

DECLASSIFIED

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

96
19 August 1967



REPLY TO
ATTN OF: 370PS/6104

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

37C *loc*

TO: 3rd ARRGp (RGRC) APO 96307

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

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

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

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

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

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

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

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

8.(C) Aircraft involved:

Jolly Green 30, 10 and 07
Covey 67
Unidentified
Sandy 7 and 8

USAF HH3E
USAF O-2
USAF O-1
USAF A1E

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

10.(C) Aircrews:

Jolly Green 30 (Low)

Jolly Green 10 (High)

Capt Robert E. Prince
Maj Frank L. Trochak
SSgt Fred M. Halbert
A2C Peter H. Byrich

RCC
CP
FE
RS

1LT Rodney G. Parks
1LT Mark H. Mutchler
SSgt Gary V. Phillips
SSgt John H. Stemple

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

~~CONFIDENTIAL~~

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB
DECLASSIFIED ON _____

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AT TWO YEAR INTERVALS:
DOD DIR 5105.10

~~SECRET~~

DECLASSIFIED

46

FROM: RCC/CAPT. EICHORST

SUBJECT: Mission Report CROWN 4 17 July 1967

TO: Commanding Officer
39 ARRS

1. At 0213Z heard CAMBO LEAD F105 on guard that he was hit, on fire and heading toward the water. Position of ejection was 360/20/Channel 109 17-09N 107-07E about 6 miles from land. COVEY 67 and 63, O-2's, said they had the smoke and wreckage and then the chute. JG30, 10 and 07 were on orbit headed for the scene. COVEY called man in water at 0223Z and he was having difficulty climbing into his dingy. At 0233Z a voice contact with the survivor was made after he was in the raft. He said his right leg was broken between the knee and thigh. COMBO 2 left the area for fuel and SWIFT FLIGHT, 2F4's, orbited the scene. ELECTRON 510-505 ETAA0300Z and SANDIES 7-8 estimated scene 0312Z. No boats were seen by COVEY flt. JG30 lower PJ and pick up was made at 0248Z. RTB ELECTRON J.G. To take survivor to CH 37 but he had to refuel at 109 first. We asked if we could give him fuel but he was not IFR qualified. JG 30 refueled CH 109 0308, enroute to 37 he flew over the hospital ship REPOSE. He requested and received permission from QUEEN to land and leave the survivor on the REPOSE at 0330Z. At 0338Z JG 30 RTB to CHANNEL 37. JG 10-07 landed at CIGAR with JG 30 and they remained there on alert. SANDIES 7-8 RTB CHANNEL 37, after escorting JG 30 to 17N. The SWIFT flight was released to fragg mission after the pickup along with COVEY 63 and 67.

Douglas W. Eichorst
DOUGLAS W. EICHORST, Capt, USAF
Rescue Crew Commander

107°30' East. Jolly Green 30 was directed to the area by DF steers from aircraft over the downed pilot. The pilot, 1Lt James E. West, was recovered and returned to Da Nang AB.

(20) 1-3-118, 1 Aug 67. Jolly Green 30 and 07 were scrambled from Quang Tri on a parachute twenty-five nautical miles North of Da Nang AB. Upon arriving at the objective, a search was conducted but nothing was found. After three hours of airborne alert, the search was terminated.

(21) 1-3-119, 6 Aug 67. Jolly Green 07 and 29 were scrambled from Quang Tri after being notified that a F-4C was on fire and both pilots were ejecting. The area was approximately five miles off the coast marked by an oil slick. A low level search was initiated with negative results. Witnesses in other aircraft saw the F-4 go in with no parachutes and no beepers.

(22) 1-3-120, 6 Aug 67. Jolly Green 28 was scrambled from Da Nang AB. The objective was Army UH-1 downed by gunfire. Upon reaching the scene, the Jolly Green waited until the area had been secured by four Marine Huey gunships. After getting three survivors on board, JG 28 developed mechanical problems and had to leave the area. The survivors were one American and two South Vietnamese.

(23) 1-3-121, 7 Aug 67. Jolly Green 29 was on an orbit mission when he was diverted to the coast of North Vietnam for the search of a downed F-4 crew. An F-100 had voice contact with the survivors and was directing the SAR forces into the area. At 0800Z, the survivor called on guard that he was about to be captured. No further voice contact was established and no visible evidence on the ground was seen. All SAR forces were recalled and the search terminated.

(24) 1-3-123, 17 Aug 67. Jolly Green 10 and 30 were scrambled from Quang Tri to pick up a downed pilot in the Gulf of Tonkin. Upon arriving on the scene, Jolly Green 30 could see that the pilot was injured by the way he was lying in the liferaft. A pararescue-man was lowered to the water to assist the downed pilot. Once the pilot was aboard, he was taken to the hospital ship, USS Repose. The downed pilot was Major Vollmer, 388th TFW, Korat AB, Thailand.

(25) 1-3-124, 17 Aug 67. Jolly Green 26 was on an orbit mission when he was advised that the pilots of a Navy RA-5 had ejected in the Gulf of Tonkin. An oil slick was spotted where the downed aircraft had gone in. However, no contact was made with the downed pilots by either visual or electronic means. The search was ended due to darkness.

C. SIGNIFICANT RESCUE

An HH-3E Jolly Green Giant helicopter crew picked up a downed F-105 Thunderchief pilot yesterday (August 17), 5 km (3 miles) off the coast of North Vietnam, just above the DMZ and then flew him to the Navy hospital ship USS Repose.

The Jolly Green Giant crew from the 3rd Aerospace and Rescue and Recovery Group at Da Nang air base was standing alert at Quang Tri when they were notified the pilot was down.

It took the Jolly Green 20 minutes to reach the pickup zone.

"A FAC had located the downed pilot and was circling and dipping his wing and telling us that the man was right under him," said Major Frank L. Trochak, 44, of McAllen, Tex., co-pilot of the chopper.

While the rescue chopper hovered 50 feet over the downed pilot, Staff Sergeant Fred M. Halbert, 25, of Great Falls, Mont., the flight engineer, lowered Airman Second Class Peter H. Eyrich, 24, of Freiburg, Germany, into the water on the hoist.

"The pilot was tangled up in his equipment," Eyrich said, "and his legs had been injured, but he was alert and began asking questions as soon as I got to him." Eyrich stayed in the water until after the pilot was aboard the Jolly Green, piloted by Captain Robert E. Prince, 37, of Camden, Ark.

The Jolly Green flew to Dong Ha where it was refueled and then on to the Navy hospital ship which was sailing off the South Vietnamese coast. The pilot was aboard the ship less than one hour after the Jolly Green picked him up.

The FAC, who had been involved in other strikes, was Captain Cleon H.

#104 - 17 August 1967

LOW: RCC Capt Prince
RCCP Maj Trochak
FE SSgt Halbert
RS A2C Eyrich

HIGH: RCC 1Lt Parks
RCCP 1Lt Mutchler
FE SSgt Phillips
RS SSgt Stemple

Our crews were scrambled from Quang Tri to rescue one Major (AF type) Vollmer who was just off shore from the DMZ area. Since Major Vollmer was injured, Airman Eyrich went down on the horse collar to assist him. It was Peter Eyrich's first rescue and he did an outstanding job in recovering Major Vollmer and giving him medical attention.

AF Museum Photo

17Aug67b.jpg

Gunderson, 35, of Butte, Mont.

Flying his O-2A Super Skymaster, Gunderson said, "I had been trying to locate some guns that were firing on our people, but couldn't do it over the land, so I had moved off the shore.

"That's was when I heard this Thunderchief pilot say he was bailing out, so I started watching for him. The F-105 came out of the clouds in a flat spin and almost hit me. I had heard the pilot's beeper, but had lost it for awhile and thought he might have gone in with the plane, but then I picked it up again. A little later I saw him come down out of the clouds. When I saw the Jolly Green, I went out and brought them to where he was."



(L to R) A1C EYRICH , MAJ VOLLMER, CAPT PRINCE, MAJ TROCHAK

Helicopter Men Pluck Downed Pilot From Sea

DA NANG — An HH-3E Jolly Green Giant helicopter crew picked up a downed F-105 Thunderchief pilot three miles off the coast of North Vietnam and flew him to the Navy hospital ship, USS Repose.

The Jolly Green crew, of the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB, was standing alert at Quang Tri when they were notified the pilot was down.

"We turned around the south-east corner of the DMZ (demilitarized zone) and headed north," said Capt. Robert E. Prince, 37, of Camden, Ark., the aircraft commander. "We stayed a 200 feet altitude, following the coast, until we found the pilot."

It took the Jolly Green 20 minutes to reach the pickup zone, where a forward air controller in an O-2A Super Sky-master from the 20th Tactical Air Support Squadron was circling the area.

Capt. Cleon H. Gunderson, 35, of Butte, Mont., the FAC, said, "I had been trying to locate some guns that were firing on our people, but couldn't do it over the land. So I moved off shore."

"That's when I heard the pilot say he was bailing out, so I started watching for him. The F-105 came out of the clouds in a flat spin and almost hit me. I had heard the pilot's beeper but lost it for a while, and thought he might have gone in with the plane, but then I picked it up again. A little later I saw him come down out of the clouds."

"I talked him into his raft and told him we'd take care of any boats that should come after him. Then when I saw the Jolly Green, I went out and brought them to where he was."

"The FAC was circling and dipping his wing and telling us that the man was right under him," said Maj. Frank L. Trochak, 44, of McAllen, Tex., co-pilot.

While the rescue chopper hovered at 50 feet over the Thunderchief pilot, SSgt. Fred M. Halbert, 25, of Great Falls, Mont., the flight engineer, lowered A2C Peter H. Eyrich, 24, of Freiburg, Germany, the pararescueman into the water

on the helicopter's hoist.

"He was all tangled up in his equipment," Airman Eyrich said. "His legs were broken, but he was alert and began asking questions as soon as I got to him. After untangling him the best I could, I got him into the hoist."

Airman Eyrich stayed in the water until after the pilot was aboard the Jolly Green.

The Jolly Green flew to Dong Ha where it was refueled and then to the Repose, which was sailing five miles off the South Vietnamese coast. The F-105 pilot was aboard the hospital ship less than an hour after the rescue helicopter picked him up.



#104 - 17 August 1967

LOW: RCC Capt Prince
RCCP Maj Trochak
FE SSgt Halbert
RS A2C Eyrich

HIGH: RCC 1Lt Parks
RCCP 1Lt Mutchler
FE SSgt Phillips
RS SSgt Stemple

Our crews were scrambled from Quang Tri to rescue one Major (AF type) Vollmer who was just off shore from the DMZ area. Since Major Vollmer was injured, Airman Eyrich went down on the horse collar to assist him. It was Peter Eyrich's first rescue and he did an outstanding job in recovering Major Vollmer and giving him medical attention.

Mrs. ALBERT C. VOLLMER
713 STARKS DR.
LAS VEGAS, NEV
89107



ALWAYS
USE ZIP
CODE



Tuesday

Sept 67

Dear Sir,

Due to neglect in my own care from
your organization I was sent to
the hospital. I was really in the
proper word "they saved my life".

Enclosed is a small amount of money to
see that the crew has a drink on me. Make
sure that the ~~the~~ ^{the} media has a triple

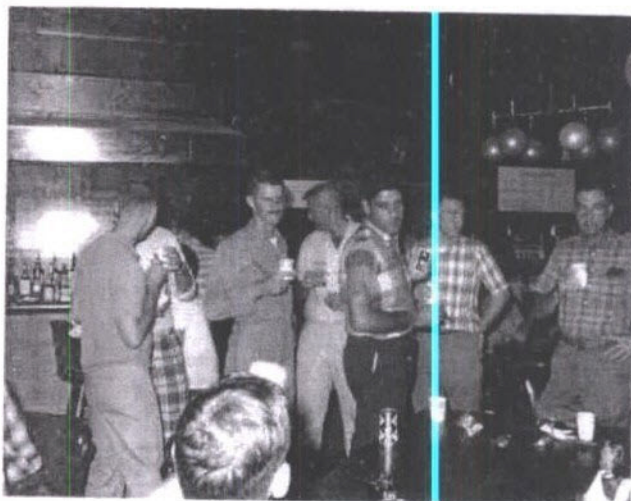
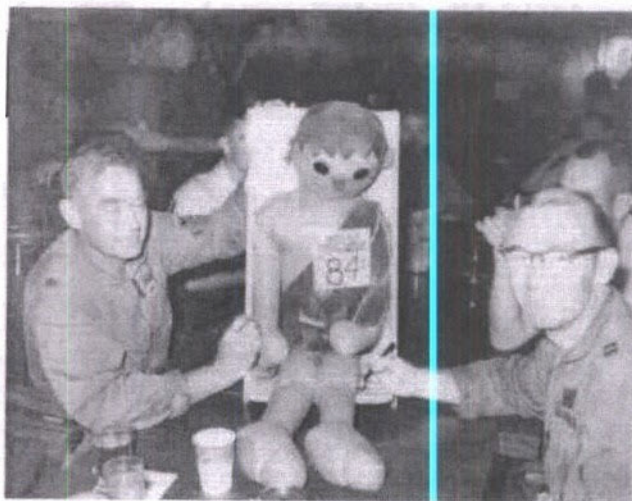
I also have a couple additional requests.
If possible I would like a picture of the
crew standing by a Jolly Green and have them
sign picture. Would also like to have H.C.
Finch's parents address.

Now I can say in thank a million to each
and every man of your organization. It
take a hell of a good team to do the
job you people are doing. Of course there will
always be a soft spot in my heart for that
one crew that pulled me out and above all
for the media that helped in the water to help
me.

I am in traction now and will be for another
few weeks. Then will rest for a couple months.
The eight-ten months before I'll be fully recovered.

Please excuse the writing I'm flat on my back.
Keep up the good work and best of luck
to you and all your men.

Albert C. Vollmer
M. J. 0545-



#104 - 17 August 1967

LOW: RCC Capt Prince
 RCCP Maj Trochak
 FE SSgt Halbert
 RS A2C Eyrich

HIGH: RCC 1Lt Parks
 RCCP 1Lt Mutchler
 FE SSgt Phillips
 RS SSgt Steemple

Our crews were scrambled from Quang Tri to rescue one Major (AF type) Vollmer who was just off shore from the DMZ area. Since Major Vollmer was injured, Airman Eyrich went down on the horse collar to assist him. It was Peter Eyrich's first rescue and he did an outstanding job in recovering Major Vollmer and giving him medical attention.