

process for this mission commenced. Excessive radio chatter prevented determination of exact call signs of aircraft which brought the patient and surgeon to Phu Cat or the number of persons involved. In addition to the Crown and Pedro aircraft, other aircraft with call signs Facemaker 16, Herb 11 and Bulldog were involved on this effort.

Mission Number 38-13-4 - 4 Feb 68. At 2130H, Pedro Operations received a call from the 37th USAF Dispensary Medical Officer requesting immediate medical evacuation of a USAF Airman injured in a jeep accident on Phu Cat AB, RVN. The airman was suffering from shock, internal injuries and an open fracture of the right ankle. The 37th Dispensary MOD considered immediate evacuation necessary as medical facilities at Phu Cat AB are not adequate for such extensive medical treatment. Dust-off aircraft were not available. The patient and MOD were delivered by ambulance to the Pedro pad. Pedro 22 was airborne at 2150H. The patient was delivered to the 67th Evacuation Hospital at Qui Nhon at 2215H. The ceiling was 2500', visibility 4 miles with haze. Due to weather, artillery and airstrikes in the Phu Cat/Qui Nhon area, the mission was flown under the surveillance of radar approach control. This mission constituted a non-combat save.

Mission Number 38-13-5 - 15 Feb 68. Det 13, 38ARRSq requested by USAF Liason Officer with 2nd Brigade, US Army at Landing Zone (LZ) Uplift to pick up a severely wounded US Army Soldier in the mountains approximately 25 miles Northeast of Phu Cat AB.

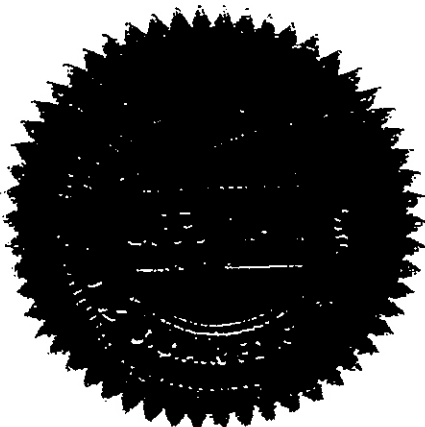
CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

JOHN W. CHRISTIANSON

Captain John W. Christianson distinguished himself by extraordinary achievement while participating in aerial flight as an HH-43E Rescue Crew Commander near Phu Cat Air Base, Republic of Vietnam on 15 February 1968. On that date, Captain Christianson, flying in command of a two-helicopter rescue force, was sent to effect the rescue of four wounded military personnel from a rugged mountain range. With great determination and superior airmanship, Captain Christianson successfully accomplished the mission in spite of the extremely adverse weather and while receiving heavy hostile ground fire. The professional competence, aerial skill, and devotion to duty displayed by Captain Christianson reflect great credit upon himself and the United States Air Force.



face of the water, the SEASPRITE pilot began flying a zig-zag course toward the safety of the USS Halsey from which the helo had taken off. Lt(jg) Brit R. Armstrong, Jr., the copilot, praised both crewmen afterward for the "outstanding manner" in which they performed. After leaving the rescues on the Halsey, the UH-2 crew headed for another area where their services were needed.

Despite darkness and poor visibility, two downed airmen were plucked from the Gulf of Tonkin by a UH-2 crew from HC-7's Det 107 deployed aboard the King. SEASPRITE crewman W. H. Smith, AE1, leaped from the helicopter into the dark waters to aid one of the survivors and later left the helicopter again to help the other survivor. Lt William L. Berry was pilot of the rescue helo and Lt(jg) Rolland B. Beougher was copilot. The other crewman was Gary W. Farrell, ATN3.

The four-man crew of a helicopter which crashed into the water near the USS Ticonderoga was rescued soon afterward by a UH-2 from HC-7's Det 101 operating from the USS Providence. Lt(jg) Ronald B. Lewis was pilot of the rescue helicopter which, at the time of the incident, was making a personnel transfer. With the rescues, passengers and crew, the SEASPRITE had nine persons aboard. Other members of the UH-2 crew were Lt(jg) Paul J. Skrzypek, copilot, and Joseph L. Feliciano, AE3.

continued from page 12

Det 1, 38th ARRSq, has made 65 "saves" since it began operation at Phan Rang AB 22 months ago. Commanded by Maj William C. Emrie, the unit's HH-43B crews have rescued a wide variety of persons, including a Montagnard tribesman badly clawed by a tiger, and two Vietnamese youngsters trapped in the rubble of a collapsed building. More saves were recorded when five Army helicopter pilots, stranded 50 miles offshore on a sand bar, were picked up by a Det 1 chopper.

Recently, a HUSKIE from the detachment rescued a U. S. sailor adrift in a small boat in the South China Sea. He was only 400 yards from enemy-infested shores near Cam Ranh Bay when sighted by Major Emrie and his crew while delivering a patient to the hospital. In spite of the number of small boats in the area, and the fact that almost everyone waves at "Pedro"—the HH-43—Major Emrie decided on a further look. After the patient was offloaded, the helicopter returned to the area. The sailor began waving again, this time frantically.

Hovering near the 14-foot Boston Whaler, and communicating with a combination of sign language and the public address system, the helicopter crew found out that the sailor had been drifting for 15-hours after his outboard failed. Numerous aircraft had flown over him during this time. He was hoisted aboard the helicopter and flown to the hospital at Cam Ranh Bay for a check-up. The HH-43 then returned for the drifting boat. As the helicopter hovered a scant foot or two above the craft, crewmen reached out and picked up the bow line by hand. The Boston Whaler was then towed to a friendly shore. With Major Emrie on the mission were 1stLt Michael T. Fagan, copilot; SSgt Darold D. Meyer, medical technician; and SSgt James J. Rivette, crew chief.

In a "smooth as silk" rescue, a UH-2 crew from HC-7's Det 107 plucked two downed F-4B pilots from the Gulf of Tonkin close to the enemy shore. SEASPRITE pilot Lt(jg) C. H. Yates, III, said afterward: the helo and flight deck crew performed beautifully—the aircraft was airborne and enroute in just under three minutes after the SAR alert sounded. The initial vector was exact, and when over the scene, an A-7A flying rescue cover pinpointed the first survivor. The rescues' thorough knowledge of personal survival equipment and rescue procedures were responsible for a rapid pickup. Expected enemy fire failed to materialize and the return to the USS Jouett was uneventful. Lt(jg) L. L. De Vries, the copilot, added that the flight was "smoother than a training hop in Subic Bay."

Sharing in the uneventful, but potentially dangerous, mission were UH-2 crewmen Jeff M. Payne, AE3, and George A. Smellie, ADJ2.

Five men from HC-2, NAS Lakehurst, N.J., were awarded Air Medals recently for their actions while serving aboard UH-2's conducting SAR missions in support of Southeast Asia combat operations. Receiving medals from RAdm Roger W. Mehle, ComFairNorva were Cdr Jack H. Hartley, Lt(jg) David A. Stull and Lt(jg) Frederick D. Wiggins, pilots; and aircrewmen PR2 David W. Markel and AT2 David S. Rhodes. All were attached to HC-2's Det 11, deployed aboard the USS Intrepid, when the missions took place.

A pilot who bailed out of his crippled F-4D was picked up soon afterward by an HH-43B crew from Det 3, 38th ARRSq, Ubon RTAFB, Thailand. 1stLt John R. Bland, Jr., was pilot of the HUSKIE and Capt Clarence L. Hansell was copilot. Crewmen were Sgt James M. Payne, medical technician, and Sgt George W. Tefferteller, Jr., flight engineer.

BIEN HOA (7AF)—An HH-43 crew from Det 6, 38th ARRSq, Bien Hoa AB, needed only six minutes to scramble, pick up a downed pilot, and return to base. Piloted by Maj Keaver Holley, III, the HUSKIE was airborne immediately following notification that 1stLt William V. Tomlinson, Jr., had ejected from his F-100 Supersabre just west of the base. A minute or two later the helicopter landed in a field and the Lieutenant, who was on his 405th combat mission, climbed aboard.

"Tomlinson and I served together at our last base, Cannon AFB, N. M., "the Major said afterward, "but this was the first time we had gotten together in Vietnam. Although there didn't appear to be any enemy forces in the area, he seemed in a hurry when he boarded the chopper."

Other HUSKIE crew members were SSgt James B. Reed, flight engineer, and Sgt Jerry R. Staley, pararescueman.

As friendly troops battled with hostile forces nearby, two HH-43B crews from Det 13, 38th ARRSq, Phu Cat AB, hovered in the gathering darkness to evacuate wounded from a rocky, jungle covered mountainside. Tall trees and high gusty winds added to the hazard as

Capt John W. Christianson and his crew hoisted two soldiers aboard and then moved off so that two more wounded could be picked up by the other HUSKIE piloted by Maj Bert E. Cowden, RCC, and Capt Robert N. Bowers. The poor visibility made the operation more difficult but the lights on the helicopters were not turned on to avoid drawing enemy fire. As the HH-43's left, fighting on the ground intensified and artillery shells began landing in the area. Army helicopter gunships supplied cover during the pickups. Other members of Captain Christianson's crew were 1stLt Jack F. Brannan, Sgt

continued on page 18

Dr-2
M/S/1971

James E. DeGraw and Sgt Jessie L. Herrell. Crewmen aboard Major Cowden's rescue helicopter were SSgt Noel S. Davidson and TSgt Otis Graham.

In another Det 13 mission, Captain Christianson landed at dusk on a narrow road obstructed by vehicles and bordered by trees to evacuate a soldier seriously injured in a jeep accident. Debris in the roadway, and a mass of onlookers who insisted on pressing forward toward the helicopter, added to the landing problems. The pickup was made without incident, however. The flight to and from the area was over hostile territory against which artillery fire and airstrikes were being directed. Other members of the HUSKIE crew were Captain Bow-ers, copilot; TSgt Delmer R. Smith, medical techni-cian; and Sgt Charles R. Bulinda, flight engineer.

Cam Ranh Bay (7AF)—Due to the efforts of Sgt Richard H. Garlie, a Navy seaman is alive today. The Sergeant, a para-medical, was a member of an HH-43B crew from Det 8, 38th ARRSq, Cam Ranh Bay AB, which scrambled when word was received that a sailor at a radar site had been bitten by a poisonous snake. The man's respiration had stopped, but Navy personnel got breathing restarted as the HUSKIE landed. During the six-minute trip back to the base hospital, the seaman's heartbeat and breathing stopped.

"As soon as we got airborne," Garlie said, "I checked his pulse. It was dangerously slow. Then his breathing stopped. I began mouth-to-mouth resuscitation. I had just begun that, when his heart stopped. So then I began alternating mouth-to-mouth resuscitation and heart massage. I kept this up until the helicopter landed at the hospital's helicopter pad, across from their emergency room. Just before we landed, I got the heart started again and then he began breath-ing."

Other HUSKIE crew members, were Maj Jerry D. Stroh, pilot; Capt Peter W. Gissing, copilot; and A1C Wilber Jeff-coat, Jr., flight engineer.

A few months ago DaNang AB was attacked by rockets, mortars and enemy penetration teams shortly after 3 a.m. Five minutes after the rocket fire ceased, an HH-43 from Det 7, 38th ARRSq, was airborne to assess damage and search for casualties. Manning the HUSKIE were Capt George R. Andrews, RCC; Capt Richard A. Mayer, copilot; SSgt Evert E. Handy, airborne fireman; and TSgt John L. Hennessey, pararescue specialist. From their vantage point, they could see bursts of light as mortar shells continued to fall on the base and flashes where fighting was still underway along the perimeter. Flares from an exploding dump as well as blazing ware-houses, aircraft, and storage areas lit the sky at scat-tered points around the giant facility.

Constantly threatened by sporadically exploding ord-nance, as well as enemy fire, the rescuemen made land-ing after landing in the search for casualties. Each time, Sergeant Handy used a crash control radio to ad-vise base fire and crash teams as to the exact location of each fire, the type, and equipment needed to contain it. When a large fire fed by a ruptured hose endangered a fuel storage area, the HUSKIE landed nearby and Ser-geant Handy coordinated the firefighting efforts of the ground equipment with those of the helicopter. He also issued an urgent call to the fire department to send all available equipment to check the spreading blaze. Mean-while, Captain Andrews had taken off again and, ignor-ing the obvious danger, placed the helicopter in a low hover just beyond reach of the 35-foot-high flames. Using the rotor downwash, he blew the fire away from threatened fuel tanks and also cleared a path for the fire fighters on the ground.



CHANGE OF COMMAND—Air Force Maj Harold Pickering left turns over command of Det 10, 38th ARRSq at Binh Thuy AB to LtCol Roland E. Speckman. Major Pickering has been as-signed to Suffolk County AFB, N. Y. LtColonel Speckman is beginning his second Vietnam tour. He was previously stationed at Tan Son Nhut AB. (USAF photo)

Soon afterward, another emergency situation arose but was quickly eliminated by the hard-working HH-43 crew—an aircraft was inbound and the base runways were covered with debris and shrapnel! Captain Mayer hov-ered the HUSKIE over one runway and used the down-wash to clear it of obstructions. A minute later the tow-er dispatched the rescue helicopter to the dispensary to evacuate a critically injured airman to the Naval hos-pital. As he was placed aboard, the Det 7 crew was ad-vised that the area between the air base and hospital was in enemy control and "heavy enemy contact" was occur-ring within 200 yards of the hospital. An AC-47 flew escort during most of the flight and two helicopter gun-ships agreed to cover the approach to the hospital. As Captain Andrews neared his destination, he found another hazard to complicate an already hazardous situation—the entire area was blacked out and it was impossible to see the power lines known to border the landing pad. As the gunships engaged the enemy, Captain Andrews used the landing lights to locate the lines and then made a verti-cal landing before the helicopter drew enemy fire.

On the return flight the HH-43 crew was again exposed to enemy ground fire and at the base found fighting was still continuing on the perimeter. No further assistance was required of the HUSKIE, however, so at 0615 Cap-tain Andrews terminated the two-and-a-half hour flight.

An Air Force spokesman said afterward that the "out-standing courage, airmanship and professionalism dis-played by the HUSKIE crew prevented the loss of a mul-timillion dollar storage area, enabled the field to remain operational for incoming aircraft and saved the life of a critically injured casualty."

A "can do" attitude of maintenance men of Det 9, 38th ARRSq at Pleiku AB, coupled with support from other base units, has put a battle-damaged HH-43 HUSKIE back in the air in as good a shape as when it came from the manufac-turer. The helicopter received about 200 shrapnel holes when it was damaged during an enemy rocket attack on the base.

The aircraft was disassembled and all damage repaired by rescue maintenance men supervised by SMSgt Marcus L. Bur-rough. Their efforts were fully supported by base supply, maintenance, and the sheet metal and paint shops. The repair included change of the rotor blades, tail section and nose bub-bles. Then the craft was repainted.

Other maintenance men helping repair the aircraft were TSgts Dale G. Haley and Paul T. Simmons; SSgts Paul W. Noble, Dennis R. Stevens, and Roy T. Trent; Sgts Floyd M. Barnes, Donald Hardwick, Roger E. Lawson, and Spencer J. Watson; and A1C Robert E. White, David M. Wichman, and David E. Thompson.

UNCLASSIFIED ~~CONFIDENTIAL~~

FROM: RCC

17 February 1968

SUBJ: Mission Narrative Report (10-38-7, 15 Feb 68)

TO: 10-38C *RES*

38C

3 ARRGP(JSARC)

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGP Sup 1, dtd 15 June 67.
2. (C) At 1733Z, Det 10 was notified by Binh Thuy Tower that Warhawk 02, an F-100 pilot had ejected 3 NM off the end of runway 06, coordinates 10 degrees, 06 minutes north, 105 degrees, 44 minutes east. Pedro 91 scrambled and arrived over location of downed pilot. The downed pilot, utilizing his two-way radio and strobe light, vectored Pedro 91 on target. On landing the pararescue medic left the helicopter to assist the downed pilot in gathering up the radio and other pertinent gear. The pilot was on board Pedro 91 in less than one minute and Pedro 91 returned to Binh Thuy landing at 1748Z. Communication on Guard Channel between Pedro 91 and the downed pilot in conjunction with the strobe light made for a quick recovery. The pilot stated that he lost complete control of the aircraft due to ground fire. The aircraft subsequently went into the Bassac River and has not been recovered. The Pedro 91 crew scrambled from the cantonment area and were airborne at 1740Z. Weather was 1000 stratus/6 miles visibility with full moon and winds 170/2. Warhawk 01 was orbiting the area and stated that Warhawk 02 was on an island in the river, apparently thinking that an inland canal was part of the river. Pedro 91 started to search the island east of the runway when contact was made with Warhawk 02 who stated his correct position. Pedro 91 spotted the flashing strobe light beyond the first inland tree line and made an immediate descent and landing at 1745Z. Pedro 91 departed the area at 1746Z and released the pilot to the base hospital at 1748Z. The pilot was extremely well orientated as to his position and used the emergency radio and strobe light to maximum efficiency. To preclude pinpointing his position to hostile forces the pilot specifically did not expend any flares or tracers. Final landing at the alert pad was at 1750Z.
3. (C) The name of the survivor is: John Lewis, Capt., USAF, 90th Tac Ftr Sq., 3rd Tac Ftr Wg., USAF, Bien Hoa Air Base, RVN.
4. (U) Crewmembers of Pedro:

PEDRO 91

RCC Capt Laurence W. Conover
RCCP Capt Leslie E. Johnson
FE TSgt Kenneth H. Hogan
PJ ALC Larry D. Nicholson

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

GROUP 1
Downgraded at 3 year intervals;
Declassified after 12 years

~~CONFIDENTIAL~~

Atch 2

38-10-68/c110