

KAMAK

Rotor Tips

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NOVEMBER/DECEMBER 1971

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Rotor Tips

Volume VII Number 1

ON THE COVER

Holiday greetings and best wishes for the New Year from Kaman Aerospace Corporation. Connecticut winter scene by KAC Photographer D. J. Ruggiero.

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Pensacola Detachment Makes Final Flight

LAST UH-2A/B BEING CONVERTED TO TWIN-ENGINE SEASPRITE

One of the two UH-2A/B helicopters remaining in the Navy flew its last mission a few months ago. Shortly afterward the helicopter and its sister single-engine SEASPRITE, also from the Search and Rescue Detachment (SAR DET) at NAS Pensacola, Fla., arrived in Connecticut for conversion to HH-2D's by Kaman Aerospace. Portrayal of the UH-2A/B's transition to the up-rated, twin-engine helicopters begins on page six.

The Pensacola Det was formed in June, 1970, and began using single-engine SEASPRITES for plane guard duty with the USS Lexington operating in the Gulf of Mexico between Pensacola and Corpus Christi, Texas. The first rescue was a pilot who was forced to eject when his A-7 aircraft lost power after a catapult launch off the Lexington. Several years earlier another SAR Det at Pensacola utilized UH-2A/B's to provide rescue coverage for the station and surrounding area.

LCdr Frank Foster, officer-in-charge of the present Pensacola SAR Det, flew the last hop. Other members of the crew were Lt Dick Kearley, AMSAN Ray Reicherter and AE3 Dick Pfruender. With the final flight, the detachment completed its transition to the twin-engine "Super Charlie" SEASPRITE.



FINAL MISSION—Photos, from top, "Spartan Angel 028" lifts off from the NAS Pensacola heliport for a rendezvous with the USS Lexington. The UH-2 arrives in plane guard position as VT-5 students begin carrier qualifications in T-28 aircraft. Spartan Angel 028 keeps a watchful eye on a student pilot making his first arrested landing on an aircraft carrier.



FAREWELL—Flight operations completed, Spartan Angel 028 receives "Signal Steer" from Lexington and heads for NAS Pensacola. (USN photo by PH1 Griswold). At left, the crew which manned the UH-2 on its last mission. Left to right, AMSAN Ray Reicherter, AE3 Dick Pfruender, Lt Dick Kearley and LCdr Frank Foster. (USN photo by PH2 Ryden)



PREFLIGHT—USN photos by PH2 Ryden show Spartan Angel 028 undergoing last preflight check before taking off for the USS Lexington on historic flight. Above, Plane Captain ADJAN Kirby Sisco opens access doors to check engine, gearbox and other areas. Top right, Lieutenant Kearley checks the main rotor. Last photo, LtCommander Foster examines the tail rotor linkage.



LAST UH-2A—Lt Richard Kearley, second from left, representing the Pensacola SAR Det, turns over records of the last UH-2A in the Fleet to LCdr Ronald C. Westfall, from VRF-31, Ferry Command, NAS Norfolk, Va. Ready to pass on more paperwork are Homer Helm, KAC service representative, right, and ADRC Robert Fillmoore, VRF-31. Chief Fillmoore, and ADRC3 Joseph Hampton, see left photo below, manned some of the first UH-2's ferried from Kaman to HC-4, NAS Lakehurst, N. J., in 1963. Also participating in the "farewell ceremony" is AMHC V. D. Husby, maintenance chief from the SAR unit. (USN photo by PH2 Ryden)



NORTHWARD BOUND—Spartan 26 takes off from Sherman Field, NAS Pensacola, and heads for Connecticut, (USN photo by PH2 Ryden)



AT KAMAN—The long flight over, Spartan 26 lands at Kaman's production facility, Bradley International Airport, Windsor Locks. Among those on hand to greet LtCommander Westfall and Petty Officer Hampton were John A. Kelly, general foreman, left, and Owen F. Polleys, H-2 program manager.

FOND FAREWELL—Late afternoon sun silhouettes Spartan 26—last of its kind. The veteran UH-2 made one more flight after it was delivered to Kaman. KAC Vice President William R. Murray and Peter J. Russell, Kaman chief production pilot, made a short "sentimental journey" in the single-engine SEASPRITE. Between them, they have logged thousands of hours in the UH-2. (KAC photos by Ruggiero)



With a touch of nostalgia creeping in from time to time, the preceding pages dealt with Spartan 26, the last of the single engine-SEASPRITES. Unlike its human counterpart, however, the veteran helicopter would soon be in a position to re-join the Fleet, not only ready for duty, but more powerful than the "first time around." The article below describes the transformation wrought by Kaman workers as they convert a UH-2A to a twin-engine configuration.

Here's How it Happens • • •

Story by Herbert Ross
Plant Superintendent

Photos by John Serignese
Assistant Editor (Technical)



INDUCTION—A mechanic performs a pre-induction check on Spartan 26 before processing begins.

Being the last UH-2A in the Fleet may have made Spartan 26 a "unique bird," but there was nothing unusual about the activity which took place as soon as the rotor blades stopped whirling. Kaman personnel immediately began following well-established procedures which had already seen 123 helicopters pass through the production-overhaul facility at Bradley International Airport.

As with its predecessors, before Spartan 26 takes to the air as a "twin" SEASPRITE, the aircraft fuselage will have passed through 10 areas where major work is done, and five feeder shops will have dealt with everything from hydraulics and avionics to landing gear and rotor blades.

Although disassembly of a single component may involve hundreds of parts, in all cases Progressive Aircraft Rework (PAR) specifications will have been followed to the letter.

The component parts of a helicopter being processed at the Kaman facility undergo more than 2,000 inspections. In compliance with applicable PAR Specifications, the interior and exterior is completely examined for structural, mechanical and electrical damage. All discrepancies are noted and recorded for evaluation by the PAR Review Board and corrective action is determined. The procedure used by the feeder shops is the same. The PAR Review Board is composed of personnel from Engineering, Manufacturing, Quality, Estimating, Planning and GFE. Their decisions determine the PAR Work scope for the aircraft.

When appropriate, data obtained during the numerous inspections is called to the attention of operating squadrons. For example, a detailed inspection for corro-

sion is made throughout the helicopter while it is being processed. Areas which may have become contaminated are noted for corrective action at the plant and the information is fed back to the squadrons for their corrosion-control programs. Other data is used for the preparation of technical material in Kaman Rotor Tips.

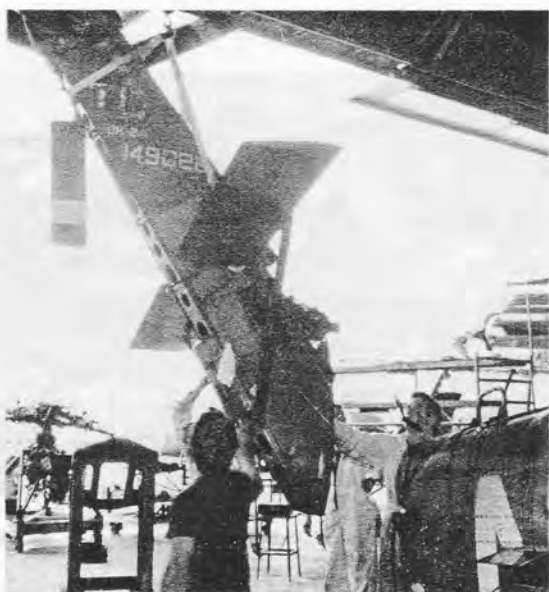
Before the physical processing begins at the Kaman plant, all pre-induction discrepancies are noted for corrective action, pyrotechnics are removed and turned into GFE (Government Furnished Equipment) for storage and a SEASPRITE modification "work package" is selected by manufacturing engineering. The contents of the package are determined by the model designation of the helicopter to be produced for the Navy during the modification work. Included in the package are drawings, specifications, changes to be incorporated and similar information.

During the last four years, Kaman personnel have reconfigured single-engine UH-2A/B's to twin-engine UH-2C's, HH-2C's, HH-2D's, and SH-2D's. All of these helicopters have undergone Progressive Aircraft Rework as well as modification. In addition, single engine SEASPRITES have been PAR-processed at the Kaman facility under a contract which did not call for modification to the twin-engine configuration. With the establishment of the work package, the aircraft is ready for disassembly.

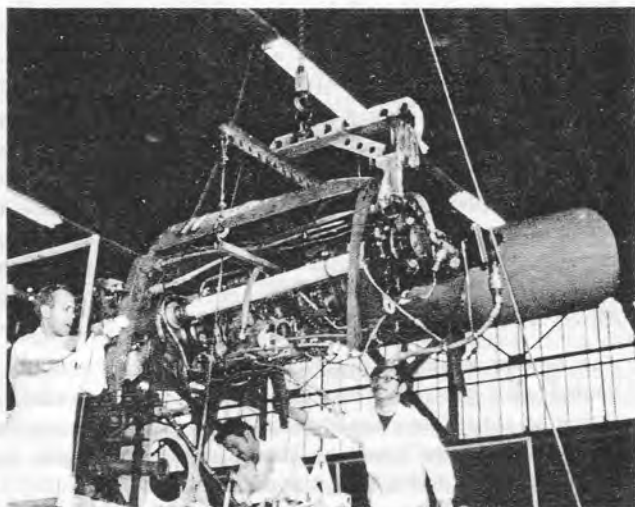
During disassembly, main and tail rotor blades, engine, transmission, landing gear, pylon, fairings, instruments, "black boxes," and all other components or items of equipment are removed, inspected, and either sent to the various feeder shops or set aside for return to the Navy for re-issue. When disassembly is complete, the stripped fuselage begins its trip down the line and through the many stations manned by either mechanics, electricians, assemblers or other specialized workmen.

Meanwhile, in the shops, components are cleaned, disassembled and inspected. Those passing inspection and testing are tagged for re-issue. The others are repaired if possible or replaced if necessary. Components which may have little operating time remaining are replaced and tagged for overhaul.

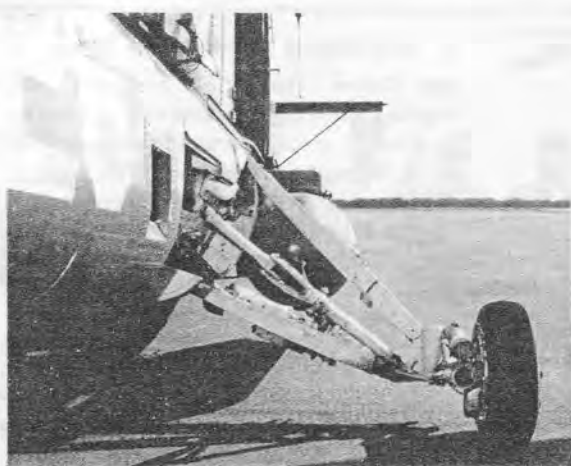
The work of up-rating certain components is also done in the feeder shops. For example, it is here that transmissions for the HH-2C, HH-2D and SH-2D are overhauled and up-rated. In another shop, the tail pylon is modified and strengthened.



PYLON OFF—Kaman mechanics remove UH-2A pylon as a single unit during disassembly. Pylon will be delivered to feeder shop for further disassembly, PAR inspection and modification.



ENGINE OUT—Also removed are the engine, drive shaft and transmission. All assemblies will be further disassembled, PAR inspected, modified and Airframe Change (AFC) up-dated.



TO GO—The Cleveland landing gear will be removed and helicopter will have AFC 10 incorporated which entails replacement of "banana" fittings to accept Dowty gear.



LINE READY—Stripped down to its "bare skin" and with all major components removed, fuselage is ready for structure PAR inspection. On completion, aircraft will move into modification station.



SHOP READY—Pylon, main transmission, hub and retentions, accessory gearbox, and engine unit before entering feeder shops where PAR and modification work will be done. All major assemblies are removed intact.

While single-engine UH-2's were still serving with the Fleet, components like gear boxes, engine drive shafts, fairings, cowlings, etc., which could still be used with this model were set aside after removal and then returned to the Navy for re-issue.

The major change made to the helicopter fuselage is the reconfiguration necessary to accommodate the dual engine and combining gearbox installation. This change is accomplished by cutting and removing "cardinal points" from the fuselage and then inserting new sections which have been preassembled in fixtures in one of the sub-assembly shops. The operation calls for close tolerance and exacting workmanship but is much less expensive than removing the sections and then rebuilding them on the fuselage itself.

Meanwhile, in other areas, workmen are busy fabricating other fuselage components, such as the engine nacelle, which are required by the new configuration. In still another shop, a different landing gear is readied for installation to accommodate the increased operational weight.

(continued on page 36)

43rd ARRSq AIDS IN MEXICO MISSION

A helping hand was extended across the border by the U. S. Air Force after floods in Northern Mexico endangered lives and isolated villages. The Aerospace Rescue and Recovery Service (MAC), responded to calls for assistance by dispatching HH-43 HUSKIE crews from Det 10, Laredo AFB, and Det 11, Laughlin AFB, Texas. Both detachments are attached to the 43rd ARRSq.

Det 10 Mission

A Det 10 HUSKIE piloted by Maj Robert C. Henneman, detachment commander, made the first journey into Mexico, to aid 18 persons stranded by the flooding. The victims were en route by bus from Columbia to seek refuge in Nuevo Laredo. The bridge at the Arroya El Carreja was completely washed away and the bus became bogged down in the mud. The passengers, mostly women and children, were stranded for six days before the helicopter arrived and evacuated them to the other side of the river where transportation was waiting. Afterward, the HH-43 crew airlifted supplies to the area. Most of the emergency relief packages were furnished by the Mexican government.

The next day, the helicopter flew approximately 15 sorties and shuttled a ton of supplies and 20 persons across the river to a landing site outside of Columbia. Maj Theodore C. Vurbeff, was pilot on the mission, and SSgt James E. O'Gorman was crewman.

Passengers included a six-member medical staff and four state government officials including Sr. Louis M. Farias, the governor of Nuevo Leon. Newsmen and Mexican military officials were also heli-lifted into Columbia and additional supplies were flown in by Major Henneman in a second HH-43. Between the two helicopters, ten tons of supplies were landed in the disaster area in 1-½ hours. Manning the HH-43 with Major Henneman were TSgt Arthur G. Esteban, MSgt Lawrence L. Larose, Sgt Richard M. Birrenkutt and SSgt Dennis A. Lundine.

The helicopters also conducted aerial surveys. Describing the scene, Major Henneman said, "The roads in and out of



BY TRUCK AND AIR—Flood relief workers unload bread from truck for further transportation by Det 10 HH-43. (USAF photo)

the small towns were completely inaccessible and the majority of the bridges were washed out. If it hadn't been for our rescue crews, many of the towns would have been cut off from help for days and the disaster certainly would have been much worse."

Det 11 Mission

Meanwhile, the Det 11 HUSKIE crew left Laughlin AFB after a call for assistance from Governor Eulalio Gutierrez Trevino of Coahuila and flew to an area 50 miles southwest of Sabinas, Mexico. There they airlifted doctors, nurses, medical supplies and more than 3,000 pounds of food to Absolo, Escobedo and Rodriquez. The villages had been marooned by the flood after a 17-inch rainfall. Capt John Lerda was pilot of the HUSKIE and the copilot was Maj Alfred W. Lamkin, soon to be the detachment commander.

A mobile command post vehicle and an Air Force truck loaded with helicopter fuel had crossed over into Mexico earlier to aid in the rescue work. During the operation the two vehicles were based on the outskirts of Sabinas, approximately 50 miles from the disaster scene. The HH-43 flew out of Monclava after a steel company there donated sufficient fuel to carry out the rescue operation.



MEXICO MISSION—Shown with Governor Eulalio Gutierrez Trevino of Coahuila are members of the Laughlin AFB flood rescue operation in Mexico. From the left are, Sgt Rudolfo Chavez, Capt John A. Lerda, the Governor, Maj Alfred W. Lamkin, LtCol R. C. Roberts, Sgt Steve N. Johnson, TSgt Raul M. Ornelas, Sgt Gary L. Capehart, A1c Denzel R. Lee, A1c Robert A. Caldwell, SSgt Bertil M. Brown and SSgt James G. Chapman. (USAF photo)



HUSKIE AIRLIFT—A "human chain" was formed to expedite loading and unloading of supplies from the Laredo HUSKIES. (USAF photo)

In commenting on the missions, BrigGen Frank K. Everest, Jr., ARRS commander, said his command is "responsible for all inland search, rescue and recovery in the United States. However, we are quite frequently called upon by foreign governments for assistance when their resources are limited. When we respond, we represent the goodwill of the people of the United States to the people we help."

U. S. Flood Missions

Missions were also flown by Det 10 on the United States side of the Rio Grande to aid families isolated by flood waters in northwestern Webb County. Major Henneman piloted the HH-43 over the thinly-settled area along the Rio Grande from Laredo north to the Maverick County line. Several people were airlifted from ranches during the week.

Eight people had been isolated for six days near Tordillo Ranch, 58 miles north of Laredo. The helicopter took help and medical aid to them and evacuated three afterward. Stops were also made at five more ranches to make sure residents did not need assistance. With Major Henneman were Deputy Sheriff Oscar Villarreal, Staff Sergeant Lundine and Master Sergeant Larose. (cont. on page 31)



AERIAL SURVEY—Nuevo Leon Governor Louis M. Farias boards HUSKIE for a flight over the disaster area. Major Vurbeff is in foreground. (USAF photo)

3000-HOUR PILOT HONORED

Maj Theodore C. Vurbeff, middle was presented a Kaman "3000-hour" plaque during a flight-line ceremony recently at Laredo AFB, Texas. Major Vurbeff is the second pilot in the U. S. Air Force to log that number of hours in the HH-43. He qualified in the HUSKIE in 1959 and was among the first USAF pilots to do so. The plaque was presented by Col Winfield W. Scott, Jr., left, commander, 3640th Pilot Training Wing, at the base, and Maj Robert C. Henneman, commander of Det 10, 43rd ARRSq (MAC) Laredo AFB. Major Vurbeff is attached to Det 10 and was a member of the ARRS rescue team which aided flood victims in Mexico several months ago. (USAF photo)



November 1, 1971

Summary Of LAMPS Activities To Date. . . .

*By Bruce Goodale,
LAMPS Program Manager*

In the August/September/October issue of *Rotor Tips*, we reported on the Pentagon pad demonstration of the SH-2D LAMPS helicopter to Navy dignitaries in Washington, discussed the ASW and ASMD at-sea trials being conducted by HC-4 and HC-5 on NADC-outfitted HH-2D's, took a look at some of the training classes being conducted at Kaman for LAMPS pilots and sensor operators, and discussed the Program Review which took place at Kaman in June. Since that time, several additional milestones have been passed in the LAMPS (Light Airborne Multi-Purpose System) Program:

In June, the Navy preliminary evaluation (NPE) was conducted on the SH-2D at Kaman by pilots from the Naval Air Test Center, Patuxent River, Md. After incorporation of a few changes suggested as a result of NPE, Board of Inspection and Survey Trials (BIS) started, as scheduled, on the first week of August at NATC. The nine weeks of BIS included two weeks of at-sea tests aboard the USS Wainwright (DLG 28). Only two minor changes were required from BIS trials prior to delivery. Kaman immediately incorporated these changes on two helicopters and both aircraft were delivered in September, on schedule, to HC-4 at NAS Lakehurst, N. J. HC-4 will be the first squadron to deploy operationally with the LAMPS helicopter. HC-5, NAS Imperial Beach, Calif., has also received the first of its SH-2D's for deployment in the near future.

Personnel and Logistics Support will be prime factors in the success of the operational portion of the LAMPS Program. Several Integrated Logistics Support Conferences have been held at Kaman, with Navy participation, to assure that necessary and timely actions are being taken in these areas. Spare part pack-ups for the detachments, special support equipment, handbooks, technical representatives, training devices, and training courses for Navy personnel are all aimed toward initial deployments.

The two ASW-configured HH-2D's operated by HC-4 completed their initial testing aboard the USS Belknap (DLG 26) and USS Wainwright in September, and are being re-configured by the Naval Air Development Center, Warminster, Pa., for additional ASW evaluation. The two ASMD-configured HH-2D's operated by HC-5 have completed their initial testing aboard the USS Fox (DLG 33) and USS Cleveland (LPD 7), and are being re-configured for additional ASMD evaluation by NADC. The equipment evaluations being conducted on the four aircraft, and on the test bed HH-2D at NADC, will determine the avionics configuration of future LAMPS helicopters beyond the first 20 now under contract at Kaman. It is expected that the entire fleet of H-2 helicopters will eventually be configured for the LAMPS mission.



ABOARD THE WAINWRIGHT—Top, SH-2D refuels from USS Wainwright while undergoing BIS testing. In second photo, engineer checks status of LAMPS helicopter during evaluation. (USN photo)



HEADED FOR NATC—Two SH-2D's on line at KAC just before takeoff. (KAC photo by Ruggiero)

Fleet units are anxiously awaiting the introduction of LAMPS, and the Navy is developing tactics in order to most effectively exploit this weapon system. These tactics will be tried, and undoubtedly refined, during the first few months of SH-2D deployment with the Fleet.

Additional reports on SH-2D LAMPS activities will appear in subsequent issues of *Rotor Tips*.



FIRST DELIVERY—SH-2D takes off from Kaman and heads for HC-4.



FAMILIARIZATION VISIT—RAdm D. V. Cox, program coordinator for surface ship aviation integration in CNO, recently toured Kaman facilities in conjunction with the LAMPS program. In left photo, Admiral Cox, left, and his party listen intently as Robert L. Bassett, assistant manager, Customer Service, briefs them on a LAMPS trainer being constructed at Kaman. On the Admiral's left are Capt R. G. Thomson, LAMPS program manager, CNO; LtCdr (Commander selectee) G. C. Skezas, CNM LAMPS Project Manager's Office; and Bruce Goodale, KAC LAMPS program manager. W. N. Stone, vice president, Engineering, is on the right. In right photo, taken at end of tour, are KAC President Jack G. Anderson and Admiral Cox. (KAC photos by Ruggiero)



INSPECT SH-2D—RAdm D. A. Webster, left photo, head of Surface Warfare for CNO, and Cdr H. L. Cassani (captain selectee), right, assistant to the LAMPS program manager for CNO, are shown in SH-2D cockpit during visit to Kaman. With them is Jack Goodwin, KAC assistant chief test pilot.

PERSONNEL TRAIN. . .



ORGANIZATIONAL MAINTENANCE CLASS—Left to right, Donald E. Bonsall, Instructor; ATAN John S. Nahm, AT3 James L. Sheldon, AXAN Kenneth R. Balcom, AT3 Thomas J. McCann, AX2 Michael A. Cavalier, ATAN Gregory P. Stewart, Lt Marion L. Beaudrot, AT3 John J. Short, AT3 Walter C. Pieper, AXAN Paul Adinolfi, AXAN Lewis A. Monnin, HC-4 NAS Lakehurst, N. J.; Joseph A. Peluso, Instructor.



ORDNANCE CERTIFICATION CLASS
Standing, left to right, Richard L. Smith, Instructor, AOAN William Vollmar, AMH1 Bruce M. Laurendeau, AN C. D. Averett, AW2 Ruben D. Liley, AWAN Joseph C. Blackman, ADCS Thomas F. McNally. Kneeling, AWC Charles F. Benton, AW1 Charles E. Cade, Jr., AO2 Melvin E. Copeland, HC-4, NAS Lakehurst, N. J.



ATO/SENSOR CLASS—Left to right, Terrence R. Provost, Instructor; Lt Jack W. Wilson, Lt Robert H. Clark, Lt(jg) LeRoy Anderson, AW1 Wayne K. Jones, AW1 Donald C. Hoosier, HC-5, NAS Imperial Beach, Calif.; Lt(jg) Robert E. Schmidt, Lt(jg) Allan T. Goldberg, HC-4, NAS Lakehurst, N. J.; AWC James J. Smith, AW2 John E. Johnson, HC-5; Lt(jg) John V. Smith, HC-4.

INTERMEDIATE MAINTENANCE CLASS—From left to right, Joseph A. Peluso, Instructor, AT3 Ronald L. Pettitt, AT2 Albert T. Paulek, AX1 Joseph A. Palkovic, AX1 John P. Wilson, AT1 Arnie E. Hardin, HC-5, NAS Imperial Beach, Calif.



ORGANIZATIONAL MAINTENANCE CLASS—Front row, left to right, AT2 Ken E. Beck, ATN2 Charles R. Watson, Jr., AT3 James J. McDonald, HC-5, NAS Imperial Beach, Calif.; AT1 Homer C. Barrs, HC-4 NAS Lakehurst, N. J.; AX2 Alexander F. Krieger, HC-5. Standing, left to right, Don Bonsall, Instructor, WO1 Russell T. Case, AX1 Robert B. Leduc, AT3 James F. Heinrichs, AT3 Jimmy W. Anderson, AX3 Mark E. Atkins, AT3 Paul R. Fellows, HC-5; Lionel A. Bentley, Instructor.



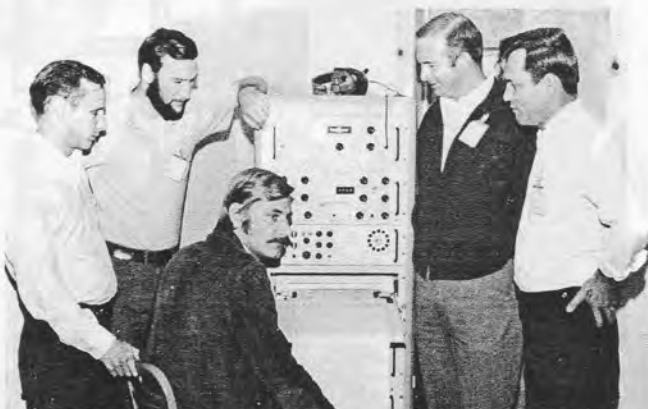
ATO/SENSOR CLASS—Front row, left to right, LCdr Harry E. Higginbotham, Lt John D. Dickinson, Lt(jg) Ronald C. Smith, AW1 Charles E. Cade, AW1 James E. Strickland, HC-4. Standing, left to right, John Anderson, KAC test pilot; AW2 Ralph E. Kahmer, Lt(jg) Daniel C. Odlum, Lt Lewis D. Madden, AW1 Jerry W. Eidson, Lt(jg) Michael M. McNeil, HC-4, Jack Goodwin, KAC assistant chief test pilot.

Kaman Aerospace Corporation has contracted Diagnostic/Retrieval Systems Inc., Mt. Vernon, N. Y., to conduct operation and organizational level maintenance courses on the LAMPS LAVA System.

The LAVA (Low frequency Acoustic Vernier Analyzer) was developed to fill the Navy's need for increased versatility and sensitivity in acoustic detection systems. The specialized version produced for the LAMPS program by Diagnostic/Retrieval Systems, incorporates extremely flexible acoustic signal processing and display equipment. Active and passive sonobuoy data are relayed from the LAMPS helicopter to the ship where it is processed by the LAVA equipment. The information relayed back to the SH-2D increases the helicopter's capability to detect and track submerged contacts. Photos of LAVA classes at Kaman appear below.



ORGANIZATIONAL MAINTENANCE CLASS—Left to right, standing, STCS C. C. Fisher and ST1 J. E. Henrie, USS Jouett; R. J. Caldwell, instructor; STG2 F. B. Cross, USS Sterett; ST1 G. C. Schneider, USS William H. Standley; STG2 T. C. Bergren, USS Truxton; STG2 M. J. Barmore, USS William H. Standley. Seated, G. A. Poston, Long Beach Naval Shipyard; STCS D. G. Nicholson, USS Sterett.



OPERATION CLASSES—Left to right, standing, AW1 Charles Cade, Jr., AW2 Ralph Kahmer, AW1 Jerry Eidson and AW1 James Strickland, HC-4. Seated is Dennis E. Negethon, instructor. In second photo, left to right, are AWC James J. Smith, instructor Negethon, AW2 John E. Johnson, AW1 Wayne K. Jones, and AW1 Donald C. Hoosier, HC-5.



SEASPRITE ACTIVITIES

Two USN Pilots Honored By IAF

NAF NAPLES, ITALY—Two U. S. Navy helicopter pilots were commended by the Italian Air Force recently for having performed 11 rescue and mercy missions involving Italians during the past year. The missions were flown in UH-2C's.

Lieutenants Brian A. Cuddeback and John M. McMinn, of the Naval Air Facility were presented the Italian "aviation wings of gold" by MajGen Alessandro Mettimano, commandant of the Italian Air Force Academy, Naples.

General Mettimano made the presentation during a ceremony at the academy on behalf of Gen Duilio Fanali, chief of staff, Italian Air Force. Adm Horacio Rivero, commander-in-chief, Allied Forces Southern Europe was also present to honor the pilots.

The 11 mercy missions included the transfer of a coronary heart attack victim to a heart surgeon in Naples and a search for a light aircraft which crashed in the Bay of Naples.

In a personal message to Lieutenant Cuddeback, General Fanali wrote, "I take this opportunity to express also my personal and particular appreciation for the precious and tireless activity you performed in conducting rescue opera-

tions for the civil population."

Also present at the ceremony was the Prefect of Naples, H. E. Dr. Luigi Fabiani, who joined the Italian military authorities and in the name of the Naples citizenry, thanked the American pilots for their efforts.

The NAF Naples SAR unit added another mercy mission to the growing list soon after the ceremony. A UH-2C crew diverted from a training mission to fly to the aid of a 19-year-old youth whose left arm had been severed in an accident.

Gen Antonio DeCamillis of the Italian Air Force requested the mercy flight at 12:55 p.m. Lieutenant McMinn and his crew were recalled from their training mission, refueled and launched at 1:26 p.m. for the mountains near Vallo della Lucania, 45 miles south of Salerno. The patient was picked up at the central train station and airlifted to Capo. From there he was taken by ambulance to a hospital in Naples.

Cdr J. E. Wenger, the doctor aboard the SEASPRITE, treated the injured youth during the flight. Others manning the helicopter were Ens M. D. Meloy, copilot; and crewmen D. P. Bales and R. J. Parks.

HC-7 HOSTS JAPANESE AND AMERICAN WWII ACES

HC-7, NAS Imperial Beach, Calif., played host under unusual circumstances during an American Fighter Aces Association meeting in San Diego several weeks ago.

Helicopter demonstrations and a luncheon, both at the Naval Air Station, highlighted the second day of the Association meeting. Among those attending were 20 Japanese aces, members of the Japanese Zero Pilots Association, who had arrived in San Diego earlier to join their American counterparts. The four-day meeting started at NAS Miramar, known as "Fighter Town, U. S. A."

The meeting at NAS Imperial Beach marked the second time Saburo Sakai, head of the Japanese delegation, met with members of HC-7. He was the Squadron's special guest at a "dining in" when HC-7 was assigned to NAS Atsugi, Japan. Three decades earlier, Sakai would have been killed on sight by the American pilots. He had shot down more U. S. planes—64 confirmed kills—than any other living Japanese flier. HC-7 left Japan for reassignment to the California Naval Air Station last May.

During the visit to NAS Imperial Beach, the visitors were given a full briefing on operations of the HH-2C SEASPRITE and SH-3A SEA King, both operated by HC-7. Many of the aces compared notes on the values of helicopters—an aircraft that was not available to them during World War II—as part of today's military air arm. Follow-

ing their visit to the HC-7 hangar, the visitors and other members of the host squadron moved to the Imperial Beach Officer's Club for lunch and more discussion of the flying days then...and now.



WELCOME—Cdr John E. Woolam, HC-7 commanding officer, presents a token gift to Saburo Sakai. Others, left to right, are Hiroji Yoshihara, secretary general, Zero Fighter Pilot's Assn., Lt Robert Wright, HC-7 PAO, and "Koji," Japanese interpreter. (USN photo)

Hazardous Island Rescue By Adak Unit

Three men, stranded on Little Tanaga Island in the Bering Sea, were rescued by a UH-2C from the SAR Unit at the Naval Station, Adak, Alaska. LCdr Kenneth L. Sterling and his crew launched after gusting winds, rain and turbulent seas prevented the trio from being picked up by the boat which had landed them on the uninhabited island the day before. Flying copilot was Lt(jg) Stephen R. Arends and ADR3 Floyd L. Murray was crewman.

The flight to Little Tanaga was made over the open sea because the 400-foot ceiling obscured most of the land enroute. By following the coastline of Adak, Kagalaska Island, and Little Tanaga, the crew located Scripps Bay on the north side of the island where the men were stranded. With a 25-knot tailwind, the SEASPRITE began a slow approach into the bay toward the fog-shrouded cliffs and mountains that lined the shore. The pilot then rapidly turned the UH-2C into the wind and, fighting moderate turbulence as the wind blew from the sea and over the mountains, began the search. The three men were spotted on the beach and a landing was made on a very small, confined knoll which sloped toward a sheer drop to the water's edge. With another cliff rising on the other side, rotor blade clearance was "critical." LtCommander Sterling did not fully lower collective to keep the helo from settling in the extremely soft, water-soaked tundra.

With the survivors safely aboard, the helicopter took off and made a direct flight to Adak. The three men had expected to spend several days without food or shelter from the hostile Aleutian weather. They were most appreciative of the service given by the Adak Sar Unit whose motto is, "You call...we haul...you all!"

Lemoore SAR Unit Rescues Three

A UH-2C crew from the SAR unit at NAS Lemoore, Calif., launched at night after notification that a civilian plane had crash-landed in a dry lake bed approximately 100 miles from the air station. The alert was received from the 42nd ARRSq, Hamilton AFB, Calif.

Lt L. L. Duncan and his crew were vectored to the crash area by radar and located the downed aircraft by a rotating beacon on a sheriff's car. The light plane, unreachable except by air, was floating in a bog with the three survivors—the pilot, his wife and mother—standing on the wing.

HM3 G. B. Jacobs was lowered from the SEASPRITE to instruct the survivors in the use of the rescue seat after it became apparent they were not familiar with the device. They also were unfamiliar with the rotor downwash. Although the flood light on the helo failed during the operation, the trio were successfully hoisted to the UH-2C.

Lieutenant Duncan said afterward that radar vectors from NAS Lemoore and Los Angeles Center were of extreme importance in the success of the mission. The rescue crew was also aided by a civilian light aircraft (VHF only) which relayed information from Kern County Sheriff personnel on the ground. Other members of the SEASPRITE crew were Lt(jg) G. A. Rovey, copilot; and AT1 D. T. Dicks, first crewman.

In an earlier mission, an Air National Guard captain who ejected from his disabled aircraft three miles from Lemoore, was hoisted from an irrigated cotton field and taken to the hospital at the naval air station. Members of the UH-2C rescue crew were Lt(jg) H. F. Matthew, pilot; Lt J. C. Menconi, copilot; ADR3 R. J. Marx and PR3 J. R. Wright, crewmen.

Speedy Rescue By Det 42

A sailor who plunged into the sea from the deck of the USS F. D. Roosevelt was back aboard the carrier ten minutes later thanks to an HH-2D crew from HC-2's Det 42.

The detachment, which is deployed aboard the Roosevelt, launched the rescue helicopter soon after the call was sounded. A minute or two later the survivor was sighted, hoisted aboard and returned to the ship. Manning the SEASPRITE were Lt W. B. Wagner, pilot; Lt R. Foster, copilot; ADJAN J. M. England, first crewman; AE3 D. K. Pilkinton, second crewman. (*SEASPRITE Activities cont. on page 32*)

Lexington Skipper Qualifies In UH-2C

Capt Jack E. Davis, commanding officer of the USS Lexington (CVT-16) and Capt James Romyak, command-



ing officer of NAS Pensacola, Fla., made carrier qualification landings in the T2-C Buckeye jet recently to acquaint themselves with the problems of the student naval aviator.

Captain Davis, as commanding officer of the Navy's only training carrier, expressed his desire "to become currently knowledgeable with the students problems. I was also looking for procedures for improving the safety and efficiency of our flight deck," Captain Davis added.

Lexington's skipper made his second qualification in the UH-2C SEASPRITE helicopter, a flight he found both "fun and quite a challenge," (he was not previously a helicopter pilot). As a matter of coincidence, Captain Davis was flying plane guard while Cdr C. T. Jensen, commanding officer of training squadron VT-5 touched down on the flight deck to become a Lexington Centurion (100 arrested landings).

LEX SKIPPER QUALIFIES—Captain Davis readies for take off from the deck of the "Lex" in the UH-2C SEASPRITE helicopter. (USN photo by PH3 P. Signaigo)



HUSKIE HAPPENINGS

Eglin Night Mission Saves 8

Eight persons aboard a sinking boat were saved through the efforts of an HH-43 crew from the 44th ARRSq LBR unit at Eglin AFB, Fla. The rescue helicopter launched at 9:30 p.m. after notification that a boat was in distress in the Gulf of Mexico, approximately 15 miles SSE of Destin, Fla. Fishing boats were in radio contact with the distressed craft but could not locate it in the darkness. Overcast conditions, scattered thunderstorms and rainshowers in the area also hampered the search.

Soon after Maj Leonard N. Buck and his crew arrived in the area, they spotted a lantern light being used as a distress signal by those on the sinking boat. The HUSKIE directed two fishing boats and a Coast Guard HU-16 to the scene and then circled the disabled craft, dropping flares to aid the rescuees as they transferred to the other boats. When all were safe, the HH-43 returned to Eglin. Others manning the rescue helicopter were Capt James E. Miller, copilot; and TSgt Alan C. Weitzel, crewman.

In another mission, a week earlier, an HH-43 crew from the Eglin unit evacuated a seriously-injured civilian from a remote site 10 miles north of the base. He had suffered a fractured skull during a crane operation.

Maj James R. Murtha landed the HUSKIE beside a paved road to pick up the accident victim. On the return flight, Capt Ancil L. Lindley (MC), a flight surgeon, used pressure bandages, I.V. fluids and shock treatment to stabilize the patient's condition. The doctor said afterward the patient would not have survived surface evacuation due to the loss of blood. Crewmen on the flight were SSgt Clinton C. Godown and SSgt Terry L. Goodson.

Teenagers Rescued By Det 8

Two teenage boys clinging to a capsized sailboat, approximately one mile off-shore of Lake Arrowhead Campground S. C., were rescued by an HH-43 crew from Det 8, 44th ARRSq, Myrtle Beach AFB, S. C. The rescue helicopter scrambled in response to a call for assistance from the Myrtle Beach Fire Department. The firemen were unable to launch their rescue boat because of the five to ten-foot seas and gusting winds.

"Pedro 69" launched at 1602 and arrived in the area, 10 miles northeast of the base, at 1615. The survivors were spotted immediately and a smoke pattern was established for wind direction and hover reference. Directions were given to the boys over the helicopter's PA system and hoist pickups, utilizing the rescue sling, were made soon afterward. Manning the HUSKIE were Capt James W. Albright, pilot; LtCol Bruce C. Bowden, copilot; SSgt Erskine E. Brewington, helicopter mechanic; and SSgt Philip W. Mobley, medical technician.

Det 18 Activated At Plattsburgh

A new ARRS unit—Det 18, 44th ARRSq—is now in operation at Plattsburgh AFB, N. Y. Two HH-43 HUSKIES are being used by the local base rescue unit to support the FB111 program on the base.

In addition to the approximately 20 men assigned to the detachment, the unit is training five base fire fighters, and three medical technicians from the hospital to work in conjunction with the helicopter program. Alert for the new unit is 18 hours and five days per week. The HH-43 crews will also remain available for any other military rescue or recovery operations in the area and may provide assistance for local civilian agencies in certain types of emergency situations.

The two HUSKIES assigned to Plattsburgh arrived from Carswell AFB, Texas, where they were assigned to Det 17, 43rd ARRSq. The Carswell detachment has been inactivated.

Mountain, Sea Missions Flown By Det 84

Flying through the rain, at night over the rugged Taurus Mountains, an HH-43 crew from TUSLOG Det 84, 40th ARRWg, Incirlik, Turkey, located two pilots who had ejected from their crippled F-4. The survivors had landed on the side of a ridge at the 4500-foot level of a mountain rising to 6000 feet.

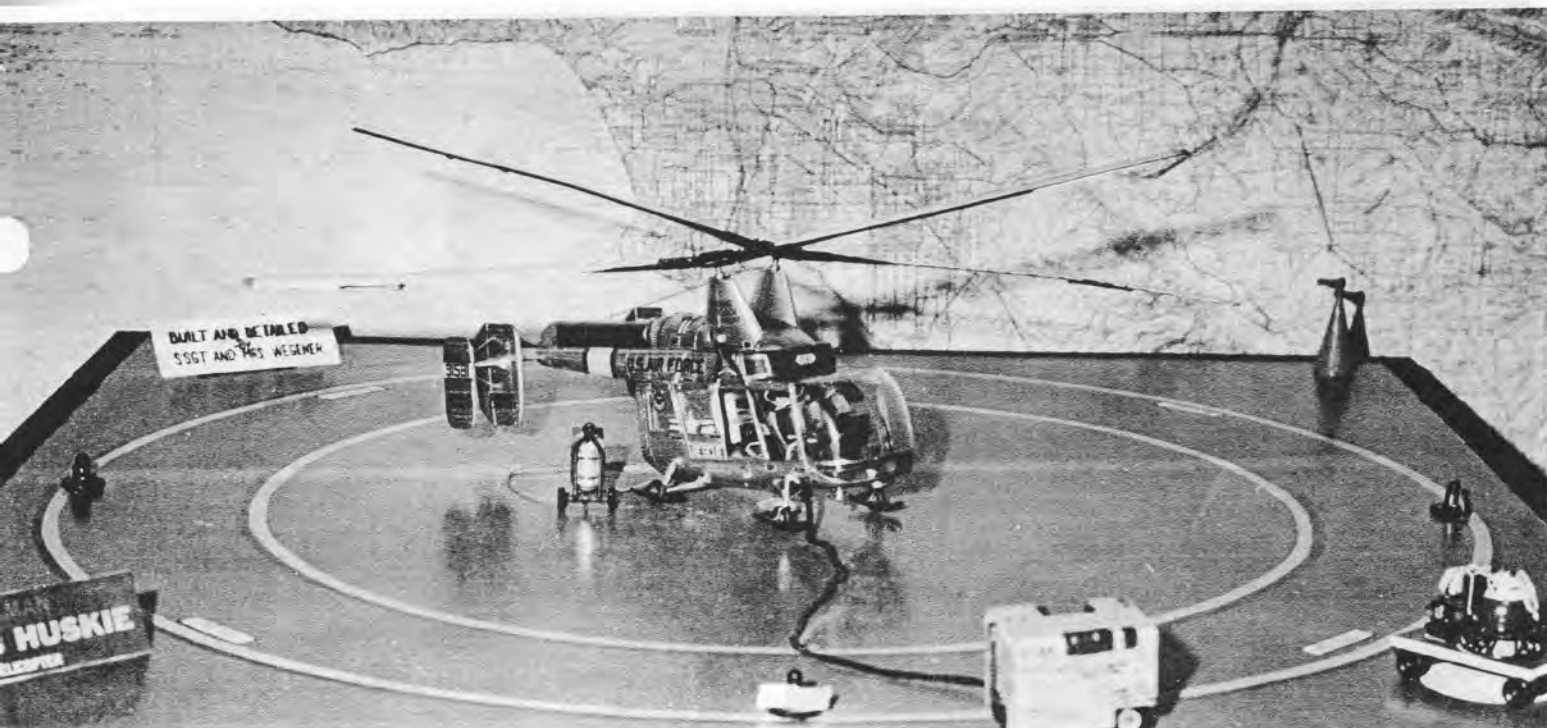
The downed pilots advised by radio that they were in good condition. Recovery that night was impossible due to the heavy rain, winds gusting to 20 knots and the extremely rugged terrain. The survivors were sheltered for the night by Turkish nationals and picked up by the HH-43 at first light the following morning.

Capt Andrew B. Comrie was pilot of the rescue helicopter and Maj David J. Given was copilot. Also aboard were Capt Laurance R. Birndorf (MC), flight surgeon, and SSgt Franklin Teamer, helicopter mechanic.

Det 84 also flew two missions to an oil rig platform in the Gulf of Iskendrum, Mediterranean Sea. On one flight, a Turkish national was picked up by the HH-43 crew and taken to medical facilities after he fell 40 feet into the sea and suffered extensive internal injuries and a broken leg. Captain Comrie was pilot on the flight and Capt Kenneth E. Ernest was copilot. Others manning the HH-43 were Captain Birndorf; TSgt Charles H. Stone, helicopter mechanic; and Maj Mahmut Ozcan, Turkish Air Force, interpreter.

On the other mission, a Turkish national who had suffered a cardiac arrest was picked up and taken to shore in a HUSKIE flown by Captain Comrie and Major Given.

Others aboard were Captain Birndorf, SSgt James A. Withers, helicopter mechanic, and SSgt Robert G. Cataldo, firefighter.



'LBR UNIT' BUILT BY DET 12 SERGEANT AND WIFE

By Capt Eugene L. Round, USAF
Det 12, 42nd ARRSq, George AFB, Calif.

The HH-43 model shown was constructed by SSgt Dean W. Wegener, a firefighter attached to Det 12, 42nd ARRSq, George AFB, Calif. Sergeant Wegener purchased the original model for \$2.20 but it lacked much of the detail he wanted. With the help of his wife, the Sergeant added such things as a rotor brake, seat belts, overhead circuit breaker panel, rear seats and a cargo net. He also installed a motor so that the blades turn while the helicopter sets on the scale model alert pad he also constructed.

Sergeant Wegener encountered several other problems in building his miniature LBR unit. The model came equipped with a "MATS" decal so he bought another model to get a "MAC" decal. To make the model more authentic, he changed the aircraft number from the one included in the model kit to 59-1581, the number of one of the Det 12 HH-43's.

The pad is detailed to include red and yellow circles, "Warning Approach From Front" signs, flashing lights and grounding points. The flashing lights are run by an alarm clock motor installed under the pad. To complete his model HH-43, Sergeant Wegener added a miniature Fire Suppression Kit and trailer made from a toy block, toothpicks, and a pearl from a necklace. A wind sock was made from a nylon stocking and he carved a fire bottle and power unit.

Total cost of the LBR unit model was approximately \$7.50, but Sergeant and Mrs. Wegener spent some 250 hours constructing the model, pad, and associated equipment. Sergeant Wegener has been building aircraft models for about 10 years but this is his first of an aircraft on which he is a crewmember.

The ARRS helping hand extended to communities, no matter how small, in many parts of the world has done much to help the United States in its relations with other countries. An excellent example is this story about the Osan AB detachment which appeared in the "Searcher."

Det 9, 47 ARRSq recently had an opportunity to engage in a little community relations work.

Maj Thomas C. Seebo, the squadron commander and SSgt Archie L. Wherry, a flight engineer, had just completed a 30-minute check-out flight in an HH-43 Pedro helicopter when they received a call from the base control tower.

The "Charlie Crew" watch had spotted a column of smoke on the horizon about three miles west of Osan. A quick flyover of the area revealed that flames were consuming two thatched-roof buildings in a small Korean village.

"It looked serious from the air and the villagers were scurrying all around hauling water buckets and cutting

back the brush," recalled Sergeant Wheery. "So we immediately headed back for the fire suppression kit and the rest of our five-man crew."

With two firemen and a medical technician aboard, the chopper landed with its fire bottle in a rice paddy near the burning buildings. By this time the villagers had formed a "bucket brigade" and succeeded in bringing the flames under control.

"While the rest of the chopper crewmembers pitched in hefting water buckets and pulling down the smoldering grass roofs," said Major Seebo, "the medic checked for any injuries. There were none."

Although the fire equipment wasn't used, the rescue chopper's presence was sincerely appreciated by the villagers.

"A crowd of over a hundred men, women and children had gathered," SSgt Arden L. Reynolds recounted, "and one man in particular came up to me and kept thanking me for helping."

A night hoist pickup with only 20-foot rotor blade clearance, and a day rescue during which a medical technician was lowered 80 feet to save a climber who had fallen from the rim of the Grand Canyon...these were among the missions flown during the last few months by HH-43 crews from Det 15, 42nd ARRSq (MAC), Luke AFB, Ariz.

The night mission began for Capt Jay W. Hansen and his crew with a 10:20 p.m. call for assistance. A young man had shot himself in the leg while riding an inner tube down the Verde River. Shortly afterward, the HUSKIE launched and flew to the Horseshoe Ranch near Mayer, Ariz., where the brother of the gunshot victim was taken aboard the helicopter as a guide. The survivor was located at a spot where the river flows through a deep canyon. Mountains rise sharply from both banks to 4,000 feet on one side and 2,500 feet on the other.

After landing on a dry portion of the river bed, TSgt William L. Dean, the medical technician, left the HH-43 and made his way downstream for 1/8-mile to the survivor. Meanwhile, due to the low fuel condition, it was decided to make a hoist pickup. The HH-43 moved cautiously through the darkness and then hovered over the men below. Twenty-knot winds were sweeping through the canyon and rotor blade clearance was only 20 feet as the wounded man was hoisted aboard. Then the medic was picked up and Captain Hansen, aided by other members of the crew, cautiously moved the helicopter out of the confining area. In view of the wounded man's excellent condition and the HH-43's low fuel state, the survivor was taken to the hospital in a motor vehicle after the helicopter landed at the ranch.

The HH-43 left the ranch at 5:30 a.m. after refueling from a truck and arrived at 6:25—closing the mission and a "long night of touchy work." Other members of the helicopter crew who shared in the hazardous mission were Maj Donald J. Waterman, copilot, and SSgt Jessie C. Spruiell, helicopter mechanic.

Grand Canyon Rescue

The Grand Canyon rescue began when Det 15 was notified shortly after 11 p.m. that a climber on the north rim of the canyon had fallen 50-60 feet and could not move from his precarious position on a cliff. An HH-43 left Luke soon afterward. Manning the helicopter were Maj Ralph L. Gaede, pilot; Major Waterman, copilot; Sgt James T. T. Pedriana, helicopter mechanic; and A1C Jeffrey M. Miekam, medical technician.

A stop was made at the Williams, Ariz., airport where fuel had been cached and then the helicopter continued on to the Grand Canyon airport. There it was decided to wait until first light to attempt the pickup. Anticipated calmer winds, cooler air, and better visibility figured in the decision. In addition the entire crew sorely needed rest.

At 6:30 a.m. the survivor was located, isolated and helpless on his dizzy perch, and the HH-43 was hovered close to the steep canyon wall. As the helicopter held its position with the vastness of the mile-deep Grand Canyon spread beneath it, Airman Miekam was lowered 80 feet to the spot where the injured man waited. Moving surely but cautiously, the medic prepared his patient for hoisting and at 6:55 he had been taken aboard the helicopter. A minute or two later, Airman Miekam



was also hoisted to the HH-43 and it moved away from the dangerous position. Five minutes later the HUSKIE crossed the canyon and delivered the survivor to the Grand Canyon Hospital.

Tired but gratified at the success of the mission, the Det 15 crew returned to Luke at 1:30 p.m.—350 miles had been covered and more than 14 hours had passed since the call for assistance was first received.

Buckhorn Mountain Mission

A third hazardous mission involved an injured hiker who had fallen from a trail on Buckhorn Mountain. Due to the extremely rugged terrain, the ground party estimated it would take at least 24 hours to carry the hiker out and it was believed his leg was broken.

A Det 15 HH-43 flew to the area in answer to the call for assistance. In order to make the pickup, Maj Elmer L. O'Banion hovered the HH-43 on the edge of the power margin while in close proximity to a canyon wall. Airman Miekam was lowered by hoist to the accident site and, after first securing a footing, he assisted the injured man into the Stokes litter. The survivor and then the medic were hoisted aboard. Afterward, a deputy sheriff who had acted as a guide on the flight was returned to Payson, Ariz., and the accident victim was taken to a hospital in Phoenix.

Copilot on the mission was Major Waterman and Sergeant Spruiell was helicopter mechanic.

It wasn't long after Det 15 began supplying coverage for the Gila Bend Gunnery Range that an HH-43 crew stationed daily at the auxiliary air field got its first "customers."

The HUSKIE crew picked up two F-100 pilots within 10 minutes after they ejected from their crippled aircraft. Formerly, a Luke-based rescue helicopter would have taken at least 45 minutes to an hour.

"For two pilots downed on that very hot, flat desert, the short wait must have been very welcome," Capt David E. Buchholz said. Captain Buchholz was pilot of the rescue helicopter. Other members of the crew were A1C Jeffrey M. Miekam, medical technician, and Sgt M. Visnesky, mechanic.

The standby of an HH-43 crew on a rotational basis at Gila Bend AFAF went into operation only three days prior to the crash.



ONE OF MANY—Flights over rugged canyon country is "doing what comes naturally" for Det 15. HH-43 crews started flying rescue and other missions from Luke AFB back in 1960. The photograph above was taken in 1965. (USAF photo)

Burn Victims Helped

Speedy action by an HH-43 crew from Det 15 was credited with saving the lives of two critically-burned accident victims. The pair had been taken to Gila County Hospital in Globe, Ariz., after the accident but required immediate evacuation to burn treatment facilities. TSgt Peter J. Lee, a medical technician, was briefed on the condition of the patients, they were placed aboard the HUSKIE, and after a 90-mile flight, were admitted to the "burn unit" at the Maricopa County Hospital. Major O'Banion was pilot of the HH-43 and Major Waterman was copilot. The other member of the rescue team was Sgt James T. T. Pedriana, helicopter mechanic.

Medevac

Det 15 was notified by the Maricopa County Sheriff's Department that a ham operator in the Phoenix area had

intercepted a call for help—a man was lying in a coma somewhere in the remote Crown King area with suspected appendicitis and needed immediate evacuation. Forty-five minutes after launch the HUSKIE crew began conducting a search over the 6500-foot, mountainous area. Approximately 30 minutes later, a small column of smoke was seen rising from a small dirt road. Closer investigation revealed two persons standing near a pickup truck. In the back of the truck was the sick man. He was placed aboard the helicopter and airlifted to the hospital and waiting medical personnel. Manning the HH-43 were Major O'Banion, pilot; Captain Buchholz, copilot; Staff Sergeant Spruiell, helicopter mechanic; and A1C John M. Beier, medical technician.

Ill Woman Aided

An HH-43 crew from Det 15 responded to a call for assistance after a woman apparently had a heart attack at Castle Hot Springs, an Arizona resort area 3,000 feet above sea level. Major Gaede landed the HH-43 on a small road next to the golf course and the patient was taken aboard with a woman companion. During the flight to the hospital in Phoenix, the woman was examined by Capt Milton J. Mutchnick, a flight surgeon. Other members of the HUSKIE crew were Captain Buchholz, the copilot; TSgt Gregory F. Sutherland, medical technician; and Sergeant Visnesky, helicopter mechanic.

Pilot Protection

In another Det 15 mission, two pilots who ejected from a burning F-100 about a mile from the base had barely touched down when they found an HH-43 from the LBR unit on hand, ready to assist. Both survivors, who had suffered minor injuries, were taken aboard the HUSKIE and delivered to Luke AFB. Piloting the rescue helicopter was Major O'Banion and Major Waterman was copilot. Airborne firefighters were TSgt Esequiel Monarez, Jr., and SSgt George Livingston.



1000 HOURS—In left photo, Capt Mohammad S. Hejazi, right, IIAF, receives a Kaman Aerospace Corporation plaque after flying 1000 hours in the HH-43. Making the presentation is BrigGen A. Rabiee, who is commander of the 1st Fighter Wing, Mehrabad AFB, Iran. In second photo, Lt Robert K. Doane, left, and Lt Robert H. Clark, Jr., of HC-5, NAS Imperial Beach, Calif., are congratulated by Donald T. Lockridge, KAC service representative, after he presented plaques to them for logging 1000 hours in the H-2 SEASPRITE. Other Navy pilots who recently qualified for the award are Lt W. Dale Sokel, HC-2, NAS Lakehurst, N. J., and Lt Richard C. Kearley, CVT SAR Det, NAS Pensacola, Fla.

PRESIDENT HONORS HC-7



PRESENTATION—VAdm Thomas J. Walker, left, COMNAVAIRPAC, presents Presidential Unit Citation to Cdr Gerald L. Glade, HC-7's commanding officer at the time. Also shown is Cdr Lloyd L. Parthemer, the squadron's first commanding officer. (USN photo by AN R. Schuh)



By virtue of the authority vested in me as President of the United States and as Commander-in-Chief of the Armed Forces of the United States, I have today awarded

THE PRESIDENTIAL UNIT CITATION (NAVY)
FOR EXTRAORDINARY HEROISM TO
HELICOPTER COMBAT SUPPORT SQUADRON SEVEN

For extraordinary heroism and outstanding performance of duty in action against enemy forces in the Republic of Vietnam from 1 September 1967 to 30 April 1969. Displaying courage, initiative, and perseverance in the face of heavy enemy opposition and adverse flying conditions, the aircrews of Helicopter Combat Support Squadron SEVEN established an unprecedented record of successful Navy rescue operations in Southeast Asia. Undeterred by heavy enemy antiaircraft and automatic weapons fire, rescue crews carried out day and night operations, succeeding in recovering downed airmen in hostile territory and thereby enabling many combat aircrews to return to action. On many occasions, accurate fire from the rescue helicopter silenced enemy weapons positions and drove back hostile ground forces attempting to capture downed survivors. The confidence placed in the skill and aggressiveness of these rescue crews made a significant contribution to the high state of morale and fighting spirit of combat aircrews. During this period, maintenance and support personnel of Helicopter Combat Support Squadron SEVEN also performed brilliantly by maintaining an unbroken high state of readiness for over a year and a half, during which time the squadron grew from a small detachment operating seven helicopters to a total of fourteen detachments operating thirty-six helicopters and consisting of over one hundred officers and five hundred enlisted men. The exemplary courage, determination, esprit de corps, and dedication exhibited by the personnel of Helicopter Combat Support Squadron SEVEN reflected great credit upon themselves and were in keeping with the highest traditions of the United States Naval Service.

Richard Nixon

FOR VIETNAM RESCUES

By Lt David A. Swan
HC-7 Public Affairs Officer

"SAR ALERT, SAR ALERT!" To many people these words mean many things. To a downed Naval Aviator in the lonely Gulf of Tonkin it could mean a last chance for life. To the ship's company it means a growing anxiety that will end only when the survivors are safely back on board their DLG SAR-Picket ship. To the men of Helicopter Combat Support Squadron SEVEN it means no time to waste, for a human life depends on their quick response.

These words, "SAR ALERT," have echoed many times in the minds of HC-7's pilots and crewmen since the squadron's commissioning at NAS Atsugi, Japan in September of 1967. Even now, and during HC-7's relocation to Imperial Beach, Calif. which began on May 6, 1971; CEREBRUS, the three-headed dog who guards the gates of Hades and is also the squadron's emblem, remains as the guardian of mercy for airmen in peril over North Vietnam and the Gulf of Tonkin.

HC-7 flies the Kaman HH-2C "SEASPRITE" on all of its detachments but one, and it is the only aviation squadron that operates this Navy Combat-SAR configured helicopter. These highly efficient aircraft assist the squadron in maintaining the only combat search and rescue operations in the Northern Gulf of Tonkin.

The squadron received the Presidential Unit Citation a few months ago for its outstanding achievements during the Vietnam conflict. HC-7 is the second helicopter squadron in the history of the Vietnam War to receive this coveted award, the other is Helicopter Attack (Light) Squadron THREE, homeported in Vietnam. The award was presented to HC-7 by VADM T. J. Walker, COMNAVAIRPAC. Accepting the award was Cdr G. L. Glade, then the commanding officer of HC-7.



Since HC-7 was formed it has received considerable recognition for its search and rescue accomplishments in Southeast Asia. One of the most outstanding of these achievements was the well earned Medal of Honor by an H-2 pilot, Lt Clyde E. Lassen who was presented the distinguished medal by President Lyndon B. Johnson. At 12 minutes past midnight on 19 June 1969, a SAR Alert was received aboard the USS Preble. A Phantom Fighter hit by enemy fire had gone down 20 miles inland over North Vietnam. Lieutenant Lassen and his crew were in the air ten minutes after receiving the call and speeding toward the scene of the crash to pick up the two survivors. Two hours and thirty-eight minutes later—after three aborted rescue attempts followed by the fourth and finally successful approach for the pickup—the bullet-riddled SEASPRITE landed on the USS Jouett with six battle-weary but happy



ONE OF MANY—An HC-7 SEASPRITE takes off on a SAR mission from a guided missile frigate in the Gulf of Tonkin. (USN photo)

PROUD MOMENTS—Lieutenant Lassen, below wears Medal of Honor while on visit to Kaman plant. At right, standing in front of an HH-2C, members of an HC-7 detachment proudly proclaim the 1000th helicopter landing made aboard the USS Jouett. During the 1340 consecutive days HC-7 maintained Combat SAR services in the Gulf of Tonkin, more than 15,000 confined-deck helicopter landings were made aboard DLG's and other comparatively small vessels. (USN photo by C. L. Henningfeld)



airmen aboard. This is just one of several episodes in HC-7's combat history that has helped earn the Presidential Unit Citation. Even during the complicated change of homeports the squadron's detachments in the Northern Gulf of Tonkin maintained their HH-2C's on a constant 24-hour alert status. HC-7 has maintained this same vigilance day in and day out with its H-2 series of Kaman helicopters since the squadron's inception.

Sixty-two percent of HC-7's 77 rescues have been made with the H-2. Many of these were completed under combat conditions while the SEASPRITE crews returned enemy fire with their M-60 and M-16 automatic weapons. Early combat missions were flown in single-engine, unarmored UH-2's. Later, these were replaced with armored, twin-engine SEASPRITES.

At a change of command ceremony on 4 Aug 1971, Cdr Gerald L. Glade passed the helm of HELSUPPRON SEVEN into the capable hands of Cdr John E. Woolam. Commander Woolam then appointed Cdr David J. McCracken as HC-7's executive officer. Commander McCracken was one of the pioneers of the Navy's Combat-SAR role in the



CHANGE OF COMMAND—Commander Glade, left, passes over command of HC-7 to Commander Woolam. (USN photo)

Vietnam conflict. As a lieutenant commander in January, 1966, Commander McCracken flew the first camouflaged H-2 SEASPRITE aboard the USS Coontz, DLG-9, for the beginning of a 53 day line period in the Gulf of Tonkin. During that cruise LCdr McCracken operated his H-2 from the USS England, the USS Worden and the USS Bainbridge. LCdr McCracken and his crew successfully completed five combat rescues and four non-combat rescues. The words "SAR ALERT" echoed through-out their host ships on an average of once every day. Lieutenant Commander McCracken's H-2 detachment was awarded the Navy Unit Commendation medal for "Outstanding professionalism, teamwork, and coolness under fire." The Kaman H-2 SEASPRITE had proven itself a highly efficient and combat-capable Search and Rescue vehicle.

HC-7's HH-2C SEASPRITE detachments continue to retain their primary mission of combat search and rescue. Additionally, they provide utility support and a limited amount of passenger and vertical replenishment services to their host ships in the Gulf of Tonkin. Each of the two HH-2C detachments comprise two officers and eight enlisted personnel. In recent months, in addition to operating from DLG's, the detachments have successfully combined HH-2C operations with the smaller DE's and DEG's, demonstrating the all-around versatility of the SEASPRITE.

In September of 1971 the officers and men of HC-7 celebrated their fourth year as the only unit designated a combat-SAR squadron in the United States Navy. Since the "Seadevils" of HC-7 are the only airmen who utilize the HH-2C, it was appropriate that the cake cutting was done with a tail rotor blade from one of these "birds."

Looking back, HC-7 can surely be lauded for its last four fulfilling years. HELSUPPRON SEVEN has more to look back on than its citations and medal winners. It has



COMPASSION—A SEASPRITE aircrewman assists a medevac patient. (USN photos)

SAR TEAM—Two veteran HC-7 pilots and the men who back them up are shown in the photo at right of an HC-7 SAR Det. Lt(jg) Lloyd L. Duncan, third from left, was a member of an H-2 crew which engaged in a fierce fire fight with 40 Vietnamese who ambushed them during a rescue mission. Eight of the enemy were killed. Lt Timothy S. Melecosky, fourth from left, piloted a SEASPRITE which was downed by gunfire while attempting a rescue on the outskirts of Haiphong. The H-2 made four passes in the face of enemy fire but on final approach was forced to leave the area when the fuel tanks were hit. A few minutes later the engine lost power due to fuel starvation and Lieutenant Melecosky autorotated to a water landing. The downed rescue crew was picked up by another helicopter. (USN photo by R. J. Bain, USS Jouett)

the satisfaction of knowing that it is a squadron with a purpose of rescuing and saving lives—valuable lives; lives which were put on the line to combat the aggression of Communism in Southeast Asia. Yes, HC-7 has a lot to be proud of but looking back is only done occasionally, for the Seadevils of HC-7 are continuously looking into the future by improving SAR techniques to help keep all rescue missions, either under combat or non-combat conditions, as safe and expeditious as possible.

The next time the words “SAR ALERT, SAR ALERT” are heard, rest assured that the HH-2C’s of Helicopter Combat Support Squadron Seven are on their way.

HC-7 AWARDS

Medal of Honor	1	Distinguished	
Navy Cross	2	Flying Cross	16
Silver Star	5	Bronze Star	2
		Air Medal	80

Total Rescues (Combat/Non-Combat): 77



NIGHT CHECK—To meet HC-7’s heavy flying schedule, maintenance personnel regularly worked through the night to keep the squadron’s helicopters “rescue ready.” In photo, taken at NAS Atsugi, Japan, are ADJ3 Patrick A. Taddeo and ADJ3 Joseph A. Hutson. (USN photo)



STORM WARNING—In photo below, members of an HC-7 SAR Det aboard a DLG secure an HH-2C for heavy weather. Waves sweeping the decks of the frigates have been known to completely cover the helicopters. (USN photo)



Southeast Asia

The 3d Aerospace Rescue And Recovery Group - 1971



Col Herbert Leong
Commander
3d ARRGp

Locating and recovering downed aircrew personnel and local base rescue in Southeast Asia are the responsibilities of the 3d Aerospace Rescue and Recovery Group (MAC), headquartered at Tan Son Nhut Airfield, RVN. This area of responsibility encompasses more than 1.1 million square miles. The 3d Group is composed of approximately 950 officers and airmen. Its main units are the 37th and 40th squadrons with HH-53's (Super Green Giants); the 39th squad-

ron, equipped with HC-130s; and the eight Local Base Rescue Detachments, equipped with the HH-43's (Pedros).

"That others may live" has been a reality to the 3d ARRGp whose crewmen have made more than 3314 successful rescues during the Vietnam conflict.

The Seventh Air Force Joint Rescue Coordination Center, manned by 3d ARRGp personnel, controls and coordinates all rescue missions in Southeast Asia. Search and Rescue controllers obtain tactical mission plans and after careful analysis, pre-position rescue forces of the 3d Group. Excellent communications insure up-to-date information during missions. In addition to the JRCC, 3d Group mans two satellite Rescue Coordination Centers (RCC). One is located at Udorn RTAFB, Thailand, the other northeast of Da Nang Airfield, RVN on Monkey Mountain. Each RCC controls Search and Rescue (SAR) missions within its area of responsibility.

The HC-130 Hercules serves as an airborne command post

called King, and is equipped for in-flight refueling of the Jolly Green Giants. The HH-53 is the primary SAR aircraft. It is equipped with three miniguns and protective armor plate. Its aerial refueling capability gives the Super Jolly Green Giant the range and on-station capability required to fulfill its mission.

The smaller Pedros, operating from 10 locations in SEA, are used for the Local Base Rescue mission, fire fighting, and recovery of downed pilots in proximity to their bases.

All crew members in SEA wear survival vests which contain the basic tools with which a downed airman can summon rescue forces. The most important items are the personal locator beacons and survival radios. In addition there are navigation aids and manual signalling devices. During SAR missions in hostile areas, 3d Group aircraft receive protective air cover from fighter aircraft. They are normally escorted by A-1E Sandies and JRCC can send additional fighter support.

Once a survivor has been located, and the area made "safe" for a rescue attempt by the Sandies and other fighter aircraft, the Jollies move into position over the survivor. If he has been injured or his position cannot be pinpointed a highly trained pararescueman is lowered to the ground on the Kaman-designed forest penetrator rescue seat to assist him. Of the more than 3314 successful rescues by 3d ARRGp since December 1964, more than 2253 have been combat saves.

The group has been awarded the Presidential Unit Citation two times for outstanding operations in SEA. MajGen Tran Van Minh, Republic of Vietnam Air Force Commander, presented the Vietnamese Cross of Gallantry with Palm to the 3d ARRGp in January 1970. It has also been awarded the Air Force Outstanding Unit Award. Individuals in the group have been awarded over 13,000 individual awards and decorations.

FAMED 38th ARRSq INACTIVATED

TAN SON NHUT AB, Republic of Vietnam (7AF)—The story of one of the most famous rescue squadrons in the Republic of Vietnam came to an end a few months ago with the unit's inactivation. The 38th Aerospace Rescue and Recovery Squadron, based here at Tan Son Nhut AB, was inactivated on July 1, marking the end of six years of service as a part of its parent organization, 3d Aerospace Rescue and Recovery Group, also headquartered here.

During the past six years, the unit has operated its HH-43 "Pedros" throughout Southeast Asia. With the advent of the HH-3 Jolly Green Giants and the larger HH-53 Super Jolly Greens, the mission of the Pedro unit became one of base rescue. HH-43's equipped with fire suppression equipment were often found hovering over crashed and burning aircraft, using their rotor wash and firefighting equipment to keep the flames away from the pilots and aircrews until firemen could extract them from the wreckage of the aircraft. On occasion, however, the reliable Pedro has still fill-

ed in for its bigger brothers. Recently, an HH-43 crew from the Da Nang Aflid detachment of the 38th ARRS pulled two F-4 Phantom crewmen from the South China Sea only three minutes after they were forced to eject from their battle damaged aircraft.

During its period of operations, the 38th ARRS controlled 10 rescue detachments. The aircraft operated by the 38th ARRS will be absorbed by other squadrons in the group, as will the aircrews of the HH-43s.

The 38th ARRS retires with the record for the total number of rescues in Southeast Asia. Since it began operations in 1965, the unit has effected the rescue of over 1,700 men. Official records kept since January 1967 reflect 1,253 saves of which 666 were in combat.

The unit will be long remembered in Southeast Asia by all those who came to depend upon it for dependable rescues in case of trouble, more than living up to the ARRS motto, "That Others May Live."

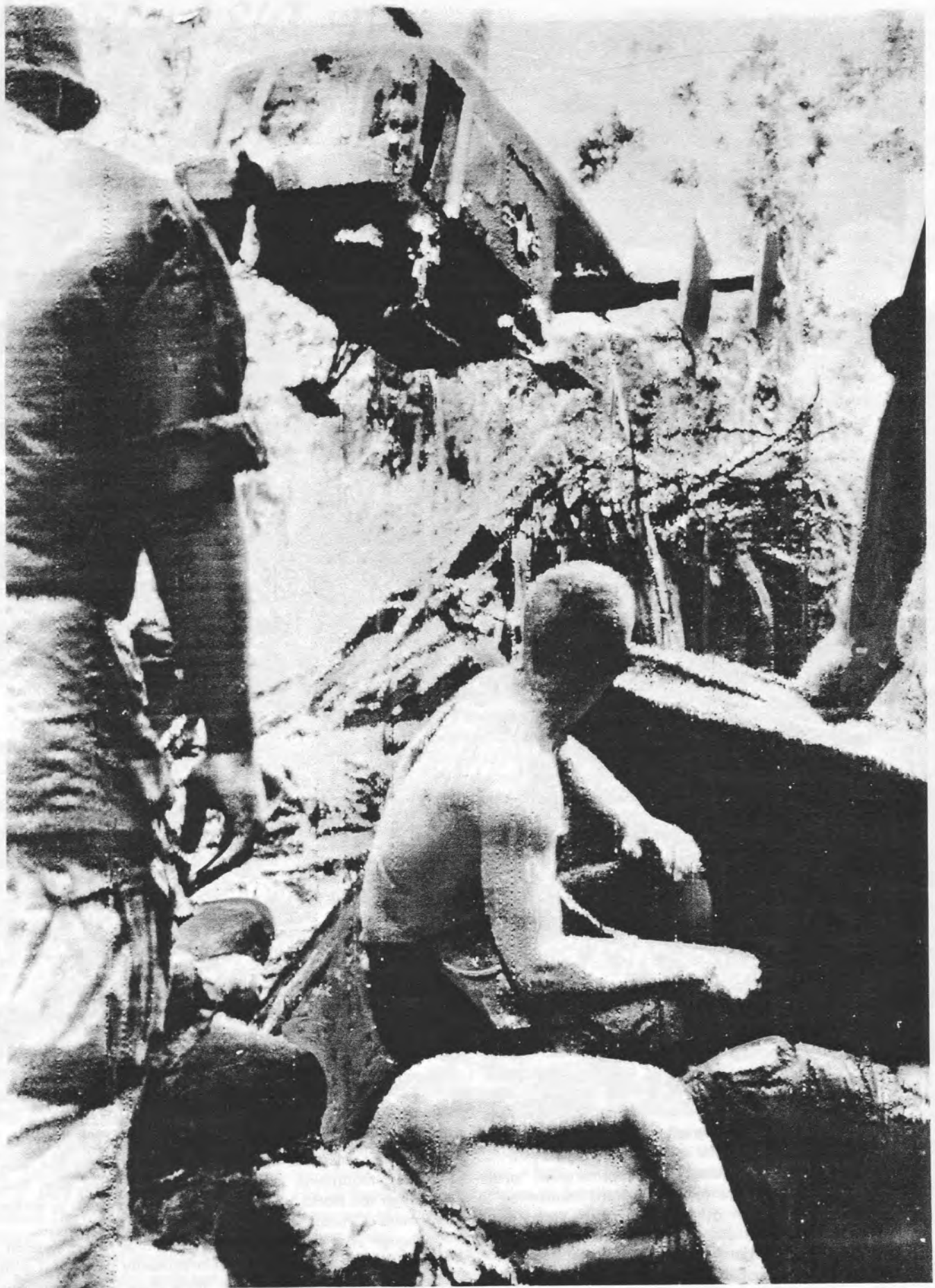


AS IT WAS—The few photographs on these pages represent thousands of missions flown in Southeast Asia by HH-43 Pedro crews. In the beginning, as the conflict grew, "provisional detachments" were formed or units transferred to the Vietnam area from other bases. Later, they were drawn together in the 38th ARRSq and continued their life-saving work.

During the "early years" of the war, the Kaman HH-43 was the only helicopter available to the ARRS for rescuing downed pilots and evacuating wounded. Although the helicopter was primarily designed for Local Base Rescue work,

the Pedro crews utilized the HH-43 to the fullest extent. They flew missions, many of them under heavy fire, over jungles, mountains, rivers and the sea. They even flew through the North Vietnamese air defense system to within 40 miles of Hanoi to rescue downed airmen.

Although as ready as ever to fly any type rescue mission, the HH-43 crews are now again primarily concerned with LBR. But the wounded, like those shown on the next page, and the downed airmen rescued from enemy hands will never forget the part played in their lives by "little Pedro" and the men of the 38th. (Wide World Photo)



PEDRO IN ACTION—Rain-streaked lens catches an HH-43 hovering over wounded during jungle battleground medevac. USAF photo was taken approximately six years ago.



As far back as 1966, when it received the Presidential Unit Citation for "gallantry in action," the 38th ARRSq had already flown 8700 combat missions. While rescuing 1700 persons during its comparatively brief life, thousands of decorations were awarded to squadron personnel, several were wounded, and others were killed in action.

In a scene repeated hundreds of times, top left photo shows an HH-43 crew being decorated for valor. Receiving Silver Stars are Capt Joe E. Ballinger, Capt Bruce C. Hepp, 1stLt Walter F. Turk and SSgt Robert Rodriguez. At top right is the late A1C William H. Pitsenbarger, an HH-43 crewman, who died while defending wounded Army personnel from the Viet Cong. Last year a hangar was dedicated at Craig AFB, Ala., to the young pararescueman from the 38th and the Air Force Sergeants Association has established an award in his memory.

The third photo shows a memorial erected amid the stark loneliness of Vietnam's central highlands to another crewmember of the squadron. It reads "In memory of Major David H. Pittard, That Others May Live." Major Pittard, pilot of an HH-43 Pedro from the 38th, was killed in an enemy ambush while trying to save the crew of a downed Army helicopter. (USAF photos)



When the history of this war is finally written, I feel that the story of Air Rescue may well become one of the most outstanding human dramas in the entire history of the Air Force. Air Rescue did not begin, of course, with the war in Vietnam. But the extent of the operation, the dangers involved, and the dedication shown on an every day basis—month after month—makes these rescue operations something unique in our military history... These men are all heroes, but they're also normal Americans from all walks of life. They come from the cities and the farms. They share the same hopes and fears that concern us all... Certainly, the ARRS people deserve their immortality. For they have lived up to their motto as if it were a solemn pledge: "That others may live."

...Dr. Harold Brown, Former Secretary of the Air Force



Downed Pilot Rescued By Det 5

Less than one hour after ejecting from his crippled aircraft, a downed pilot had been located, recovered and delivered to the base hospital by an HH-43 crew from Det 5, 38th ARRSq, Udorn RTAFB, Thailand.

Capt Lawrence K. Wilbur and his crew launched as soon as they were notified of the emergency. "Pedro 69" was given general directions by King Rescue and then was able to get a UHF/DF steer from the survivor's radio. Soon afterward, he was located, the helicopter landed, he was taken aboard and returned to base. Others manning the HH-43 were Capt Robert C. Ricketson, copilot; SSgt Thomas E. McDowell, flight mechanic; SSgt David L. Goins, medical technician; SSgt William H. Wade and Sgt Floyd H. Koppenhaver, firefighters.

Nakhon Phanom Unit Saves Child, Pilot

Flying at night through a sky filled with thunderstorms and laced with blinding streaks of lightning, an HH-43 Pedro crew medevaced a seriously-ill baby—only five months old—from a special forces camp 45 miles from Nakhon Phanom RTAFB, Thailand.

Det 9, 38th ARRSq, responded to a call for assistance from Camp Cloudy, when the child, a military dependent, became semi-conscious and convulsive. After a flight over rugged mountain territory, Capt George H. Hopkins landed at the camp's helipad which was illuminated by automobile lights. The tiny patient and his parents were placed aboard and the rescue helicopter headed back for its base at Nakhon Phanom and medical assistance.

Captain Hopkins said afterward that Paul Jack Micus, the patient, was probably one of the youngest people to ride in a Pedro.

In another mission, an HH-43 crew from the Nakhon Phanom unit found and rescued a pilot who crash-landed his plane after an engine failure. The survivor was located in a rice paddy and the helicopter landed after a remote area approach to a hover about 30 feet from the survivor. Bear paws on the Pedro landing gear kept the helicopter from sinking in the muddy ground.

SSgts Ernest Rivers and Roy A. Moselet, firefighters, left the HH-43 and escorted the survivor, with his equipment, back to the helicopter. He was examined by Sgt Thomas G. Zidel, medical technician, and Pedro headed back to the base. Flying copilot on the mission was Capt William H. Austin.

When the 38th ARRSq was deactivated, the various detachments continued their "saving ways" as members of the 3rd ARRGp, the 37th ARRSq or the 40th ARRSq.

Det 13 Aids Injured Vietnamese

An HH-43 crew from Det 13, 3rd ARRGp, Phu Cat AB, airlifted a critically-injured Vietnamese civilian from the base to the Qui Nhon Army Hospital 18 miles away. The patient, who was unconscious from a skull fracture when placed in the helicopter, was revived on the flight by SSgt Alton R. Matthews from the base dispensary emergency room. Others manning the Pedro were Maj John R. Casarini, pilot; Capt Richard W. Standish, copilot; A1C David R. Knibbs, helicopter mechanic.

Two days earlier a fire-fighting team from Det 13 extinguished a blaze involving a USA Cobra gunship downed 11 miles from Phu Cat.



DET 1 MISSION—Sgt Parks H. Long, Jr., left, helps A1C Howard J. Warren from Phan Rang HH-43 upon arrival at hospital helipad (see report below). Standing near the door is SSgt Lawrence Rosen. Pilots are Capts Michael H. Nelson and Kevin M. Mahan. (USAF photo by TSgt Donald Burley)

Injured Airman Aided By Det 1

An airman who needed immediate surgery to repair severed tendons in his hand was airlifted in an HH-43 from Phan Rang AB to the 483d USAF Hospital at Cam Ranh Bay AB. Det 1, 3rd ARRGp, at Phan Rang was called upon to furnish emergency air transportation to the hospital after medical authorities examined the airman's injuries, suffered while performing duties as a food services specialist. Pedro lifted off at 2:45 p.m. and set down at the 483d half an hour later.

Manning the HH-43 were Capt Michael H. Nelson, pilot; Capt Kevin M. Mahan, copilot; SSgt Lawrence Rosen, flight mechanic; and Sgt Parks H. Long, Jr., aeromedical technician.

Accident Victims Aided By Det 3

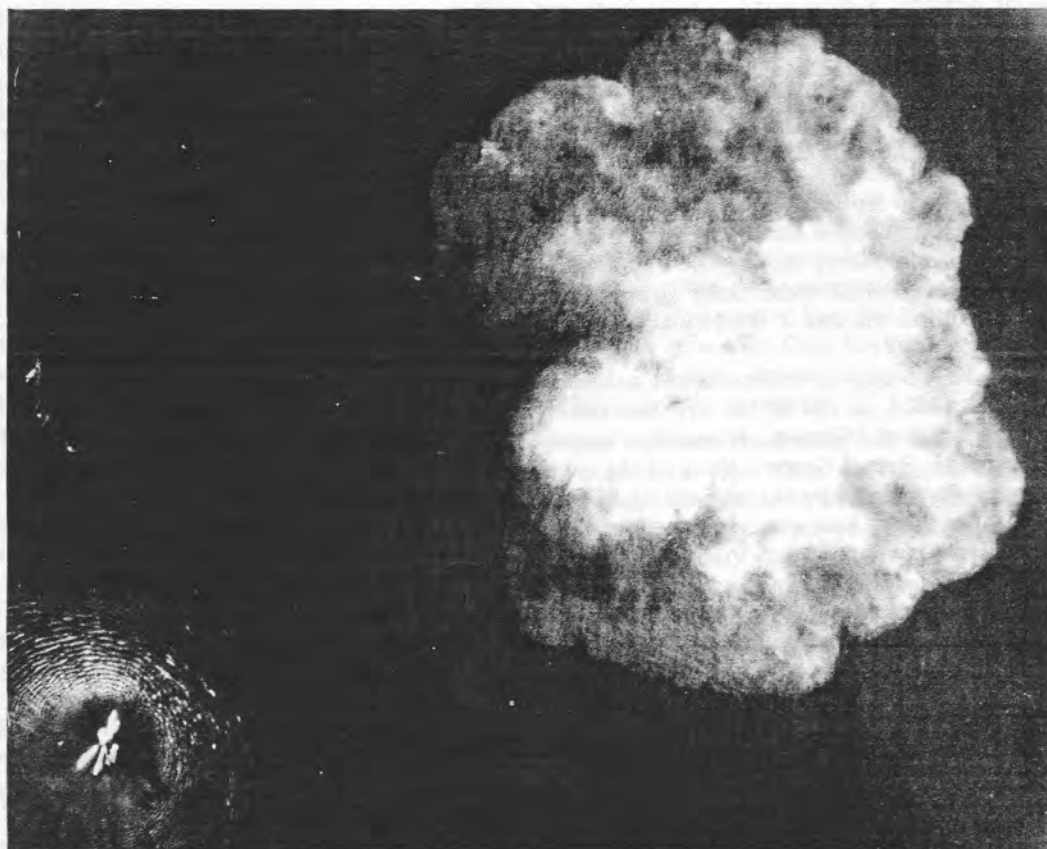
Two missions involving the evacuation of seriously-injured military motorcyclists were flown by HH-43 crews from Det 3, 3rd ARRGp, Ubon RTAFB, Thailand. On the first mission, Maj Lowell D. Ketchum and his crew flew to Pibol and landed in a soccer field surrounded by tall trees. The patient was placed aboard the helicopter and airlifted to the 8th USAF Dispensary at Ubon. Others in the rescue crew were Capt Samuel L. Ferguson, copilot; TSgt Robert C. Payton and MSgt Jose A. Castillo, Jr., crewmen.

To evacuate the second accident victim, from the village of Amphoe Amnat Charoen, Capt James DeCerber also landed in a soccer field. The field was surrounded by tall trees and power lines; three, 200-foot antennas nearby also presented a hazard. The patient was placed aboard the HH-43 and taken to medical facilities at Ubon. With Captain DeCerber were 1stLt James S. Akovenko, copilot; Capt Wilbur G. Sandbulte (MC), flight surgeon; Sgt Jack W. Demler and SSgt Richard C. Fonner, crewmen.

Patient Airlifted By Det 12

A seriously-ill patient at the USAF hospital at U-Tapao RTNB, Thailand, was airlifted to the 5th Army Field Hospital, Bangkok, by an HH-43 crew from Det 12, 3rd ARRGp. Piloting the helicopter, which is based at U-Tapao, were Capt Frank C. Andreus II and Capt Dante O. Fierros. Crewman was Helicopter Mechanic James T. Reed.

Last Rescue For The 38th



BIRD'S EYE VIEW—An HH-43 rescue helicopter, lower left, from the 38th ARRSq is shown rescuing the crew of a battle-damaged F-4 Phantom which plunged into the sea, right, near Da Nang. In left photograph is the Pedro crew from Det 7 that made the saves. Left to right, TSgt Cobbett, SSgt Gula, SSgt Maloney, A1C Raska, Capt Bissett, Maj Lockhart. (USAF photos)

Two U. S. Air Force pilots were rescued from the sea by an HH-43 crew from Det 7, 38th ARRSq, after they ejected from their battle-damaged F-4 Phantom. The rescue detachment is based at Da Nang AflD where the survivors had been attempting to bring the crippled aircraft.

Maj Floyd R. Lockhart, pilot of the helicopter, said, "We scrambled out over the bay and were orbiting the area when the pilots ejected," he said. "We could see the chutes and contacted our control point for clearance to go in for the pickup. We went in and picked up one man then went for the other—it was as simple as that!"

Operating the rescue hoist were SSgt Louis J. Maloney and SSgt Joseph J. Gula, Jr., airborne firefighters from the 366th Civil Engineering Squadron and attached to the 38th.

"We spotted both people in the water and they gave the thumbs up sign signifying that they were okay," Sergeant Maloney said. "We sent down the penetrator and the first survivor climbed on. We pulled him in and then went after the other one and did the same thing."

A1C Leon J. Raska, helicopter mechanic, helped the men through the helicopter door to safety. "It really went smoothly," he said. "Everybody seemed to get right in there and do the job. It was really like a textbook rescue."

Sgt Richard G. Cobbett, a medical technician from the 366th USAF Dispensary and attached to the 38th, examined the survivors and found them in good shape and good spirits."

Copilot on the rescue mission, probably the last to be carried out before deactivation of the 38th, was Capt Kenneth R. Bissett.

Variety Of Missions By Veteran Da Nang Unit

DA NANG AFLD, RVN, 7th AF—The first U. S. Air Force helicopter unit to accomplish a "save" from within the borders of North Vietnam, in addition to more than 1,000 other saves during its seven-year history, has merged with another helicopter outfit.

Det 7, 3rd ARRGp (formerly Det 7, 38th ARRSq, 3rd ARRGp), recently became part of the 37th ARRSq here in a manpower economy move. The 37th, which flies the twin-engine HH-53 Super Jolly Green Giant helicopter, will utilize the Det 7 HH-43's in a "Pedro Division."

The original HH-43 helicopter detachment arrived at Da Nang Oct 20, 1964, as one of the first two rescue units in the Republic of Vietnam. It was then known as Det 5, Pacific Air Rescue Center. Many of the numerous rescue missions flown by the unit during its first three years in Southeast Asia were combat saves. Included was the first save from North Vietnam on May 2, 1965. The detachment also flew medical evacuation and flood relief missions.

The Pedro unit's combat role decreased somewhat over the next four years with more and more missions in this category being flown by the 37th ARRSq.

Until recently, the men who manned and maintained the HH-43's at Da Nang AflD were members of Det 7, 3rd ARRGp. Before that, their unit was attached to the 38th ARRSq, since inactivated. Now the group is known as the "Pedro Division" and is a part of the 37th ARRSq at Da Nang.

One thing that hasn't changed, however, are the rescue and similar activities which the veteran unit has been performing for seven years.

The following are missions performed while the unit was operating as Det 7, 3rd ARRGp.

Rocket Attack Medevac

Two sergeants, wounded after a night rocket attack on the base, were medevaced by an HH-43 Pedro crew consisting of Capt Kenneth R. Bissett, Jr., pilot; Capt Ralph H. Bell, copilot; SSgt John W. Bryant, helicopter mechanic; and Sgt Grant L. Matsunaga, medical technician.

The alert Pedro scrambled during the blackout, picked up the wounded men and then delivered them to the 366th Dispensary helipad two miles away. During the flight and landing, the base was still blacked out and a second attack was a strong possibility. Afterwards, the helicopter returned to the alert pad—ready if needed.

LBR Mission

A Det 7 HH-43 scrambled with a fire suppression kit after notification that a battle-damaged F-4 was inbound with a negative fuel reading. As the rescue helicopter began to orbit the field, the crew saw that the F-4, on final, had begun to roll. Anticipating ejection, Maj Floyd R. Lockhart, the Pedro pilot, deposited the FSK adjacent to the runway and immediately took off again. At the same time, the rescue crew saw both F-4 pilots eject and notified the tower. Within a minute or two after landing the survivors had been picked up by the HH-43 and were on their way to the hospital.

Others manning the HH-43 were Captain Bissett, copilot; A1C Leon J. Raska, helicopter mechanic; SSgt Louis J. Maloney and SSgt Joseph J. Gula, Jr., firefighters; Sgt Richard G. Cobbett, medical technician.

At-Sea Rescue

In another mission, an HH-43 crew from Det 7 used the Kaman-designed forest penetrator rescue seat with its flotation collar to rescue a Vietnamese sergeant from the South China Sea.

Capt Charles W. Miller and his crew responded after notification that a man on a raft about a mile off-shore was drifting out to sea. Two passes were made during which the loud hailer was utilized to call to the nearly naked survivor in both English and Vietnamese; however, no response was received.

The Pedro crew prepared for a possible inert recovery using the forest penetrator with a flotation collar. On final approach the rotor downwash rocked the raft violently. The survivor became semi-conscious and fell out of the raft, which was blown 100 yards away by the downwash. Quickly, Sergeant Bryant maneuvered the penetrator within the rescuer's reach and he grabbed it. Captain Miller held the helicopter in a low hover and the Vietnamese, still semi-conscious, was brought aboard. Later, it was learned from the hospital that he was responding to treatment for heat exhaustion and exposure.

Other members of the Pedro crew were Capt Bell, copilot; Staff Sergeant Wallace H. Long, Sergeant Maloney and Sgt Terry R. Miller.

Accident Airlifts

Two other medevacs were also made by Det 7 crews. One, at night, was classed as "life or death" and involved air transporting a critically-injured sergeant from the 366th USAF Dispensary to the 95th Evac Hospital. The patient, who had been thrown from a truck during an accident, was having difficulty breathing and was also losing blood from several lacerations. Members of the HH-43 crew were Captain Bissett, pilot; Capt Alvin J. Machtmes, copilot; SSgt Jesse L. Uzzell, medical technician; Airman Baska, helicopter mechanic.

On the other mission, an airman whose foot was seriously injured after a forklift fell on him, was airlifted to the hospital in an HH-43 piloted by Capt Kenneth B. Schroeder. Captain Bissett was copilot; TSgt Jon H. Young, pararescueman; and SSgt Robert Cruz, firefighter.

Pedro Division At Work

Under its new designation as Pedro Division, 37th ARRSq, the Da Nang unit responded to a request for assistance after a civilian on a motorcycle collided with a pickup truck at night and suffered multiple fractures. The accident victim was taken to the 366th Dispensary. Captain Bell and his crew were on a local flight when the emergency call was received. The helicopter landed near the dispensary and the accident victim was placed aboard. Shortly afterward he was delivered to the 95th Hospital. Time from alert until the injured man was delivered to the hospital—10 minutes. Other members of the Pedro crew were Capt Charles W. Miller, copilot; Sergeant Cobbett, SSgt Randie M. Olson, SSgt Robert Cruz, and Sergeant Miller.

DaNang Unit Medevacs VC Suspect

Shortly before 3 a.m. the Pedro alert crew was notified that a Viet Cong suspect had been shot in the chest while attempting to penetrate the base perimeter. Due to the seriousness of the suspect's wound, evacuation to the 95th USA Hospital was requested.

After the initial scramble, Captain Miller and his HH-43 crew landed 75 feet outside the base perimeter. The patient and a Vietnamese security guard were taken aboard the helicopter and it headed for the hospital. On the way, Sgt Grant L. Matsunaga, the medical technician, bandaged the suspect's wound, gave mouth-to-mouth resuscitation and otherwise aided the patient. A few minutes later, Pedro landed at the hospital and the injured man was taken to surgery.

Others manning the HH-43 were Capt Michael F. Schmidt, copilot; A1C Leon J. Raska, flight mechanic; SSgt Louis J. Maloney and Sgt Ronald G. Treadwell, firefighters.

On another Pedro Division mission, an HH-43 crew evacuated an airman who had been struck in the mouth by a strut on a C-123. The flight to the hospital was made at night and over known hostile territory. Captain Bell was pilot and Captain Schmidt was copilot on the mission. Other Pedro crew members were A1C Robert S. Bos, helicopter mechanic; Sgt Terry R. Miller and Sergeant Treadwell, firefighters, Sergeant Matsunaga, medical technician.

Hazardous Medevac For Phan Rang Det

Flying in the rain, over hostile territory at night, an

HH-43 crew from Det 1, 3rd ARRGp, Phan Rang AB, evacuated an automobile accident victim to the hospital. The flight took them through a mountain pass without the use of ADF or IFF, which were inoperative, and ground fire was reported enroute.

Capt Daniel J. Biezad and his crew scrambled shortly before midnight after notification that an airman needed an emergency operation on his leg. Pedro landed at the dispensary helipad a minute later, the patient was placed aboard and the helicopter took off on the hazardous flight to the hospital at Cam Ranh Bay. Other members of the HH-43 crew were Capt Kevin M. Mahan, copilot; SSgt Garrett A. Somes, helicopter mechanic; and Sgt David M. Cowher, medical technician.

Det 1 Pedro crews made two other flights over hostile territory to the Cam Ranh Bay hospital to deliver military personnel. Both patients were suffering from acute appendicitis. Manning the HH-43 on one mission were Capt Robert M. Albers, pilot; Capt Michael H. Nelson, copilot; SSgt Lawrence Rosen, helicopter mechanic; and SSgt David P. Dickensheets. An air strike was in progress adjacent to the flight route and required careful clearing of the area.

The other mission was "uneventful" except for an initial diversion due to artillery fire. Captain Biezad was pilot and Captain Mahan was copilot of the rescue helicopter. Crewmen were Sgt Bryant C. Edgerton, III, helicopter mechanic; Sgt Charles L. Williams, airborne fire fighter, and Sgt Michael E. Mennor, medical technician.

Mexico Mission - continued from page 9

As a result of the heavy rains and flash flooding caused by hurricane "Fern" in South Texas and Mexico a few weeks ago, members of the Laredo rescue unit were once again called on for assistance. Ninety one persons were stranded between the Pan American Highway and the village of San Rafael de las Tortillas on the Rio Salado river about 50 miles south of Laredo.

An HH-43 from the detachment was dispatched to the disaster area. Commanding the rescue helicopter was Lt Colonel Henneman, who had received a promotion a few weeks after participating in the "first" flood mission.

Other members of the crew were Maj Dwight C. Hageman, and SSgts James O'Gorman, Cristobal Bazuldua and Richard Birrenkott. They evacuated 64 persons to a relief center which had been set up by the Mexican government and then were forced to turn back due to low fuel.

Since the rest of the flood victims were on high ground at a farm house, and had adequate shelter, it was decided that the situation did not warrant a night mission. The HUSKIE, piloted by Major Hageman, returned to the area the next morning and transported the remaining 37 persons to the relief center.



MISSION BRIEF—LtCol Robert Henneman, second from right, briefs members of his crew prior to leaving for a flood rescue mission in Mexico. Crew members include, from the left, SSgt James O'Gorman, SSgt Cristobal Bazuldua, SSgt Richard Birrenkott, and Maj Dwight Hageman.



WELL DONE—Capt Jack E. Davis, commanding officer of the USS Lexington, congratulates AE3 Stephen Stai, member of a UH-2C crew which medevaced an ill fisherman. AMH George Cianteo, left, operated the hoist, and Lt Richard French, center, piloted the helo. Lt Michael O'Leary, the copilot, was flying plane guard at the time the photo was taken. (USN photo by PH3 C. A. Laurion)

CVT SAR Det Medevacs

While conducting carrier qualifications 50 miles south of NAS Pensacola, Fla., the training carrier USS Lexington (CVT-16) received a call from the Coast Guard requesting assistance for a seriously-ill crewman on board a small fishing vessel.

Maneuvering in rain and poor visibility, the Lexington located the vessel, Radar II out of New Orleans, and a UH-2C from the Pensacola CVT SAR Det deployed aboard the carrier was dispatched. Lt Richard French held the SEASPRITE in a hover over the Radar II while AE3 Stephen Stai was lowered to the deck to assist the injured man. Both were hoisted to the helo and the patient was taken directly to the heloport at the Pensacola Baptist Hospital—a first for the hospital facility. Others manning the UH-2C were Lt(jg) Michael O'Leary, copilot; and AM3 George Cianteo, crewman.

In a similar mission, at night, a SEASPRITE crew from the Pensacola CVT SAR Det airlifted a seriously-ill teenager from a fishing boat 30 miles from shore to the hospital. The 16-year-old youth was suffering from acute appendicitis.

The UH-2C crew had just returned from practicing night Doppler approaches when the call for assistance came. The helo launched a minute or two later and flew out over the dark water of the Gulf of Mexico. After locating the "Contoy," Lt Richard C. Kearley held the SEASPRITE over the pitching deck and below the vessel's antennas for more than 30 minutes. LCdr Daniel Suchy (MC), a doctor, was lowered to the Contoy and assisted the patient into the sling. With the teenager safely aboard, the doctor was retrieved and the rescue helicopter returned to Sherman Field where an ambulance was waiting. The copilot was LCdr Frank Foster and UH-2C crewmen were AE1(AC) Ronald E. Hall and AMHAN(AC) Richard L. Franklin.

Det 5 Rescues Pilot

A pilot who ejected from his damaged aircraft after it struck the ramp while making a night landing on the USS Oriskany, was rescued from the sea a few minutes later by a UH-2C crew from HC-1's Det 5. The detachment is deployed aboard the carrier.

The SEASPRITE crew, flying plane guard at the time,

saw the accident and immediately headed for the downed pilot. A few minutes later, the survivor was hoisted to the safety of the helicopter. Pilot of the UH-2C was Lt G. W. Hodak and Lt D. L. Wright was copilot. Crewmen were ADran S. C. Cannon and AMSAN C. L. Wilson.

In another Det 5 mission, a sailor who fell overboard from the Oriskany was picked up a few minutes later by a UH-2C and returned to deck. Piloting the rescue helicopter were Lieutenant Wright and Lt Barney Racely.



Cdr George T. Crowell, left, commanding officer of HC-5, NAS Imperial Beach, Calif., congratulates Lt Scott F. Milner during a Squadron Awards Ceremony. Lieutenant Milner was recognized for being selected as one of 1971's "Outstanding Young Men of America." The Lieutenant, who has been with the Squadron since September of 1969, is attached to HC-5's LAMPS Detachment as the assistant flight training officer. His involvement with LAMPS began early with his participation in the "Iron Barnacle" Detachment in Cambodia. Lieutenant Milner is also one of the Squadron's most highly decorated junior officers.

Also present during the ceremony was Lt Bob H. Clark, Jr., middle. He is attached to HC-5's LAMPS Detachment and has been with the Squadron since September 1967. His involvement with LAMPS began during its conception with his participation in the "Iron Barnacle" Detachment in Cambodia. Lieutenant Clark is presently the LAMPS Detachment's flight officer.



UH-2C MEETS C-5A—The arrival of the free world's largest aircraft marks the beginning of a new era at USNAF, Naples, Italy. The USAF Lockheed "Galaxy" made this historic flight to Naples on 19 September, 1971. Contributing big, new capacity, large system economy, and bold performance to U. S. airlift capability, it is revolutionizing USNAF's concept of flexible response and rapid logistic support of the Sixth Fleet and NATO elements in the Mediterranean. Using a tow tractor to pull a UH-2C SEASPRITE from the cargo hold of the C-5A is ADJ2 Ronald Anderson. (USN photo by Lt F. L. Aeilts)

Oceana Unit Aids Submariner And Others

Four missions, including an airlift from a submarine, were carried out during the last few months by HH-2D crews from the SAR Unit at NAS Oceana, Va.

Lt(jg) Jay Doto and his crew responded to a plea for assistance after a sailor aboard a submarine learned that his wife was critically ill. The pickup was made five miles east of Cape Henry Light at dusk with limited visibility. The sailor was delivered to a municipal airport in time to catch his plane for home. Others on the mercy flight were Lt(jg) William Butler, copilot; AMS2 Ernest Parnell and ADJ2 William C. MacDonald, crewmen.

Two night flights were made to aid civilians. On one, an HH-2D crew was dispatched to Ship Shoal Island after a man suffered a cardiac arrest while trying to push his boat off a shoal. Coastguardsmen placed the victim in a Stokes litter and he was hoisted to the helo. Despite the efforts of

the two Services, the patient was dead on arrival at the hospital. Manning the SEASPRITE were Lieutenant Doto, pilot; Lt(jg) Robert Hambrecht, copilot; ATN2 Richard L. Holmes and HN Jon P. Lockerman, crewmen.

On the other mission, an HH-2D was on a training flight when word was received that a small boat had overturned in Chesapeake Bay and two men were in the water. Twelve minutes later both civilians had been hoisted to the safety of the helicopter and were on their way to the hospital. Piloting the SEASPRITE was LCdr R. V. S. Herd. Copilot was LCdr L. H. Peterson and crewman was ADJ2 L. N. Krieg.

On the fourth mission, a sailor was medevaced from the USS Mount Hood, 30 miles at sea, to the U. S. Naval Hospital at Portsmouth. Lt David Bashista was pilot and Lieutenant Hambrecht was copilot of the HH-2D flight.



NATOPS CONFERENCE—Attendees at an HH-2C, HH-2D, UH-2C NATOPS conference held recently at Kaman Aerospace were: Front row, left to right, Robert H. Chapdelaine, supervisor, Service Publications; William E. Zins, director, Customer Service; Cdr Dale P. Myers, HC-5, NAS Imperial Beach, Calif.; Lt R. H. Pasco and Lt(jg) J. R. Daugherty, NAS Oceana, Va. Second row, Robert J. Myer, manager, Customer Service; Lt Michael A. Graham, HC-4, NAS Lakehurst, N. J.; Lt Robert E. Hofstetter, HC-5, NAS Imperial Beach, Calif.; Lt Richard C. Kearley, NAS Pensacola, Fla.; LCdr Thomas E. Gillen, HC-2, NAS Lakehurst, N. J.; William Kinley, General Electric. Third row, George Wood, Service Publications; LCdr Charles Kisell-jack, HC-5; Robert L. Bassett, supervisor, Customer Operations; Lt Alfred Petrie, HC-4; LCdr G. I. Canfield, CNO/NAV TAC DOC ACT, Washington, D. C.; Andy Foster, chief test pilot; LCdr S. B. VanPelt, II, NAVAIRSAFECEN, NAS Norfolk, Va. Other attendees were LCdr Charles L. Duffie and Lt David M. Sage, HC-4; and Lt R. Parkinson, NAVAIRTESTCENT, NAS Patuxent River, Md. (Ruggiero photo)

CIVILIAN ACCIDENT VICTIMS AIDED BY BERGSTROM UNIT

"The sole mission of our unit is to save lives. My work is a very personal thing."

.... Maj Harry E. Raisor

Eight months ago Det 8, 43rd ARRSq (MAC), was activated at Bergstrom AFB, Texas. Since that time, in addition to its primary mission of furnishing local base rescue coverage for the 75th Tactical Reconnaissance Wing at the base, the unit has been credited with saving the lives of several civilians.

Aids Burned Children

Det 8's first mission, which involved three critically-burned children, received considerable newspaper and television coverage. In addition, Maj Harry E. Raisor, detachment commander and pilot on the mercy mission, received a letter of appreciation from U. S. Representative J. J. Pickle, 10th District, Texas. Representative Pickle has been an exponent of the MAST (Military Assistance to Safety and Traffic) program for sometime and has advocated its continuation and expansion to provide rescue and recovery service for the civilian population of Central Texas. Portions of the letter appear below.

The mission began when three small girls, two only two years old, the other four, suffered third degree burns over 95% of their bodies when fire broke out in the unlocked car they were occupying. The tiny victims were taken to Brackenridge Hospital in Austin and minutes later arrangements were made to have them admitted to the Brook Army Medical Center in San Antonio.

It was 8 p.m. Friday and Det 8 was not on alert since the 75th was not flying. Maj Raisor was located at the auto races by air police who rushed him to the flight line at

Bergstrom where LtCol Dale Olderman had both Det 8 HH-43's turning up. As Major Raisor climbed into one, he was joined by Capt Robert F. Raggio, who flew copilot, and SSgt Francis M. Fisher, helicopter mechanic. The HUSKIE was airborne a few seconds later and headed for Brackenridge Hospital. The rescue helicopter landed on a road near the hospital and the tiny patients were placed aboard. They were accompanied by a doctor and two nurses. Forty-five minutes later the three girls were admitted to the Burn Center, the most advanced burn treatment facility in the world.

The return flight to Bergstrom began shortly before midnight after a refueling stop at Randolph AFB, Texas.

Saves Camper

Two other missions were concerned with teenagers injured in falls. In both cases, members of the Travis County Sheriff's Department worked with the ARRS rescue team to bring help to the accident victims. One, a 16-year-old camper, had fallen 60 feet into a ravine on the Pedernales River 29 miles from the base. Members of the Sheriff's department and a nurse from the Brackenridge Hospital were at the scene when the helicopter arrived. The youth was too seriously-injured to attempt to make the rough trip out of the ravine.

Before setting down, Capt William T. Lyon made a high and low reconnaissance of the area and saw that heavy power transmission lines were located up and downstream from the site. A front-gear-only landing was made on the steep river bank and the medical technician, SSgt James R. Hammer, disembarked with two airborne firemen, Sgt Jimmy D. Farrow and Sgt Ralph Reed. Carrying a Stokes litter, they headed for the accident victim. The HH-43 took off again and flew in the area until the patient was ready for pickup. During this time it was observed that the tree-filled ravine was more than 300 yards long but only 150 feet wide at the mouth. It diminished to "nothing" at the far end. The ravine was wider at the bottom than at the top and, because the walls were concave, it was impossible to see the injured youth from either the mouth of the ravine (on the ground) or from the air. He was almost 150 yards up the ravine.

As soon as the ground party moved the patient to the landing site, a second landing was made. Captain Lyon first landed on the front gear to stabilize the aircraft for loading, and then lowered the helicopter until the rear gear came to rest on the bank. The patient was loaded through the side door, then the nurse, who was administering an "I.V. solution," came aboard with the medic. After it was determined that there was sufficient reserve power for take-off, the firemen entered the HUSKIE. Flight from the restricted area was made without incident and the helicopter headed for Brackenridge Hospital. A landing there was made in a nearby street which had been cleared by police. City firemen were also standing by to provide fire coverage. Capt Michael F. Schmidt, Det 8 operations officer, was on the ground to determine if the landing site was adequate.

(continued on next page)

"Dear Major Raisor:

Earlier I had heard about the mercy mission you and your crew—Captain Robert Raggio and S/SGT Francis Fisher—performed in the quick and efficient move of the three children from the Brackenridge Hospital in Austin to the Burn Center at Brooke Army Medical Center in San Antonio.

More recently I read an article in which this was poignantly described. You and your crew performed a service that would not otherwise be available for these children. With the coordination of effort you, working as a team, provided solace to a family at a time of tragedy, who were desperate in their search for help.

On several occasions I have contacted the various departments involved in the operation of this MAST program and have urged its continuation and expansion to provide this type rescue and recovery service to the civilian population of Central Texas. The results of the appraisal of this program is expected some time this month.

It is because of men like you, who respond to the need of their fellowmen, that this program is a success. I commend you and your crew for the selfless devotion you have shown.

Sincerely,

J. J. Pickle, M C"

AFTER THE RAINS CAME

By SSgt Steve Metzger

KUNSAN AB, Korea—An HH-43 crew from Det 2, 33rd ARRSq, here, was credited with saving the lives of four Koreans and assisting a fifth during flooding caused by unusually heavy rain which swelled many of the rivers in the area. A hurried call from the Chonju Provincial Police Department, relayed by the Kunsan City Police Department, came to the base asking for rescue assistance. Four members of a family and another man were caught in the flood waters and needed help. After getting proper clearance, the crewmen jumped into their HH-43 HUSKIE helicopter and went to their aid.

The rescue team flew to the outskirts of the village of Sameye, approximately 45 miles from the base, where Kim Wan Yong, 68, owns a field near the Ham-Nae River. He has a shack supported on poles there from which he watches over his crop of watermelon and cantaloupe. The rain-swelled river broke through its bank at one point and flooded Kim's field. As the water rose, he and three other members of his family were forced to seek safety on the levy bounding the river.

Maj Paul R. Schildgen, the 'copter pilot, was unable to land the craft on the very narrow levee where the four were standing. He put the HUSKIE down so that its two right wheels rested on the dike. One crew member, SSgt Ralph R. Brandenburg, jumped out onto the levy to help the four in, while aero-medical MSgt Billy H. Frazier assisted from within the copter.

"When we arrived," Major Schildgen said, "One of them was already standing waist deep in the water. It was more of a routine mission for us. But they looked very glad to see us."

After the four were in the helicopter, the major and his copilot, Capt Edward L. Anderson, flew to a larger levy and let the people out. From there they walked to safety.

Following the rescue of the family, the crew went one half mile upstream where a man was trapped on a sand bar.



AIDED FLOOD VICTIMS—HH-43 crew from Det 2 which saved Koreans from flood waters are, left to right, SSgt Brandenburg, MSgt Frazier, Major Schildgen and Captain Anderson. (USAF photo by SSgt Metzger) Below, Sergeant Brandenburg helps Korean farmer to safety.



To save him, Major Schildgen hovered overhead while Brandenburg and Frazier lowered the hoist cable to him. They then pulled him up into the helicopter and took him to the river bank and safety.

Bergstrom...continued from opposite page

Flying copilot on the mission was Capt Peter F. Dineen and Sergeant Fisher was helicopter mechanic.

Rescues Student Nurse

A couple of weeks later, a Det 8 crew launched again in response to a call from civilian authorities. A 19-year-old student nurse had fallen down a steep bluff and landed in a spot approximately 250-feet from the top of a 500-foot hill. Volunteer firemen and members of the sheriff's department who lowered themselves on ropes to the almost inaccessible location, found that the accident victim was suffering from severe facial and other injuries.

A road running along the top of the hills had been cordoned off and the HH-43 landed without incident. Sgt John Ostler, the medical technician, disembarked along with Sgt Steve M. LaFleur and Sgt Ronald W. Murphy, airborne firefighters. After a Stokes litter and medical kit were offloaded, the HUSKIE took off and orbited the area.

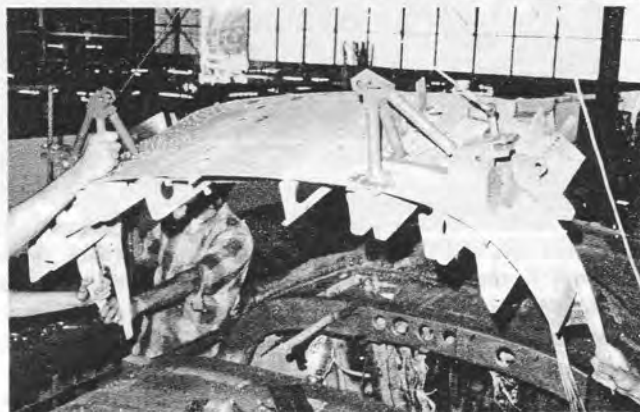
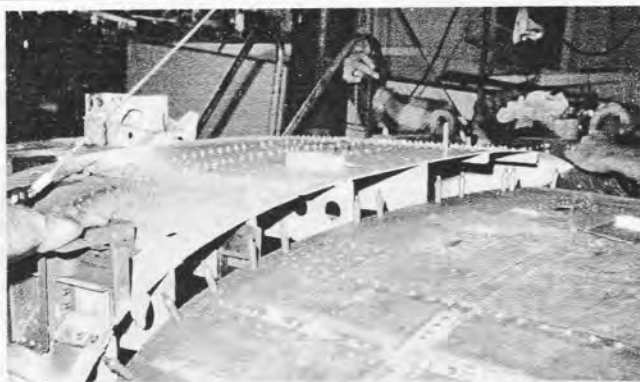
The medic and firefighters lowered themselves to the accident victim and Sergeant Ostler treated her injuries. Then

she was secured in the litter and carried 50 feet down the hill to an area cleared by the firemen.

Due to the steepness of the hill, it was necessary for the HH-43 to hover in close proximity to several 30-foot trees as the medical technician was hoisted aboard along with the medical kit. Another approach was made and the girl was hoisted to the helicopter. As soon as the litter was taken aboard, the HUSKIE headed for the hospital where the Austin Police Department had cleared a street intersection so the HUSKIE could land. The two firefighters were returned to the base by a unit from the Sheriff's Department.

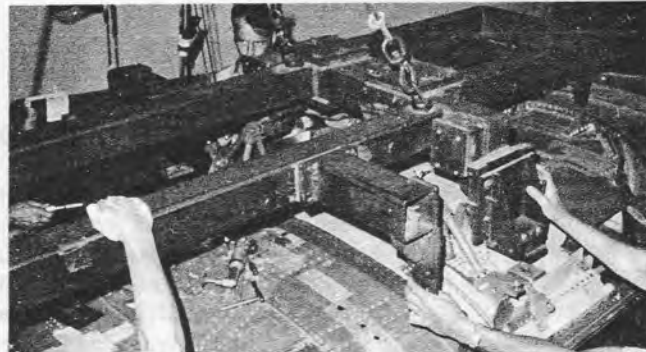
Piloting the rescue helicopter were Captains Dineen and Lyon. Sergeant Fisher was the helicopter mechanic on the mission.

In another Det 8 mission, a soldier seriously injured in an automobile accident was airlifted from the air base to Fort Hood Army Hospital. The patient, suffering from a crushed chest, internal bleeding and possible other internal injuries, was accompanied on the 35-minute flight by an Air Force nurse. Manning the helicopter were Major Raisor, Captain Schmidt, Sergeant LaFleur and Sergeant James P. Cox.

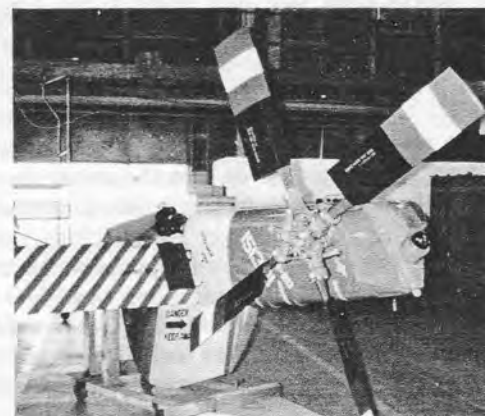


modify the roof to accept twin engines and the combining gear box. All dimensions for cutouts are located from transmission mounts as cardinal points. Beginning with the photo directly above are: 1 - Roof cut out, forward cabin area; 2 - Roof cut out, aft cabin area; 3 - Preparation and alignment of forward section; 4 - Alignment and installation of aft section; 5 - Locating fixture for final alignment of both units; 6 - Riveting in new sections.

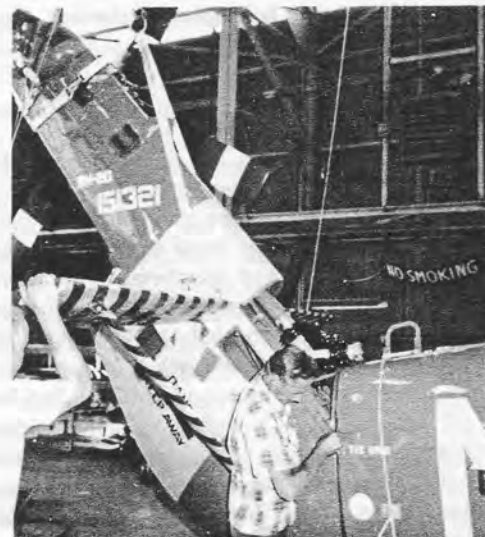
NOTE: After the fixture has been installed and secured to both units, it is inspected and anti-tamper seals are installed to verify that there is no shifting in fixture while mechanics are working.



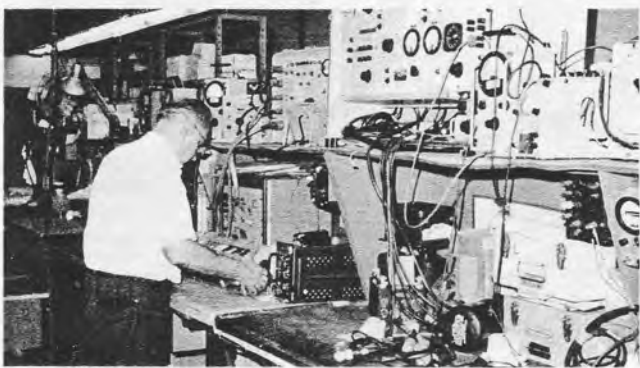
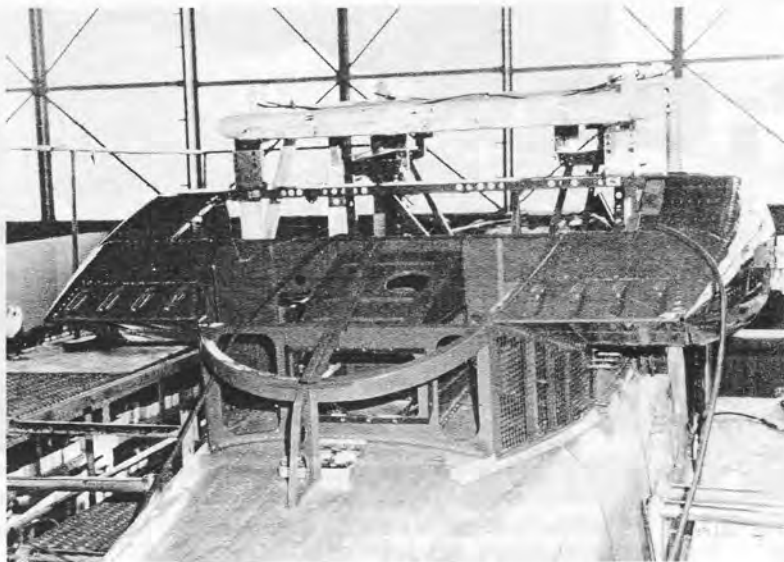
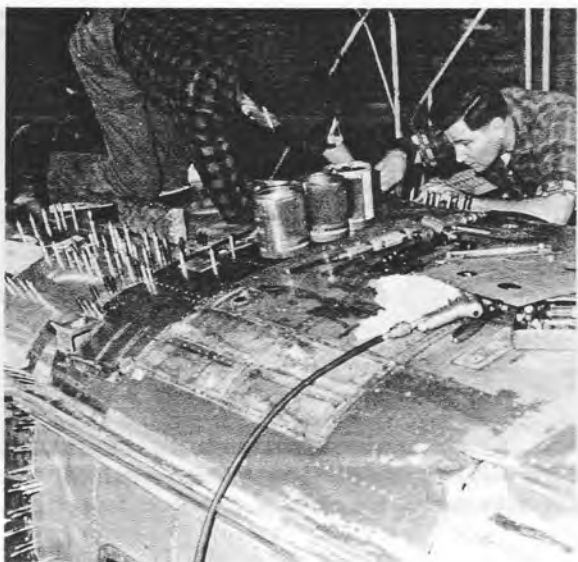
MECHANICAL BUILDUP OF PYLON—Mechanic on left is connecting tail rotor shaft to coupling on the intermediate gear box. Mechanic on the right is installing the four tail rotor blades to the uprated tail rotor gear box.



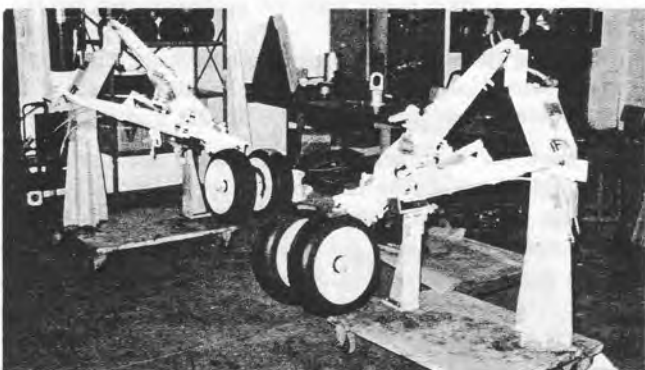
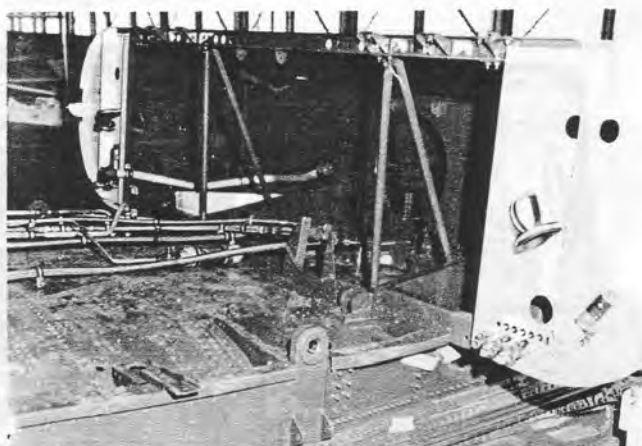
PYLON COMPLETED—All rigged and ready for installation.



PYLON POSITIONED—Mechanics aligning pylon for installation on fuselage.



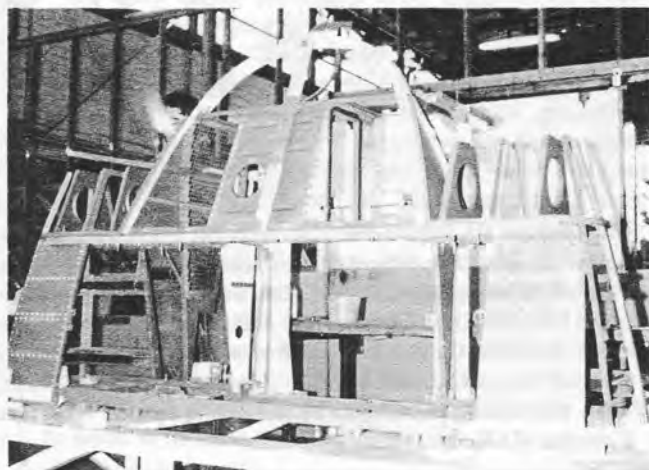
BENCH TEST—A technician checks avionic equipment prior to installation on a "twin" helicopter.



NEW LANDING GEAR—Dowty landing gear is shown completely built up by the feeder shop for final installation. It replaces the Cleveland landing gear. After assembly is completed, an electrical, mechanical, and hydraulic test is performed to assure proper operation.



MAJOR AFT ROOF ASSEMBLY—In lower photo, right, the assembly is shown in its build-fixture in the sheetmetal shop. In second photo, a sheet metal mechanic is locating an additional frame to the vertical firewall prior to installation. In third photo, taken from the left-hand side, shows the plumbing and structural supports installed. This type installation allows minimum installation time and non-interference in other areas of assembly. Fourth photo, top right, looking forward, the major aft roof assembly is shown installed. Also shown is the fixture in place for locating the two vertical firewalls.





PAINTING—Navy insignia in process of being masked for final spraying. This is one of 260 external markings which will be applied. As a note of interest, 29 pounds of paint are applied to the H-2.



WIRING—Shown is a small portion of the three miles of wiring and harness assemblies being installed in the helicopter. The wiring from the roof line up is mostly independent of the fuselage wiring and is terminated by connectors which allow free access for completion of wiring transmission and engine areas.



IMPORTANT LINK—GFE (Government Furnished Equipment) plays an important part in producing the newly-configured twin-engine SEASPRITE. Several of the components, like the GE T-58-8 engine, and many items of equipment are of a GFE nature. They are also used on other military aircraft. Conducting an inventory are Vito Bonito, GFE supervisor; Joseph Cardello, GFE manager; Salvatore Palazola, GFE supervisor.



RETENTION OVERHAUL—Retentions awaiting processing to determine scope of work, PAR repair or overhaul.



TRANSMISSION DISASSEMBLY—Transmissions being disassembled for further inspection and up-dating to latest configuration.

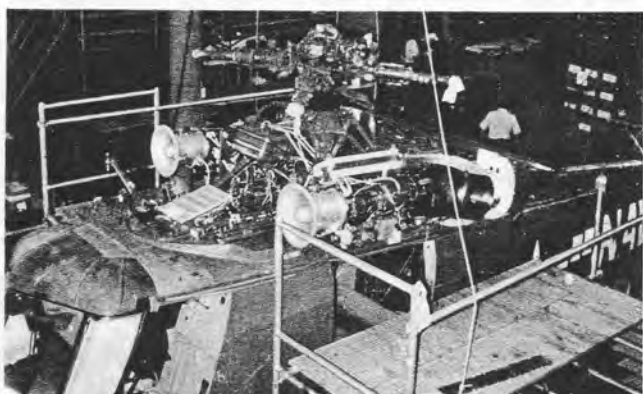
Following specifications in the work package, single wheels are mounted on the landing gear designated for a UH-2C or double wheels for the HH-2C, HH-2D, and SH-2D.

Back on the line, the prefabricated sections, special mountings and nacelle have been riveted in place and the fuselage has arrived in the paint shop. The fuselage is carefully masked and spray painted. During the painting process, a total of 260 external markings are added. Following this operation is the installation of the combining gear box, the GE power plants, which have been modified at Kaman for left or right-hand engine operation, and the uprated main transmission, rotor hub and blade retentions. Electricians, after inspecting existing wires and making necessary replacements, install the electric throttle system and any other additional wiring required by the helicopter's new configuration. Mechanics install the strengthened pylon and landing gear, dual engine instrument panel, and fixed boom rescue hoist. Three-bladed tail rotors remain on those aircraft designated UH-2C's while four-bladed tail rotors are used for the HH-2D's, HH-2C's and SH-2D's.

As the now almost reconfigured helicopter comes into the "home stretch," some of the previously removed black boxes, instruments and similar items are remounted in the helicopter and new equipment and components required by the twin engine design are installed. Also incorporated at this point is the specialized equipment required for the helicopter's primary mission. In the SH-2D, for example, sophisticated electronics gear, smoke and sonobuoy launchers, and a "MAD" pylon and winch are installed. Then



READY FOR INSTALLATION—Right and left hand engines stowed outside of engine build-up shop ready for installation.



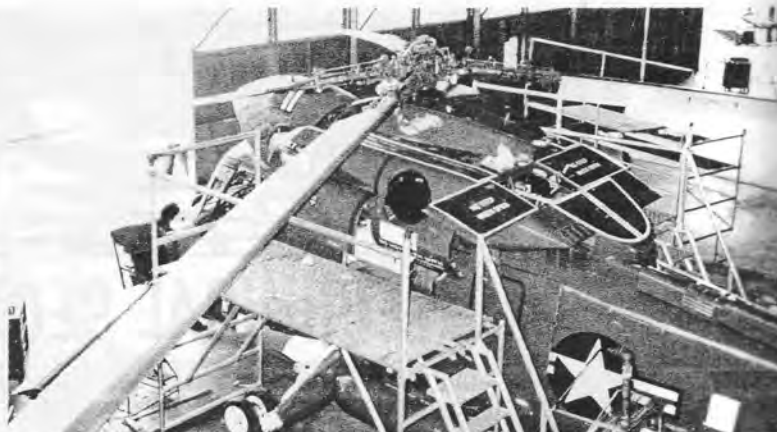
MODULE DESIGN—The transmissions and engine installation and removal time has been minimized due to module design. Any one of these units can be removed and installed without disturbing the other major units.



TEST PILOTS—LCdr Carl Megonigle, USN, (commander selectee), left, and Peter J. Russell, KAC.

comes final testing—a period when each system and sub-system is operated and carefully checked for proper performance.

The helicopter is then turned over to Peter J. Russell, KAC chief production test pilot, a man who has flown and tested helicopters for more than 20 years. His approval by flight test is the next to the last step for re-introducing the latest twin to the Fleet. Final flight acceptance for operational duty is accomplished by LCdr Carl Megonigle, USN, another veteran helicopter pilot, who heads the DCASO office at Kaman. When he flight accepts the helicopter, it is once more ready to assume its assigned tasks of saving lives, flying utility missions, or—in the case of the SH-2D—playing an important part in the Navy's anti-submarine warfare and ship missile defense programs.



COMPLETE—Bright, shiny and ready to go, a twin SEASPRITE has passed its ground test and awaits final testing in the air.

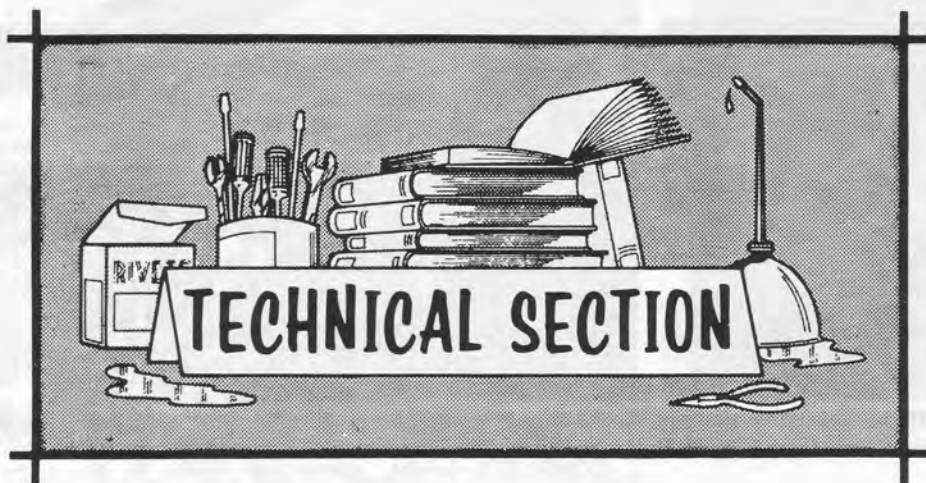


ON THE WAY—A "new" H-2 twin is loaded into a C-124 for airlifting to the West Coast. Twin-engine aircraft assigned to the East Coast are flown from the Kaman facility.

A WORD ABOUT PEOPLE

No story on our plant at Bradley would be complete without saying something about the men and women who work here. "Experience" and "know-how" are two words which come to mind immediately. Many of our people, and this includes supervisory personnel, have more than 25 years experience in the aviation trades. The majority of the personnel have attended training classes at Kaman or elsewhere, some have taken special courses at night school to increase their technical knowledge, others have received on-the-job training, and still others are graduates of aircraft technical schools. A great many hold FAA licenses. A high percentage of those working on the aircraft or in the shops are Service veterans. We have a team composed of experienced, dedicated people in our plant—I'm proud to work with them.

Herbert Ross...



FUEL CONTROL ACTUATOR MAINTENANCE AID

H-2

By L. E. Deedy,
KAC Experimental Flight Test, "A" Mechanic

The fuel control actuator mounted on the left-hand engine faces outboard and, when necessary, spline position can readily be checked as shown by Photo A (Arrow). The right-hand fuel control actuator (index 1, Photo B), however, faces inboard toward the guillotine door. (Official nomenclature for the door is: Door Assembly, P/N K636718-5; see NAVAIR 01-260HCB-4-2). In order to check spline movement on the RH engine, some detachments attach a piece of reflective material to the guillotine door.

While any suitable reflective material may be used (tin foil, stainless steel, etc.), the material selected for use here was 0.030-inch, 2024T3 aluminum (one side protected by sticky back paper). Cut a rectangle approximately 3-1/2 inches wide by 6 inches long and position it close to the stiffener bead as shown in Photo C. Keep reflector at least 1-inch away from the door forward edge to prevent interference when installing door into aircraft. When correctly positioned, drill and rivet the reflector to the door. Be sure to place protected side facing outboard and then remove the protective sticky back paper. Reinstall door into the aircraft.

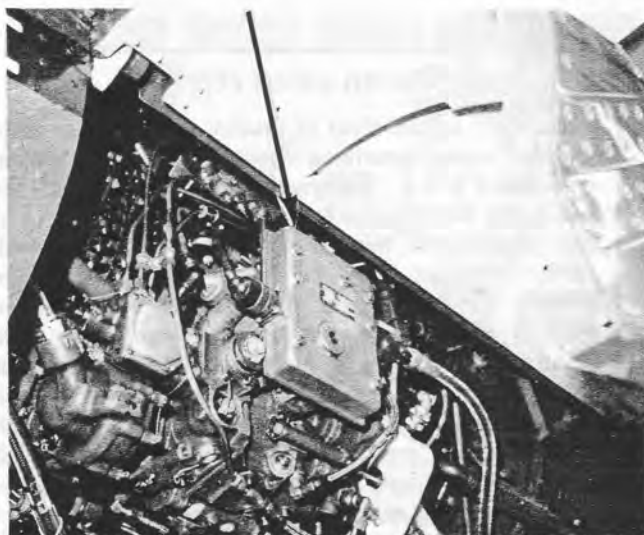


Photo A



1. Actuator

2. Guillotine door

Photo B

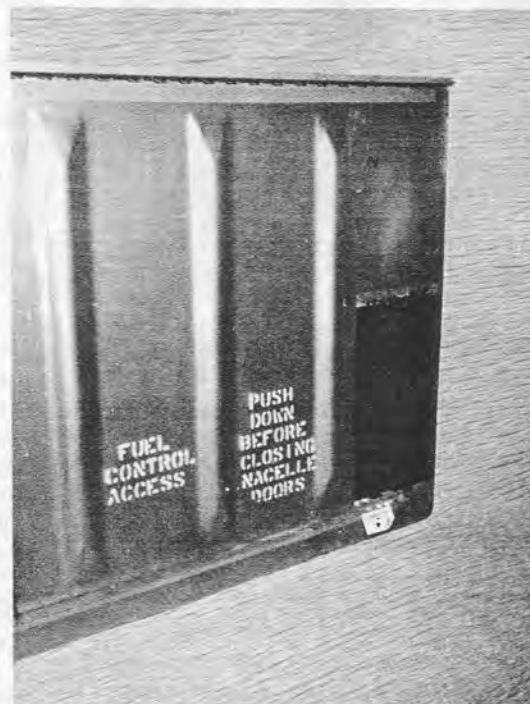


Photo C

PREVENTATIVE MAINTENANCE—COLLECTIVE CONTROL

H-2

An investigation into two separate reports of bound-up collective controls revealed the following: The azimuth spindle support lube fitting (large arrow in accompanying illustration) was not serviced. The resultant corrosion build-up locked the spindle to the support. Subsequent efforts to raise the collective stick during aircraft preflight were unsuccessful and the trouble shooting which followed revealed the cause. Once again a component had to be removed and replaced because of corrosion due to lack of lubrication.

The accompanying illustration is a portion of Figure 3-36, Lubrication Chart (Sheet 6), presented in NAVAIR 01-260 HCA-2-1. The spindle support lube fitting which is clearly shown (large arrow) should be serviced every 28 days using a grease gun equipped with a Zerk-type fitting. G-353 is the NATO number for grease, Molybdenum Disulfide, MIL-G-21164B. For further clarification, refer to page 90, Figure 3-26, Lubrication Chart, (Sheet 3).

The accompanying illustration, which will be incorporated into the -2-1 by a future Change, reflects a minor correction: Reference to AFC 73 has been deleted and the grease gun used to service the azimuth tulip bearing should have a Z (Zerk) type fitting instead of the F (Flush) type now shown in the manual.

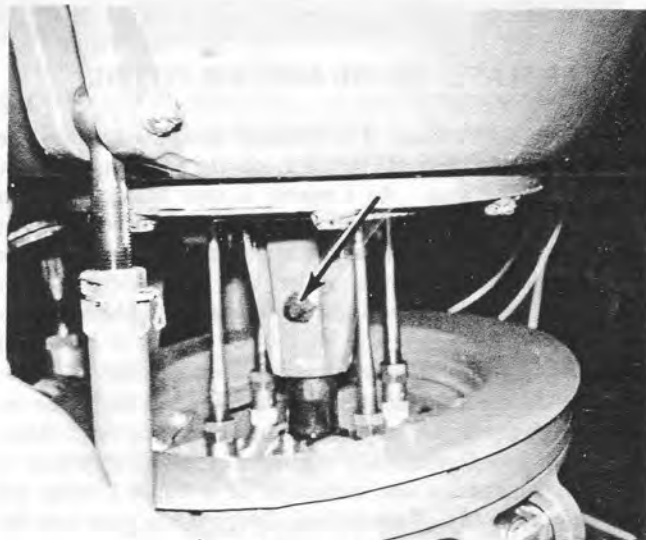
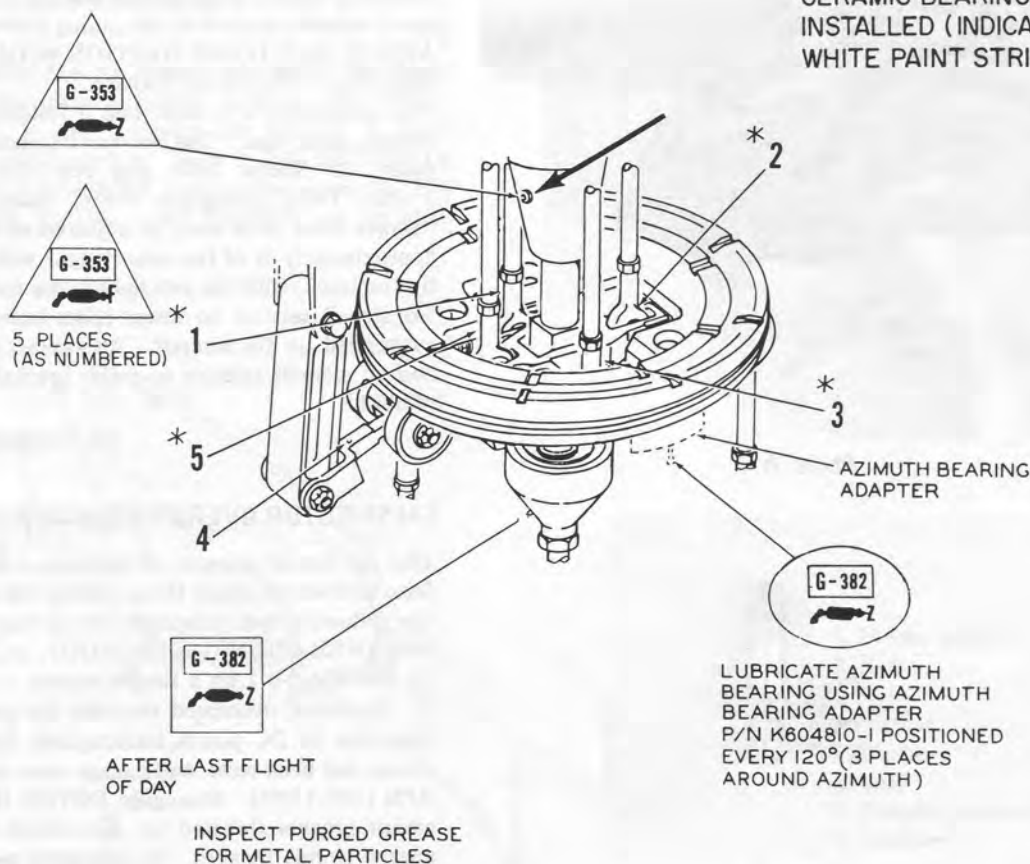


Photo A

* NOTE

DO NOT LUBRICATE WHEN CERAMIC BEARINGS ARE INSTALLED (INDICATED BY WHITE PAINT STRIPES)



W. Wagemaker, Service Engineer

TIMELY TIPS

ROTOR BLADE LOCKING ARM LUBE FITTING

H-2

Field reports indicate it is difficult to apply lube to the present fitting, P/N MS15002-1, on the lower main rotor blade locking arm. As a result, a new fitting has been authorized for use and will be installed on lower locking arms on an attrition basis. Field Activities may install the new fitting using thread sealer and 15-inch lbs torque. The difference between the two fittings is graphically illustrated by Photo B. The MS15002-1 fitting is 5/16-inch long; the MS15001-2 fitting is 15/16-inch long.

Under no circumstances should either lube fitting be installed in the upper main rotor blade locking arm, otherwise, an interference will result. For example: Photo A shows damage on the underside of a blade folding pin bracket assembly. This damage occurred when the lube fitting and bracket made contact as the rotor blade was moved to the folded position. The upper blade locking arm should have a plug installed in the lube hole.

This information will be incorporated into applicable manuals by future changes.



Photo A



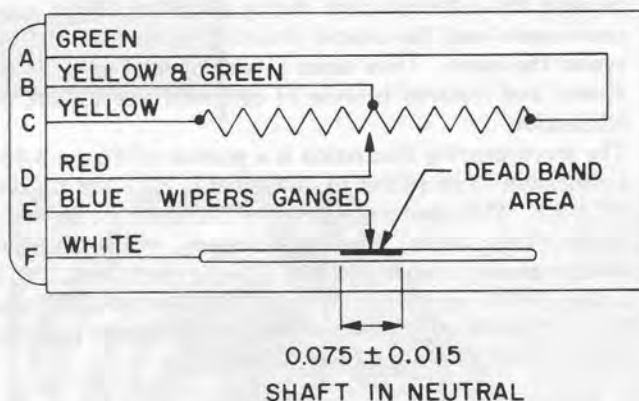
Photo B

W. Wagemaker, Service Engineer

POTENTIOMETER ASSEMBLY TOLERANCE RELAXED

H-2

The cyclic and directional control trim strut potentiometer, P/N K654057-1 and -3, deadband width (see accompanying Illustration) is discussed in NAVAIR 01-260HCA-2-5, Page 184, Paragraph 4-135, Step b, and Figure 4-36. It is also discussed in NAVAIR 01-260HCA-2-2.1, Page 48 AP, Paragraph 4-29M, and Figure 4-31AJ. The deadband width tolerance, as listed in both manuals, will be relaxed from 0.075 ± 0.005 to 0.075 ± 0.015 inch. Experience has proven the more stringent tolerance was not necessary.



J. McMahon, Service Engineer

CABIN SLIDING DOORS—LOWER ROLLER BRACKET ASSEMBLY ADJUSTMENT

H-2

Information has been received that some aircraft have recently been released from a NARF PAR facility with the following legend stenciled on the aft fuselage and on the lower exterior surface of the sliding doors: "RIG ROLLER ARM IN MAX DOWN POSITION WITH A MIN ENGAGEMENT OF ROLLER IN TRACK."

This instruction is in error and if followed can result in an inflight door loss. The correct instructions per IAB 182 dated 12 March 1970 and NAVAIR 01-260HCA-2-2, 1 July 1971, paragraph 4-41c, reads as follows:

"Lower roller arms shall be adjusted so that a minimum of approximately $\frac{1}{2}$ of the roller height will always be engaged by the track, with the arm held in the max down position." No stencil relative to lower roller bracket rigging is now authorized on the aircraft. All aircraft should be checked and all stencils relative to roller bracket rigging should be removed.

H. Zubkoff, Service Engineer

FALSE ROTOR OVERSPEED INDICATIONS

H-2

Due to several reports of overspeed recorders providing false indications when DC power to the unit is interrupted, the following sub paragraph will be added to Paragraph 4-154, OPERATIONAL CHECKOUT, page 55 of NAVAIR 01-260HCA-2-5.1 by a future manual Change:

F. To check overspeed recorder for possible false indications due to DC power interruption, insure overspeed recorder has been reset, and engage rotor to normal operating RPM (100-102%). Disengage ROTOR OVSP INDICATOR circuit breaker (located on Aux circuit breaker panel); re-engage circuit breaker. If overspeed recorder trips during this check, replace the recorder.

N. Hankins, Service Analyst

KAMAN ROTOR TIPS

CURRENT CHANGES

This list reflects the latest changes to the handbooks. Consult applicable "A" page for changes issued prior to those listed below.

H-2 Airframe Change 126, Amend 1 — Airframe, MODIFICATION OF HORIZONTAL STABILIZER ATTACHMENT
12 August 1971

NAVAIR 01-260HCA-2-2.1 — Manual, Maintenance Instructions, Navy Models UH-2A/UH-2B/UH-2C/HH-2C/HH-2D Helicopters, FLIGHT CONTROLS
15 June 1969
changed 1 August 1971

NAVAIR 01-260HCA-2-4.1 — Manual, Maintenance Instructions, Navy Models UH-2A/UH-2B/UH-2C/HH-2C/HH-2D Helicopters, TRANSMISSION SYSTEM
1 July 1971

NAVAIR 01-260HCA-3 — Manual, STRUCTURAL REPAIR Navy Models UH-2A/UH-2B/UH-2C/HH-2C/HH-2D Helicopters
1 October 1967
changed 15 August 1971

NAVAIR 01-260HCB-6-4 — CALENDAR MAINTENANCE REQUIREMENTS CARDS, Navy Models UH-2C/HH-2C/HH-2D/SH-2D Helicopters
1 September 1971

NAVAIR 01-260HCD-1 — NATOPS FLIGHT MANUAL, Preliminary Navy Model SH-2D Helicopter
1 July 1971

NAVAIR 01-260HCD-1B — NATOPS PILOTS POCKET CHECKLIST, Preliminary Navy Model SH-2D Helicopter
1 July 1971

NAVAIR 01-260HCD-1C — NATOPS AIRCREWMAN's POCKET CHECKLIST, Preliminary Navy Model SH-2D Helicopter
1 July 1971

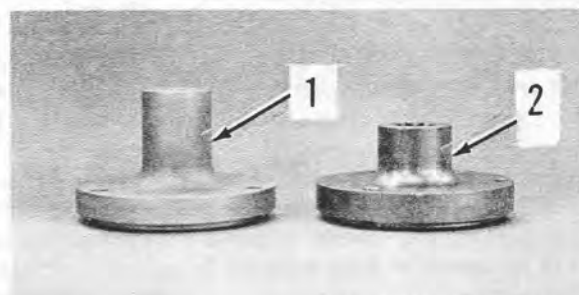
R. H. Chapdelaine, Supervisor, Service Publications

TECHNICAL SECTION

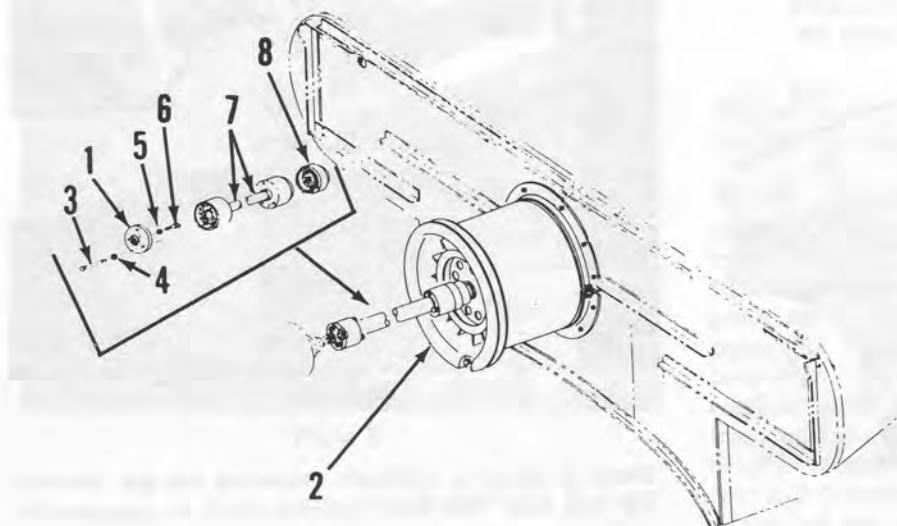
OIL COOLER BLOWER ADAPTERS

H-2

The two oil cooler blower adapters shown in the Photo and Illustration are interchangeable; however, the "taller" one will provide a longer service life because it has a greater working spline surface. Item 1, P/N K677703-13, FSN RM1560-410-2858BH6X, supersedes Item 2, P/N K677703-11, FSN RM1560-834-7890BH6X, on an attrition basis.



1. Adapter, K677703-13
2. Adapter, K677703-11



1. Blower adapter
2. Bolt
3. Bolt
4. Washer
5. Washer
6. Bolt
7. Coupling Assembly
8. Adapter

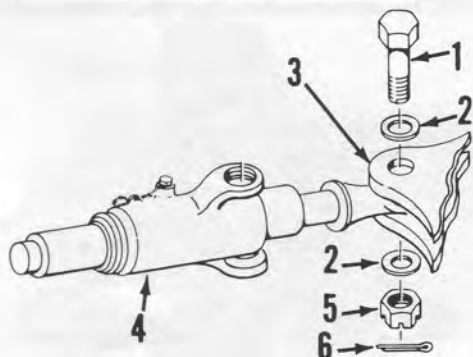
R. Trella, Service Engineer

QUESTIONS & ANSWERS

If you have a question regarding Kaman Aircraft maintenance, send it along to Rotor Tips. The Service Department's analysts will be glad to answer it.

Q. (Applies H-2) WHAT IS THE SPECIFIED TORQUE FOR THE HARDWARE WHICH ATTACHES THE MAIN ROTOR DAMPER ASSEMBLY TO THE HUB?

A. The bolt, P/N NAS464P10-30, and castle nut, P/N AN320-10, should be tightened to 660-780 pound-inches torque (see accompanying illustration). For further information, refer to NAVAIR 01-260HCB-4-7 and NAVAIR 01-260HCA-2-4.2. This information will be incorporated into applicable manuals by future changes.



- | | |
|-----------|----------------|
| 1. Bolt | 4. Damper |
| 2. Washer | 5. Nut, Castle |
| 3. Hub | 6. Cotter Pin |

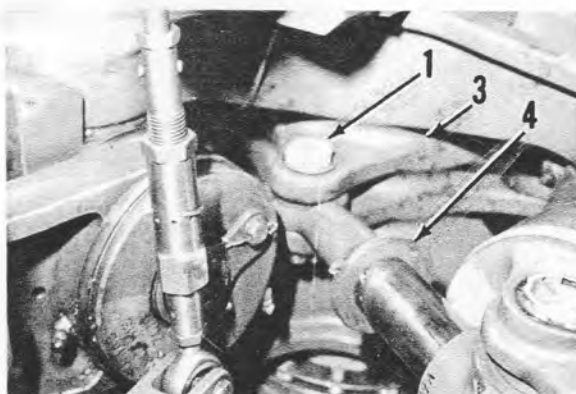


Photo A

W. Wagemaker, Service Engineer

Q. (Applies H-2) WHY IS IT NECESSARY TO INSTALL THE CROSS BEARING INNER RACE PRIOR TO INSTALLING THE LAG PIN STRETCH TORQUING SET?

A. The main rotor blade retention cross bearing inner race must be installed between the hub ears prior to stretching the lag pin in order to prevent damage to the main rotor hub. The applied torque can force the hub ears to be bent toward each other if the race is not installed. Hubs which have been deformed in this fashion must be discarded.

Photo A shows a cross bearing inner race and the lag pin stretch torquing set installed in a main rotor hub.

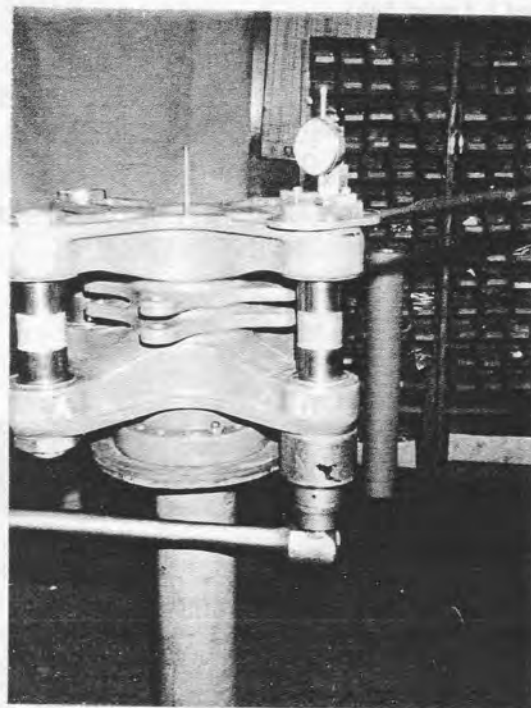


Photo A

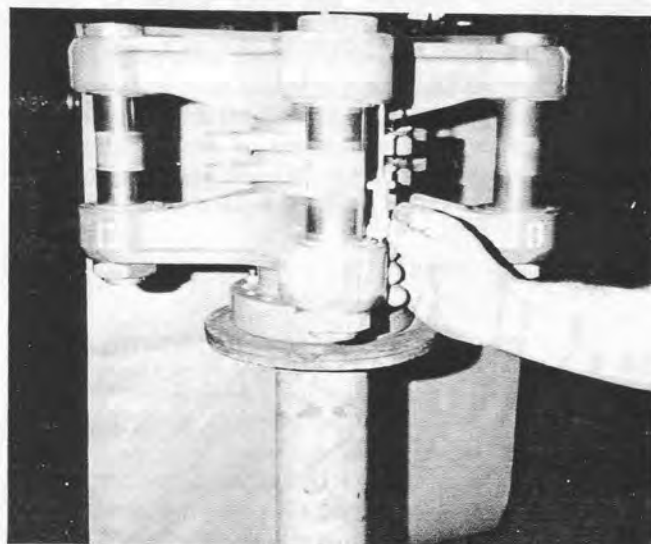


Photo B

Photo B shows a mechanic measuring the gap between the hub ears. See NA01-260HCA-2-4.2 for complete installation procedures.

E. B. Barsaleau, PAR/MOD "A" Mechanic

TECHNICAL SECTION

Q. (Applies H-2) DOES THE K678761-11 SNUBBER HAVE AN ORIFICE?

A. No, the -11 snubber does not have an orifice; instead, oil pump pressure pulsations are absorbed by a porous plug located in the snubber bore. If the plug becomes clogged from contaminants in the oil, a replacement snubber should be installed. A noticeable indication of a defective snubber would be a low oil pressure reading on the instrument panel gage while the line oil pressure in the lube system remains at normal psig. The K678761-11 snubber, FSN RS1615-045-7106BH6X, (item 1 in Photos A and B), is located between the oil pressure transmitter, item 2 and the main gearbox lube oil pump.

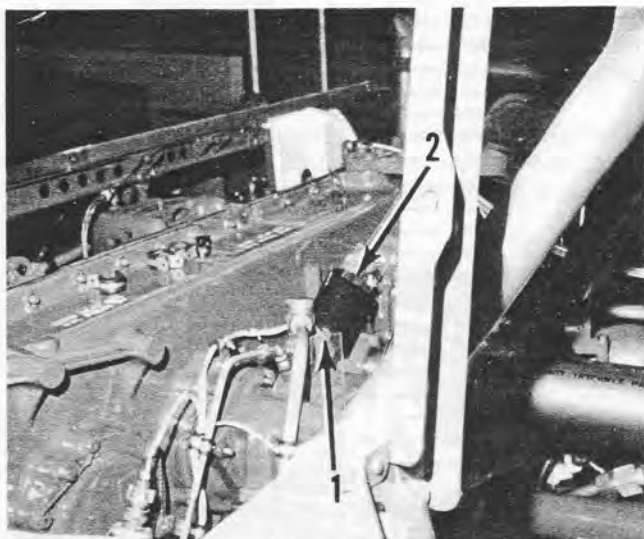


Photo A

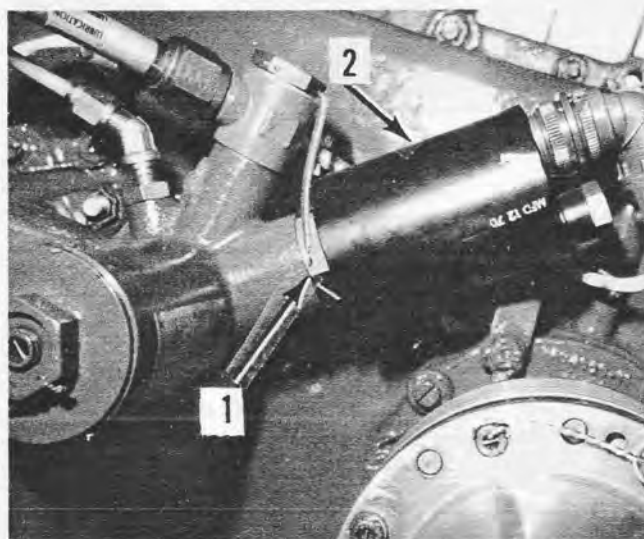
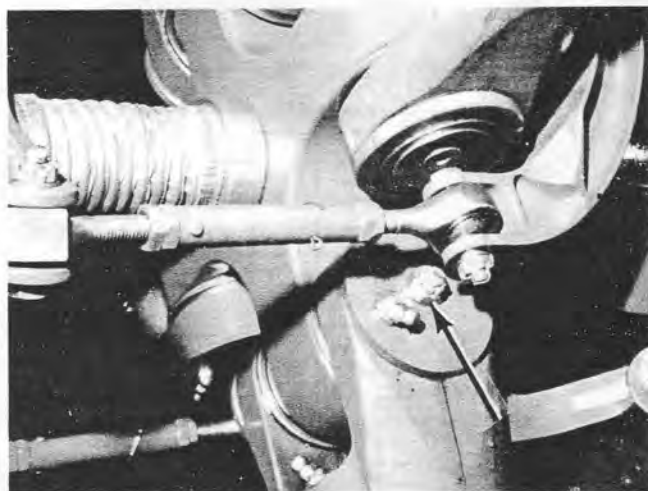


Photo B

R. Trella, Service Engineer

Q. (Applies H-2) TO WHAT TORQUE SHOULD THE TAIL ROTOR BLADE ROCKING PIN CAP THROUGH-BOLT BE TIGHTENED?

A. A recent change provides one acceptable torque range for the tail rotor blade rocking pin cap through-bolt (arrow in accompanying Photo). The recommended torque is: 80-100-pound-inches. This information will appear in applicable manuals via future changes.



W. Wagemaker, Service Engineer

Q. (Applies H-2) WHAT SHOULD BE USED TO SERVICE THE WINDSHIELD WASHER FLUID TANK?

A. The windshield washer fluid tank should be serviced with a mixture of 60% ethyleneglycol and 40% water. Be sure the liquids are thoroughly mixed. Fill the tank to 2.5 inches from the top of the filler neck. The capacity of the fluid tank is 3 pints.

H. Zubkoff, Service Engineer

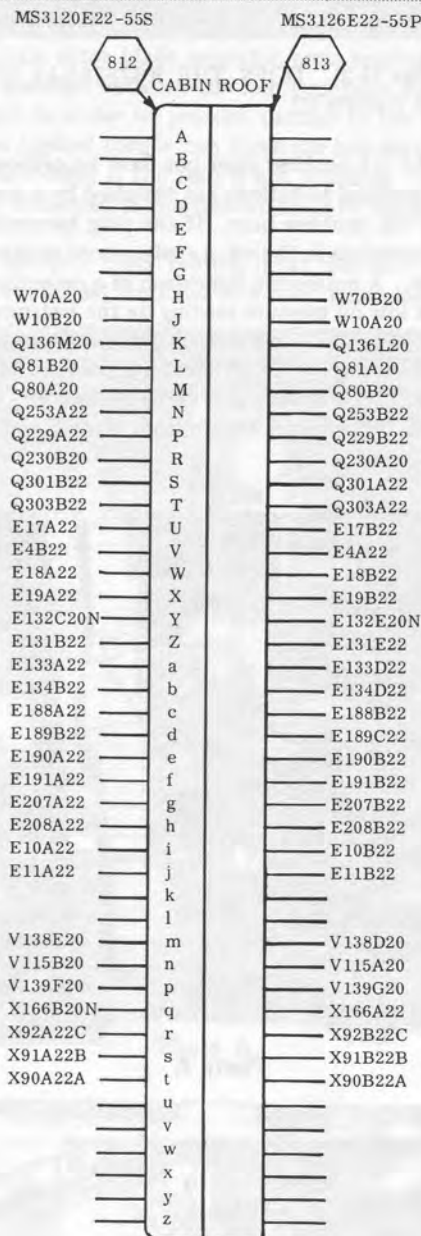
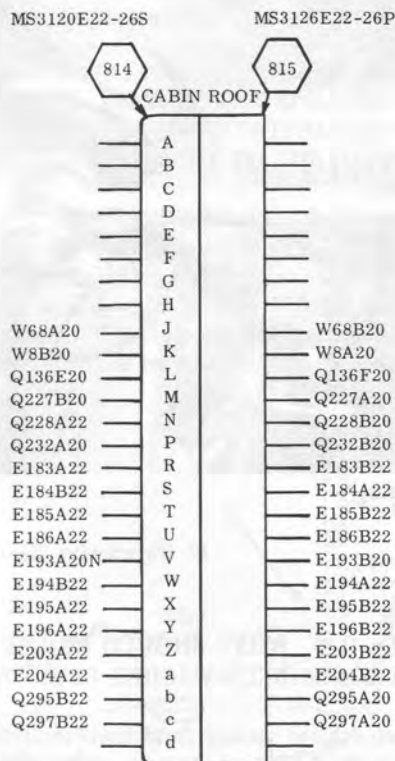
Q. (Applies H-2) CAN GREASE, MIL-G-81322 BE USED ON THE H-2 HELICOPTER?

A. Yes. The MIL-G-81322 grease has recently been authorized for use when packing main and tail wheel bearings. (Although NAVAIR 01-260HCA-2-2 specifies use of MIL-G-25537 grease and it is still acceptable, the 81322 grease should be used whenever available.) The 81322 grease has superior lube qualities, higher resistance to breakdown, is easier to clean up and it will not harm rubber components. Furthermore, use of this grease will aid the trend toward using one type of grease in as many applications as possible. This information has been released in NAVAIR 01-260HCA-2-1, 1 July 1971, Figure 3-26, Sheet 3, and will also be included in a change to NAVAIR 01-260HCA-2-2 dated 30 November 1971.

H. Zubkoff, Service Engineer

H-2 CONNECTOR DIAGRAMS

The connector diagrams shown here represent the latest wiring configuration. This information will be incorporated into Figure 49, Sheet 4 of NAVAIR 01-260HCA-2-8.1 by a future Change.



N. Hankins, Service Engineer

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DARFO! Detect And Remove Foreign Objects before they can cause FOD.

The example of DARFO shown here was experienced by J. D. Harter, Kaman PAR strip-out Crew Leader. Mr. Harter walked past an H-2 and, as its engine access doors were open, he looked up at the LH engine...DARFO!

That chance glance discovered an item, not foreign to aircraft maintenance but certainly a Foreign Object when discovered in this location. Inspect the Photos in sequence and see if you can practice DARFO!

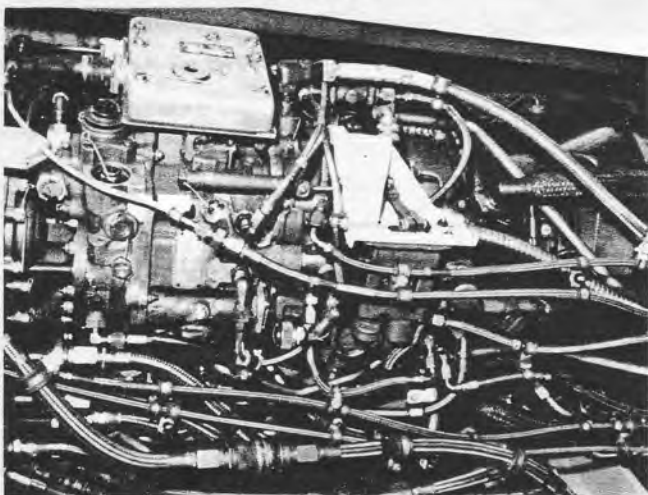


Photo A—That chance glance at the LH engine and DARFO!

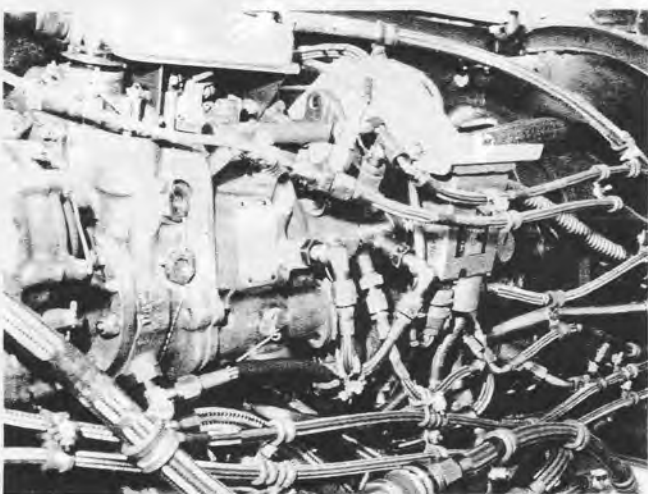


Photo B—Closer look facing aft.



Photo C—It should be visible now.

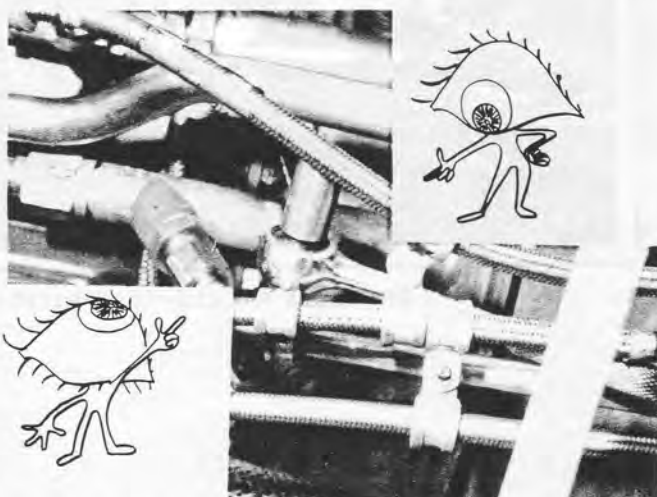


Photo D and our eyeballers show the way to the socket wrench and ratchet.

Interestingly enough, the mech who left the tool later returned only to discover it was missing. He remembered where he had left it, but suppose he had not remembered? Aircraft vibration would have dislodged the tool and it would have fallen onto the closed door. When someone opened the door, the ratchet and socket would have plummeted toward the deck...or someone's face.

Do your part, practice DARFO! Under no circumstances should a tool be stuffed, hooked, tucked into or between fuel lines, bulkheads, or any other "handy" location. There certainly is no excuse for deliberately placing a tool in a location where it easily blends into the background.

Rotor Tips is looking for examples of DARFO in action. When you detect a foreign object, try and get a photo of it to send to us. If you cannot send a photo, send us the complete location and description of your find (also, your impression of how it got there)—we will try to simulate the condition here at Kaman.

We will credit the sender with the find if he desires.



ORISKANY ANGELS—SEASPRITES on USS Oriskany off coast of Vietnam.

HC-1 Det 5 Logs 3000 UH-2C Hours..

On 25 July 71, HC-1's Det 5 went over the three thousand-hour-mark of accident-free flight time in the UH-2C. The milestone was passed by Lt Mike Coumatos, pilot, Lt(jg) Bill McLaughlin, copilot, ADJAN Pifer, first crewman and ADRAN Hermanson, second crewman, while flying plane guard aboard the USS Oriskany, CVA-34.

The detachment, formed in July of 1969, attributes its success to the outstanding effort put out by the maintenance crew and the professionalism shown by the entire detachment. LCdr J. O. Williams is the officer-in-charge of the detachment and was the assistant O-in-C of the first UH-2C detachment to go to sea. That detachment was also aboard the USS Oriskany.

The detachment, presently on an extended deployment in the Western Pacific off the coast of Vietnam, is going to try to make it home for Christmas with another 500 hours "under its belt."



MILESTONE CREW—Front, ADRAN Wayne O. Hermanson, left, and ADJ3 Douglas A. Pifer. Rear, Lt Mike Coumatos and Lt(jg) Bill McLaughlin. (USN photo)