

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 Bowers, copilot; TSgt Delmer R. Smith, medical technician; 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 paramedic, 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 breathing."

Other HUSKIE crew members, were Maj Jerry D. Stroth, pilot; Capt Peter W. Gissing, copilot; and A1C Wilber Jeffcoat, 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 warehouses, aircraft, and storage areas lit the sky at scattered points around the giant facility.

Constantly threatened by sporadically exploding ordnance, as well as enemy fire, the rescuemen made landing after landing in the search for casualties. Each time, Sergeant Handy used a crash control radio to advise 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 Sergeant 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. Meanwhile, Captain Andrews had taken off again and, ignoring 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 assigned 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 hovered the HUSKIE over one runway and used the downwash to clear it of obstructions. A minute later the tower dispatched the rescue helicopter to the dispensary to evacuate a critically injured airman to the Naval hospital. As he was placed aboard, the Det 7 crew was advised that the area between the air base and hospital was in enemy control and "heavy enemy contact" was occurring within 200 yards of the hospital. An AC-47 flew escort during most of the flight and two helicopter gunships 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 vertical 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 Captain Andrews terminated the two-and-a-half hour flight.

An Air Force spokesman said afterward that the "outstanding courage, airmanship and professionalism displayed by the HUSKIE crew prevented the loss of a multimillion 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 manufacturer. 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. Burrough. 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 bubbles. 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.

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FROM: RCC

18 Mar 1968

SUBJECT: Mission Narrative Report (8-38-7, 17 Mar 1968) (U)

TO: Det C
3ARRGp (3JSARC)
IN TURN

Seal
27A

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 dtd 15 Jun 1967.
2. (C) The Det 8, 38ARRS alert crew was notified at 17/0807Z that a Navy Seaman had been bitten by a snake (type unknown). Breathing had stopped but had been restarted. Immediate air evac to the 12th USAF Hospital was requested. Pedro 48, the alert HH-43B, was launched at 17/0810Z and arrived at the U.S. Naval Support Facility at 17/0820Z. Landing was made in a small dusty field surrounded by power lines. The victim was immediately loaded on the helicopter and Pedro 48 departed for the hospital. Enroute to the 12th USAF Hospital, the victim stopped breathing again. Continuous mouth to mouth resuscitation plus external heart massage and I.V. kept the victim alive until Pedro 48 arrived at the hospital at 17/0830Z. The victim is recovering at the hospital. Pedro 48 returned to the alert pad at 17/0835Z. Mission Closed. This constitutes one non-combat save. No hostile fire encountered.
3. (C) The name of the survivor is: E-3 Vincent Kelly, USN, USS Engage FPO 96601.
4. (U) Crew Members of Pedro 48:

RCC MAJOR JERRY D. STROH
RCCP CAPT PETER W. GLISSING
FE ALC WILBER L. JEFFCOAT, JR.
PJ SGT RICHARD H. GARLIE

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *5/1/84*

Jerry D. Stroh
JERRY D. STROH, Major, USAF
Rescue Crew Commander

APPROVED

Francis F. Drake
FRANCIS F. DRAKE, Lt Col, USAF
Detachment Commander

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.

Atch 2

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