chau Duc for YREM 20 with passengers
- 1118 - Landed YREM 20 (off load)
- 1120 - Departed YREM 20 with passengers and cargo for Long Xuyen. Reported departing Chau Duc for Long Xuyen to FSS
- 1140 - Reported landing Long Xuyen to FSS (off load and fueled)
- 1205 - Reported departing Long Xuyen for An Long to FSS with cargo and passengers for ship
- 1220 - Reported landing An Long to FSS (off load passengers for ship((Note 1)
- 1223 - Departed An Long for USS BENEWAH with cargo
- 1227 - Landed USS BENEWAH
- 1230 - Departed USS BENEWAH with passengers
- 1233 - Landed An Long (off load passengers for Long Xuyen) (Note 1)
- 1235 - Departed An Long for USS BENEWAH with passengers
- 1238 - Landed USS BENEWAH
- 1243 - Departed USS BENEWAH with cargo for Long Xuyen
- 1246 - Landed An Long
- 1250 - Reported departing An Long for Long Xuyen to FSS (with load of passengers and cargo)
- 1310 - Reported landing at Long Xuyen to FSS. (Note 2)
- 13__ - CRASH
- 1345 - Navy Helo reported crashed North of Long Xuyen

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE 2

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

1400 - Army OV-1 sited wreckage - Alerted TOC - Recovery operations initiated.

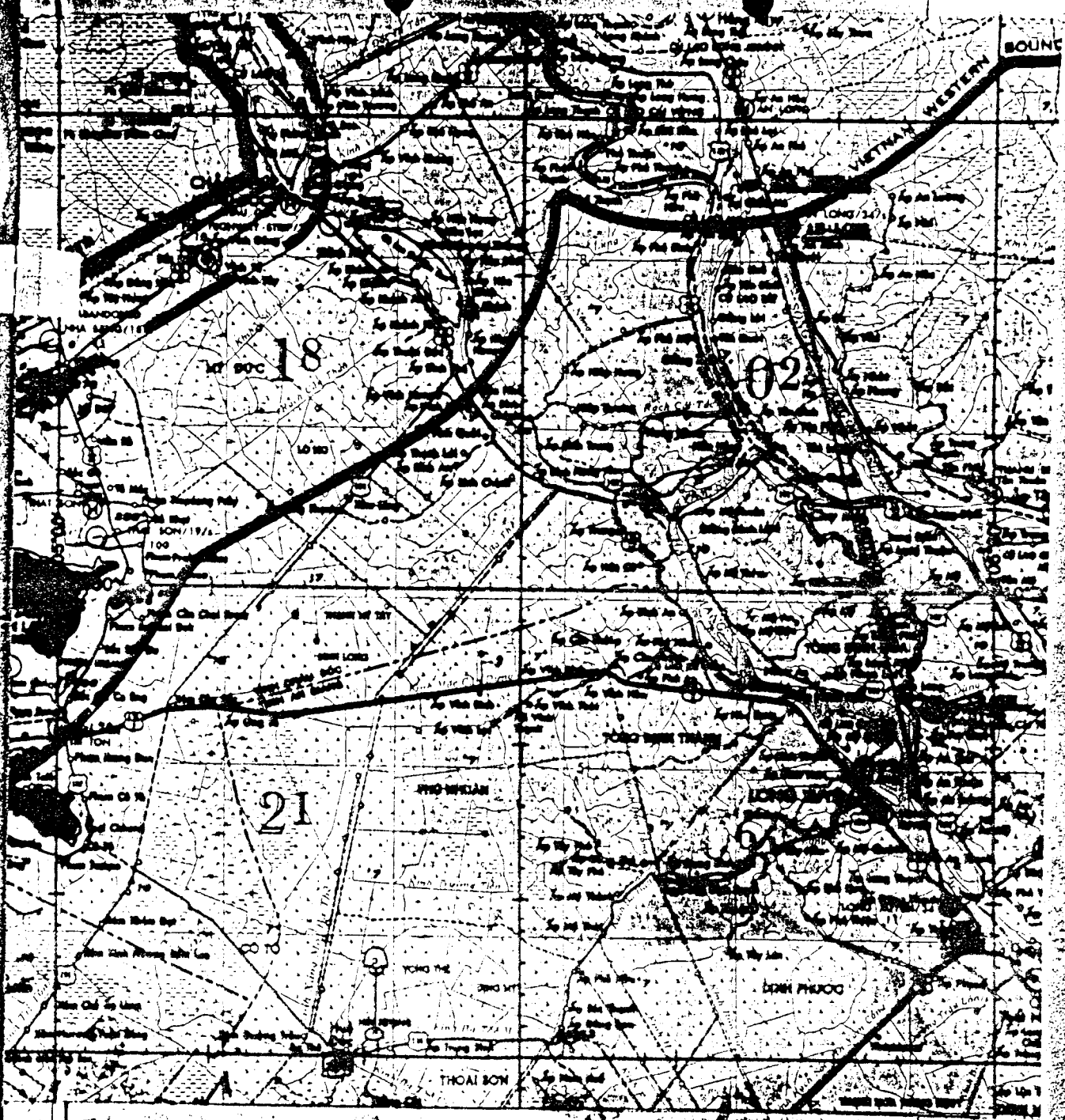
1415 - Army gunships on scene. Area secured.

1445 - Detachment Operations Officer on scene.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE 2

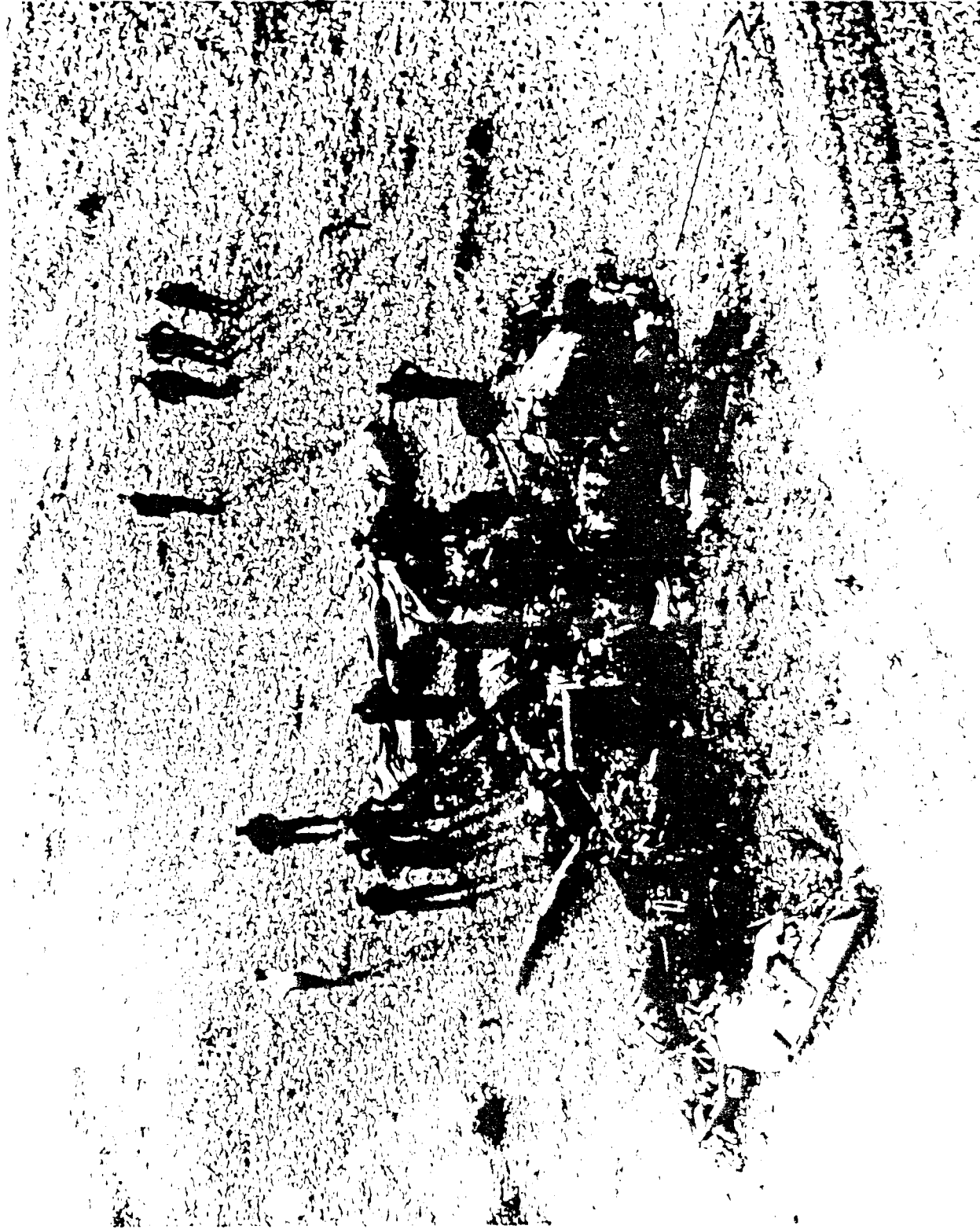
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ENCLOSURE 3

10022610

ENCLOSURE (4)

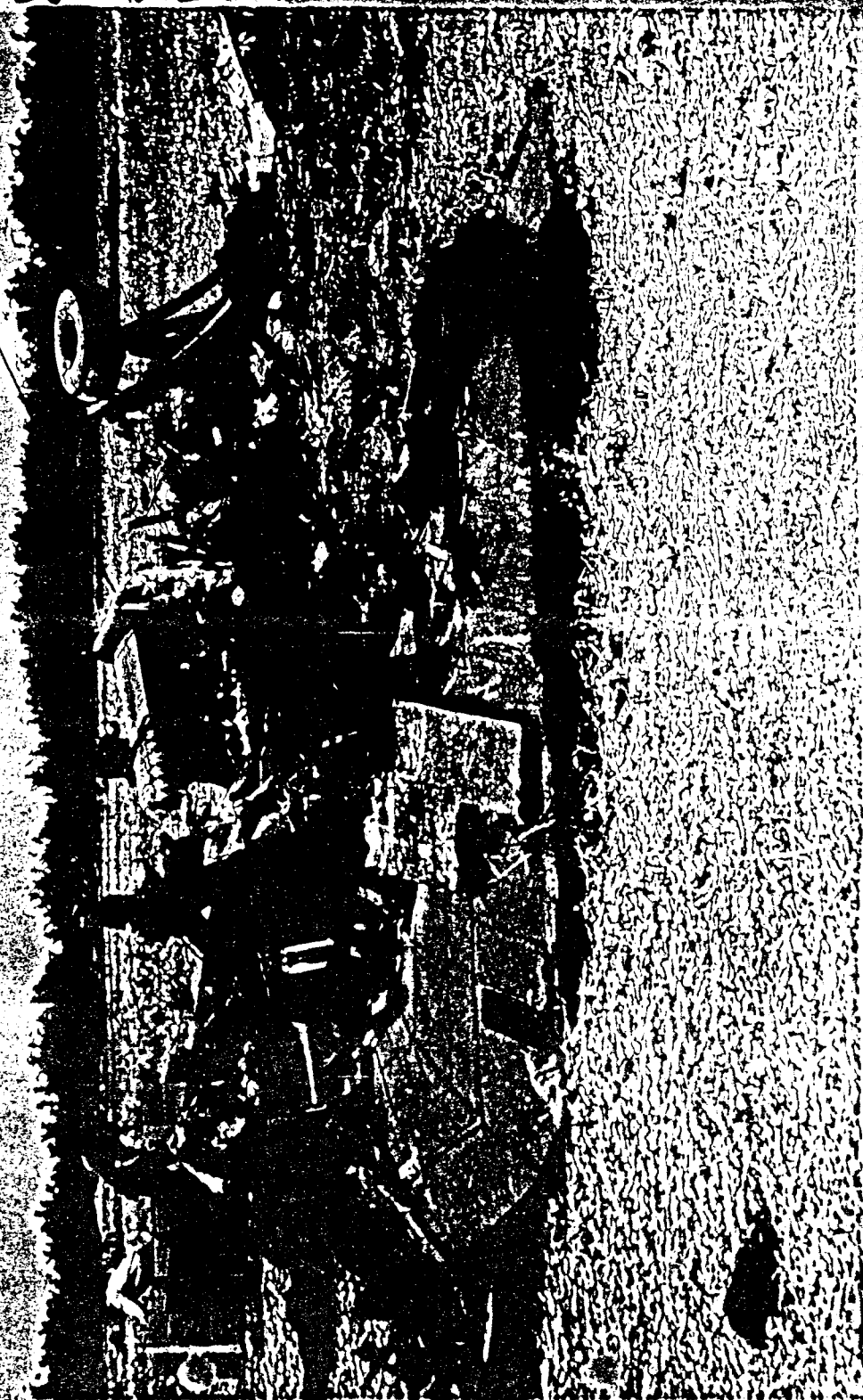


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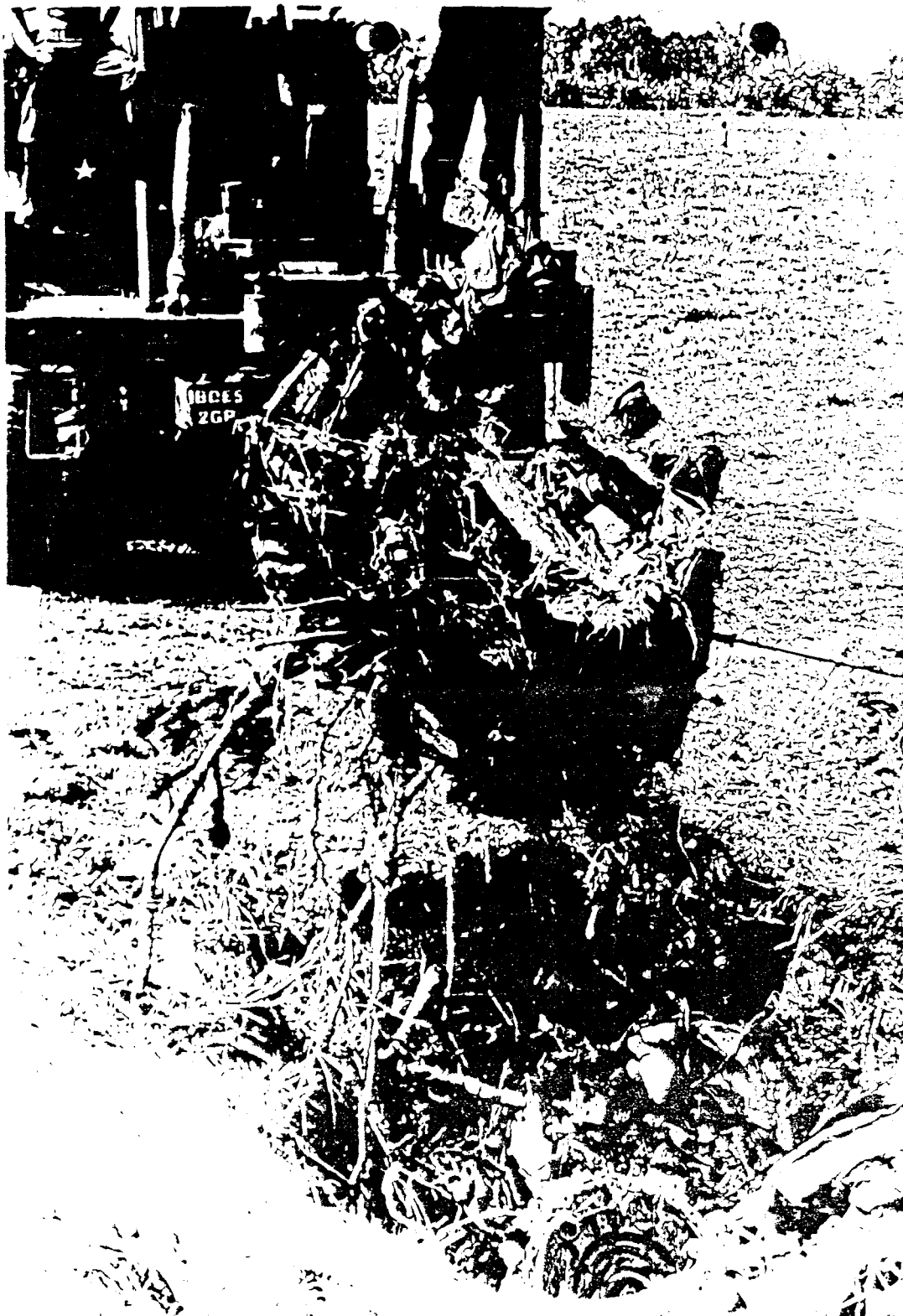
7010226107

ENCLOSURE (5)

330°



5



ENCLOSURE (6)

700226107

ENCLOSURE (7)

2

701021261

ENCLOSURE (3)

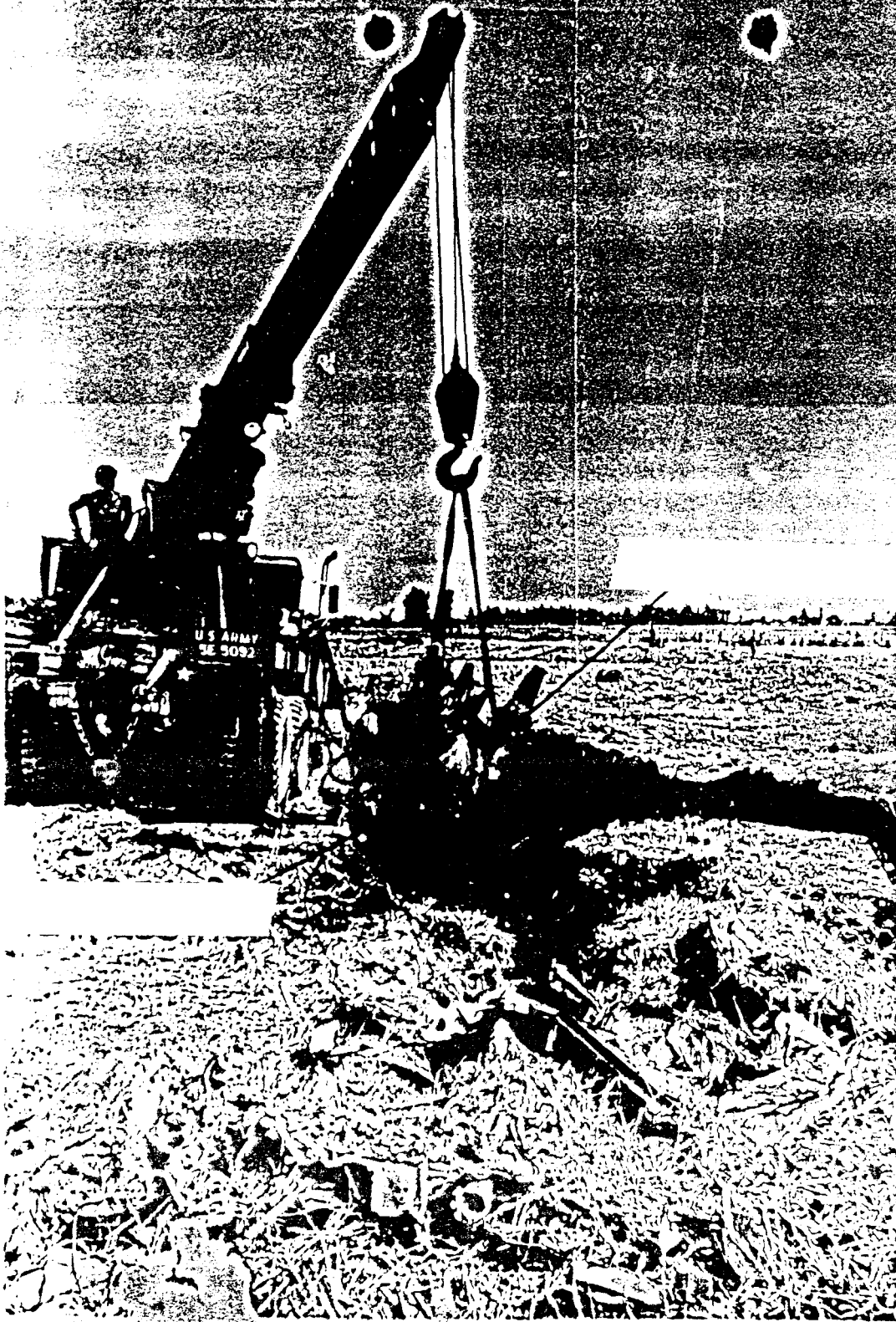


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ENCLOSURE (9)



8



10

ENCLOSURE (10)



ENCLOSURE (11)

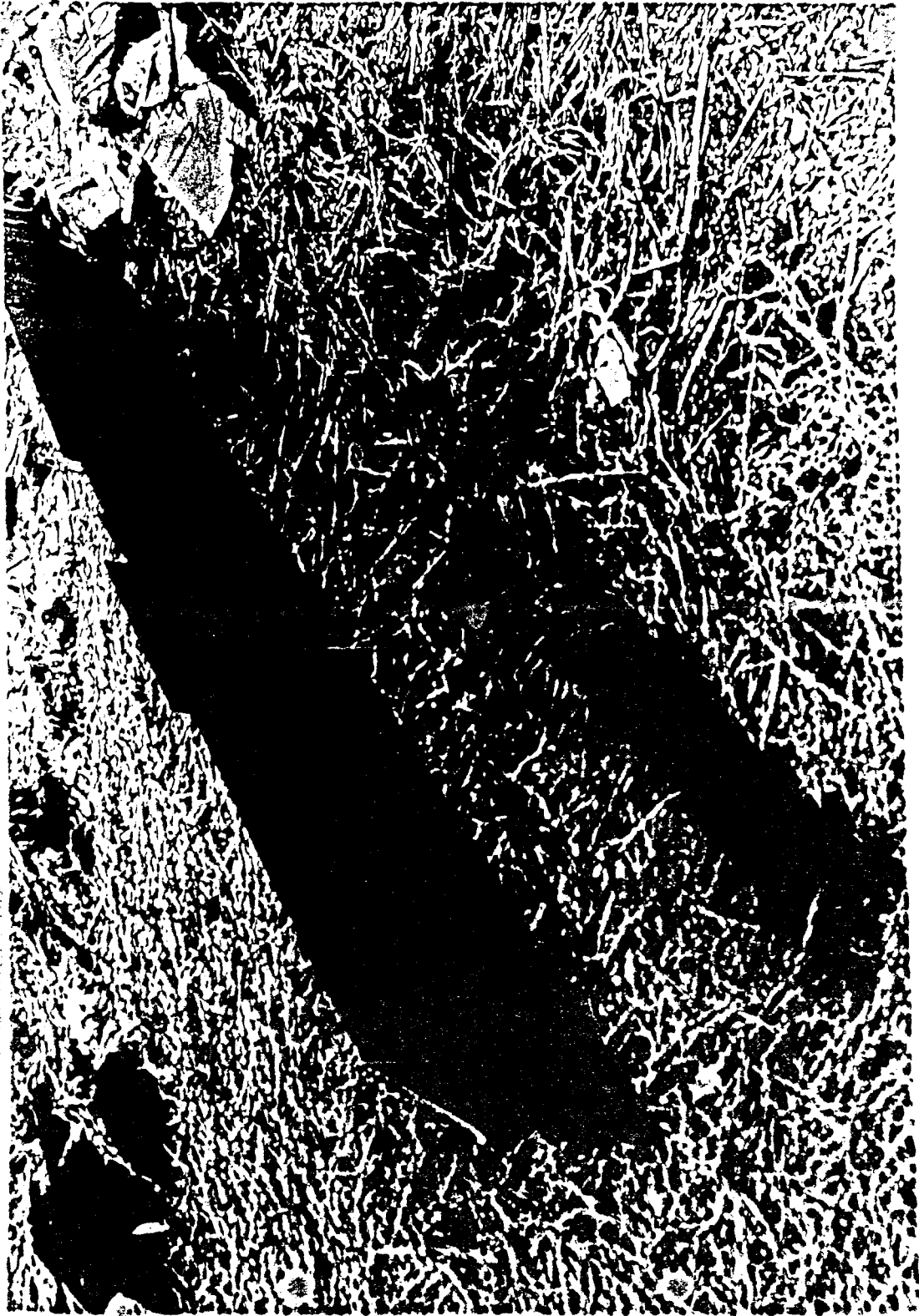
ENCLOSURE (12)



12

70102261107

ENCLOSURE



70102 26107

ENCLOSURE (14)



70 02 26 107

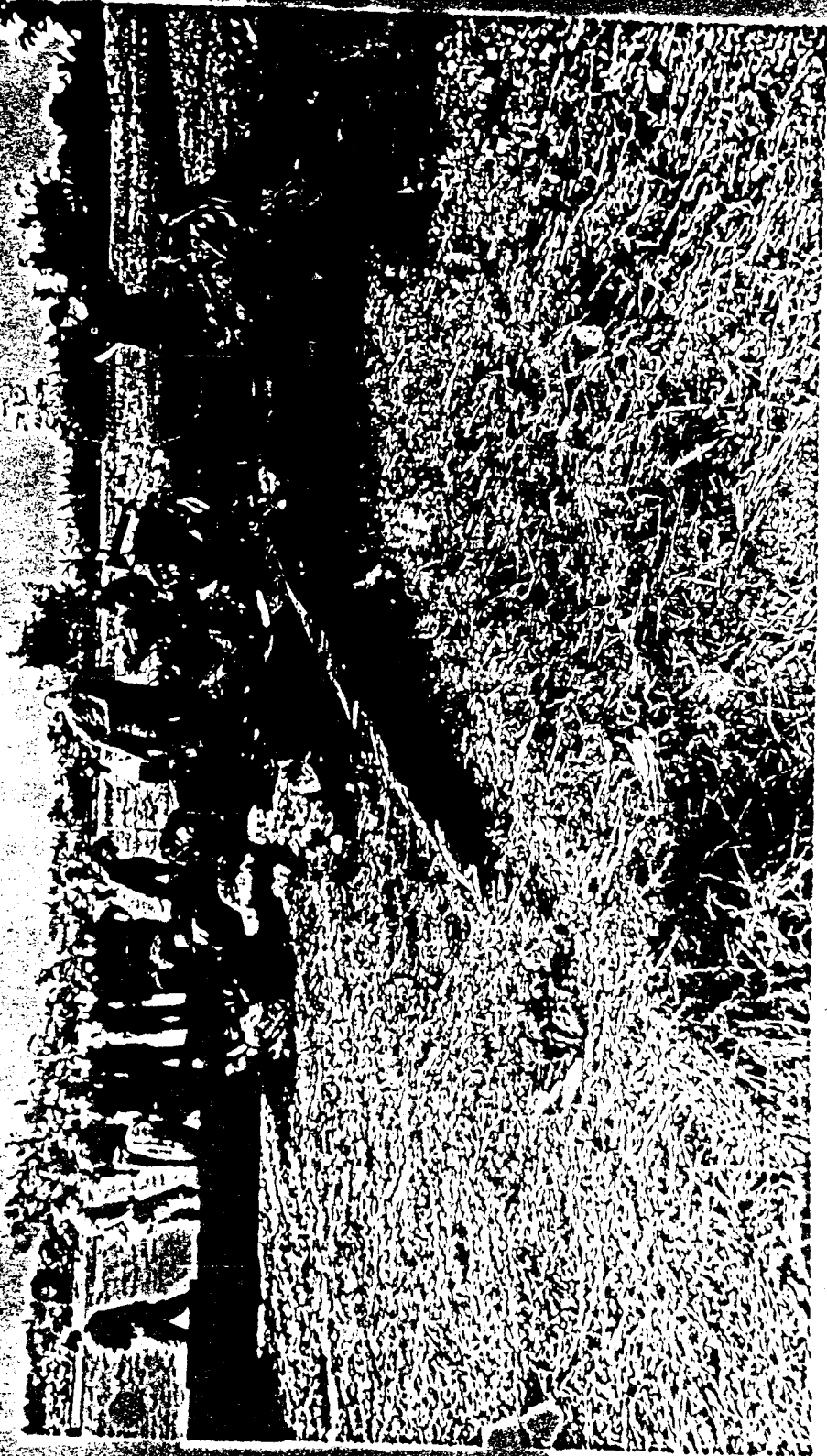
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17

ENCLOSURE (7)

ENCLOSURE

81

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

A IN-CRAFT MAINTENANCE DATA UN-34D BUNO 150223

TOTAL AIRFRAMES HOURS 3502
THIRD TOUR HOURS 1390

ENGINE R1820-84C

SERIAL NUMBER 51403

Installed 31 Jan 70
Hours since new: 2911
Overhaul: 108

MAIN ROTOR HEAD

SERIAL NUMBER A-3-58-3067

Installed 12 JUL 69
Hours since new 1401
Overhaul: 202

MAIN GEAR BOX

SERIAL NUMBER S58-I-1-55-400

Installed 14 DEC 69
Hours since new: 3197
Overhaul: 202

CLUTCH ASSEMBLY

SERIAL NUMBER HC-58-1413X

Installed 14 DEC 69
Hours since new Unknown
Overhaul: 6

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE

19

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

UH-34D BUNO 150223

PART B YELLOW SHEET MAINTENANCE DISCREPANCIES

DATE	HOURS	DISCREPANCIES	ACTION TAKEN
2/15/70	1.1	(1) Yaw ASE channel will not hold	Replaced MA-1 compass fuse.
2/16/70	5.3	(1) Leak in clutch compartment.	Tightened oil inlet line to clutch.
2/17/70	8.0	(1) Cyclic seems to be binding.	Could not duplicate
2/18/70	3.9	(1) Power with 2800 RPM, MP Takes	(reset throttle tension 3-4 seconds to come up to 52" on cables.
		(2) Engine idle 1300 RPM on shut down.	Adjusted engine idle.
		(3) Collective friction binding.	Wiped off collective.
2/20/70	3.4	(1) No significant discrepancies.	
2/21/70	2.6	(1) Idle on shutdown 1400.	Reset idle RPM.
2/22/70	1.2	(1) Throttle sloppy.	Changed worn bolts in throttle box.
		(2) Slight bind in left & right cyclic.	Could not duplicate.
2/23/70	6.4	(1) Strong on-load in throttle.	Reset cable tension.
		(2) Throttle Stiff.	Replaced roller and other parts in throttle box.
		(3) 2 overboosts: 50" @ 2500 RPM, 2 seconds	(Within limits 44" @ 2400 RPM, 2 seconds of GREB 197.
2/24/70	3.2	(1) At 2800 RPM and full throttle 44" then	it takes 2-3 seconds to build to 50"/rerigged throttle box.
		(2) On-load in throttle/set cable tension.	
		(3) Mixture catches going from idle cut off to rich	Changed Carburetors.
2/25/70	3.4	(1) Throttle very stiff.	Found worn bolt in throttle box and replaced.
		(2) Max power 2800 RPM, 50".	Found induction system air filter dirty.
		(3) #1 inverter inoperative.	Replaced.
		(4) #2 inverter inoperative.	Replaced.
		(5) 100 RPM rise on shut down.	Leaned mixture.

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

ENCLOSURE 19

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

UH-34D BUNO 150223 WEIGHT & BALANCE INFORMATION

OPERATING WEIGHT:	9657 LBS	INDEX MOMENT	37.1
FUEL:	500		34.0
CARGO:	1050		29.5
PASSENGERS:	1200		41.2
	<u>12,307</u>		<u>139.2% MAC</u>
	(Note 1)		(Note 2)

NOTE:

1. 14,000 pounds maximum permissible operating gross weight.
Operations at gross weights in excess of 13,300 not recommended.
2. 130.7 to 146.7% MAC permissible for flight.

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE 20

The following surface weather observations* for Vinh Long, Binh Thuy, Chi Lang and Cai Cai, RVN were extracted from our teletype records of 26 Feb 70. They are observations from stations closest to the accident site, which was at approximately 10°25'N 105°26'E.

1. VVVL (Vinh Long, 10°15'N, 105°57'E)

Date/Time

Observation

26/0600Z

Surface winds variable at 02 knots, vsby 7 miles, 3/8 Sc at 25, Temp 31 deg C, Dewpoint 22 deg C, Altstg 29.81 Ins

26/0700Z

Surface winds calm, vsby 7 miles, 3/8 Sc at 25, Temp 31 deg C, Dewpoint 22 deg C, Altstg 29.79 Ins

2. VVBT (Binh Thuy, 10°05'N, 105°43'E)

26/0600Z

Surface winds 060 deg at 06 knots, vsby 7 miles, 3/8 Cu at 25, 3/8 Ci at 300, Temp 31 deg C, Dewpoint 22 deg C, Altstg 29.80 Ins, no ceiling

26/0700Z

Surface winds 090 deg at 04 knots, vsby 7 miles, 2/8 Cu at 25, 3/8 Ci at 300, Temp 32 deg C, Dewpoint 22 deg C, Altstg 29.76 Ins, no ceiling

3. ICHG (Chi Lang, 10°32'N, 105°01'E)

26/0600Z

Surface winds variable at 05 knots, vsby 7 miles in haze, sky conditions Scattered, Temp 89 deg F, Dewpoint 85 deg F.

4. ICAI (Cai Cai, 10°54'N, 105°33'E)

26/0600Z

Surface winds calm, vsby 7 miles, sky conditions Scattered, Temp 87 deg F, Dewpoint 82 deg F

*Note: All cloud heights are in 100s of feet. Fahrenheit temperatures were converted from their Celsius equivalents. The following is a list of abbreviations used:

- | | |
|-------------------------------|-----------------------|
| 1. Altstg - Altimeter Setting | 5. Cloud Types |
| 2. Ins - Inches | a. Sc - Stratocumulus |
| 3. Temp - Temperature | b. Cu - Cumulus |
| 4. Vsby - Visibility | c. Ci - Cirrus |

We were able to find no FINDER indicating turbulence in the area.

Margaret M. Roberts
MARGARET M. ROBERTS, Captain, USAF
Chief Forecaster, Det 2, 30 Wea Sq

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE 21

RI 1112 YUW R UML PFA 0034 1100855-0000--RUCIT 192

200352Z APR 73

TO RUCILSA/NAVAL SAFETY CENTER, NAS

//N03758//

NAF CAM RANG BAY AND SER 2-70A

4. YOUR SPDLTR SER 1149 OF 6 APR 70

IV. SUBJECT MATTER CONCERNING UH-34D, BUONO 153223, OCCURRING 26 FEB 70,

PILOT LEFEVRE FWD'D BY MY FIRST END SER 1513 OF 2 APR 70. AIR MAILED
2 APR 70.

*2. SER OF AAR IS 2-70A VICE 4-70A. ADVISE BY MSG IF NOT RECD.

4

1434

[illegible]

P R 060652Z MAR 70
 FM NAF CRB DET TSN
 TO RUMUUA/NAVAIR SYSC PAC
 RULSDE/NAVAIR SYSCOMHQ
 INFO RULSDE/COMNAVMA
 RUMUUA/COMNAVMAIRPAC
 ZE4/COMNAVFORV SGN
 RUMD SAA/NAVAIRTECHSERFAC
 RUCILSA/NAVAVNSAFECE N
 RUCBKA/NAVAIREWORKFAC JAX
 RUCMHA/NAVAIREWORKFAC PNCLA
 RUMUUA/NAVAIREWORKFAC NORIS
 RUMLPFA/NAF CAM RANH BAY
 BT

Tie IN

03	01	011	012	013	014	015	02	02A	02B	05	051
/	/		/	/			/			/	

TOR: _____ CHANNEL NUMBER 233B

INIT: 7 DATE _____

03	01	011	012	013	014	015	02	02A	02B	05	051
/	/	/	/	/				/	/	/	/

SAFETY UR/DIR REQUEST

4. NAVAIRINST 4700.2
5. NAVAIRINST 4730.5
1. NAF CAM RANH BAY, SAFETY UR, 0015
2. 5 NAUTICAL MILES NORTH OF LONG XUYEN, AN GIANG PROV,

PAGE TWO RUMUGKD 7845

RVN, 261303L FEB 70

3. UH34D, 150223, LEFEVRE, BERNARD L. LT, 720232

4. NA

5. NA

6. NA

7. A/C IMPACTED GROUND INVERTED IN NOSEDOWN POSITION.

8. REPORTED TWO EXPLOSIONS PRIOR TO IMPACT.

9. (1) ENGINE ASSEMBLY/514123/21503/556407/1520-34C

(2) MAIN TRANSMISSION ASSY/8-53-1-1-55-424/26111/01635-2000-22

(3) HEAD ASSY, MAIN ROTOR/A-3-53-3067/15210/31610-2000-19

(4) HYDROMECH CLUTCH ASSY/HC-53-1413X/26200/78284/S1635-91101-3

A. NA

B. R-1820-34C/51403

C. (1) 2911.0/107.0/NARF JAX

(2) 3197.7/202.0/NARF PNCLA

(3) 1299.5/413.0/NARF PNCLA

(4) UNK/26.7/NARF NORIS

D. NA

PAGE THREE RUMUGKD 7845

10. NA

11.

12. REQUEST DIR ITEMS 8 (1, 2, 3, 4)

A. SAFETY ENGINEERING INVESTIGATION ✓

B. DISASSEMBLY AND INSPECTION

13. NA

14. NA

15. NAF CAM RANH BAY SUPPLY

16. E. W. ANDERSON, NAF CRB DET TSN, 924-2103

BT

#7845

SUPP AAR

NNNNZCZ CSUP0218W RUMUGKD 6330 0602347-EEEE--RUCILSA.

ZNY EEEEE

P 010347Z MAR 70

FM NAF CRB DET TSN

TO RUCILSA/NAVSAFECEN

INFO RUENAAA/CNO

RULSSAA/NAVAIRSYSCOM HQ

RUMJUA/COMNAVAIRPAC

RUADMSA/COMFAIRWESTPAC

ZEN/COMFAIRWESTPAC DET RVN

ZEN/COMNAVFORV

RUMUGAA/NSA SGN

RUMLPFA/NAF CRB RVN

BT

00	01	011	012	013	014	015	02	02A	02B	05	051
/	/		/	/			/			/	
TOR: _____						CHANNEL NUMBER 218B					
INIT: A						DATE _____					
055	10	11	12	13	20	30	40	50	60	70	01
	A	/	/	/				/	/	/	/

NAVY SUPPLEMENTARY REPORT #2 OF AIRCRAFT ACCIDENT

- A. OPNAVINST 3750.6F
- B. MY 261406Z FEB 70
- C. MY 270006Z FEB 70 (NOTAL)
1. 261303(L) FEB 70 DAY (CORRECTED FROM RECOVERED A/C CLOCK)
2. 6 NAUTICAL MILES NORTH LONG XUYEN AIRPORT, AN GIANG PROV. RVN.
3. UH-34 BUNO 150223

PAGE TWO RUMUGKD 6330

4. NAF CAM RANH BAY 4-70A

5. ON SITE INVESTIGATION

LIFTED BY ARMY H-47 TO NAVY BINH THUY FOR FURTHER TRANSFER TO
TAN SON NHUT. DIR'S WILL BE REQ ON ENGINE, TRANSMISSION, AND
SUSPECT MAJOR COMPONENTS.

6. SIKORSKY TECH SERVICES REQUESTED BY REF 4C) WILL BE
UTILIZED BY AAR BOARD. NO OTHER ASSISTANCE REQUIRED AT THIS
TIME.

7. LCDRVJ.L.KEEEEAAAAAAAAAAAAAAAAAOWGAWTPON TAN SON NHUT AIR BASE, RVN.

BT

#6330 -

NNNNOSWYGPAUNQPFBCZ CSLA333
 PTEZYUW RUWJMUA 0150 0592436-EEEE--RUCILSA.

ZNY EEEEE

R 230450Z FEB 70

FM ADMIRAL COMNAVAIR PAC

TO RUMUGKD/NAF CAM RANH BAY DET

INFO RULSSAA/NAVAIR SYSCOMHQ

RHADMSEA/COMFAIRWEST PAC

RUCILSA/NAVSAFECEN

RUMUGKD/COMNAVFORV

RUMUGKD/COMFAIRWEST PAC DET RVN

RHXLPPA/NAF CAM RANH BAY

BT

//N13120//

HH-3AD BUHQ 152223

A. YOUR 261436Z FEB 70

1. REQ PROVIDE ANY AMPLIFYING INFO IF AVAILABLE AND IF
 ASSISTANCE IS REQUIRED FROM THIS HQGTRS. REF A REFERS.

BT

#0150

00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99
TOR: _____																CHANNEL NUMBER <u>2086</u>																																																																																			
INIT: <u>11</u>																DATE _____																																																																																			
00	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99									

P 261400Z FEB 70
FM NAF CRB DET TSN
TO RUCILSA/NAVSAFECEN NORVA
INFO RUENAAA/CNO
RULSSDE/NAVAIRSYSCOMHQ
RUWJMUA/COMNAVAIRPAC
RUADMSA/COMFAIRWESTPAC DET RVN
ZEN/COMNAVFORV
RUMLPFA/NAF CRB RVN
RUMUGAA/COMNAVSUPPACT SGN
BT

AAR STRIKE

00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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TOR: _____ CHANNEL NUMBER _____

INIT: RT DATE _____

NAVY PRELIMINARY/SUPPLEMENTARY REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST 3750.6F

1. 261433 (APPROX) FEB 70 DAY

2. 6 NAUTICAL MILES NORTH LONG XUYE AIRPORT, ANGIANG PROV, RVN

3. UH-340, BUINO 150223.

4. NAF CAM RANH BAY 1-70A. -

5. ALFA

6. LEFEVRE, BERNARD L, LT, 720232/1315, UNSR, ACTIVE, ALFA

CORRECTED COPY

PAGE TWO RUMUGKD5672

PILOT.

HUDSON, HENRY (N) JR., LTJG, 701445/1315, UNSR, ACTIVE, ALFA

CO-PILOT.

7. YOUNG, GEORGE A., AD3, BA10756, USN, ACTIVE, ALFA.

8. PASSENGERS: OOTOSIX

1. HUFFMAN, DAVID P., EN2, USN, B515485, MINEDIV 113

DET "C", ALFA, PASS.

2. BAYASSE, NORMAN K., EN3, USN, B315555, RIV ASSLT

SGDRN 13, BOAT UI, ALFA, PASS.

3. GLENDENNING, FRANK, RM3, USN, B614981, YRBM 21

ALFA, PASS.

4. RAY, RONALD S., EM3 USN B319606, YRBM 21 ALFA, PAS

5. FELLOWS, ROBERT L., EM3, USN, B355422, YRBM 21,

ALFA, PASS.

6. WASSCHALL, ARCHIE C., CS3, USN, B345014, YRBM 21

ALFA, PASS.

9. COMBAT LOGISTICS

10. ENROUTE

11. UNIDENTIFIED VNM STATED THRU INTERPRETER HE HEARD

"EXPLOSION AND THE ACFT ROLLED OVER TWICE IN FLIGHT AND FELL".

PAGE THREE RUMUGKD5672

12. VMC

13.

14. UNKNOWN

15. NONE.

16. SECURITY OF WRECKAGE UNDER COGNIZANCE OF ISATH TOC, U.S.

ARMY CAN THO, RVN. ACCESSIBLE BY HELO

17. LCDR J.L. KNIELY, ASO, 924-2509, TAN SON NHUT AIR BASE.

RVN

BT

BT

#3853

18 APR 70 05 30Z

R 171944Z APR 70
FM NAVAIREWORKFAC JAX
TO RUCILWA/NAVAIRSYS COMREPLANT
RUMLPFA/NAF CAM RANH BAY
INFO RUWJMUA/NAVAIRSYS COMREPAC
RUCLMHA/NAVAIRSYS COMREP PNCLA
RULSSAA/NAVAIRSYS COMHQ
RUCILSA/NAVSAFECEN
RUWJMUA/COMNAVAIRPAC
RUEOHRA/NATSF
RUCLMHA/NAVAIREWORKFAC PNCLA
RUSQSNW/NAF CAM RANH BAY DET TSN
RUMUGKD/COMNAVFORV SAIGON
RUWJMUA/NAVAIREWORKFAC NORIS
RULSSAA/COMNAVMAT
RUEDATA/DCASO WOODRIDGE
BT

00	01	011	012	013	014	015	02	03A	023	05	05B
TOR: _____						CHANNEL NUMBER		2018			
INIT: _____						DATE _____					
055	10	11	12	13	20	30	40	50	60	70	80
			A								

//N13710//

SAFETY ENGINEERING INVESTIGATION R1820-84C ENGINE, S/N 514103;
FINDINGS OF

PAGE TWO RUWTAEO518

1. NAVAIRSYSCOMREPLANT 092148Z MAR 70
2. NAF CAM RANK BAY DEI TSN 060552Z MAR 70
1. INVESTIGATION CONDUCTED PER REF A TO DETERMINE IF ENGINE
CONTRIBUTING FACTOR TO CRASH REPORTED REF B. ACCESSORIES AND
COMPLETE REAR SECTION NOT RECEIVED
2. INVESTIGATION REVEALED NO EVIDENCE OF MALFUNCTION OR FAILED PARTS.
3. ENGINE SECTIONS INVESTIGATED; NOT CONSIDERED CONTRIBUTING
FACTOR TO ACCIDENT
4. THIS COMPLETES ACTION ON PAC CONTROL NO. H34-1134-05
BT
0518

LIST OF WITNESS STATEMENT

The following individual provided statement to the Mishap Investigation Board. However, such statement is privileged and therefore not included.

LTjg Thomas R. Schneider

MATERIALS ENGINEERING DIVISION
AERONAUTICAL ENGINEERING DEPARTMENT
NAVAL AIR REWORK FACILITY
NAVAL AIR STATION, PENSACOLA, FLORIDA 32508

PHOTO 23-70

LAB NO. 205817

22 APRIL 1970

Photograph of failed Sikorsky UH-34D transmission components and foreign matter removed from helicopter 150223. Item marked (1) consisted of pieces of newspaper, item marked (2) consisted of pieces of white plastic.

Scale: 0.2X (approx)

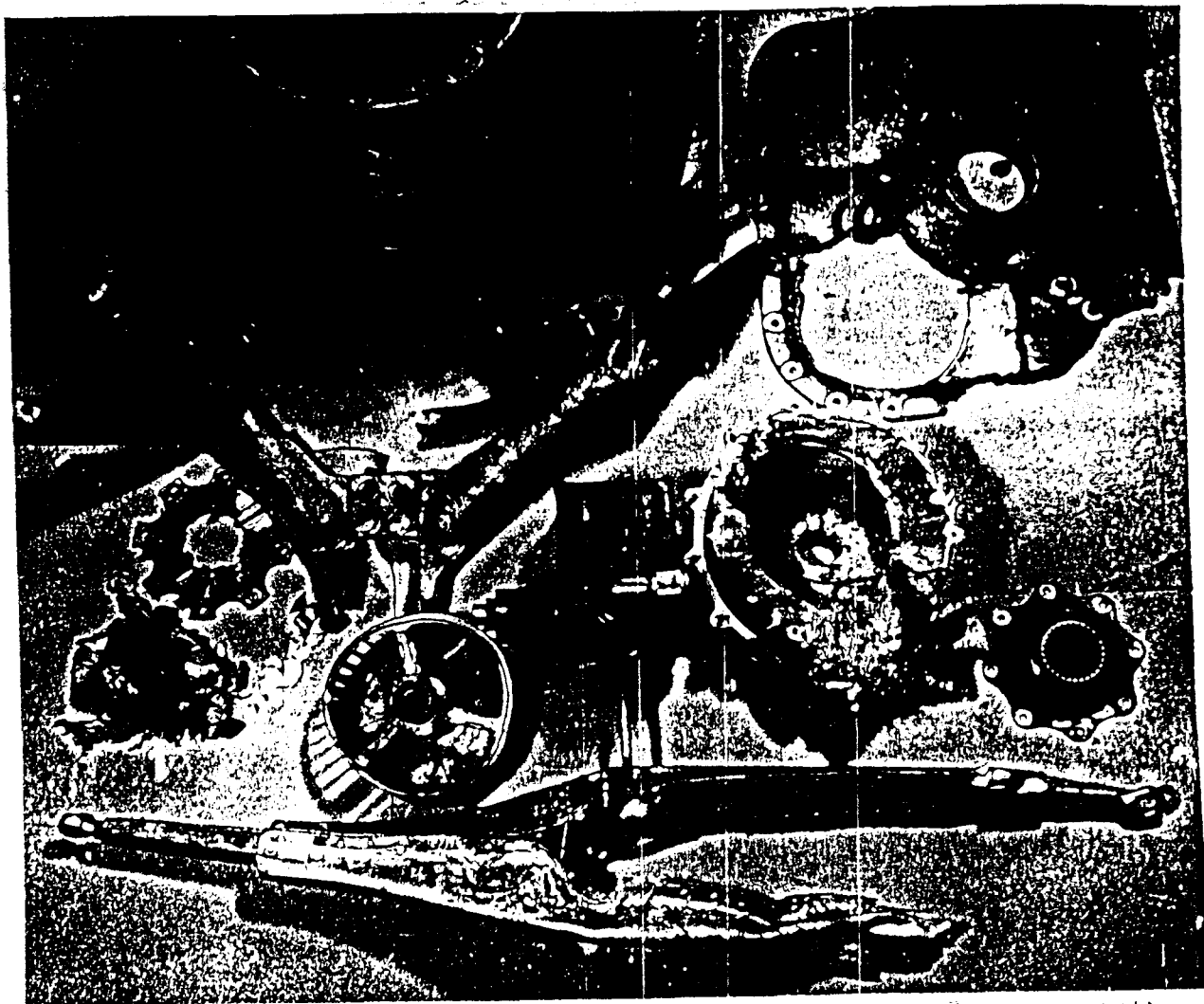


EXHIBIT 117

Code 34000
12 May 1970

LABORATORY REPORT M76-70

Reported by:

E. F. Nicosia
E. F. NICOSIA
METALLURGIST

Approved:

R. M. Harper
R. M. HARPER
DIRECTOR (Acting)