<table>
<thead>
<tr>
<th>OPENING/CLOSING/SIGNATURE</th>
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<tbody>
<tr>
<td>MISSION NUMBER: 1-3-123-17 Aug 67</td>
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<tr>
<td>SUBJECT: USAF F-105</td>
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<td>HH-3E</td>
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ZTIZYN RUPD-00003 2290000-CCCD=-RUCNFPA.
ZNY CCOC
DE RUPHFD 170 2290730
ZNY CCOC
Z 0 170630Z AUG 67
FM OL 3 SARREP SIE TRA RVN
TO RUEMFA/ARSCP ORLANDO AFB FLA
INFO RUEMFA/CSAF
RUMTFA/USAF HPC RANDOLPH AFB TEX
RUCUEV/HAQ
RUEGA/1AC
RUEG/5INCFACAF
RUEGIA/PACAF HICKAM AFB HAWAII
RUNAL/TAR TAN SON NHU AB RVN
RUNSEI/GARREP TAN SON NHU AB RVN
RUNIA/1AOV SAIJOV RVN
RUNAS/TAR FOR V SAITO RVN
RUNIAIA/338TFW KORAT RTAF THAI
RUEG/CONFIDENTIAL
RUEGIA/ALL SEVENTH FLT CTA TF CRDS
RUNIG/CTA SEVEN ZERO PT TWO PT ONE PT ONE
RUNIAIA/CTA SEVEN SEVEN PT ZERO PT ONE
RUNIAIA/CTA SEVEN SEVEN PT ZERO PT TWO
RUMBAD/OL 2 SARREP UDORN RTAF THAI

PAGE 2 RUMBAD 170 CONFIDENTIAL
RUEMFA/ARSCP ORLANDO AFB FLA
RUMTFA/1ACR REP TOY 104 AB RVN
RUEG/5INCFACAFI PEARL HARBOR HAWAII
ET
CONFIDENTIAL OL 1 SARREP 50163 AUG 1967. SAF FOR
(FAPOF/PH, APOE); USAF (APRE); MAC (MACDIA, MEC); JAC (DOOS-
JD); 5INCFACAF (DOOS-JD); PACAF (PACAF); TAR (MACDIA, DO, DOD);
SARREP (MACDIA);
SUBJ: CD RESUE INFORMATION REPORT,
1. RESCUE OPENING/CLOSING REPORT,
2. 103/12317 AUG 67.
4. A. P-150, 1 P.O.D. B. TACTICAL. C. CLASSIFIED. D. USAF/
COMED LEND/LEASE NUMBER 624-378. E. USA. F. 338TFW, KORAT RTAF,
THAILAND.
G. NOT RELEASED. H. ONE.
5. TACO-INCD HEARD MIDWAY CALL ON GUARD.
6. NOT REQUIRED.
8. DIVERTED ONE MH-5E FROM ORBIT AND LANCHED TWO MH-5E'S
FROM FORWARD OPERATING LOCATION.
PAGE 3 RUNOFF 170 CONFIDENTIAL
9. 1705N/10707E.
10. A, NOT A FACTOR.
11. OCS-1, S/SERGEANT/CAPTAIN SIEVERTSON.
12. 37 ARMS, 39 ARMS, 602 ACS, USAF, USN, 620 TCS.
13. COVEY 62 (USAF 0-1E).
14. ELING.
15. A: 1/0/1/0/0, B: 1/0/0/0/0.
16. TAKEN TO HOSPITAL SHIP REPOSE LOCATED AT 1657N/10718E.
17. 7/14/1300/37 ARMS/HH-3E; 2/2/PL1US40/602 ACS/Al-E; 1/1PLUS50/
39 ARMS/HH-130P; 4/3/PLUS0/USAF/T-4C; 1/0/PLUS50/388TN/T-105; 2/1/PLUS0/USAF/AH-1H.
18. O/0/1/0/NOT AVAILABLE/0/0/0 AVAILABLE.
19. A, RCO-CAPT ROBERT E. PRINCE; OP MAJOR FRANK L. TROCHAK;
FM, SGT, FRED W. HALEBUT, PJ, AOC, PETER M. EYRICH.
B. NOT RELEASED.
20. M. HEARD MAYDAY CALL OVER GUARD AND NOTIFIED HH-3E'S (JOLLY
GREENS 07, 30 & 10) AND HH-130 (CROWN 4). CARGO LEAD WAS SHUT
DOWN DURING STRIKE BUT MANAGED TO BAIL OUT AND DRIFT OUT OVER
WATER. PILOT HAD A BADLY BROKEN RIGHT LEG AND WAS SUFFERING
FROM SHOCK. JOLLY GREEN 30 HAD TO DUMP FUEL IN ORDER TO HOVER
APPROXIMATELY TWENTY MINUTES WHILE PJ WAS DEPLOYED TO ASSIST
PILOT. HE WAS IN SEVERE PAIN AND UNABLE TO GET UNTANGLED FROM
CRUTCH ALTHOUGH HE WAS ABLE TO GET INTO HIS RAFT. PLANNED TO
TAKE SURVIVORS TO DAHANG 10. HOWEVER, JOLLY GREEN 30 HAD TO
LAND AT DOG TO REFUEL AND SURVIVOR'S CONDITION WORSENA.
REMARKS: SURVIVOR WAS TAKEN TO HOSPITAL SHIP REPOSE FOR IMMEDIATE
MEDICAL ATTENTION, CARGO AIRCRAFT WAS COMBAT LOSS. ONE
ARMS COME AT SAVAGE.

ENLISTED
CLASSIFIED BY
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULED OF EXECUTIVE ORDER 11852
AUTOMATICALLY DEGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 17 FEB 1977.

CONFIDENTIAL

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3rd AERGp (AHRC) APO 96307

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

2. (C) Jolly Green 30 and Jolly Green 10 were notified of cockpit alert at 1000L. The downed pilot's position was given as 005/17 Ch 109 and later changed to 360/05. We were airborne at 1027L. We were told that the survivor was in the water and was injured. Consequently, I elected to go directly to the coast at minimum altitude and maximum speed and then north over the water, a distance of approximately 25 miles. We located the survivor at 1038L. Covey 67 had him in sight and was circling directly overhead which made it possible for us to go directly to him instead of having to search. The survivor was lying on his stomach in the raft with his feet still in the water and had the UAR-10 radio in his hand. It was obvious that he needed assistance so the PJ was lowered. The survivor was unable to move anything except his hands and arms and considerable difficulty was encountered while trying to get the survivor into the horse collar. He was badly tangled in the lanyard from his harness to the raft and with various items that were attached to the raft by lanyards. The survivor was brought aboard at 1055L and then the PJ was picked up.

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

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

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

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

8. (C) Aircraft involved:

| Jolly Green 30, 10 and 07 | USAF HH-3E |
| Jolly Green 07 | USAF O-2 |
| Unidentified | USAF O-1 |
| Sandy 7 and 8 | USAF A-1E |

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

10. (C) Aircrews:

<table>
<thead>
<tr>
<th>Jolly Green 30 (Low)</th>
<th>Jolly Green 10 (High)</th>
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<tbody>
<tr>
<td>Capt. Robert E. Prince</td>
<td>1LT Rodney G. Parks</td>
</tr>
<tr>
<td>Maj. Frank L. Trochak</td>
<td>1LT Mark H. Hatchler</td>
</tr>
<tr>
<td>SSgt Fred H. Halbert</td>
<td>SSgt Gary V. Phillips</td>
</tr>
<tr>
<td>AOC Peter H. Myrich</td>
<td>SSgt John H. Stemple</td>
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OTICZYN RUNHM02Z 146-2360000-CCCC-RUCLMFA.
ZNY CCCCC
DE RUMHPD 228 2361550
ZNY CCCCC
O 241402Z AUG 67
FM OL-3 ARRGP SON TRA RVN
TO RUCLMFA/ARECF ORLANDO AFB FLX
INFO RUFNO/CSAF
RUCLMFA/MAU
RUHLM/THC
RUHLM/CSAF
RUHLM/RARRG HICKAM AFB HAWAII
RUMSF/1ST TAN SON NHIIT AB RVN
RUMSAV/2ACY SAIGON RVN
RUMSBV/NAVFOR.V SAIGON RVN
RUHLMRA/TPEARL HARBOR HAWAII
RUMSF/TAC
RUMSF/ALL SEVENTH FLT CVN-11 CRDS
RUMSF/1ST SEVEN PT TWO PT ONE PT ONE
RUMSF/2CT SEVEN SEVEN PT ZERO PT Two
RUMSF/2CT SEVEN SEVEN PT ZERO PT TWO
RUMSEAV/OL-2 J ARRGP UDORN RAFA THAILAND
RUCLMFA/48ARRS EGLIN AFB FLA

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23RD FEB 1965

OL-3 1-3-67
24 AUG 67
CONFIDENTIAL

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PAGE TWO RUMHPD 228 CONFIDENTIAL
RUMSF/2CSA Q USAF HOA AB RVN
RUMSBF/355TFW TAKILI RTA FB THAILAND
RUMSF/HQ USAF RANDOLPH AFB TX, WPC

CONFIDENTIAL OL-3 3ARRG 50177 AUG 67. CSAF FOR (AFXOFH,
AFCC); MAC CHOCOA, WCP; TAC (DBFG-TF); CINCPAC (DOCC-R); 7AF
(DOCC, DO, DO); PAAG (PCC); 3ARRG (RGR); HQ USAF (AFPMSC);
SUBJECT RESCUE INFORMATION REPORT: PART ONE: OF TWO PARTS;
1. RESCUE SUSPENDING REPORT: 1. 1-3-130/24 AUG 67;
2. OL-3 1ARRG, MAJ ORR: 112, USN;
3. V/S NEW YORK CITY 355TFW 1-3-130/24 AUG 67;
4. OL-3 ARRGP, MAJ ORR: 12, USN;
5. SEE ITEM 20, H. PART II THIS MESSAGE;
6. OL-3 1ARRG, MAJ ORR: 12, USN;
7. MAJ ORR: 12, USN;
8. SEE ITEM 20, H. PART II THIS MESSAGE;
9. OL-3 1ARRG, MAJ ORR: 12, USN;
10. A. NOT A FACTOR; C. SEE ITEM 20, H. PART II THIS MESSAGE;
11. OL-3 1ARRG, MAJ ORR: 12, USN;
12. OL-3 1ARRG, MAJ ORR: 12, USN.
15. A. 1/0/0/0/0/0/10/0/ 16 S/E;
17. 1/2 PLUS 00/37ARRS/HK-5S; 1/2 PLUS 00/39ARRS/HC-130P;
2/4 PLUS 00/355TFW/F-105; 6/12 PLUS 00/8TFW/F-4C; USN SORTIES
AND FLYING TIME NOT AVAILABLE.
18. A. S/E; B. S/E;
19. A. VICINITY OF 21-41N 106-56E WITH 75 PERCENT OF EFFECTIVENESS
DUE TO TERRAIN;
B. SEE ITEM #.
F. SUSPENDED BY 7AF.
H. SHARK FOUR (4) WAS DOWNG BY HOSTILE FIRE WHILE ON A TACTICAL
MISSION. A CHUTE WAS OBSERVED AND A BEEPER HEARD WHILE THE CHUTE
WAS DESCENDING. SHARK FLIGHT LEFT THE AREA TO REFUEL AND RETURNED
AFTER REFUELING WITH A FLIGHT OF F-4CS AS HIGH CAP. BEEPER CON-
TACT WAS ESTABLISHED WITH SOMEONE, BUT NO VOICE OR VISUAL CONTACT WAS
ESTABLISHED. BEEPER CONTACT WAS NOT RELIABLE. THE USN FORCES WOULD
NOT ALLOW THE JOLLY GREEN RESCORT (Q-110) TO GO INLAND UNTIL VIS-
UAL CONTACT WAS MADE. ANOTHER FLIGHT OF F-4CS WAS SENT INTO THE
AREA BUT COULD NOT ESTABLISH ANY CONTACT. HOWEVER THEY DID GET FLAK.

PAGE FOUR RUMHPD 223 CONFIDENTIAL
MISSION SUSPENDED AT 1052Z BY 7AF DUE TO LOW PROBABILITY OF POSITIVE
SIGHTINGS, HOSTILE ACTIONS, AND APPROACHING DARKNESS. FUTURE
MISSION AIRCRAFT TO CONDUCT ELECTRONIC SEARCH IN THE AREA.
OP-4
BT

NNNN

DEEDS

CER

DEEDS

DEEDS