

FIRST LIBYAN SAVE. On Easter morning an HC-130H from the 58th ARRSq, Wheelus AB, performed the squadron's first hercules save when it located a lone Libyan national deep in the desert southeast of Benghazi. The search began on March 23, but was called off when three missing men were reported found. The mission was reopened two days later when the report proved false. The missing men had had trouble with their vehicle while driving across the desert, and abandoned it. They walked 100 miles, and were heading for the huge smoke column of an oil site when two of them couldn't go on. The third continued walking. The Rescue aircraft flew to the search location early Easter morning to find that two men had been located and picked up by a civilian aircraft. Then the HC-130H, piloted by Captain James W. Cain, proceeded to the rescue point and began an expanding square search pattern. The Rescuemen flew lower than usual because the sun's glare and the rolling dunes made it almost impossible to distinguish objects from the normal search altitude. An hour later the man was spotted frantically waving his arms to attract attention -- if he had been lying down or standing motionless he would not have been seen. But before long he was safely back to civilization. SSgt Louis Humphries, the flight engineer on this mission, probably set some sort of Rescue record. He was certified rescue qualified just before take-off, and only three hours later took part in a save.

Albatross rescue . . . Rescuemen of the 33rd ARRSq, Naha AB, flew their fourth rescue mission of 1967 recently, when they evacuated a seriously injured merchant seaman from Minami Daito to Kadena AB. Immediately after being assigned the mission, an HU-16 was dispatched to the small island in the southern Ryukyus where the injured man was being taken. The man, a Danish national aboard an American freighter, had fallen 25 feet from a catwalk to the deck, and was suffering from a serious concussion. When the HU-16 arrived, the freighter was just approaching the island and the Rescuemen directed their aircraft to a small landing craft manned by Ryukyans, which was waiting off shore. The Rescuemen then set their HU-16 down on the island's small landing strip, and took off again with the seaman in 30 minutes. Pararescuemen MSgt Raymond J. Hawco and TSgt John F. Heitsch attended the patient on the hour-long flight back to Kadena where he was immediately taken to Camp Kue hospital for treatment.

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FAC SAVED. After 49 hours in the mountainous jungles south of DMZ, a Jolly Green from the 3rdARRGp recovered a downed forward air controller last month. The FAC was on a visual reconnaissance mission north of the DMZ when his aircraft was hit. His engine began cutting out, and he had only 50 to 70 percent elevator control. In his crippled O-1E, he headed back toward Dong Ha, and crashed in the jungle. After clearing himself from the wreck, he turned on his emergency radio, but weather made it impossible for Rescue aircraft to get to him. For two days the FAC hiked through the jungle rain. Contact was made with Rescue control aircraft, but the rain and heavy overcast made rescue impossible. Finally on the third day the weather broke and another FAC in the area directed the HH-3 to the downed man. Once he was spotted by the Rescuemen, he was as good as safe. Captain Robert E. Prince, HH-3E pilot, hovered over the area while the hoist was lowered 200 feet through the high trees. Soon he was aboard the helicopter, and on his way back to Dong Ha with no injuries.