



TRAIN, TRAIN, TRAIN—Crash rescue technicians (firemen) practice removing a live person from a cockpit to give them experience in handling an actual casualty. They use an old aircraft fuselage which is always kept behind the alert center for this type of drill. (USAF photo)

At least once a week for the last three years the helicopter rescue crews at Perrin have practiced their procedures by working with a "hot" fire around a dummy fuselage built from old tail pipes and angle iron. In this type drill they use a dummy as the pilot to be rescued. Behind the alert trailer is an old aircraft with which the crews practice their rescue techniques. They place a rope in a large circle around the cockpit which represents the outer rim of the fire; then one of the men sits in the cockpit posing as the pilot while the others work in with their fire hoses to get him out.

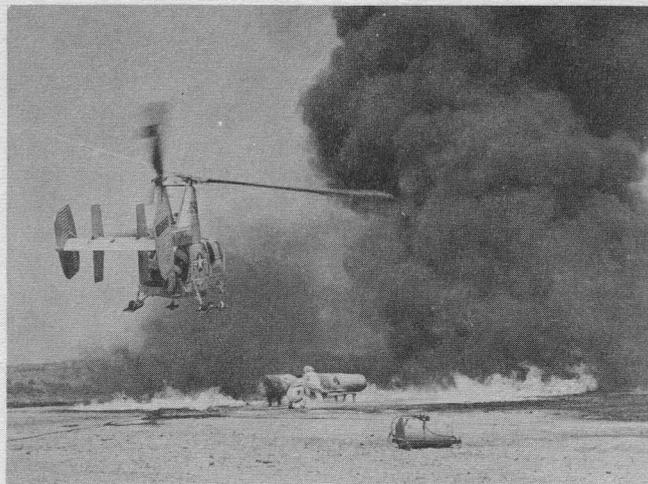
"There is a lot of difference between carrying a dummy and a live person," Major Price explained, "and this sort of practice gives the men the needed experience in handling a casualty."

Recently the Helicopter Section at Perrin was designated ARS Detachment 33 with Capt. Robert F. Bennet as Commander. He is continuing the "train and practice, practice and train" program laid down by his predecessor.

When the first H-43A arrived at Perrin and was put into service about three years ago, all of the needed gear and equipment was dumped helter-skelter on top of the litters. But as time passed, different crew members devised ingenious pockets on the back of the pilots' seats and other belts with snap fasteners attached to the ceiling in which various tools, ladder, flares, etc. fit snugly. Crew members also figured out a way to install the litters so that one is set up at all times and still does not interfere with working through the open door. The second litter can be set up quickly.

"A place for everything and everything in its place," has been the by-word of the alert crew.

The first aid kit which was carried in the type helicopter used prior to the H-43A proved to be much too large for the compact interior of the latter aircraft. Major Price gave the Flight Surgeon's office at Perrin AFB the task of producing a smaller kit that would include all necessary elements. TSgt Herbert E. Atwell worked on the problem along with other members of the



PRACTICE, PRACTICE, PRACTICE—During one of numerous drills, firemen lay path of foam to the "cockpit" as helicopter hovers close to fire blowing flames and heat down and away from simulated aircraft and trapped "crewmen." (USAF photo)

base to manufacture a new case and fit it with sufficient contents to handle at least two casualties.

The new first aid kit was designed for use by the flight surgeon as well as the firemen and contains enough equipment so that a doctor can give emergency treatment in the field. It contains all necessary equipment to treat almost any type injury that may be encountered in an aircraft crash. In addition it is used as a seat for one of the firemen in the helicopter, thus eliminating wasted space.

The revised medical crash kit was adopted throughout the Air Training Command for use in the H-43A helicopters. It is small, compact and only weighs approximately 35 pounds.

A 25-watt transistorized amplifier has been installed on each helicopter which permits the pilot to talk to people on the ground. It is connected to the interphone system and can be keyed by the pilot's microphone switch. It promises to be most useful in disaster control and water rescues or any time it is necessary to communicate with people outside of the aircraft.

An URC-4 is also carried and in case the crash rescue technician must go into a wooded area, he can maintain contact with the helicopter.

In connection with the use of the Fire Suppression Kit the alert crewmen devised a better system for storing the fire hose. Previously the 150 feet of nylon hose was folded in a rack attached to the unit and it was necessary for the entire length to be stretched out before the foam could be forced through. By using a reel to roll the first half of the hose they cut the time in half for putting the FSK into action. Where it used to take 30 seconds it now takes 15 seconds — in fighting a fire, every extra second counts!

Another time-saver developed at Perrin is that crash helmets, fitted with earphones, are installed inside the firemen's asbestos hoods making it possible for the entire crew to hear all necessary details simultaneously.