

CHINA

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AMAN

Rotor Tips

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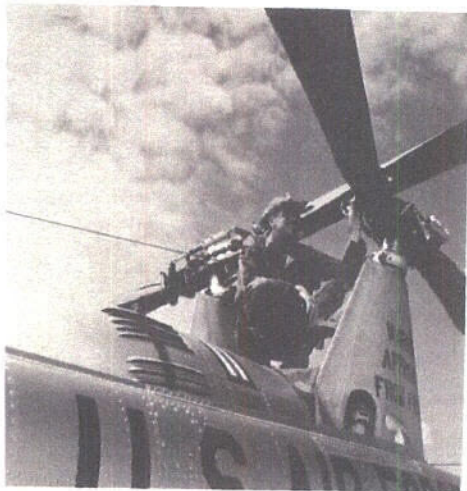
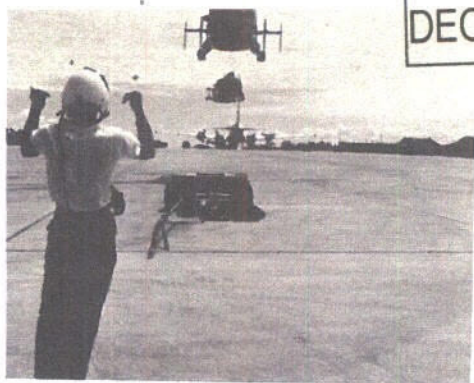


CAMBODIA

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★ DET SECOND MISSION REPORT

Here is one rescue reported by Det Provisional Second: "After the HH-43B had completed an orbit mission, the RCC was advised an HU-1B was down just south of Da-nang. Speed was of the essence as the last radio call reported the Viet Cong were very close and the crew had only a few rounds of ammo left. A search was begun but made easy as the VC made their position known by firing at, and hitting, the HUSKIE. Suppressive small arms fire was returned by the HH-43B crew while assistance was called for. Ground fire was too heavy to effect a rescue at that time but the enemy was held away because of the fire from the helicopter which, in all probability, saved the downed crew. While the H-43 continued to suppress the ground fire, an unarmed Army helicopter went in and picked up the crew. Upon landing,

Due to space limitations and other factors, only the activities of a few Southeast Asia units are reported on in this issue of Rotor Tips. The names of those who served in Provisional Detachments First, Second and Fourth are carried at the end of this article. KRT will be pleased to hear from other units wishing to have the names of Southeast Asia veterans listed in subsequent issues.

it was discovered the HUSKIE had been hit nine times, including a complete hole in a rotor blade. In spite of this, the aircraft flew well, returning its crew to base."

Later, in sharp contrast to their combat duty, detachment crews flew an HH-43B mercy mission each week to remote villages in Thailand. They carried an Air Force flight surgeon, a pararescueman and an interpreter to furnish sorely needed medical treatment for the villagers. An average of 100 people were treated on each trip and the flight surgeon estimated that 70 percent of the treatments resulted in immediate and lasting improvement. The men of this Pacific Air Rescue Center detachment performed these missions of mercy on their off-duty days — a logical extension of their traditional humanitarian role.

DET 5 RESCUES 8

In a Vietnam mission flown by two HH-43F's from Det 5, PARC (MATS), commanded by Maj Ronald L. Ingraham, eight crew members of an Army CV2-B were rescued after their aircraft was disabled by power failure some 56 miles west of Danang.

The crash-landed Caribou had been resupplying a Special Forces camp in the I Corps area. Rescue operations were further complicated by a solid overcast over the crash area and the Danang airfield.

The two USAF helicopters were guided into the area by short radio counts from the pilot of the light plane. There were no other navigational aids. When the two rescue helicopters arrived at the crash area, there was a hole in the thick overcast which allowed the aircraft to drop straight down and pick up the stranded Caribou crew.

Returning to Da Nang over the 6,000-foot cloud layer, the two

THAILAND OPERATION—HUSKIE is guided in to release FSK after practice pickup. Ground crew, an important part of any rescue team, checks HH-43B blades. MSgt Henry L. Williams, line chief with Rescue 4, Det 3, PARC, poses atop helicopter after reenlisting. He has completed 23 years service. (USAF photos)

HUSKIES and their passengers came down again through a single break in the clouds south of the base and landed safely.

The primary rescue helicopter was piloted by Capt Bruce M. Purvine and Floyd R. Lockhart with SSgt Dewey A. Kilpatrick, crew chief and A2c Randolph Smith, pararescue. In the second chopper were Capts James V. Berryhill and Jim F. Hartley, MSgt Lenote M. Vigare, paramedic and A1c Richard H. Syverson, crew chief.

Ironically, a report received at the rescue operation center two hours after the Caribou crew was rescued told about the scene of the Caribou crash receiving heavy insurgent mortar fire.

Along with missions such as this, the men of the Air Rescue Service continue their mercy flights for "people in trouble" — whether military or civilian. In one mission, an HH-43B piloted by Capt Clyde W. Lemke flew through rain showers to evacuate one of the personnel working on a radar site in a mountainous area. He had received serious head injuries in a fall and was suffering from shock and loss of blood. The helicopter crew administered first aid on the way back to Da Nang Hospital. With Captain Lemke were 1stLt Joseph P. Phelan, copilot; TSgt John G. Regan, Jr., and A1c Jon H. Young, crewmen.

DET 10 RESCUES

While on their tour of duty in Thailand, members of Det 10, EARC, Maxwell AFB, (Det Provisional Fourth) engaged in several missions of mercy including the hazardous evacuation of a critically injured U. S. soldier from a remote country village 90 miles east of Bangkok. The attending Army physician had requested helicopter evacuation because, he said, the patient would die unless an emergency operation was performed and once operated on, he would not be able to withstand the shock of extended ground transportation. The roads are, in many cases, cow

paths at best and, at worst, virtually impassable save by tracked, not wheeled, vehicles.

Manning the HUSKIE were 1stLt Theron J. May, RCC; 1stLt Zigmund W. Zalewski, copilot; and A2c Bill W. Sanders, crewman. Taking off despite extremely high winds and turbulence, they made their way over high peaks and jungle. Possible landing sites along the route were often impossible to find because of the extensive rice paddies punctuated by tall trees where the villages are sited. One of the biggest concerns of the crew was that they might not be able to pinpoint the location of the injured soldier because of the tremendous number of "look-alike" villages in the area. However, in spite of the fact that the last part of the flight was made at night and over unfamiliar territory, the right village was located. Selecting a landing spot was difficult and several approaches were made before the ultimate landing spot was chosen and a landing accomplished.

The patient had been operated on and now needed large quantities of AB negative blood, a commodity not available. Airman Sanders quickly prepared the helicopter to on-load the patient. The patient was now in desperate need of blood and no time could be wasted. Patient secure, the doctor briefed and in place and crew ready, Lieutenant May took off on the last leg of the hazardous journey.

When Bangkok International Airport became visible, fuel was well below minimums and when the HH-43B was later refueled, 184 gallons of JP-4 were required. The patient was evacuated the rest of the distance in an Army fixed-wing aircraft where 40 minutes later he was being given the blood he so urgently needed. He is alive today and on his way to recovery.

In another Thailand mission, an HH-43B crew from Det 10 evacuated two U.S. State Department officials critically injured in an automobile crash. They were taken from Sara Buri to Muang Air Base at Bangkok for medical treatment. The fast

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HH-43B Does It Again!

Back in the June-July, 1963, issue of Kaman Rotor Tips it was reported that calendar year 1962 figures showed the HH-43B to be the safest aircraft in the military inventory for that period. The 1962 accident rate for the HUSKIE (per 100,000 flight hours) was 4.7 as compared with the Air Force all-helicopter rate of 12.6 and an all-aircraft rate of 5.7.

It is our pleasure to report an even better performance for calendar year 1964 which recorded an HH-43B accident rate of 4.3, as compared with the Air Force all-helicopter rate of 6.6, and an all-aircraft rate of 4.4.

We fully realize that these safety records are not only the product of inherent reliability characteristics built into the HH-43B, but are also a great tribute to the professional performance of the maintenance and operational personnel who live with the machines from day-to-day and the amount of Command emphasis given to performance standards, the development of safer techniques, and recognition of safety accomplishments.

Our sincerest congratulations are hereby conveyed to the Air Force at large, and the Military Air Transport/Air Rescue Services in particular, for this superb performance.

WILLIAM E. ZINS Director of Customer Service

action by the ARS detachment was credited with saving the lives of the officials. Crew of the HUSKIE consisted of Capt Philip S. Prince, pilot; Lieutenant May, copilot; Capt Gerald J. Broock, U. S. Army flight surgeon; and SSgt William H. Sands, crew chief.

An HH-43B from the detachment was also deployed to Nakhon Nayok, the scene of a drowning accident. The victim, a U.S. Army soldier, was missing at the base of a waterfall deep in the mountains of Southern Thailand. The HUSKIE, piloted by Lieutenant May, located the site and two pararescuemen, SSgt James W. Watson and A2c Leroy W. Kelsay (48th Air Rescue Squadron), were dispatched. They recovered the body within fifteen minutes. The fast recovery was due to the fact that Sergeant Watson relaxed in the water and let the currents take him away and under the surface. This resulted in his ending up right beside the deceased soldier. The remainder of the crew consisted of Capt Robert J. Suhrheinrich, copilot, and A1c Frank M. Chesonis, crew chief.

The crew of a Det 10 HUSKIE scrambled after a "Mayday" call was received from a Royal Thai Air Force T-6 trainer near Korat, Thailand. Moments later the aircraft crashed. Within eight minutes the crash scene was located and as the HH-43B hovered with one gear touching a small dry mound of earth, the crewmen exited and aided the downed pilots in returning to the helicopter. Neither was injured. Captain Suhrheinrich was HH-43B pilot; Airman Chesonis, crew chief;



HOME COMING—Capt Ronald L. Bachman, HUSKIE pilot from Det 4, arrives at Paine Field after Southeast Asia duty. In right photo, TSgt James E. Johnson, HH-43B crew chief from Det 4 shows delight at being reunited with his family. SSgt Howard M. Lord of Det 5, McChord AFB, Wash., is greeted by his wife and children. (USAF photos)

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Sergeant Sands, hookup man; SSgt Allan N. Bantle and SSgt Erving W. Cox, rescuemen.

36TH ARSQ RESCUES 5

Five tanker crewmen who bailed out of their crippled aircraft 12 miles from Takhli Airfield, Thailand, during an early morning flight were hoisted to safety soon afterward by two HH-43B crews from Det 4, 36th ARSq (MATS). Manning one helicopter were 1stLt Larry N. Young, pilot; 1stLt John M. Parks, copilot; A1c Joseph E. Ivansco, crew chief; A2c Lonnie W. Bunting and A1c Leroy Bruner, firefighters. In the other HUSKIE were 1stLt Kenneth C. Franzel, pilot; Capt Kenneth W. Dotson, copilot; Capt Karl J. Stumpf, flight surgeon; SSgt Bobby G. Cail and A1c Donald E. Farris, firefighters.

The pickups were made despite the semi-darkness and a heavy ground fog which obscured the bail-out area. Lieutenant Young landed the HUSKIE to pick up one survivor and the second was hoisted from the thick jungle. Meanwhile the standby helicopter arrived and the crew spotted a penguin type flare in the ground fog. The survivor was almost directly below so Lieutenant Franzel made a near vertical let-down to keep him in sight. A vertical takeoff was made to avoid trees hidden in the fog. Another flare was seen soon afterward and a similar pickup was made. Mean-

while, the first HH-43B, which had delivered the first survivors to the airfield, returned and hoisted the fifth survivor to safety.

PAINE FIELD ARRIVAL

Typical of the returning suntanned Southeast Asia veterans were the six arriving at Paine Field, Ore. The group, along with two HH-43B's formerly attached to Det 4 at Paine, departed from the Pacific Northwest base last August for temporary duty in Vietnam as members of Det Provisional First. They are: Capt Ronald L. Bachman, 29 and TSgt James E. Johnson, 34 of Det 4, WARC, Paine Field, Wash., TSgt John F. Glenn, 33, and SSgt Howard M. Lord, 29, of Det 5, WARC, McChord AFB, Wash., TSgt Roger C. Reardon, 28, and A1c Kenneth R. Scheer, 21, of Det 9, WARC, Portland International Airport, Ore. Airman Scheer, the only single man in the group, was awarded the Purple Heart for wounds suffered while in Vietnam. All were awarded at least one Air Medal and others received as many as three, according to the number of missions flown. All received the Campaign Medal and other awards are also pending for some of the men.

When asked about the Viet Cong mortar attack that devastated Bien Hoa air base, destroyed several B-57 bombers and temporarily rendered the Air Rescue detachment non-operational, Captain Bachman

said, "The attack occurred shortly after midnight and covered the whole area we were in. The B-57 targets of the Viet Cong were just 200 yards away from our housing area and the mortars went right through our alert facilities, wounding five of six men on duty." Airman Scheer was wounded during this attack.

The crewmen said that they were not hit by ground fire but often observed it from the air. Most of it, they said, was small arms fire, but often as large as 50-caliber machine guns were used. "We never asked for trouble," Glenn said, "we went up to a 4,500-foot altitude when flying over known hostile areas. This was one of the reasons for not getting hit by ground fire."

Sergeant Johnson said that the rescue men had good equipment with which to work and praised the HH-43 HUSKIE as one of the most modern rescue craft. "I believe we did a lot of good over there," Johnson said. "The 'F' model of the H-43 we used is beefed up with a larger engine and a longer hoist cable so the crews can get down among the trees, and they also have armor-plating which at least gives you confidence when you are up there."

The group's impressions of the five-month tour were summed up by Sergeant Lord when he said, "Vietnam gives a man a true sense of values."

— Southeast Asia Veterans —

Det Provisional First

Capt Robert D. McDougal, Capt Ronald L. Bachman, Capt Robert T. Rosvold, Capt Billy J. Johnson, 1stLt William F. Austin, 1stLt Kenneth T. Fujishige, SMSgt Ernest E. Creach, TSgt James E. Johnson, TSgt John Glenn, TSgt Roger Reardon, SSgt Howard M. Lord, SSgt James Hines, SSgt O'Neil Vinson, SSgt Benjamin J. Hyder, SSgt Franklin D. Cooper, SSgt Grady L. Jordan, A1c Franklin Riggins, A1c Kenneth Scheer, A1c James Brennan, A1c Dale P. Jensen, A1c Ronald Snook, A1c Loney A. Martin, A2c James Walsh, and A2c Robert Donlevy.

Det Provisional Second

Capt Alva G. Graham, Capt Thomas R. Kelley, Capt Joseph V. Leech, 1stLt John W. Christianson, 1stLt James E. Sovell, 1stLt Robert J. Osik, MSgt Robert W. Bradfield, MSgt Eldrid Lusk, SSgt Charles L. Husby, SSgt Robert L. Julian, SSgt James R. Tabor, A1c Roman H. Jennissen, A2c Larry W. Smith, A2c John Zielinsky, SSgt Robert J. Bennett, A2c Andre Raymond, A2c Albert C. Dobson, A2c Richard L. Graham, A1c George K. Fink, SSgt Arthur R. Saintheart, A1c Jerry W. Wolford, A1c Edward S. Bevins, and SSgt William P. Dickerson.

Det Provisional Four

Capt Philip S. Prince, Capt Gayle D. Bernhardt, Capt Robert J. Suhrheinrich, 1stLt Theron J. May, 1stLt Zigmund W. Zalewski, MSgt Henry L. Williams, TSgt James R. Wilson, SSgt William H. Sands, SSgt Allan N. Bantle, SSgt Clyde R. Patterson, SSgt Erving W. Cox, SSgt Bobby G. Williams, SSgt Joseph D. Grubbs, A1c Frank M. Chesonis, A2c Billy W. Sanders, A2c Don M. Havens, A3c Wallace B. McCombs, A3c Daniel E. Albright, 1stLt Ronald G. Fitch, SSgt William O. Corn, A1c Gerald R. Dunham, and A3c Arthur A. Ros.

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Southeast Asia

Disregarding ground fire, an HH-43F hovers over the tangled jungle and plucks a fighter pilot from the midst of the encircling Viet Cong... A HUSKIE crew flies at night over mountainous and unfamiliar territory to evacuate a seriously ill soldier... ARS volunteers make long helicopter trips to remote villages to bring medical assistance to the inhabitants — In this part of the world the Air Rescue Service is not only rescuing military personnel under combat conditions, but it is also carrying on its tradition for rendering humanitarian service whenever the need arises.

The number of U. S. and South Vietnamese pilots rescued from Red-infested jungles in Vietnam and Laos or from off-shore waters is classified but it is estimated that as many as 15 have been picked up. The rescuers have an enviable batting average — out of 10 pilots shot down during a recent series of raids against North Vietnam, seven were saved. The rescue operations often involve Air Force helicopters from Thailand, as well as South Vietnam, Army helicopters and ARS HU-16 Albatrosses.

During one such mission, while flying over the Gulf of Tonkin in search of a USAF fighter pilot who had bailed out, a HUSKIE crew spotted the smoke signal fired by a Vietnamese officer who had ditched his flaming Skyraider. The HH-43F, flying out of Danang, dropped to within three feet of the pitching wave crests, plucked the wounded pilot from the water, and started homeward. On the way it joined another HH-43F and an escort of

American fighters that had picked up yet another urgent distress call from a U. S. captain whose Thunderchief jet was shot down over the tangled jungle near Quangke. Sighting a signal fire, one HUSKIE descended to 100 feet and hoisted the downed pilot to safety. Soon afterward, in a night operation, another HH-43F crew located and rescued a U. S. pilot from jungle territory inside North Vietnam.

Recently, several groups of ARS personnel who served in Southeast Asia and shared in missions similar to these, returned home and began picking up the threads of their "Stateside" lives. Those attached to Det Provisional First, PARC, commanded by Capt Robert D. McDougal, were drawn principally from Det 4, WARC(MATS), Paine Field, Wash. They were on duty at Bien Hoa, Vietnam, and Takhli, Thailand.

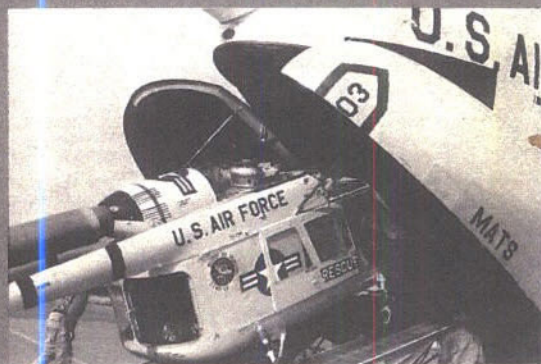
While in Vietnam, the First flew 142 combat support missions during approximately 75 days. Personnel received six Purple Hearts and 63 Air Medals with Clusters. They were also recommended for six Airmen's Medals and 25 Commendation Medals. Those receiving Purple Hearts were: Capt Robert T. Rosvold, Det 8, Selfridge AFB, Mich.; SSgt Franklin D. Cooper, Det 4; Alc Kenneth Scheer, Det 9, Portland IAP, Ore.; Alc Ronald Snook and A2c James Walsh, Det 1, Glasgow AFB, Mont.; Alc Franklin Riggins, Det 12, George AFB, Calif. Airman Riggins is also slated to receive the Distinguished Flying Cross for action while serving in an

armed Army helicopter which engaged a company of Viet Cong and aided in the rescue of a captured American adviser. The airman received a painful shrapnel wound in the knee but relentlessly kept firing his M-60 at the Viet Cong position, forcing the enemy to withdraw.

Most of the personnel from Det Provisional Second, commanded by Capt Alva G. Graham, came from Det 2, CARC, Minot AFB, N. D. They were on duty in northern Vietnam and Thailand and flew approximately 232 combat sorties in support of USAF operations. Captain Graham is scheduled to receive the Bronze Star and Capt Joseph V. Leech, a Purple Heart. Approximately 12 men are to be recommended for the Air Medal and three for the Commendation Medal.

Det Provisional Four, commanded by Capt Philip S. Prince and comprised primarily of personnel from Det 10, EARC (MATS), Maxwell AFB, Ala., was stationed at Korat RSI, Thailand. Their primary responsibility was support of USAF tactical fighter bombers assigned to the base.

ON THE WAY— HUSKIE from Paine Field is loaded for shipment to Vietnam.



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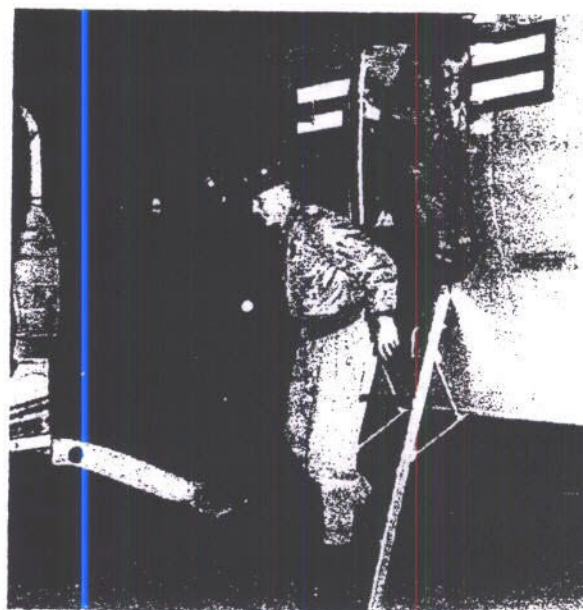
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WILLIAM E. ZINS Director of Customer Service

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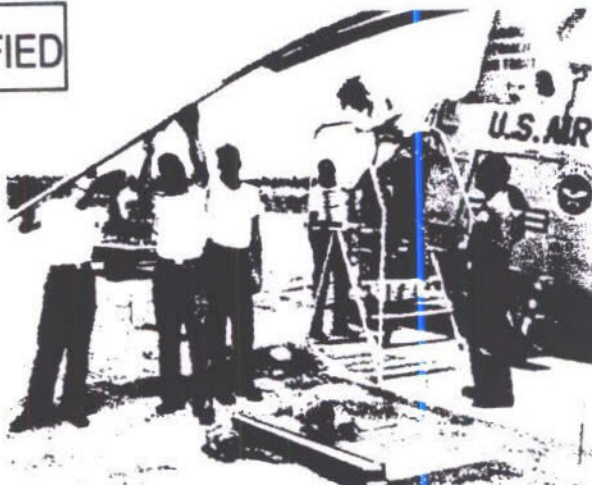
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Along with missions such as this, the men of the Air Rescue Service continue their mercy flights for "people in trouble" — whether military or civilian. In one mission, an HH-43B piloted by Capt Clyde W. Lemke flew through rain showers to evacuate one of the personnel working on a radar site in a mountainous area. He had received serious head injuries in a fall and was suffering from shock and loss of blood. The helicopter crew administered first aid on the way back to Da Nang Hospital. With Captain Lemke were 1st Lt Joseph P. Phelan, copilot; TSgt John G. Regan, Jr., and Alc Jon H. Young, crewmen.

DET 10 RESCUES

While on their tour of duty in Thailand, members of Det 10, EARC, Maxwell AFB, (Det Provisional Fourth) engaged in several missions of mercy including the hazardous evacuation of a critically injured U. S. soldier from a remote country village 90 miles east of Bangkok. The attending Army physician had requested helicopter evacuation because, he said, the patient would die unless an emergency operation was performed and once operated on, he would not be able to withstand the shock of extended ground transportation. The roads are, in many cases, cow

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THAILAND OPERATION— in to release FSK after Ground crew, an im- rescue team, checks MSgt Henry L. William Rescue 4, Det 3, PARC copter after reenlistin- pleted 23 years service

HUSKIES and the down again thro in the clouds so landed safely.

The primary was piloted by C vine and Floyd SSgt Dewey A. chief and A2c Rai rescue. In the s- Cpts James V. F. Hartley, MSgt paramedic and Syverson, crew

Ironically, a the rescue ope hours after the rescued told abo Caribou crash r surgent mortar 1

Along with mis- the men of the A continue their "people in troubl itary or civilian an HH-43B pilot W. Lemke flew th- to evacuate one working on a rad- tainous area. Ho- rious head injuri- suffering from s- blood. The helico- istered first aid- Da Nang Hospit- Lemke were 1stl- lan, copilot; TSgt Jr., and Alc Jon- men.

DET 10 RESCUES

While on their to land, members c Maxwell AFB, Fourth) engaged sions of mercy i

it was discovered the HUSKIE had been hit nine times, including a complete hole in a rotor blade. In spite of this, the aircraft flew well, returning its crew to base."

Later, in sharp contrast to their combat duty, detachment crews flew an HH-43B mercy mission each week to remote villages in Thailand. They carried an Air Force flight surgeon, a pararescueman and an interpreter to furnish sorely needed medical treatment for the villagers. An average of 100 people were treated on each trip and the flight surgeon estimated that 70 percent of the treatments resulted in immediate and lasting improvement. The men of this Pacific Air Rescue Center detachment performed these missions of mercy on their off-duty days—a logical extension of their traditional humanitarian role.

DET 5 RESCUES 8

In a Vietnam mission flown by two HH-43F's from Det 5, PARC (MATS), commanded by Maj Ronald L. Ingraham, eight crew members of an Army CV2-B were rescued after their aircraft was disabled by power failure some 56 miles west of Danang.

The crash-landed Caribou had been resupplying a Special Forces camp in the I Corps area. Rescue operations were further complicated by a solid overcast over the crash area and the Danang airfield.

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★ DET SECOND MISSION REPORT

Here is one rescue reported by Det Provisional Second: "After the HH-43B had completed an orbit mission, the RCC was advised an HU-1B was down just south of Danang. Speed was of the essence as the last radio call reported the Viet Cong were very close and the crew had only a few rounds of ammo left. A search was begun but made easy as the VC made their position known by firing at, and hitting, the HUSKIE. Suppressive small arms fire was returned by the HH-43B crew while assistance was called for. Ground fire was too heavy to effect a rescue at that time but the enemy was held away because of the fire from the helicopter which, in all probability, saved the downed crew. While the H-43 continued to suppress the ground fire, an un-

were 1stLt Larry N. 1stLt John M. Parks, Joseph E. Ivansco, 2c Lonnie W. Bunting y Bruner, firefighters. HUSKIE were 1stLt Franzel, pilot; Capt Dotson, copilot; Capt of, flight surgeon; SSgt il and Alc Donald E. ighters.

s were made despite rkness and a heavy ich obscured the bail- eutenant Young landed pick up one survivor l was hoisted from the Meanwhile the standby rived and the crew gun type flare in the The survivor was al- below so Lieutenant e a near vertical let- him in sight. A ver- as made to avoid trees e fog. Another flare on afterward and a p was made. Mean-

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separated from the Pacific North- west base last August for temporary duty in Vietnam as members of Det Provisional First. They are: Capt Ronald L. Bachman, 29 and TSgt James E. Johnson, 34 of Det 4, WARC, Paine Field, Wash., TSgt John F. Glenn, 33, and SSgt Howard M. Lord, 29, of Det 5, WARC, McChord AFB, Wash., TSgt Roger C. Reardon, 28, and Alc Kenneth R. Scheer, 21, of Det 9, WARC, Portland International Airport, Ore. Airman Scheer, the only single man in the group, was awarded the Purple Heart for wounds suffered while in Vietnam. All were awarded at least one Air Medal and others received as many as three, according to the number of missions flown. All received the Campaign Medal and other awards are also pending for some of the men.

When asked about the Viet Cong mortar attack that devastated Bien Hoa air base, destroyed several B-57 bombers and temporarily rendered the Air Rescue detachment non-operational, Captain Bachman

not hit by ground fire but often observed it from the air. Most of it, he said, was small arms fire, but often as large as 50-caliber machine guns were used. "We never asked for trouble," Glenn said, "we went up to a 4,500-foot altitude when flying over known hostile areas. This was one of the reasons for not getting hit by ground fire."

Sergeant Johnson said that the rescue men had good equipment with which to work and praised the HH-43 HUSKIE as one of the most modern rescue craft. "I believe we did a lot of good over there," Johnson said. "The 'F' model of the H-43 we used is beefed up with a larger engine and a longer hoist cable so the crews can get down among the trees, and they also have armor-plating which at least gives you confidence when you are up there."

The group's impressions of the five-month tour were summed up by Sergeant Lord when he said, "Vietnam gives a man a true sense of values."

— Southeast Asia Veterans —

Det Provisional First

McDougal, Capt Ronald L. Bachman, Rosvold, Capt Billy J. Johnson, 1stLt stin, 1stLt Kenneth T. Fujishige, SMSgt ach, TSgt James E. Johnson, TSgt John ger Reardon, SSgt Howard M. Lord, SSgt SSgt O'Niel Vinson, SSgt Benjamin J. anklin D. Cooper, SSgt Grady L. Jordan, iggins, Alc Kenneth Scheer, Alc James Dale P. Jensen, Alc Ronald Snook, Alc in, A2c James Walsh, and A2c Robert

Det Provisional Second

Capt Alva G. Graham, Capt Thomas R. Kelley, Capt Joseph V. Leech, 1stLt John W. Christianson, 1stLt James E. Sovell, 1stLt Robert J. Osik, MSgt Robert W. Bradfield, MSgt Eldrid Lusk, SSgt Charles L. Husby, SSgt Robert L. Julian, SSgt James R. Tabor, Alc Roman H. Jennissen, A2c Larry W. Smith, A2c John Zielinsky, SSgt Robert J. Bennett, A2c Andre Raymond, A2c Albert C. Dobson, A2c Richard L. Graham, Alc George K. Fink, SSgt Arthur R. Saintheart, Alc Jerry W. Wolford, Alc Edward S. Bevens, and SSgt William P. Dickerson.

Det Provisional Four

Capt Philip S. Prince, Capt Gayle D. Bernhardt, Capt Robert J. Suhrheinrich, 1stLt Theron J. May, 1stLt Zigmund W. Zalewski, MSgt Henry L. Williams, TSgt James R. Wilson, SSgt William H. Sands, SSgt Allan N. Bantle, SSgt Clyde R. Patterson, SSgt Erving W. Cox, SSgt Bobby G. Williams, SSgt Joseph D. Grubbs, Alc Frank M. Chesonis, A2c Billy W. Sanders, A2c Don M. Havens, A3c Wallace B. McCombs, A3c Daniel E. Albright, 1stLt Ronald G. Fitch, SSgt William O. Corn, Alc Gerald R. Dunham, and A3c Arthur A. Ros.

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gratulations are extended for your noteworthy pilot pick-up of 17 May 65. The professionalism displayed by all who participated in this mission, plus the outstanding teamwork by all who participated in this mission, plus the outstanding teamwork under heavy ground fire, was noted with pride. For all who participated, a well done!"

In other Vietnam missions, HH-43 personnel from ARS Det 7, 38th ARSq., Danang AB, recovered the crew of a light observation plane from heavily forested, mountainous terrain and a bomber crew from the sea.

Two HH-43F's scrambled after word was received that the observation plane had crashed into 175-foot trees and caught fire. With Army fixed-wing aircraft and armed helicopters flying cover, the HUSKIE crews began their search and soon located the downed airmen in a small wash. The pilot was hoisted to safety by one "F" and the observer by the other. Pilot of the first rescue helicopter was 1stLt Arthur J. Machado; Capt James V. Berryhill, copilot; SSgt Homer L. Ramsey, helicopter mechanic; and MSgt Lenote M. Vigare, pararescueman. Crew of the second helicopter consisted of Capt Bruce M. Purvine, pi-

38th Air Rescue Squadron Activated

Control of Air Rescue Service operations in Southeast Asia has been centralized with activation of the 38th Air Rescue Squadron at Tan Son Nhut Airfield, South Vietnam. LtCol Edward Krafka assumed command of the 38th on an interim basis. He formerly commanded Det 3, PARC at Tan Son Nhut, which was deactivated. According to MATS officials, the new ARS unit will supervise and control activities of all air rescue forces in the South Vietnam complex. Rescue aircraft involved in Southeast Asia operations consist of HH-43B, HH-43F and CH-3C helicopters, HC-54 Rescuemasters and HU-16 Albatross amphibians.

Air Rescue helicopters and HU-16 aircraft have already seen extensive duty in that area, recording several

spectacular recoveries of downed fliers and other U. S. personnel stranded in hostile territory. The Albatross is capable of operating off land and sea, and has so far been responsible for saving more than 10 lives through the dramatic open sea landing technique.

Numbers of aircraft operating under the 38th ARS will vary and are drawn from the worldwide resources of Air Rescue Service. Aircraft from as far as Wheelus AB, Libya, have been diverted to support SEA activities. Detachments assigned to the 38th and operating locations are: Nakhon Phanom Airport, Tahkli AB, Ubon Airfield, Korat Airport and Udorn Airport, all in Thailand; Bien Hoa AB and Da Nang Airport, Vietnam.

lot; Capt Floyd R. Lockhart, copilot; SSgt Larry K. Henderson, helicopter mechanic; and A2c Randolph M. Smith, pararescueman.

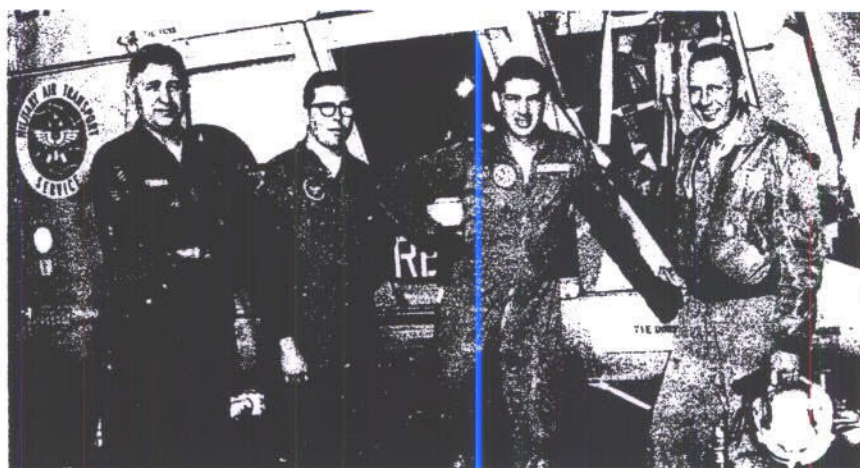
The crew of a bomber ejected after engine failure. Responding to the emergency, an orbiting HUSKIE piloted by Capt Floyd R. Lockhart put the FSK on the ground at the end of the runway and headed for the downed airmen. Using the new forest penetrator, the helicopter plucked the bomber pilot

from the water. The other crewman was hoisted to safety by a second HUSKIE which had responded to the call for help. With Captain Lockhart was Captain Purvine, copilot; TSgt Patrick A. Bowers, helicopter mechanic; Airman Smith, pararescueman. With Capt Thomas C. Seebo in the other HH-43F were Lieutenant Machado, copilot; Sergeant Ramsey, helicopter mechanic; and A2c William Flower.

1000-Hour Pilot Awards



In top photo, left, Capt Clarence C. Campbell, ARS Det 16, WARC, Williams AFB, Ariz., receives KAC's 1000-hour award from Capt Joe H. Watson, right, detachment commander. Capt Gary E. Robertson, center, also qualified recently for the award which is presented by Kaman Aircraft to pilots logging 1000 hours in helicopters produced by the company. Four out of the six pilots assigned to Detachment 16 have more than 1000 hours in the HH-43. In second photo, Capt Thomas F. Madden, right, of ARS Det 15, WARC, Luke AFB, Ariz., is congratulated by Capt Earle D. Williams, Jr., detachment commander, after completing 1000 hours in the HUSKIE. In bottom photo, Capt John H. Denham, right, commander of ARS Det 1, CARC, Glasgow AFB, Mont., is shown after logging his 1000th hour while rescuing a lost hunter. With Captain Denham are, left to right, CMSgt Gerald Forman, maintenance superintendent; A2c George W. Townsend, crew chief; and 1stLt Richard L. Cardwell, copilot. Capt Harold A. Solberg of ARS Det 5, WARC, McChord AFB, Wash., also qualified for the 1000-hour award recently. (USAF photos)

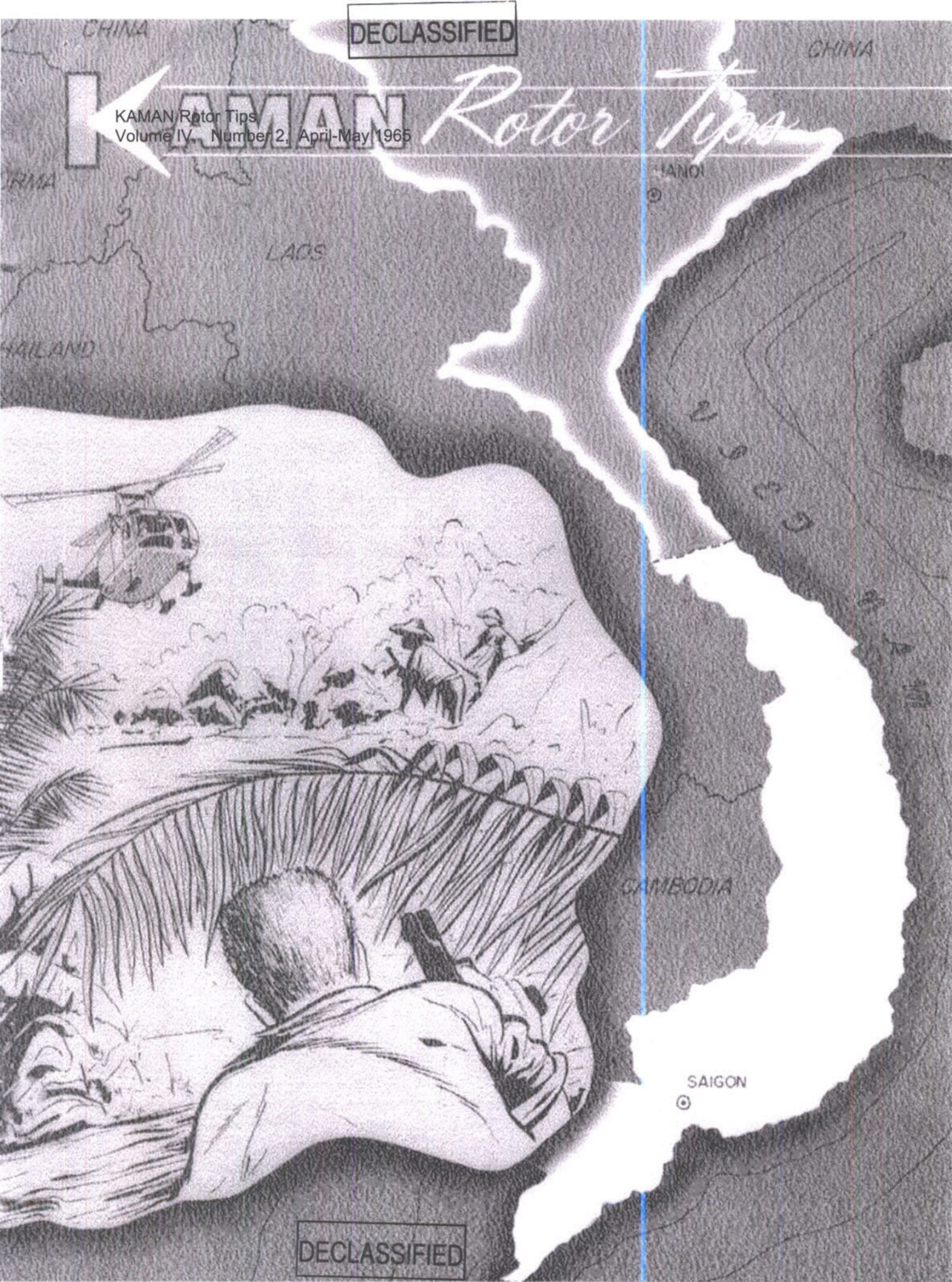


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HH-3Cs Sent to Asia

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tion to its own crew during operations over unfriendly territory."

The new HH-3Cs are equipped with extra power supplied by General Electric T-58-5 engines, with extra communications equipment to allow better air-to-ground liaison, and with extra rescue ability in an external hoist that carries more than double the length of cable usually installed.

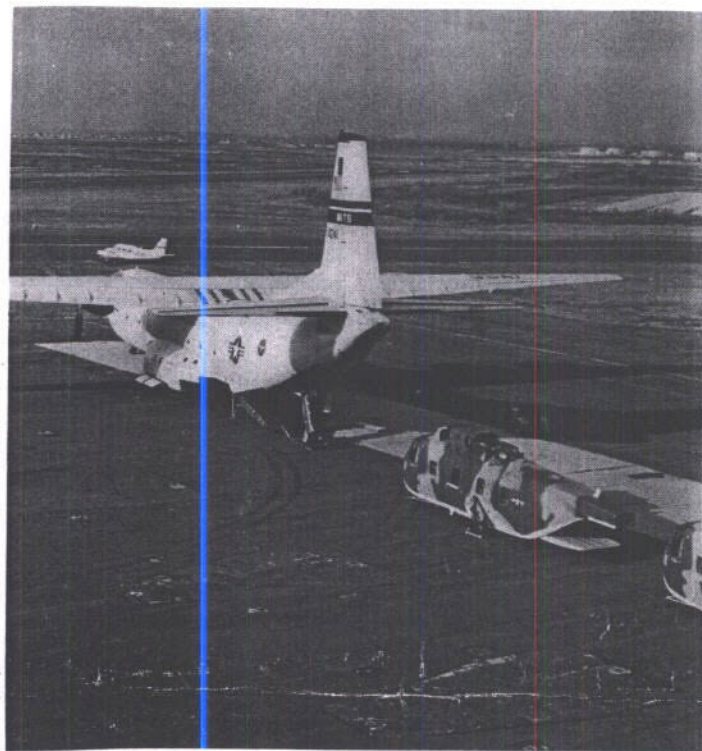
Colonel Brooks said techniques, tactics, and use of personnel in helicopter rescue work have been improving since the early days of the war. He said the HH-3C solves a number of problems met head-on in combat.

Johnson called the delivery ceremony important because "we are unveiling a helicopter which has the sole mission

of saving lives". He said such a mission has greater significance now than ever before since "the accepted rules regarding prisoners of war have been ignored; it has become more vital than ever to effect speedy recovery of combat crews downed in enemy territory".

In a brief demonstration beyond the Sikorsky flight field in Stratford, an HH-3C, shadowed fuselage and light underbelly blending with sky and foliage across the Housatonic River, hoisted a man (acting the role of downed airman) from marshland near the river.

Four stripped HH-3Cs were rolled through the yawning rear doors of giant C-133s at Bridgeport Airport for a five-day journey to the arena of war. Two more will follow the last of this month.



Stripped HH-3Cs, vital parts packed inside, are loaded aboard C-133 for trip to battle zone in Southeast Asia.

HH-3Cs to Fill Need in Viet Nam

Two by two, like passengers boarding Noah's ark, Air Rescue Service HH-3Cs in jungle camouflage were loaded into Air Force C-133 Cargomasters this month on

their way to Viet Nam.

The HH-3Cs, equipped with armor and external fuel tanks, will see almost immediate action in the hot war of Southeast Asia. They will join other Air Rescue Service CH-3Cs there, aircraft already proven in long-range rescue missions north of the border that separates the two Viet Nams.

Col. Allison C. Brooks, Air Rescue Service commander and veteran of 31 missions with the Vietnamese Air Force, said at formal delivery ceremonies at Stratford that an aircraft like the HH-3C has been needed badly in Viet Nam for a number of years. He called the new ship the first modern rescue helicopter built to fit its wartime role.

Protection for Crew

Lee S. Johnson, Sikorsky president, said: "The HH-3C has been designed not only to increase the chances of returning downed airmen, but also to give necessary protection

