

GOOD SHOW

CAPT. CHARLES E. ELLISON • 1/LT LOREN C. LUND • S/Sgt BE

THE AIR RESCUE SERVICE thrives on trouble. Without it, there would be no need for the work of those valiant men who claim the motto, "That Others May Live."

Living up to this motto constantly exposes the Rescue men to critical situations requiring constant alertness, perseverance, integrity, good judgment and, very frequently, the risk of their very lives.

All the above factors played an important role when an F-84 experienced a flameout in the vicinity of Spangdahlem AB, Germany early in 1956.

Notifying the tower of a flameout at 1645L, the pilot attempted an air start and letdown at the base.

Word was immediately flashed to the 83rd Air Rescue Squadron duty controller.

The alert crew was notified at once and while the SH-19B alert helicopter was warming up, the pilot, Capt. Charles E. Ellison, monitored the

flight conditions and the tower frequency.

1/Lt. Loren C. Lund, copilot and S/Sgt Bernard T. Santos, aero medic, meanwhile checked the ship and its supplies.

As a result of the radio conversation between the distressed pilot and the control tower, the SH-19 crew decided to get airborne immediately. Previous instructions were merely to run up and stand by.

The helicopter was airborne at 1652L—note the time.

When the Thunderflash, piloted by Capt. Joseph Parnell, 32nd Tac. Recon. Sq., reported the flameout, a routine emergency standby call was given the Air Police, fire department, hospital personnel and the German police.

A base crash truck took a runway position at the same time the helicopter became airborne.

The fire chief, in a radio jeep, followed by another crash truck, headed

for the anticipated crash scene.

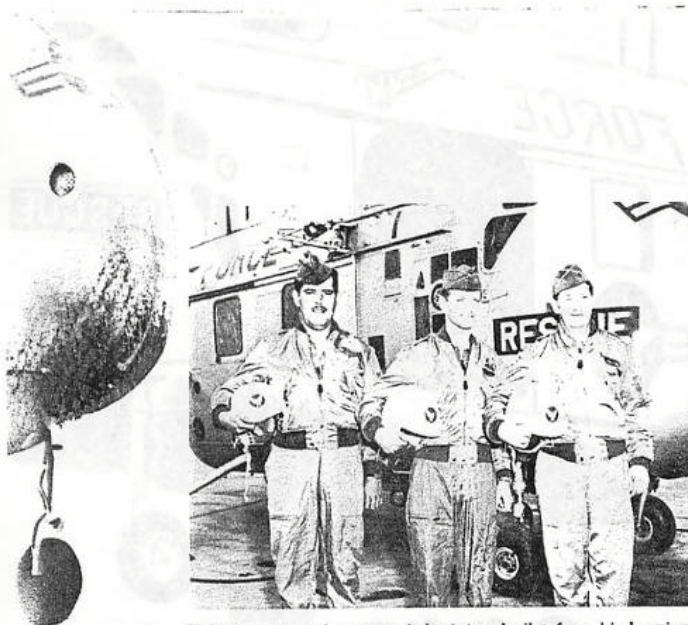
At 1654L, the F-84 was sighted by the helicopter crew one-quarter mile on their starboard side at the same altitude. This placed it approximately three-quarters of a mile north of the base.

The SH-19 proceeded to follow the F-84's flight path.

At 1655L, the Thunderflash crash-landed approximately 1½ miles west of Spangdahlem AB, bursting into flames upon impact.

Suffering from extreme shock, a broken leg and pelvic bone, the pilot tried to evacuate the area but was unable to crawl more than 3 feet away from the burning plane.

Exactly 2 minutes after the crash, the helicopter landed at the scene. Taking in the situation at a glance and despite the dangers to which they were exposing themselves, the copilot and aero medic rushed to the burning plane and moved the injured pilot to a safe distance from the wreck.



Helicopter crew that rescued the injured pilot from his burning plane at Spangdahlem AB, Germany are, left to right, S/Sgt Bernard T. Santos, 1/Lt Loren C. Lund and Capt. Charles E. Ellison.

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Obtaining a litter from the helicopter, the rescuers carefully placed the injured pilot aboard and were airborne toward the base at 1701L.

Two minutes later, the injured pilot was landed at the base where a waiting ambulance rushed him to the hospital.

In the meantime, the radio jeep and crash truck had arrived at the scene of the crash and, in 30 seconds, had the flames under control.

Relieved of their charge, the helicopter crew returned their aircraft to the 33rd Air Rescue Squadron area where the mission was closed at 1708L.

A total of only 23 minutes had elapsed between the time the emergency was first declared and the successful close of the mission. Exactly 8 minutes from the time of the crash, the injured pilot was delivered to the waiting ambulance at the base.

It is possible that no rescue records were established in the pickup and

removal of the injured pilot from the burning F-84. The important thing, though, is that a man's life was definitely saved because others used their heads and risked their lives.

The helicopter crew, by evaluating

the situation promptly and through their initiative in meeting the situation without waiting to be directed to the scene, thus shaved precious minutes from the rescue time and were able to effect another save. Had they waited for instructions to become airborne and to proceed to the scene of the accident AFTER IT HAD HAPPENED—it is highly conceivable that the F-84 pilot would have lost his life in the flames of his own aircraft.

Initiative, good judgment and courage such as this have earned this helicopter crew the plaudits of the injured pilot. GOOD SHOW, Captain Ellison, Lieutenant Lund and Sergeant Santos, and congratulations, ARS, for once more living up to your motto.

