

Rescue Unit Makes 2 Saves in 2 Day

DA NANG AFLD, Vietnam (Special) — The 37th Aerospace Rescue and Recovery Sq. (ARRS) here chalked up their second rescue in as many days when an HH53 Jolly Green Giant, piloted by Capt. John N. Komich, evacuated an injured sailor from a ship at sea to medical facilities in Da Nang.

The HH53 was on a training mission when the local rescue center notified an airborne HC130 Hercules command air-

craft that a Vietnamese sailor was injured while aboard a commercial Vietnamese vessel. Komich notified the rescue control center that they were in the area and were available. They were then cleared to proceed and headed in the direction of the ship about 40 miles south of their position.

"About three or four minutes later, we spotted the ship," said Komich.

With the Jolly Greens hover-

ing the ship, the para-rescueman, TSgt. Eugene L. Nardi, boarded the ship, loaded the man on the hoist, and took him on the aircraft.

The sailor had been administered first aid, so there was no need for further medical care on the aircraft.

The rescue was the first as an aircraft commander for Komich as well as the first Southeast Asia pickup for his copilot, Capt. John F. Jadrisuch.

Other crew members on the mission were Capt. Ro Griffith, also a pilot, and James B. Barrett, the flight engineer, who operated the hoist mechanism during the mission.

The day before, another mission from the 37th ARRS picked up a seriously ill Republic of Vietnam soldier from a troopship. A C-130 Hercules flew him immediately to Ranh Bay hospital for surgery.

22 JUL 71

CHAPTER VI

MISSION NARRATIVES

Search and Rescue (SAR) activity for the quarter was begun by LCDR Joseph L. Crowe and crew with a 200 mile flight to sea on 21 Jul 71 to accomplish the medical evacuation of a seriously ill seaman off the USNS Barret. The mission, which resulted in one non-combat save for the squadron, was complicated not only by the distance to be traveled, but also by the complete lack of voice communications with the Barret and the resulting lack of preparation for the pick-up made by the vessel's crew. King 24, the Airborne Command Post for the mission, located and led the flight of Jolly Green's to the Barret. Upon arrival at the scene of the rescue, LCDR Crowe elected to lower a Pararescue, A1C George R. Ande, to coordinate the subsequent rescue attempt. As a result of this action, the litter hoist of the seaman, who was suffering from a ruptured appendix, and the recovery of the deployed PJ were easily accomplished. At this time King 24 led the Jolly Greens to Cam Ranh Bay, relaying enroute the survivors medical information and vital signs provided by the doctor and PJ's aboard LCDR Crowe's aircraft.

Practical SAR experience was gained by pilots on a training mission on 22 Jul 71 when Captain John N. Komich effected the medical evacuation of an injured seaman off a landing craft in the vicinity of Da Nang. The training aircraft, which happened to have a flight surgeon on board as a passenger, responded to a call for assistance for a seaman who's hand had been pulled through a cable

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winch. After the vessel was located, a PJ was lowered to assist the seaman who was subsequently hoisted on board and flown to the 95th Medical Evacuation Hospital. Credit was given for one non-combat save.

Eleven additional non-combat saves were recorded by the squadron as a result of the combined efforts of Major Robert H. Heiges and Lt Col Harold R. Walthall on 26 Jul 71 when they evacuated eight passengers and three crew members from an Army UH-1H that had made a forced landing on the beach near Hai Van Pass. The two alpha alert aircraft responded to the call for assistance while they were enroute to their fragged airborne alert orbit. SAR checklists were run enroute to the scene due to the possibility of hostile forces in the area. After a thorough evaluation of the site was made, Major Heiges executed an approach and landing and took on eight passengers from the downed aircraft. While Major Heiges was returning these people to the Da Nang area, Lt Col Walthall remained on scene to provide cover for the UH-1H crew members until an Army recovery team could be brought in. When the team arrived, they were unable to extract all the remaining crew members due to aircraft limitations. Lt Col Walthall answered the call for assistance, landed on the beach and recovered three additional personnel.

Combat saves, 13 of them to be exact, became the order of the day on 20 Aug 71 for Major Gerald J. Lange and crew on a mission that graphically demonstrated the flexibility required of the SAR force.

JULY 71

DATE	CREW	JG	SAVE #	NAME	RANK	LOCATION	TYPE SAVE
				SSN			
21	CROWE ULJUA PRIANTE Muelch Ande MORENO	66	625	JOO ONE KIM (KOREAN ^{MERCHANT} SEAMAN)		USNS BARRETT 1445N 11145E	MEDEVAC NON COMBAT
				med evac To VVC R.			
				RUPTURED APPENDIX		MSN # A-3-026-2 JUL	
22	KomicH GRIFFITH JADROSICH BARRETT WARDI Thompson Pearson	77	626	NAVY SHIP 125/15/77 (NO NAME)		NAVY SHIP 125/15/77	1 MEDEVAC NON COMBAT
				NAVY SEAMAN with severed hand. To 45th HOSP.		MSN # A-3-027-22 JUL	
26	HEIGES TYLER Theriot PROSE MANICK CROWLEY	65	627 628 629 630 631 632 633 634	NO NAMES 45TH ENGR BTN U.S. ARMY		103/17/69 MSN # A-3-028	8 NON COMBAT

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