

When crewmen are carried from the wreckage, the helicopter immediately assumes the role of ambulance to carry injured personnel back to the base for treatment. A special landing pad near the emergency room of the USAF Hospital at the base enables the injured to be brought to the doctors in the quickest possible time. During a nighttime emergency this pad is lit by floodlights and a rotating yellow light marks its location for the helicopter pilot.

A separate pad, large enough to accommodate the two helicopters assigned to the base, has been built between the ramp and taxiway. The Fire Suppression Kit is located off to the side of the pad so that when taking off to the north there is a clear path past the standby helicopter. In this way the alert chopper has a clear run with the suppression kit in any direction except east and as there is seldom an easterly component, this is of minor importance. During the summer the prevailing wind is southerly and there is lots of room to get the alert bird into translational lift when carrying the FSK.

The alert crew, consisting of a pilot, two crash rescue technicians (firemen) and a mechanic, stand by in a house trailer alongside the pad. There are air conditioners, a refrigerator, TV and other conveniences to make the alert tour as pleasant as possible.

The crew is on "ready" alert any time there is student flying in progress, which is normally between 0630 and 0030, and on "standby" alert the rest of the day and on weekends. The pilots stand a six-hour alert tour and the remainder of the crew a nine-hour tour so that the alert crew is reasonably fresh at all times. No sleeping is allowed during ready alert because it is felt that a crew, particularly the pilot, cannot wake up out of a sound sleep and become airborne safely in three minutes.

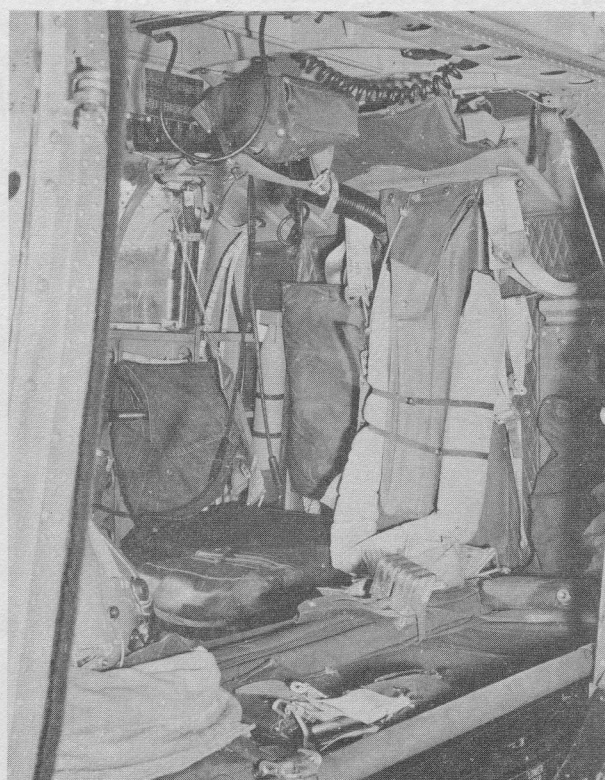
The standby alert crew may remain at home or in any location where they can be easily reached by telephone. Each crew member keeps the base operations dispatch section advised of his whereabouts at all times.

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A PLACE FOR EVERYTHING



Perrin helicopter crewmen worked diligently to provide a place for the numerous pieces of essential rescue equipment so that they were out of the way but readily accessible. Here is the location of rescue gear: 1. Disarming tool — behind pilot's seat. 2. Pyrotechnic guns, 3 flares, 3 signal cartridges, and 3 message delivery containers — rack for original first aid kit. 3. Rescue screwdrivers, keyhole saw spare blades and gear, seat pins for a/c — carried in bag mounted on inspection door, left side (a belt has been fabricated to hold the other crash entry items). 4. Twenty-five feet of 1/2-inch nylon rope — carried on right inspection door. 5. Two MK-5



drift night signals — in the rear, far left and far right corners of aircraft. 6. Splint kit — back of center passenger seat. 7. Sling — back of center passenger seat. 8. Hoist operator's retaining harness (gunner's belt) — left and rear of overhead circuit breaker panel. 9. First aid kit — attendant's seat. 10. Body bag — under attendant's seat. 11. One-man life raft — left hand outboard passenger seat. 12. Two Mae Wests — above center passenger seat. 13. Aldis Lamp — right rear corner of floor board in front of pilot seat. 14. Flashlight — on bicycle clip in left rear corner of floor board in front of pilot seat. (USAF photo)