

EAGLE

DUSTOFF

Commanding Officer: Maj. Thomas W. Murphy Plt. Sergeant: PSG Lowell W. Bell

THIS QUARTERLY NEWSLETTER IS DEDICATED TO CAPTAIN GEORGE MINER AND WO1 GERALD CATON WHO GAVE THEIR LIVES IN ORDER THAT OTHERS MIGHT LIVE.

The beginning of this quarter found everyone in our unit faced with the same obstacle, "work." The first project which was undertaken, and as yet to be totally completed, was the heliport. With the acquisition of more aircraft over the past year, our old heliport was inadequate in size, number of aircraft revetments, arrangement of the revetments, and the newly announced Division safety features. The first step of the project, the enlargement of the heliport, proved to be only a small hinderance since we used our brains rather than our brawn, we had the local Sea Bees do the work. The revetments proved to be more of a problem to our ingenuity in our futile attempt to avoid exercise. The revetments were moved from the center of the heliport to the side, all facing east and west instead of north and south as they had been, thus giving our heliport a hover-departure lane. With the help of every man in the unit the revetments were relocated and rebuilt with only a small number of minor blisters, sunburns, and smashed fingers suffered by the willing workers.

With the heliport nearing completion, everyone began to lean back and have great dreams of the leisure time which was sure to follow all of the past activity, but due to a change in Division Commanders, Battalion Commanders, and Charlie's not so new idea of mortoring Camp Eagle on a regular schedule (anytime he could hump in enough rounds of ammo to make the night interesting for us) a new project was given our work happy unit, sand bag all the hootches. Now to an ordinary unit this would pose no problems what so ever, but our unit happens to be located on the side of a hill with a slope which must approach 45 degrees in some places. There is definitely a skill to putting up sandbags around a hootch that is touching the ground on one side and is six feet off the ground on the other side. Once the sandbags were stacked in an orderly manner, what should happen but the rains come and the walls of Eagle Dustoff came tumbling down. After several walls were rebuilt and others reinforced, a solution was discovered, prop up the bags with poles, walk gently in the hootches, and don't walk between the hootches unless absolutely necessary.

The next item of activity was one which everyone had been anticipating for quite some time, the moving of the Air Ambulance Platoon into the new maintenance hanger. For the first time since the Air Ambulance Platoon was organized, Flight Operations, medical supplies, Aircraft Maintenance, and the Command Post are all under the same roof. With this new arrangement the platoon will be as efficient on the ground as we have proven ourselves to be in the air. It has been a herculean task, but in the future it will prove to be well worth the effort we have put forth.

With the semi-completion of the heliport, the "sand-bagging", and the move into the maintenance hanger, we may once again lean back and take it easy for a while. Unless some drastic move comes about we are all set to simply watch the war go by. Few of us actually believe this to be the case. "Tote that barge, lift that bale,..." Ah, Sergeant Bell is at it again.

THE QJT MEDIC

Being in the 101st Dustoff unit has it's advantages and disadvantages. First of all, it's strictly a volunteer type of organization, you have to want to be here.

Before coming into this unit, I always looked at the dustoff personnel with awe for they are a proud group and have a right to be.

The main function of the dustoff unit is to evacuate wounded personnel from the field to the hospitals and give area support to the Vietnamese population. But it's the time between pick up of the patient until you've reached the hospital that is most important, regardless of nationality. Every helicopter is equiped with medical supplies for on the spot treatment and has a hoist for the hard to reach places and hover holes.

When first coming to the unit, I was placed as an QJT medic, on-the-job training. This amounted to sitting in the rear of the aircraft simply observing and asking questions. After a week I was ready to fly up front with the old timer medic who was continually observing and instructing me.

One of the most important jobs of the medic is to observe and relate to the pilot any air traffic and to make sure the main rotor and tail rotor are clear of any obstructions.

When my first mission came, I ran out to the ship and unfastened the main rotor from the tailboom. Then I was subjected to the ordeal of putting on my flight gear which weighs about 50pounds. The gear consist of body armor, refered to as the chicken plate, which is supposed to stop a 30 Caliber round, a harness to make sure you don't fall from the aircraft, helmet, gloves, and a suit made of fire resistant material. So after getting all of this on, you're ready to go.

The mission was classified urgent because a young Vietnamese woman was having labor pains and possibly a miscarriage. WOW! So here I was, constantly checking the air traffic and my back aching from the chicken plate. Finally, we reached the pick-up site and me with a sore neck from constantly checking the main and tail rotor. We got the patient on board the aircraft and headed for the Hue Citadel Hospital where all

ARVN's and Vietnamese patients are taken.

After clearing the left side, I proceeded to examine the patient. She was about 21 years old, half French and half Vietnamese. She was beautiful. Her baby had turned so that its head was pressing against the girl's stomach thus causing the pain, I thought. I finally noticed that the elastic in her slacks was so tight that it was squeezing the baby. I cut the elastic and the girl had almost instant relief. If I had have had a tooth brush with me, I would have given her mouth to mouth resusitation, but with beetle nut stained teeth, no thanks.

When we reached the hospital and let our patient off, we proceeded back to Camp Eagle. On the return trip I had numerous duties to perform, and after landing I was to tie down the rotor blade and clean out the ship. After making the ship ready for our next mission I went to my hootch for a nap.

The next day I awoke with a great feeling of confidence, assuring myself that after yesterday nothing could faze me. Then I had my first mission of the day. While waiting for the pilot, the crewchief told me the mission was another miscarriage. WOW! again. I went back to the hootch and sot my gloves with a nervous feeling.

Back at the ship again breathing hard, I felt new confidence growing because this time I didn't forget the toothbrush.

Our congratulations and appreciation go out to Mrs. Beverly Collins. On 3 September she presented her husband 1Lt Jerry W. Collins with a 7½ pound baby girl, Christine Ann. Mrs. Collins not only gave her husband a daughter, but she gave our ears some relief from all the "My Son The Quarterback" Stories Lt. Collins had been telling. Now however we're getting quite a few "My Daughter the Beauty Queen" stories. One more beautiful girl in the world is really a nice addition though, Thank You Mrs. Collins.

In the past quarter it seems as if we have had a total rotation of personnel, but in fact, we have not. The following personnel have departed:

Captain Otis EvansGERMANY
 CW2 John BlessingVung Tau
 CW2 Robert BlackFT. RUCKER
 CW2 Frank HichensGERMANY
 CW2 Micheal McKennaFT. WALTERS
 CW2 Irvin ReidFT. CAMPBELL
 CW2 John ShirleyGERMANY
 CW2 Max TuckerJAPAN
 CW2 Dallas McKeeFT. RUCKER
 PSG Thomas RossFT. LEWIS
 SGT David PrittFT. BRAGG
 SP5 Steven RebichHUNTER AAF
 SP5 Brian FoxETS
 SP5 Clement GrilloHUNTER AAF
 SP5 Lawrence HarrisFT. RUCKER
 SP5 James JohnsonHUNTER AAF
 SP5 Daniel PughFT. WEADE
 SP5 Richard ObergETS
 SP5 Darrel StewartHUNTER AAF
 SP5 Karl WhiteFT. HOOD
 SP5 George WinansETS
 SP5 Darrel AshtonGERMANY

To make up for the gap left in our personnel roster, these lucky people have come into the unit:

Captain Jimmy G. Patterson
 Captain Greg B. Stafford
 Captain Jesse A. Wisdom
 1LT Jerry W. Collins
 1LT Austin E. Johnson
 WO1 Rocky D. Armstead
 WO1 Edward T. O'Brian
 WO1 Thomas Pabst
 WO1 Daniel S. Smith
 SP5 Patrick M. Nash
 SP5 Rafael G. Martinez
 SP5 Hubert D. Sutton
 SP5 Fred G. Watson
 SP4 Tony Kuzmicz
 SP4 Steven G. Osguthorpe
 SP4 Charles J. Mullis
 SP4 Knyt P. Neihoff
 SP4 Jack D. Pihl
 SP4 Jeff Moore
 SP4 Paul J. Schmauss
 SP4 William R. Smith
 PFC Robert J. Dumas
 PFC John W. Swartz

PREPARED!

One night while stationed in Vietnam, our mailman was on mail run to the APO office when the camp came under Red Alert. About the time the first rocket hit the ground and exploded the mailman jumped from his jeep and landed in the middle of a mud puddle. While laying there an officer approached and asked, "Are you armed?" Yes, sir was the reply. "Well then, you are on the reactionary force." Whereupon the officer departed.

After some time had passed the mailman returned to his jeep and headed for his unit. Upon arriving in his area and finding the area still under Red Alert, he headed for the main bunker. Upon entering he was asked, "Where have you been?"

"I was returning from the APO office, sir."

"What took you so long?"

"Well sir, I was put on the reactionary force by some officer."

"Were you armed?"

"Yes sir."

"Did you have any rounds for your weapon?"

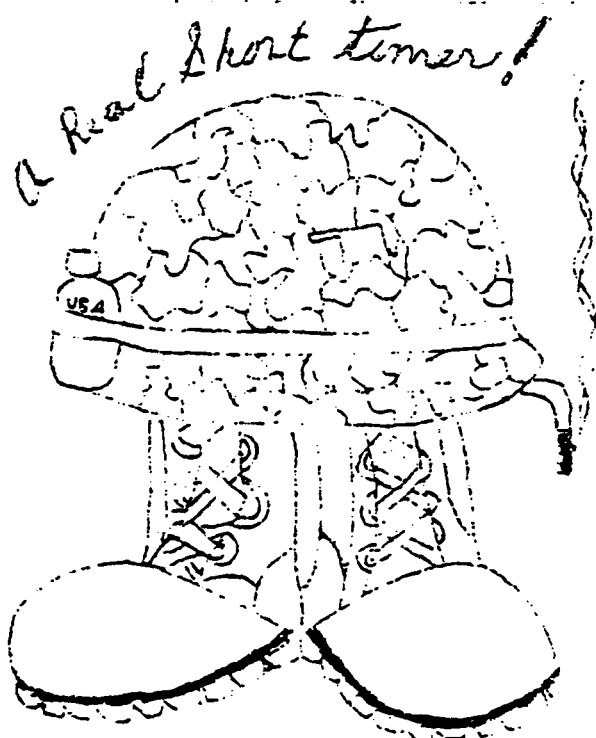
Again the reply was, yes sir.

"How many rounds did you have?"

"One round, sir."

"You mean to tell me that you only had one round with you."

"No sir, not with me, it was back in my hootch."



FRIENDS, RELATIVES, & FORMER MEMBERS

I'm sure the majority of you have missed seeing our monthly newsletter the last few months. With the loss of our editor and the numerous and frequent inspections during the last quarter, we've been left with little time to work on these nice to do projects. I'm sure many of our former members would be amazed at the progress made in our physical layout. Without their efforts we would not have had the base on which to build.

During the months of July and August we stayed relatively busy accomplishing our primary mission of aeromedical evacuation. The later part of August and the month of September has been relatively, in fact, real quiet. Although most of us are happier performing the life saving missions we are trained for, we also realize the lack of activity also means a lack of human suffering.

As we mentioned in previous newsletters, we had been trying to obtain an OH-6A light observation helicopter to reduce the number of hoist missions we perform. We in fact obtained one on loan from the 3rd Bde. and used it for three weeks in support of their area. The statistics compiled are included with our normal evacuation statistics.

We still feel the OH-6A may have some application for medical evacuation purposes. Three factors kept us from compiling any meaningful data on it's use. One, the relatively short period of time we utilized it. Two, the inactivity of enemy forces and three, its use was restricted to supporting only one brigade. We are in hopes of obtaining another aircraft in the future.

Plans for the next months include continued improvement of our helipad, construction of a lighted landing pad, hover lanes into aircraft revetments, penpriming again to hold down the dust, heightening the walls of the revetments, and locating a hot spot revetment close to operations. We also plan to continue to improve our hanger and living quarters in preparation for the monsoon season. With the monsoon season almost upon us we are placing increased emphasis on instrument training for all assigned aviators, with special emphasis on getting everyone in the soup.

"ALL THE WAY"

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QUARTERLY STATISTICS

PATIENTS EVACUATED

	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>
US	788	782	456
ARVN	87	110	34
VN CIV	123	143	95
CANINE	1	1	0
POW/SUSP	<u>15</u>	<u>2</u>	<u>4</u>
TOTAL	1014	1038	589

DAY/NIGHT PATIENTS

DAY	908	875	499
NIGHT	106	163	90

MISSIONS

DAY	640	658	464
NIGHT	<u>73</u>	<u>91</u>	<u>70</u>
TOTAL	713	749	534

HOIST UTILIZATION

MISSIONS	110	71	19
PATIENTS	197	120	34

OH-6A

MISSIONS			20
PATIENTS			18
REDUCTION IN HOIST MISSIONS DUE TO OH-6A			9

FLIGHT TIME

DAY	533	482	335
NIGHT	<u>58</u>	<u>82</u>	<u>53</u>
TOTAL	591	564	388

AVERAGE AVIATOR FLIGHT TIME

59	66	39
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