



SEARCHER



NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol II No. 6

June 1969

PACAF RP 64-1



DANGEROUS RIDE — A1C Joel E. Talley, 21, is lowered to South Vietnam's jungle floor during a rescue operation.

FLOOD VICTIMS SAVED

KOREAN SERVICEMEN, CIVILIANS WON'T FORGET MEN OF DET 10

KWANG JU AB, Korea — Seven Korean soldiers and 11 Korean civilians won't soon forget the air rescue personnel at this base.

Monday, May 5 was by no means an ideal day for rescue operations at Kwang Ju. Heavy rain pelted the base and a shroud of fog forced closing of the air field.

But, at 8:30 a. m. the alert crew was informed that seven Korean Army Corps of Engineers troops were stranded on the top of a diesel shovel in the middle of the Hwang Yong River, which was rising rapidly.

Minutes later, Maj. William F. Cunningham, Jr., 33, of Columbus, Ohio, was hovering his HH-43B Huskie helicopter over the partially-submerged piece of equipment. He positioned the helicopter, with the assistance of his co-pilot, Maj. Wayne L. Ritter, 38, of Manteno, Ill., about 15 feet over the men.

HONORS FALL ON MEMBERS OF THIRD RESCUE GROUP

Two 3rd Aerospace Rescue and Recovery Group members were awarded the Air Force Cross and six others received the Distinguished Flying Cross last month as the Air Force's most decorated unit added to its impressive list of laurels.

Maj. Joe B. Green, a 35-year-old HH-3E "Jolly Green Giant" pilot, received the nation's second highest award for "extraordinary heroism" from 7th Air Force Commander Gen. George Brown.

A1C Joel E. Talley, a 21-year-old pararescuer, had his Air Force Cross pinned on by Military Airlift Command Commander Gen. Howell M. Estes Jr. He became the fourth living enlisted man to receive the coveted medal.

Receiving the Distinguished Flying Cross were HH-43 "Pedro" crewmembers Maj. Juan H. Miga, Maj. Dwight C. Hageman, Capt. Richard J. Bouckhout, SSgt. Jesse Franklin Jr., SSgt. Larry H. Knefelkamp, and SSgt. Delbert B. Dunn.

Major Green, a man responsible for saving the lives of 22 persons, was cited for braving hostile fire to rescue four Marines stranded when their helicopters were shot down.

Airman Talley won his Air Force Cross for rescuing a downed F-105 Thunderchief pilot in the hostile environment of North Vietnam despite heavy enemy gunfire.

The recipients of the Distinguished Flying Cross were cited for their parts in a massive rescue operation near Vinh Thanh, South Vietnam. Despite intense enemy ground fire, they successfully extracted 11 soldiers injured when their Huey gunship was shot down.

DETAILS OF THE ACTIONS WHICH EARNED THESE MEDALS ARE ON PAGE 3 OF THIS ISSUE.



AT THE CONTROLS — Maj. Joe B. Green sits in the cockpit of his HH-3E "Jolly Green Giant" helicopter.

SSgt. Kelsey R. Adams, 24, of Detroit, Mich., a pararescuer, was lowered to the roof of the cab where he assisted the Korean soldiers in putting on the rescue hoist.

Four men were taken to land first and then the helicopter returned to rescue the other three Koreans and Sergeant Adams.

It wasn't long before the rescue helicopters were called on again. This time 11 Korean civilian workers were trapped on a sandbar which was being eaten away by the swift water.

Major Cunningham positioned the helicopter with the right wheels about one foot above the island and the left wheels above the water because the island could not support the craft. Again, Sergeants Adams and Henderson got the Koreans into the chopper, using the hoist as a step. Two trips were required to ferry the men to land and safety.

PARARESCUEMEN KEEP ONE JUMP AHEAD OF STORK

ANDERSEN AFB, Guam — Two pararescuemen of the 79th Aerospace Rescue and Recovery Squadron here parachuted to the beaches of Losap Island in the late evening of May 8, to provide emergency medical aid to an expectant mother.

MSgt. David L. Gray and Sgt. Robert C. Schmidt served as the "hands and eyes" for Dr. Robert L. Gerhart, the flight surgeon at the radio aboard the HC-130 aircraft. They relayed symptoms then received instructions via the radio carried with them on the jump.

Once the patient's condition, which had been diagnosed as potentially fatal, had stabilized the aircraft and physician returned home, leaving the PJs and the patient to await daylight and a seaplane for evacuation to medical facilities.

SAFELY SPEAKING

By Colonel R. M. Foster

Chief of Safety

Just like the baseball announcer who "comments" on a "no-hitter" in progress and then the next batter lines one out of the park—our ground safety "no-hitter" for the first quarter fell to several out-of-the-park accidents. We had just completed our first zero ground accident quarter in Wing history, then in rapid succession, four time lost injuries were reported. All preventable!

The first accident involved an NCO who fell off a three-foot high diving board onto the pool concrete walkway, fracturing his left heel and forearm plus receiving abrasions to his right knee and head. He and three other airmen had consumed two quarts of local booze during the afternoon of the accident.

The second involved an airman who crushed his finger during hook-up of a tow bar to a tug. Design of the tow bar contributed to the injury, but proper attention to the job at hand would have prevented the accident.

In the third accident, a master sergeant lost control of his vehicle, hitting a bridge guard and then striking a tree. He received severe internal injuries, a fractured ankle and multiple lacerations and abrasions. Excessive speed, careless

driving and drinking were factors.

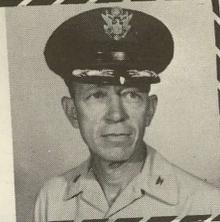
The fourth accident occurred when a specialist, exiting an HH-3 helicopter, caught his finger between a swivel strap retainer and the airframe and pulled the end of his finger off down to the first joint.

In analyzing these accidents, you don't have to be a mental giant to determine they were all unnecessary, costly and deprived the unit of the much needed skill of the individual involved. In all, 96 man days were lost at a cost of \$4,800. In two of the above accidents, the "booze bomb" was a conspicuous cause factor. The human body is not designed to function as a catalysis for alcohol. Many people have tried and to date no one has proved you can drink and still perform as well as you would without drinking.

As we enter the annual "101 Critical Days" summer safety campaign, beginning May 29 and ending Sept. 7, each of us must exercise our own individual safety campaign to insure we take the necessary precautions to remain accident and injury free.

The only person who can prevent the type of needless accidents described above is you!

COMMAND MEMO



Hawaii and at Pago Pago.

But the precise performance of the men and machinery involved in the manned spacecraft program must not lull us into the conclusion that nothing can go wrong. It is vitally important for every member of the American space effort, and especially those of us involved in recovery, to be alert and prepared for any contingency.

We are nearing the culmination of a great effort that began when the late President Kennedy defined the historic task — to land on the moon in this decade. In July, if all goes as planned, an American astronaut will step onto the lunar surface.

Our aircraft and men will be on alert throughout the mission to react to any unscheduled landing of Apollo 11. At splashdown, we will be airborne as part of the recovery forces of CTF-130.

We pray that the launch, flight and splashdown will go as smoothly as last month's dress rehearsal. But we must be prepared to do what we have been trained for throughout the space program.

It will be an historic moment in American and World history. And each of us will have had a part in its success.

Thomas L. Shockley
THOMAS L. SHOCKLEY, Colonel, USAF
Commander

The SEARCHER is a monthly publication of the 41st Aerospace Rescue and Recovery Wing.

COMMANDER

Col. Thomas L. Shockley

○ ○ ○

INFORMATION STAFF

1st Lt William K. Warren Jr.
Chief

1st Lt John B. Taylor
Assistant Chief

SSgt Joseph N. Richie Jr.
NCOIC

TH MAJ RES

Maj

for savin
the Air
of four
A Sha
on Mar

The
ing for
helicop

Desp
itional

he wa

Green

attemp

away f

Gre
es, co

in a st

severe

Only

functi

surviv

the a

In

Marin

Marin

or G

vivors

helic

groun

Gr

izatio

Son

T

Fran
cue
mak

THE STORIES MAJ. GREEN'S CREW RESCUED MARINES

Maj. Joe B. Green, a man responsible for saving the lives of 22 persons, earned the Air Force Cross for leading a force of four rescue choppers over the hostile A Shau Valley in low overcast weather, on March 30.

The 37th ARRSq choppers were looking for survivors from four downed U.S. helicopters.

Despite the knowledge that two additional helicopters were shot down while he was approaching the area, Major Green elected to make the initial rescue attempt. He persisted in the rescue effort even after hostile fire forced him away from the site.

Green made two additional approaches, courageously maintaining the aircraft in a stationary hover until the four most severely wounded survivors were rescued. Only then did fuel shortage, aircraft malfunctions, and the critical nature of the survivors' wounds compel him to leave the area.

In all a total of four of 14 downed Marines, the survivors of six downed Marine helicopters, were rescued by Major Green's crew. The remaining 10 survivors were also rescued by Jolly Green helicopter crews after intense enemy ground fire had been subdued.

Green, who has served as standardization officer for the 3d ARRGp at Tan Son Nhut AB during a voluntary six-

BEHIND THE DECORATIONS

FROM THE

COMBAT ZONE

month extension beyond his normal one year tour, had to fly below enemy-held mountain peaks while making the rescue. Enemy fire was directed at the aircraft from above as well as below.

A1C TALLEY SAVED INJURED JET PILOT

A1C Joel E. Talley wears the Air Force Cross because of his heroism in the July 2, 1968, rescue of Lt. Col. Jack Modica, an F-105 Thunderchief pilot.

Colonel Modica parachuted into a concentration of North Vietnamese troops who surrounded him and set up gun positions to trap the 37th ARRSq HH-3E rescue helicopters. Four attempts were driven off by ground fire.

Despite full knowledge of the well-laid enemy trap in the dense North Vietnamese jungle, a Jolly Green Giant rescue crew volunteered to make yet another attempt.

As the chopper crossed the DMZ into North Vietnam it was shaken by a concussion from bursts of enemy anti-aircraft artillery fire. The pilots con-

tinued while establishing voice contact with Colonel Modica, who said he could not move because of his injuries.

The crew spotted smoke from the pilot's survival flare and located him in a small U-shaped valley.

Airman Talley was lowered on the forest penetrator hoist

"The underbrush was really thick and it took about 10 minutes to locate the pilot," Airman Talley said. "Once I found him, I asked the chopper to come in a little closer because of his injuries.

As Lieutenant Eagan maintained the hover, Airman Talley carried the helpless pilot to the hoist. The North Vietnamese waited until the Jolly Green was most vulnerable, the moment when the survivor and the pararescuer were being raised to safety.

A fusillade of automatic weapons fire erupted around the helicopter.

Holding their position until the pair on the hoist were above the trees, the pilots then moved out of the area. After landing, the crew found 66 enemy bullet holes in the aircraft.

PHU CAT CREWMEN LIFT 11 TO SAFETY

The six DFC winners from Det. 13 of the 38th ARRSq won't soon forget the massive rescue mission near Vinh Thanh, South Vietnam, on Dec. 11, 1968.

An Army UH-1 Huey helicopter gunship had been shot down and the Phu Cat Pedro crews went into action. They extracted 11 injured soldiers, three of them critically wounded.

As they were lifting the last two men into the helicopter, the cable used for extraction separated as the men reached the doorway.

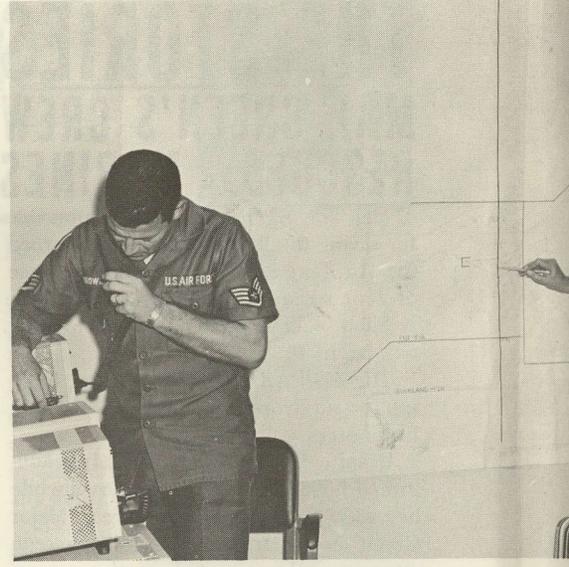
SSgt. Jesse Franklin Jr., waiting to assist the men when they began to fall, immediately draped himself over the webbing in the doorway and supported the weight of both men until Maj. Juan Miga could come to his assistance. They physically held the men hanging from the helicopter until it could be set down.



THE YELLOW FLAG GOES UP! — Capt. Charles W. Zawadzki (left) 28, and TSgt. Frank E. Gass, 37, hoist the CROWN yellow triangular flag at the 39th Aerospace Rescue and Recovery Squadron. This indicates that an HC-130P CROWN has just helped make a combat save of an aircrew that had been downed in enemy territory.



USING HIS HANDS to show how the yoke on the nose of an HC-130 operates is MSgt. Earl H. Schuerman, a flight engineer for the 76th ARRSq. His interested listener is Sgt. Frank Johnson, photographer for the 1353rd Photo Flight, Hickam AFB.



WORKING IN THE CONTROL CENTER at the Pago Pago is AIC James A. Hewlett, 201st Mobile Communications Group; TSgt. F. Browning, 1st Mobile Communications Group; TSgt. F. Browning, 1st Mobile Communications Group; TSgt. F. Browning, 1st Mobile Communications Group.

TASK UNIT DEPLOYS TO PAGO PAGO FOR



INSPECTING THE PROP AND MOTOR is SSgt. S. E. Eller, 76th ARRSq flight engineer. In the background are the green mountains of Pago Pago. All four HC-130s which deployed to Samoa were constantly checked by crews and maintenance men.

By 1st Lt William K. Warren Jr.
Chief, Office of Information

PAGO PAGO, American Samoa — Dawn was already a crimson hint on the eastern horizon of this South Sea island on May 26 when a comet-like object streaked across the sky.

The comet was the Apollo 10 spacecraft and it was headed for a rendezvous with the USS Princeton some 400 miles to the east.

Capt. Jerald D. Parker, piloting the Air Force HC-130 Hercules designated as Samoa Rescue One, was the next person to report sighting the spacecraft at 5:40 a. m.

Then the USS Princeton sighted the scorched space vehicle drifting down under its billowing parachutes. At 5:55 a. m. the historic mission ended with a splashdown near the ship.

Two hours later Maj. George Hillyer aligned his HC-130 for a pass over the deck of the USS Princeton. His aircraft, with the call sign of Samoa STAR (for surface-to-air recovery), snatched a package containing recovery films from the deck of the ship and headed for Hickam AFB, Hawaii.

It was back to Pago Pago for the other three 41st Aerospace Rescue and Recovery Wing HC-130s participating in the mission and the civilian airport that looked more like an Air Force base since they arrived two days before.



...NTER at the Pago Pago airport are (from the left) SSgt. Glenn ...
 ...ns Group; TSgt. Charles Springfield, Det. 1, 41st ARRWg; and ...
 ... Communications Flight.

FOR APOLLO 10

Some 130 men, aircrews, maintenance men and other support personnel had set up shop there. There were three HC-130s from the 76th ARRSq at Hickam AFB and one from the 79th ARRSq at Andersen AFB, Guam and maintenance men from both these units.

The 54th Weather Reconnaissance Sq. had deployed a WC-130 and crew to Pago Pago to gather meteorological data in the recovery zone. Other units represented included 41st ARRWg headquarters at Hickam AFB; the 1st Mobile Communications Group, Clark AB, Phil.; and Detachment One of the 41st ARRWg at Fuchu AS, Japan.

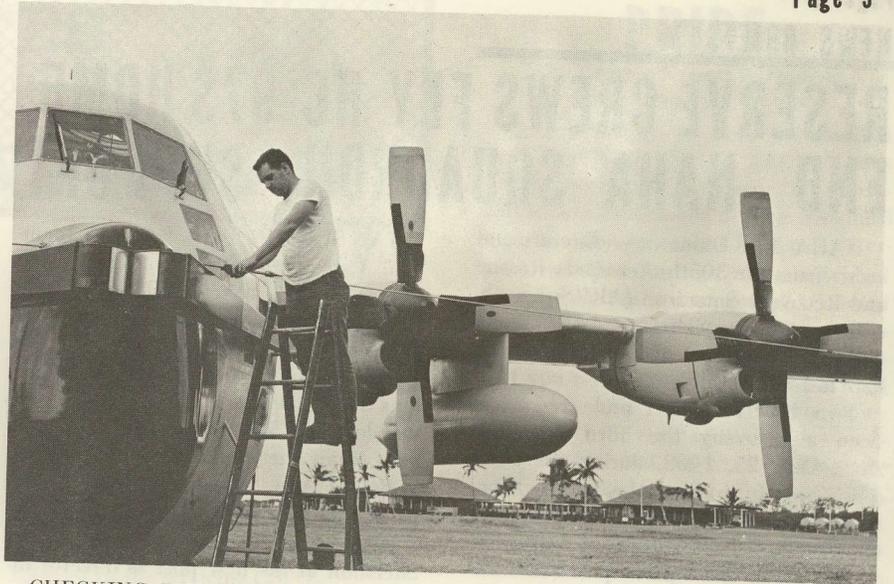
Lt. Col. James J. Krajicek, chief of current operations for 41st ARRWg Hq., commanded the task unit from a temporary control center set up at the airport.

It was the largest Pacific Ocean deployment to date in Air Force support of the manned spacecraft program.

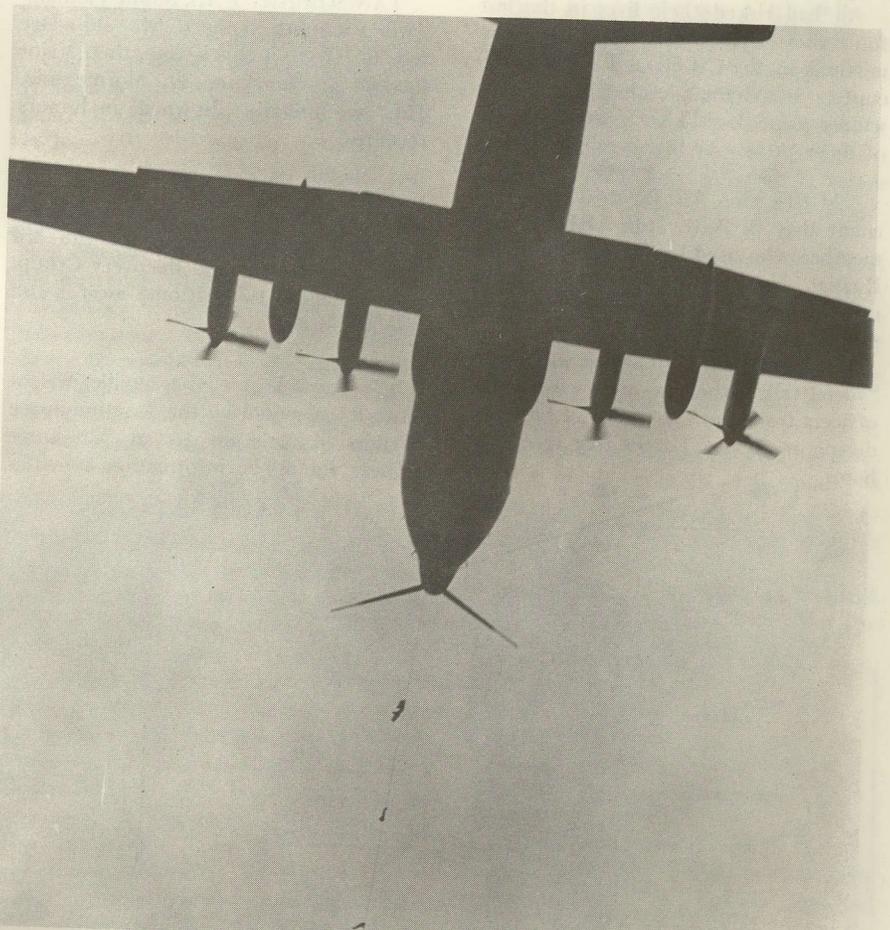
The mission, a dress rehearsal for the Apollo 11 moon landing, went according to script. And Air Force Rescue played its role to perfection.

PHOTOS BY:

SSgt. Robert C. Howe
1353rd Photo Flight
Aerospace Audiovisual Service



CHECKING THE FENDING LINE used to keep the nylon line away from the engines during surface-to-air recoveries is SSgt. John Fuman of the 76th ARRSq. In the background is the terminal area of the Pago Pago, American Samoa, airport.



AN HC-130 ENGAGES THE LIFT LINE to begin a surface-to-air recovery. This photo was taken from the deck of the prime recovery ship following recovery operations for Apollo 8. The package recovered contained films of the recovery.

NEWS BRIEFS

RESERVE CREWS FLY HC-97S HOME; END NAHA SQUADRON SUPPORT

NAHA AB, Okinawa — Aircraft and crews from the 305th Aerospace Rescue and Recovery Squadron (ARRSq), a reserve unit from Selfridge AFB, Mich., ended their support of the 33rd ARRSq here last month.

Two HC-97 aircraft and crews had been augmenting the 33rd Squadron since Oct. 25, 1968, during the Naha unit's transition from the HU-16 Albattross amphibian to the HH-3E Jolly Green Giant helicopters.

The 305th crews participated in numerous missions at Naha, including the search for the missing Navy EC-121 aircraft in the Sea of Japan.

EGLIN AFB, Fla. — Eighty-five men met here recently and organized the Jolly Green Pilots Association.

All had risked their lives in the last four years flying rescue and recovery missions in the CH-3C and HH-3E helicopters in Vietnam. Medal of Honor winner Capt. Gerald O. Young was one of those present at the meeting.

TACHIKAWA AB, Japan—First Lieutenant Roy B. Petit, 36th ARRSq crew-member who used his knowledge of the Russian language in the search for a downed Navy EC-121 recently; has again put his speciality to work.

But Lieutenant Petit says it was mostly "social talk" when he met two Russian officers from the Tokyo Soviet Embassy during an Armed Forces Day reception here.

TAN SON NHUT AB, South Vietnam—Maj. Carroll S. Shershun, information officer for the 3rd Aerospace Rescue and Recovery Group here, is planning a book entitled "Combat Rescue."

The anthology will include contributions from pararescuemen, pilots, commanders and as many others who will send Major Shershun their contributions.

Before Aug. 1, contributions should be sent to the major at the 3rd ARRGp.

After Aug. 1, send them to Major Shershun at his new post as director of information, Hq. Electronic Systems Division, L. G. Hanscom Field, Mass. 01730.

HONORS RAIN ON THIRD GROUP IO

TAN SON NHUT AB, South Vietnam—"When it rains, it pours," the old adage tells us. Well, if this is true, then Major Carroll S. Shershun, 39, Morningside, Md., was literally 'drowned' in honors recently.

In a several day period, the major, who serves as information officer and heads the civic action program for the 3rd Aerospace Rescue and Recovery Group, was presented two national awards and the Air Medal.

The awards are the Orville Wright Award, presented by the Aviation-Space Writers Association to an Air Force officer for public information activities



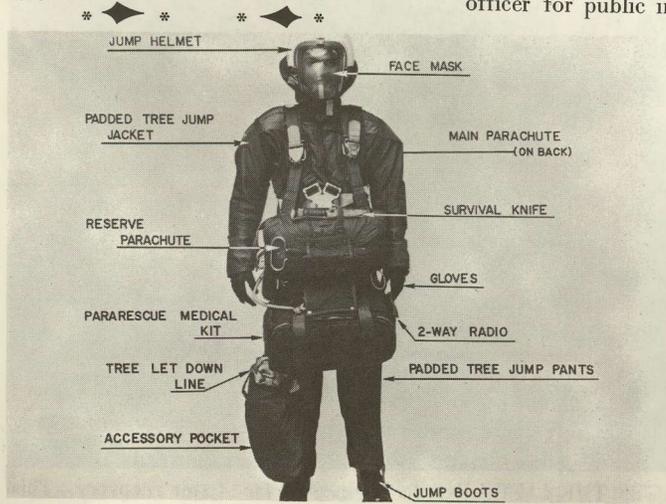
EX — SGT. STEVE M. NORTHERN recently was named winner of the 1969 AVCO/AWA Helicopter Heroism Award for his outstanding record as a pararescueman in SEA. The former sergeant, now a civilian, compiled more "combat saves" than any other person in aerial combat history.

and the Silver Anvil Award for community relations efforts. The Silver Anvil is presented annually by the Public Relations Society of America.

The major also received the Air Medal for meritorious achievement while participating in aerial flight.

The Orville Wright Award was presented to Shershun for his significant contributions in establishing public awareness of the humanitarian aspects of the Vietnam War.

He received the Silver Anvil Award for carrying out the top public relations program in a government or military organization.



THESE PHOTOS SHOW THE VAST ARRAY OF EQUIPMENT CARRIED BY THE PARARESCUEMAN. THE "TREE

SUIT" (LEFT) IS USED FOR JUMPS INTO ROUGH TERRAIN AND THE SCUBA SUIT FOR WATER JUMPS.

G. nees who? Yap. My swim buddy Meane.

NOTES
 from the
 41st ARRWg STAFF

PERSONNEL

By SMSgt. Carl R. Henderson
NCOIC, Military Personnel

What Counts Credit for a SEA Tour?

For most officers its a normal 12-month tour. However, conditions for award are many and varied. In the following keep in mind that you now have three return dates: (1) normal, (2) SEA and (3) short tour. You can get your SEA tour out of the way and still get another isolated/remote.

SEA/ Short Tour Credit

Served a 12-month unaccompanied tour in SEA.

Served PCS in SEA for any period on a tour starting before 1 Jul 68 and curtailed by completing 100 out-of-country combat missions.

100 out-of-country combat missions in TDY status before 1 Jul 68. (no short tour credit).

365 day TDY in SEA. (no short tour credit).

PCS in SEA starting before 1 Jul 68 and tour curtailed 1 month for each 20 out-of-country combat missions.

181 or more days PCS in SEA and tour curtailed for military reasons.

Any period PCS or TDY and medically returned to the CONUS due to injuries from hostile action.

Any period PCS and twice shot down by enemy fire (USAFMPC approved curtailment).

POW in SEA.

No SEA Credit

100 out-of-country combat missions and less than 181 days in SEA.

51 or more but less than 100 out-of-country combat missions and less than 181 days in SEA.

Either of the above but with 181 and less than 365 days TDY in SEA. *

181 and less than 365 days TDY in SEA. *

180 days or less PCS or TDY in SEA.

Accompanied tour at any location in SEA.

Unaccompanied tour in SEA before 1 Nov 61. (short tour credit only).

*(Asterisk above means the officer is not eligible for PCS to SEA but may be returned TDY to complete the normal 12-month tour.)

Officers who have received credit for a SEA tour may be returned TDY for periods of not more than 60 continuous days. Pilots with a SEA tour credit may volunteer for SEA in an aircraft of choice. If eligible, assignment will be made in the aircraft requested. Any TDY in SEA must be 15 or more consecutive days to be credited.

The above should give you an overview of how you stand with regard to a SEA assignment/TDY. Questions should be referred to the servicing CBPO.

If you cannot obtain a satisfactory answer feel free to correspond with me at this headquarters. (41P)

TRAINING

By Major John C. Wright
Chief of Training

Study reference pamphlets for the Promotion Fitness Exam (PFE) and SKT, under WAPS, should arrive in the field in June 69. The pamphlets themselves are not for study. They are detailed listings of all the materials an airman should find useful in boning for the exams. We have constructed a short test on most of the reference materials AF says will be covered by the PFEs. It will be in distribution soon. It is primarily a training device to possibly indicate what an airman does not know (and should study), rather than how much he knows about the reference materials.

ADMIN

REVISED MONEY ORDER service at Air Force APOs - Under a program approved by the Secretary of Defense, Air Force operated APOs currently selling Postal Money Orders will soon discontinue such sales. Concurrently, at those locations where military banking facilities are not available, USAF APOs will begin selling Army and Air Force Exchange (AAFES) sponsored money orders. At locations where military banking facilities exist, they will assume prime responsibility for money order sales. An estimated annual savings to patrons of exchanges are \$280,000 and some of the profits will be distributed to military welfare funds wherever this plan goes into effect.

PRIDE

By Captain Robert E. Hopper
PRIDE Program Monitor

Quite a few people are not aware that Gold and Silver PRIDE (ZD) Awards can be considered category "A" correspondence and included in their personnel records. The servicing CBPO will determine whether or not the individual Award qualifies as category "A" based upon content of laudatory letter accompanying the award.

If you receive a Gold or Silver Award it could benefit you by submitting it to your CBPO for their review.

Squadrons not under 3ARRGp are now authorized to award Bronze PRIDE certificates. In SEA, 3ARRGp will retain authority to make this award. A side effect of this change will be to reduce the time required to process a Bronze PRIDE Award. Prior to this all Bronze PRIDE certificates were awarded by 41st ARRWg.

41st ARRWg will also award Silver PRIDE certificates.

MAINTENANCE

By CMSgt James Conklin
Maintenance NCOIC

Maintenance men should always be conscious of quality control. Unfortunately it often takes an accident before we decide to "tighten up" in this important area.

During Inspector General (IG) and Maintenance Standardization Evaluation Team (MSET) inspections, we're very careful to do everything "by the book". But after inspection teams leave, the trend can be to forget portions of "the book" in an effort to speed up our work. These slip-backs always get us in trouble!

It is much easier to make quality a "second nature" reflex to all our actions. You'll find that work speeds up when it's done right the first time.

Quality control following an accident is like locking the barn door after the horse is gone. Let's bar the door now.



"They're both equally qualified but we're only authorized one E-8 stripe, so..."

KADENA'S DET 6 KEEPS HUSKIES MOVING

CHOPPER UNIT BUSY IN MAY

KADENA AB, Okinawa — May was a busy month for the men of Detachment 6, 41st Aerospace Rescue and Recovery Wing.

Three missions highlighted the period:

The Habu is a poisonous snake, similar to the rattlesnake

— A habu-bitten 13-year-old boy was airlifted from a school yard at Iheya Island, off northwest Okinawa. Pedro pilot Maj. Dale L. Potter landed in the school yard, picked up the youth and a flight surgeon treated him on the way back to Naha AB, where an ambulance rushed him to the hospital.

— Capt. Robert M. Garlow piloted the HH-43 which plucked a Republic of Korea soldier with a reported ruptured spleen from a troopship 67 miles northwest of Kadena. The chopper hovered 30 feet above the deck, hoisted the soldier aboard and flew him to Kue Army Hospital.

— Another pickup from the deck of a ship involved a merchant seaman from the SS Evergreen State who had suffered a bad fall. Maj. Dale L. Potter piloted the chopper which made the pick-up of the critically-ill seaman and carried him to Camp Kue Army Hospital.



HH-43 HEADS FOR MERCHANT SHIP



ILL BOY AIDED ABOARD CHOPPER

AIR FORCE'S MOST EXPERIENCED HH-43 PILOT: MAJOR BERT COWDEN

KADENA AB, Okinawa — The most experienced HH-43 "Huskie" pilot in the Air Force commands Detachment 6, 41st Aerospace Rescue and Recovery Wing, here.

Maj. Bert E. Cowden was the first "Huskie" pilot to reach 3,000 flying hours in the Kaman-built chopper used throughout the Aerospace Rescue and

Recovery Service for local base rescue. He was also first to reach the 1,000 and 2,000 hour marks.

He accepted and ferried the first production model of the "Huskie" to Laredo AFB, Texas, in 1959 and was the first pilot to use the chopper's downwash and fire suppression kit in an actual crash during September of that year.

He recently completed a tour as commander of Det. 13, 38th ARRSq, at Phu Cat, Vietnam. While assigned there, he flew 452 combat sorties and 350 combat hours. He was awarded the Silver Star, two Distinguished Flying Crosses and 13 Air Medals.



LITTER WITH ROK SOLDIER FROM TROOPSHIP NEARS HOVERING HELO



MAJ. BERT E. COWDEN