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At 0330 Danang AB and a neighboring village were subjected to a vicious mortar and rocket attack. Even before the all-clear signal sounded, Lt William T. Sehorn and his HH-43 crew from Det 7, 38th ARRSq, scrambled to the HUSKIE to ready it for the support and medical evacuations that would be needed. For the rest of the night they treated and evacuated the casualties. A small field hospital was established in the helicopter and temporary first aid was given to the wounded by Lieutenant Sehorn: Lt Alfred R. Jacox, Jr, the copilot; SSgt Hugh A. Pike, A1c Russell W. Price, A1c John F. Tobey, A2c Duane O. Hackney, rescue specialists; and A1c Edward L. Thorpe, helicopter flight mechanic. The critically injured were treated and then evacuated in the HUSKIE to the Navy or Army hospitals nearby. As more helicopters arrived, Lieutenant Sehorn assumed command of the fleet and "superbly organized and directed the evacuation operations." The HH-43 crew was constantly exposed to sporadic ground fire during the entire period, from 0330 until sunrise, when the evacuations were completed. Their actions were described afterward as "outstanding and highly praiseworthy."

Among the best examples of ARRS determination and perseverance during life-saving activities in Vietnam may be found in a report on a mission flown by Capt Richard A. Smith and his HH-43 crew from Det 9, 38th ARRSq, Pleiku Airport. Sharing in the hazardous rescue effort were Capt Jack V. Butler, the copilot; A1c Harry J. Hull, flight engineer; and A2c Michael J. Rosler, pararescue specialist.

Captain Smith and his crew flew into an "extremely hostile" territory to evacuate six seriously wounded soldiers. Air cover had failed to arrive but, due to the condition of the evacuees, Captain Smith continued with the mission. He approached the area, effected an approximate 200-foot hover, then hover-taxiied under overhanging tree limbs to the site. Airman Rosler was lowered to prepare the wounded for hoisting — 207 feet of cable was used. The HH-43F left but made the same hazardous approach a few minutes later to make the pickup. Three litter patients were hoisted to the HUSKIE with max power being used as the third was taken aboard — the tailpipe and vertical stabilizer were touching a second tree canopy cover to the rear of the chopper. As Airman Rosler waited on the ground, Captain Smith eased the helicopter from the hazardous site, flew to the hospital and then returned for the other wounded. The area was now under hostile fire, but again the hazardous approach was made and the HH-43 hovered beneath the tree canopy. Two litter patients had been hoisted into the helicopter when it was found the hoist would not operate from Airman Hull's position. Captain Butler

took over the helicopter control's while Captain Smith, better able to observe the hoist cable from his side, "threaded" the third survivor through the trees to the HUSKIE. A jungle penetrator was then lowered for Airman Rosler who had been on the ground for two hours and 25 minutes. The pararescueman, however, had still another "adventure" in store for him before reaching the helicopter. By this time low fuel was a definite problem so the helicopter transitioned to forward flight with Airman Rosler still below on the hoist. Hoisting was completed while climbing to 3000 feet at 60 knots. The patients were delivered to the hospital and the HH-43F returned to Pleiku.

Disregarding small arms and automatic weapon fire less than 50 yards away, an HH-43 HUSKIE crew from Det 6, 38th ARRSq, Bien Hoa AB, landed in a small jungle clearing to evacuate a seriously wounded infantryman. Since the FM radio was inoperative, the helicopter had been unable to communicate with Army ground personnel so, after landing, the rescuemen waited in the exposed position for 10 minutes until the soldier could be brought to the clearing. Maj Breeden P. Hamer was pilot of the HH-43; 1stLt Robert A. Reilly, copilot; SSgt Robert S. Loud and A1c Melvin G. Goff, crewmen.

In another Det 6 mission, soon after an A-1H pilot landed in a rice paddy with one wing aflame, an HH-43 crew deposited a fire suppression kit nearby and quickly extinguished the blaze despite the danger from live ammunition. Capt David L. Wiest was RCC; 1stLt Wendell B. Wood, copilot; A2c Steve M. Northern, rescue specialist; and SSgt Henry B. Peterson, firefighter.

#### — HH-43 Crew Receives DFC's —

The members of an HH-43 crew from Det 8, 38th ARRSq, at Cam Ranh Bay were presented Distinguished Flying Crosses recently for the hazardous rescue of a Special Forces soldier who had fallen 150 feet from a helicopter. The DFCs were presented to 1stLt Delford G. Britton, the pilot; 1stLt Loran C. Schnaidt, copilot; A2c Donald J. Lake and A2c Carlos L. Joiner, crewmen; by Col Donald T. Smith, PARRC (MAC), commander.

The accident occurred as a helicopter was hovering over the wreckage of a downed aircraft preparing to lower troops in order to secure the area. Disregarding the constant threat of hostile small arms fire, Lieutenant Britton immediately moved the HUSKIE into position over the soldier and then lowered the aircraft into the tops of the tall trees so that the wheels and lower part of the fuselage were in the branches. The tips of the rotor blades on the HH-43 brushed leaves from the branches as Lake lowered Joiner to the ground on the forest penetrator. The airman placed the injured man in the rescue basket, which had also been lowered, and then rescuer and rescuer were hoisted to the helicopter.