

76TH AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96553



REPLY TO
ATTN OF: OPS

SUBJECT: Narrative Summary of Mission 76-358-24, November 1965

1 Dec 65

TO: ARS (ARCOL)
Orlando AFB, Florida 32813

1. The 76th Air Rescue Squadron was alerted by COMHAWSEAFRON at 1307 hours 24 November 1965, to assist the Japanese fishing boat Taihei Maru #10. The purpose of the mission was to deploy a team of two pararescue men and five pints of blood to the boat and render medical aid to an injured fisherman on board who was bitten on the left arm by a shark on 22 November 1965.

2. After obtaining the carton of five pints of whole blood, Rescue Aircraft HC-97 52-22797 departed Honolulu International Airport at 1421 hours to rendezvous with Taihei Maru #10 approximately 550 nautical miles southwest of Honolulu with the following crew:

Captain Warren P. Smith, Jr.,	- RCC
Captain James E. Clark,	- Copilot
Captain John M. Walsh,	- Navigator
TSgt Aubry H. Johnson,	- Flight Engineer
TSgt Byron S. Sawyer,	- Flight Engineer
TSgt Arthur W. Riley,	- Radio Operator
SSgt Philemon S. Resos,	- Rescue Specialist
SSgt James Souza,	- Rescue Specialist
A2C Glenn M. Frickey,	- Rescue Specialist

3. Enroute, radio contact was established with a Coast Guard HC-130 who was also enroute to the fishing boat. The Coast Guard aircraft arrived at the last known position of the boat 40 minutes prior to Rescue 22797 and reported the boat was not in sight. The HC-130 transmitted a new estimated position to Rescue 22797 and indicated that he was enroute. Upon arrival at the new position, Rescue 22797 reported that no sighting was made. At this time the HC-130 aircraft reported that contact with the Taihei Maru #10 had been established by CW carrier wave and that they were proceeding using

the signal as a homer. Using cross bearings and the updated dead reckoning position, Rescue 22797 proceeded northeast. Shortly thereafter, Capt Walsh reported a faint radar return at 30 miles. Rescue 22797 proceeded to the position of the return and established visual contact. Rescue 22797 then established positive identification of the Taihei Maru #10 and notified the Coast Guard HC-130 to proceed to her position. Evaluation of the area indicated feasible conditions for a pararescue deployment and at 1740 hours Capt Smith, MCC and ALC Frickey, Jumpmaster, informed the pararescue men, Sgts Souza and Resos of a "go" condition. Capt Smith and Airman Frickey completed their spotting procedures in minimum time but were hindered by the fishing boat when the boat crew picked up the first two spotter parachutes. This was due to the lack of communications and language barrier with the fishing boat. Airman Frickey corrected this problem with some adjustment of his spotting judgment and on the fourth pattern deployed Sgts Souza and Resos.

4. The wind was approximately 065/18-20 knots and the sea running swells 12-15 feet with sharks in the area. Airman Frickey's accuracy in judgment and Capt Smith's precise flight pattern landed the pararescue men within 30 to 40 feet of the Taihei Maru #10 at 1815 hours.

5. The pararescue men were picked up shortly after and Sgt Souza went below deck to start medical aid to the injured man. Sgt Resos stayed on deck to establish radio contact with Rescue 22797 and await delivery of the parabundle containing whole blood and a medical accessory kit. The parabundle was deployed at 1830 hours and recovered with no damage to the contents.

6. Sgt Resos joined Sgt Souza at this time to help with further medical aid. The injured man was a 44 year old Japanese fisherman who sustained a shark bite 48 hours earlier. Primary vital signs indicated blood pressure 104/70; pulse 80; respirations 20. His left arm was heavily damaged up to the shoulder where two tourniquets were tightly in place. Information received from his fellow shipmates indicated the tourniquet had been in place for 48 hours.

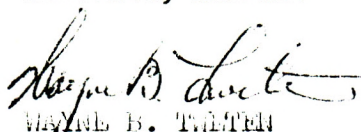
7. A transfusion of blood was started at this time to initiate treatment. After the blood was running the man's injured arm was inspected. Part of the bandage around the wrist was removed revealing a discolored tissue which appeared to be completely gangrenous. It was decided to avoid further treatment of the whole limb. The tourniquet was left in place and his whole arm was secured in as comfortable position as possible to prevent any further complications.

8. Sgt Souza went up on the deck at this time to inform Rescue 22797 of the progress made and the desire for an intercept of a vessel for the injured man for advance medical attention. Rescue 22797 then departed the scene for Honolulu.

9. Further treatment was made to the injured man with a second transfusion of blood and antibiotics were also given. The patient improved slightly while Sgts Souza and Resos kept a close watch.

10. The injured man remained slightly improved when the USCGC Burtonwood arrived on scene some 36 hours later. Evacuation could not be effected at the time and no attempt was made due to high seas. At 0930, 26 November, USCGC Burtonwood lowered a 15 man life raft to be drifted to the fishing boat. The patient, pararescue men and gear entered the raft and drifted to the Coast Guard Cutter. The patient was recovered on the deck of the Burtonwood and was treated by a U.S. Public Health Service doctor. Sgt Mesos and Sgt Souza continued to assist the doctor while the ship was enroute to Honolulu. The patient went into shock and remained in critical condition. At 0830, 27 November 1965, an Air Force helicopter arrived for pickup of the injured man and the pararescue men. The helicopter landed at Hickam AFB at 0930, 27 November which completed the mission.

11. As of this date the injured fisherman is recovering in a hospital in Honolulu, Hawaii.



WAYNE B. TILTON
Lt Colonel, USAF
Commander

8 Atch

1. News article, 1 Dec 65
2. News article, 25 Nov 65
3. News article, 26 Nov 65
4. USAF Photo News Article
5. Film Clip Narrative
6. USAF Photo
7. USAF Photo
8. One Roll 16 MM Film (ARS Only)



Pararescue Pair Save Life of Shark Victim

By BOB JONES

When Air Force S/Sgt. Philemon Resos splashed down in the Pacific with plasma and medicine for a shark-bitten fisherman at 6:20 p.m. last Wednesday, it was his 8th military parachute jump.

Resos, a pararescue specialist with the 76th Air Rescue Squadron here, yesterday told the story of the rescue jump to bring aid to stricken fisherman Takashi Kamaya, some 250 miles at sea off Oahu.

With him on the mission were S/Sgt. Jim Souza (who is now in Australia preparing for the Gemini emergency rescue force), and A/2C1. Glenn Frickey, the jumpmaster.

"We sighted the boat Tai-

hei Maru about 5:15 p.m.," jumpmaster Frickey said, "and I threw out a spotter parachute to check the wind drift.

"But the boat picked up the 'chute, and we had to

Fisherman Takashi Kamaya was in guarded condition last night at Queen's Hospital.

Rear Adm. Theodore J. Fabik, 14th Coast Guard District commander, yesterday praised the Air Rescue Squadron and Coast Guard units for the rescue, saying "your actions exemplified most appropriately that no call for help from the sea shall go unanswered."

do it all over again. The second time they picked up the 'chute again. So I just used Kentucky windage to spot the jumpers."

RESOS JUMPED with Souza from the HC-97 plane. He was carrying a medical kit, and Frickey was standing by to drop five pints of plasma once the rescue men were picked up from the water by the Taihei Maru.

"The spot was so good," Resos said, "that I hit about 30 feet from the boat. In fact, I was worried that I was going to slam into it.

"Souza got on board first, and he went down to check the man's blood pressure. I waited for the blood to be dropped. The fishermen helped us take off our wet clothes, dried us off, and gave us dry things.

"They even wanted to feed us before we took a look at the patient. Every half hour or so they would bring us a can of something . . . fruit cocktail or some-

thing else.

"WE STAYED up with the man (Kamaya) all Wednesday night and the next day, taking four-hour watches between myself and Souza. We gave him two bottles of plasma, then stopped when his blood pressure went up to normal. We wanted to hold onto the other three pints in case we didn't get picked up.

"Every 12 hours we administered one and a half million units of penicillin to the man. We were going to change his bandages until we got a close look at his arm.

"The tourniquet had been left on 48 hours before we even got there and the whole forearm had turned black. Gangrene had set in."

The Coast Guard cutter Buttonwood arrived at 3 a.m. Friday, but the skipper decided to wait until daylight to bring Kamaya over. At 9 a.m., the cutter sent over by line a radio and tetanus shots.

At 9:30, in waves cresting 15 feet, Resos and Souza put Kamaya in a life raft for the transfer. "They almost dropped him a couple of times while lowering him. The raft was bobbing up and down," Souza said.

KAMAYA WAS transferred okay, but soon lapsed into shock and had to get more blood.

Everything turned out well. Kamaya's life was saved, even though his arm had to be amputated.

And the pararescue men were helicoptered back to Oahu.

It was just a day's work for the 32-year-old Resos, and jumping partner Souza, 31, who has 95 parachute jumps to his credit.



RESOS

Thursday
November 25, 1965
HAWAII'S GREATEST
NEWSPAPER
Volume 54, No. 329
Telephone 567-222

Honolulu

Star-Bulletin

Paramedics brave sharks to aid man

Two Isle-based Air Force paramedics jumped into shark-infested waters alongside a Japanese fishing boat last night to aid a crewman severely bitten by a shark.

Takashi Kameya, 44, was reported in serious condition after being bitten on the left arm.

He was reported to be "bleeding profusely" and unconscious.

The 76th Air Rescue Squadron reached the fishing vessel at 6:30 p.m. yesterday about 600 miles southwest of Honolulu.

Five pints of blood plasma from Queen's Hospital were dropped from the HC-97 aircraft.

Then paramedics James Souza, of Fallriver, Massachusetts, and Philemon Resos, of Brooklyn, New York, jumped into the ocean to board the vessel and administer medical treatment.

The Coast Guard cutter Buttonwood, with more plasma and a Japanese interpreter on board, was en route today and expected to rendezvous with the vessel at 1 a.m. tomorrow.