

The Third Air Rescue Squadron

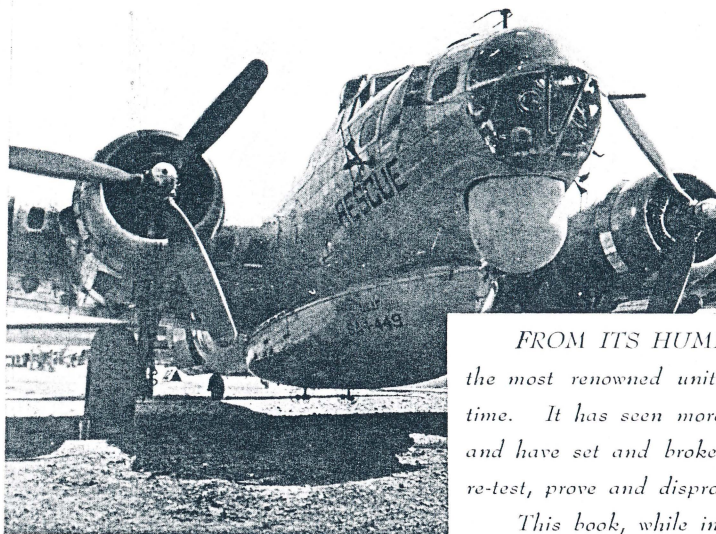
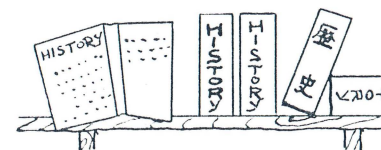
Japan-Korea

1944-1952

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We dedicate these memories of the past to those we remember most.....

1st Lt.	Robert B. Parker	Killed In Action	28 November 1950
A/3C	Desmond R. Wilkerson	Killed In Action	28 November 1950
Capt.	Edward D. Hagerly	Killed In Action	31 January 1951
M/Sgt.	Donald E. Tausen	Killed In Action	31 January 1951
A/2C	Robert G. Curran	Killed In Action	41 February 1951
1st Lt.	Eugene C. Kohfield	Killed In Action	13 September 1951
A/3C	Lawrence A. Reid	Killed In Action	13 September 1951
Capt.	Leslie W. Lear	Missing In Action	25 June 1952
A/1C	Bobby D. Holloway	Missing In Action	25 June 1952



FROM ITS HUMBLE BEGINNING in 1944 as the **Third Emergency Rescue Squadron** to a place of prominence as one of the most renowned units of the United States Air Force, the **Third Air Rescue Squadron** has built a past to be proud of for all time. It has seen more actual combat service than any other unit of its kind. Its men wear more decorations for valor and bravery, and have set and broken more records than any other unit in the Air Rescue Service. Its story is a story of work and re-work, test and re-test, prove and disprove, day in, day out, under all types of conditions.

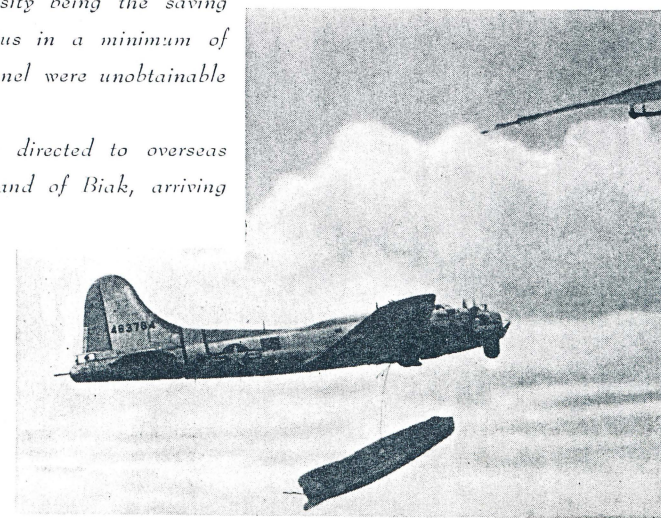
This book, while intended as a year book, is the first of the continuing story of this squadron. An effort has been made to accurately set down the history of the squadron from the date of its activation through its action and accomplishments from the World War II period to the present.....

The **Third Air Rescue Squadron** was officially originated on 15 February 1944 at Gulfport Army Air Field, Gulfport, Mississippi, and was then known as the **Third Emergency Rescue Squadron**. The planning and organization of this squadron was a direct outgrowth of the results of similar organizations operating in the combat theaters during World War II.

The British originated the rescue phase through necessity during the first years of the last war. The necessity being the saving of trained aircrew members from the icy waters of the English Channel and returning them to operational status in a minimum of time. The shortage of manpower was of such a critical nature at that time that replacements for trained personnel were unobtainable and, as a result, the Air Sea Rescue Organization was born.

After intensive training at Gulfport and at Keesler Field, the **Third Emergency Rescue Squadron** was directed to overseas shipment. Men and equipment started the long haul across the country and across the Pacific to the little island of Biak, arriving there on 2 September 1944.

On 17 September 1944, 15 days after they arrived in the combat zone, the 3RD was ready for business.



During the following months of the war, the Squadron participated in the island hopping operations of the 5th Air Force and moved up through the islands of the Pacific to such places as Noemfoor, Morotai, and Leyte.

In June of 1945, the 3RD moved its base of operations to the island of Okinawa, to furnish rescue coverage for the 5th Air Forces shipping sweeps between Japan and Korea and the China coast installations.

When peace came in September of 1945, the Squadron landed at Atsugi Air Strip, near Yokohama, Japan, with elements of the 5th Air Force.

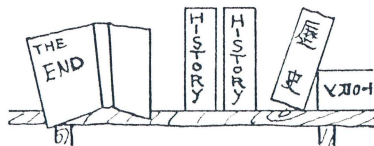
During World War II the **Third Emergency Rescue Squadron** successfully snatched from enemy hands over 220 downed aircrew members.

All the combat operations during the war were not accomplished without casualties however. On 13 October 1944, scarcely more than one month after operations had begun, nine rescue personnel had failed to return from rescue missions.

The Squadron was reassigned to Air Rescue Service from the 5th Air Force in May 1949. While the operating locations of the different Flights in Japan remained the same upon reassignment, the supervision of the organization now became the responsibility of Headquarters, Air Rescue Service, Washington, D.C. On 10 August 1950, the Squadron was again re-organized as the **Third Air Rescue Squadron** under a new T/O & E which authorized additional equipment and personnel to assist the Squadron in providing adequate rescue coverage and support to the armed forces engaged in the Korean War.

The 3RD was one of the first Rescue units to use the helicopter in Rescue operations, and was the first Air Force squadron to use the helicopter in combat against an armed enemy. When the Korean War broke out in June 1950, Rescue's helicopters were put into immediate use evacuating wounded United Nations personnel from front line positions to the rear area hospitals and snatching from enemy hands downed pilots who had crashed or bailed out in enemy territory.

Over 8,000 United Nations lives were saved during the first two years of the Korean War, a figure which is almost one tenth of the total number of personnel wounded in the conflict.

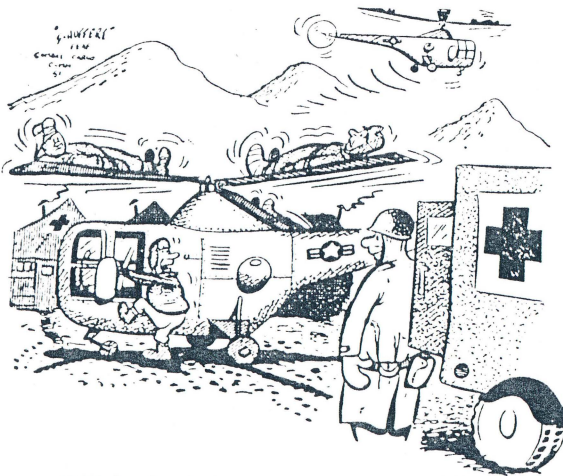
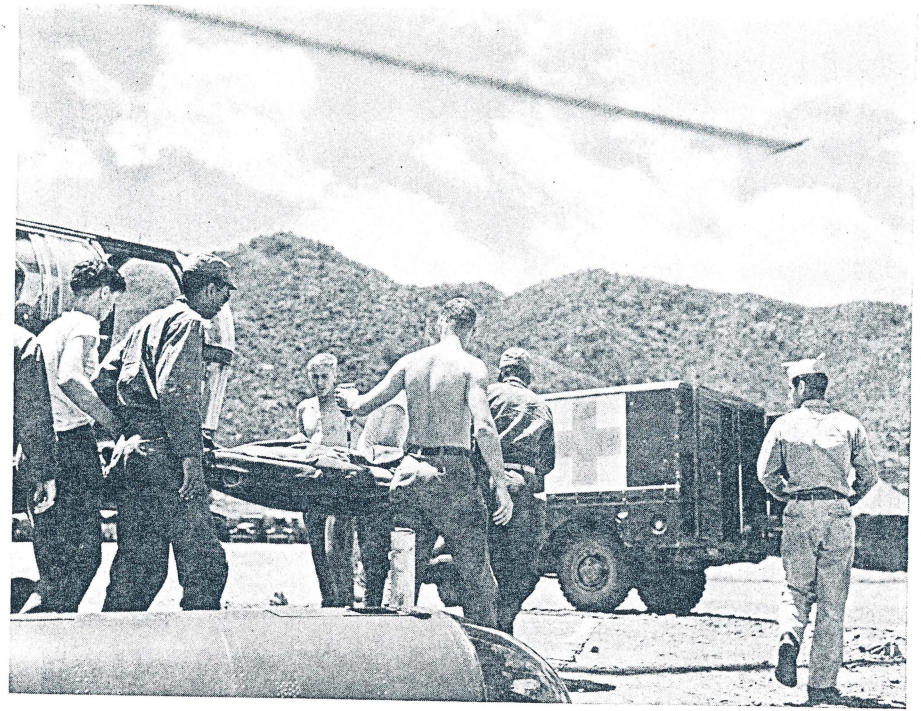




The team work between
pilot and medic



. . . Paid off on
days like this.



"I'll be back later for another load."





The medic

From The Record Book

HQ., FEAF, TOKYO—Often flying in the face of every precept in the rule book, the pilots and crewmembers of the 3rd Air Rescue Squadron planes have written one of the finest chapters in the history of the Korean War, rescuing more than 8,000 United Nations personnel in some of the most spectacular and unorthodox methods ever employed.

Allied flyers, slogging foot soldiers, and Marine and Navy personnel are counted among those who owe their lives or their liberty to the deeds achieved by the 3rd Air Rescue people in 23,264 hours of flying time.

Missions of mercy, such as the rescue Christmas Eve, 1950, when H-5 helicopters shuttled deep into enemy territory to fly out thirty-five liberated prisoners of war, make the work of the 3rd Rescue unforgettable. Some of them would not have survived the long trek back to friendly lines.

In November 1950, helicopters of the 3rd flew into enemy territory for a mass evacuation of wounded. The men of the 187th Regimental Combat Team dropped from the skies into the villages of Sunchon and Sukchon to trap parts of the retreating North Korean Army. Only fifteen minutes after the first paratrooper touched enemy soil, the first helicopters were landing to take out the wounded. Over one hundred critically injured men were transported by helicopter back to mobile Army surgical hospitals in South Korea. This was the only means of evacuation as the enemy stood between the paratroopers and friendly lines.

Many of the injured were saved by this rapid evacuation. Again during the Munsan-ni para-drop in the spring of 1951, the 3rd was on hand with its versatile "egg-beaters" to airlift 167 wounded airborne soldiers of the 187th back to complete medical attention within the safety of our own lines.

Captain Osburne E. McKenzie of Kansas City, Mo., received eleven Communist bullet holes in his helicopter while rescuing a downed fighter pilot, but nursed the damaged craft to friendly lines before making an emergency landing.

1st Lt. Charles DuPont of Amsterdam, N.Y., was shot out of the air after picking up another downed fighter pilot. With him at the time was his medic Cpl. Gerald L. Fryer of Woodlands, Calif., and the downed fighter pilot 1st Lt.



Vernon L. Wright of Lubbock, Texas, who had the unhappy experience of being shot down twice in 30 minutes.

The trio remained in enemy territory and hiked for six hours over rugged mountainous terrain before they were stopped by exhaustion. At daybreak the next day they were rescued by two other 3rd Air Rescue helicopters flown by Maj. John J. Dean of Freeport, Ill., and Capt. Robert Barnhill of Ashland, Ohio.

Another helicopter pilot, 1st Lt. Michael Angelo Mecca of Throop, Pa., crossed enemy lines 18 times in one day to rescue 35 men, the current record for the largest amount saved in one day by a single pilot.

Another mass evacuation was completed when 94 Turkish soldiers, stranded in enemy territory by flood waters of the swollen Imjin River, were flown out by four helicopters. The helicopters alone have rescued over 6,200 U.N. personnel.

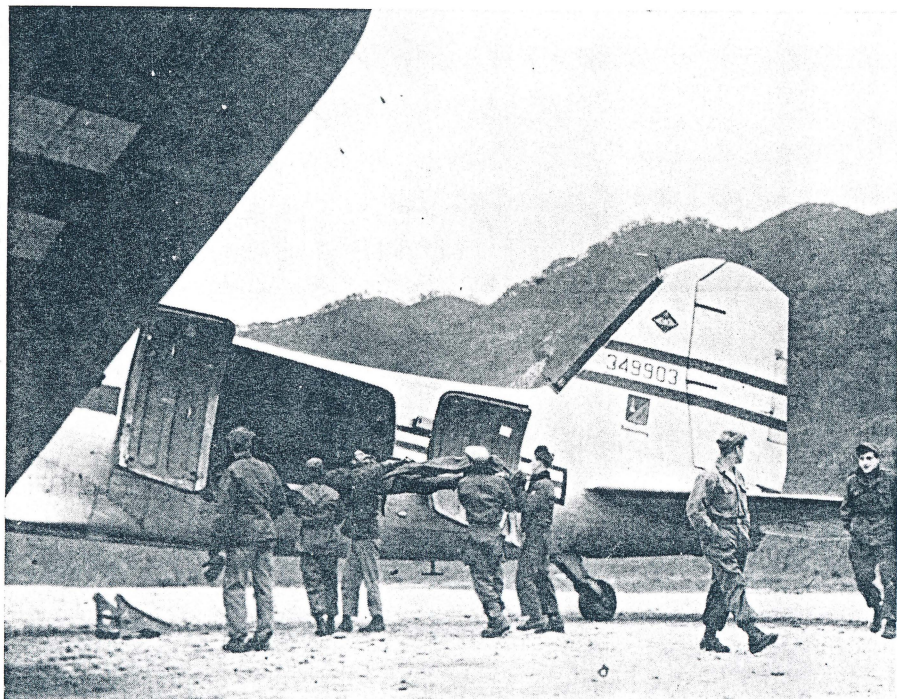
The smaller H-5 is now being augmented by the larger H-19 which can carry three times as much as the H-5. The big "chopper" was used to carry delegates to Kaesong for the cease-fire talks, and since its entry into the war has been

credited with over 1,000 rescues. The 3rd was the first to test the helicopters under actual combat conditions.

Sharing the limelight with the helicopters of the 3rd is the Grumman SA-16 "Albatross", an amphibian which is being utilized by the Air Rescue Service throughout the world. This sturdy craft is credited with perhaps the most spectacular rescue missions of the war.

Capt. John J. Najarian of Fresno, Calif., landing his SA-16 in the narrow, debris-filled Taedong River at night and under heavy enemy fire, rescued a downed fighter pilot, Capt. Kenneth Stewart of Lexington, Ky. Stewart was forced to bail out after his aircraft had been crippled by enemy ground fire. The rescue operation took place just two miles south of the enemy strong-hold of Kyomipo, North Korea. For this action Captain Najarian was presented the Distinguished Service Cross for heroism beyond the call of duty.

Another "web-foot" pilot, Capt. Robert C. Mason of Las Vegas, Nev., beached his amphibian on the mud-flats of an enemy river to rescue Sabrejet



pilot 2nd Lt. Bill N. Garrett, of Bowling Green, Ky., after his plane had fallen victim to Communist MIG-15 fighters. Artillery shells, mortars, and small arms fire cracked all around the beached amphibian, and to add to the woes of the

crew, the plane became stuck in the mud twice and one propeller stuck in reverse. Using full power and after toggling switches the sturdy aircraft again became airborne and airlifted the pilot to safety.

Once again he landed on high seas, during a rain squall, and under a 150 foot ceiling, made the entire operation of landing and take-off under instrument conditions.

1st Lt. Ronald Russo of Staten Island, N.Y., flew formation with a crippled Marine "Skyraider" as the aircraft was ditching off the coast of Korea. The Marine pilot was in the water only three minutes and he remarked on the speedy rescue, "Someday you boys are going to catch us on the fly."

Another rescue craft is the SB-29 Superfort. Carried neatly underneath the fuselage of the converted bomber is an A-3 life-boat that can be dropped by parachute to survivors in the water.

The A-3 life-boat carries rations for 180 individual meals, clothing for fifteen men, and other items necessary for survival. In the event the seas are too rough for an amphibious landing and out of range for the helicopters, then this is the third method of the rescue chain. The A-3 life-boat has two engines and is capable of cruising over 550 miles with the fuel on board.

Other aircraft that are daily flying direct support for the Rescue Squadron is the SC-47 converted cargo aircraft, and the L-5, a tiny liaison aircraft which has participated in many behind-the-line pilot pick-ups.

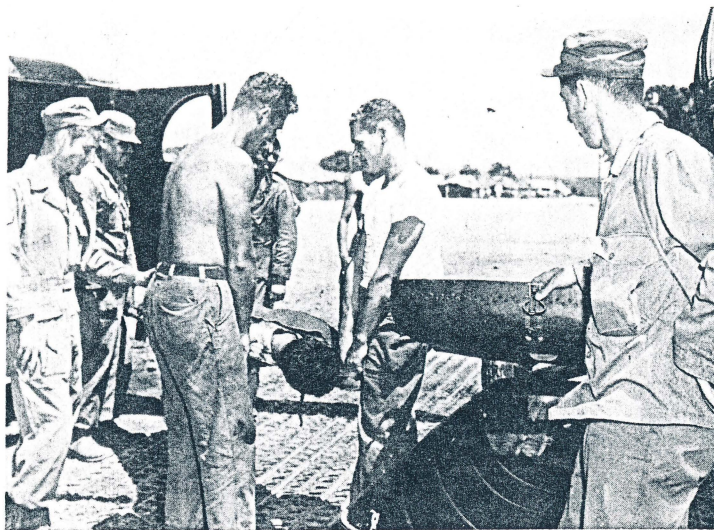
During the winter of "50" Captain Donald Michaelis of Detroit, Michigan, flew an L-5 into enemy territory, landed in a frozen rice paddy, and picked up a downed fighter pilot as bullets ripped through the fabric of the tiny craft. A hasty take-off was made and the pilot was delivered to safety, courtesy of the 3rd Air Rescue Squadron.

Over 983 United Nations fighting men have been airlifted from behind enemy lines in the largest behind-the-line operation in history. Most of these rescues have been made under the sights of Communist guns, and practically every aircraft in the Squadron has marks of battle on it.

To complete the cycle, 3d Air Rescue also has a well-organized para-rescue team which stands ready at all times to parachute in areas of distress. Heading the para-rescue section is Capt. Forest B. Ernest of Fort Worth, Tex., himself a veteran and seasoned paratrooper.

The team is trained in every conceivable type of regional survival, and through rigorous and strenuous training is able to land within a few feet of the scene. Also, all members are skilled in the field of medicine and capable of handling any type injury that might occur.

Personnel of the 3rd Squadron have been presented over one thousand awards, medals and decorations. Among these are three DSC's and forty-three Silver Stars. The squadron was the first Air Force squadron to receive the Distinguished Unit citation for its participation in the present campaign.



Pilot Jennings (right), waits until the critically wounded man is safely inside the waiting ambulance before he prepares his helicopter for another mission, while Medic Kennedy (extreme left), administers blood plasma to the critically wounded man.

A MAJOR MILESTONE IN OUR HISTORY

Hq, FEAF, TOKYO (17 Aug 1952) Sgt Joseph Sousa, Box 65, Thom-sonville, Conn., charged up the slope of a Communist-held hill one morning recently, his mind on a number of things.

Being a good squad leader, he was thinking of his men, for one thing. And he was also considering the enemy, just over the slope. In between were the thousand flashes that race through every soldier's mind during battle.

But, as he led his squad upward, into the face of enemy fire, Sergeant Sousa most certainly was not thinking that he would soon lay claim to being the 5,000th man to be successfully picked up by the U.S. Air Force's 3d Air Rescue Squadron. But that is the way it happened.

A mortar shell landed close by and Squad Leader Sousa became a casualty, in need of speedy transportation to a rear area hospital. Litter bearers carried him into the front-line aid station an hour later. Shortly afterward, an H-5 helicopter landed, and within 20 minutes after being gently placed in the "pod", he was landed at a rear area medical unit.

During one of his conscious moments at the 8055th Mobile Army Surgical Hospital, he said he expressed a desire to "give the medic who picked me up a million thanks. He worked like hell getting me patched up, and all the time under fire, too. I'd like to thank the helicopter medic too. But I don't know his name."

As Sergeant Sousa has since found out, the Aero Medic was A/2C Eugene J. Kennedy, Clinton, Iowa, who has been with the life-saving 3rd's Korea detachment for three months and has flown more than 20 helicopter missions.

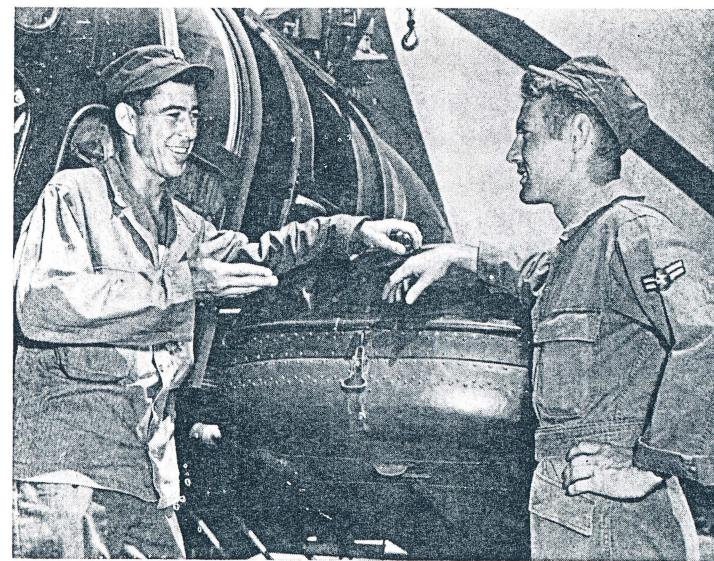
Pilot of the 5,000th milestone rescue mission was Capt Sherman B. Jennings, Jr., Doctor's Inlet, Fla., veteran helicopter pilot.

Sergeant Sousa who has spent almost four of his seven months in Korea on the front-line, said, "When I saw that helicopter land it looked like a mechanical angel coming—it was an answer to a man's prayer."

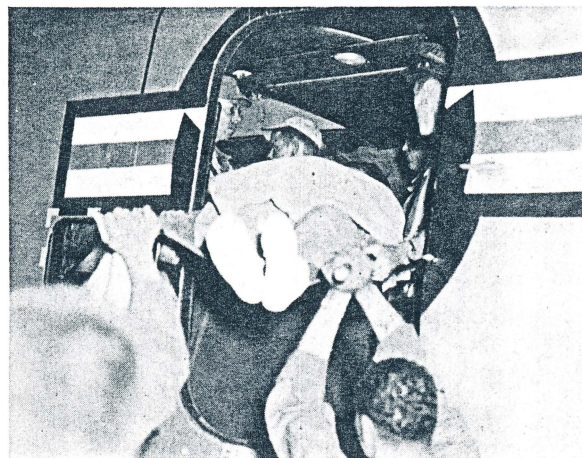
Asked about the 5,000th man to be picked up by the 3d ARS, he added "Well, you never know what's going to happen to you. I tried to enlist in the Army during the last war, but was turned down because of a punctured car drum. I even tried to enlist in Canada but had the same trouble. I finally got in about two years ago. Now, look at me and everything that's happened since. Like I say, you never know."



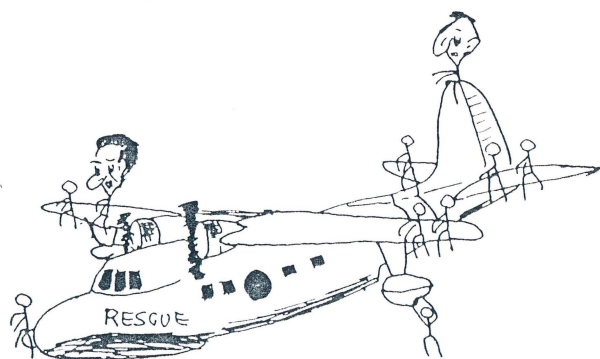
Capt Jennings and A/2C Kennedy chat with Sgt Joseph Sousa at a mobile Army Surgical Hospital shortly after they evacuated the Sgt. from a front line aid station.



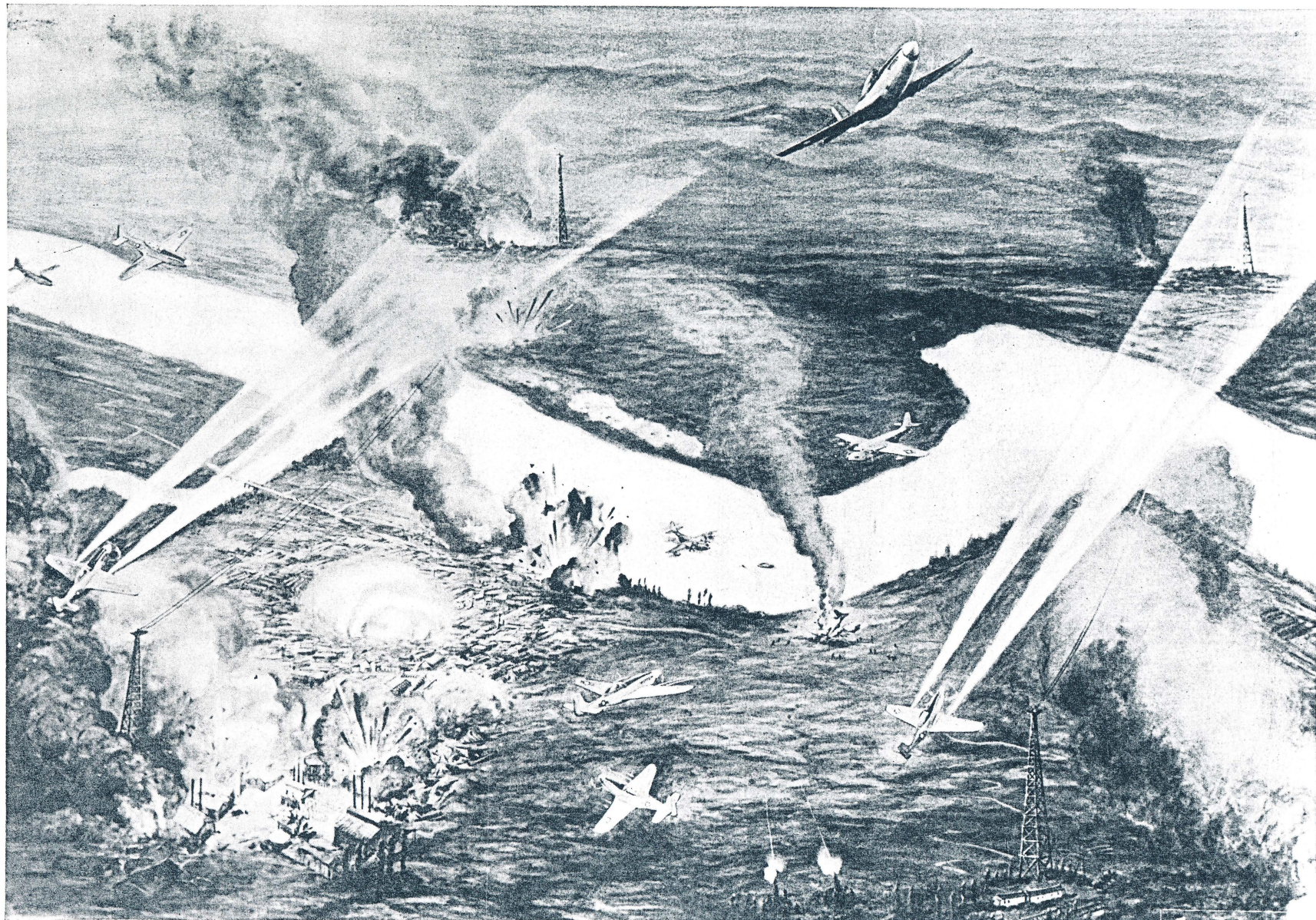
Capt Sherman B. Jennings (left), Doctor's Inlet, Fla., and A/2C Eugene J. Kennedy, Clinton, Iowa, aero medic, relax after completing a milestone mission. On June 21 the two flew the 5000th man to be picked up by the 3d ARS since the start of the Korean War. The flight was made from a frontline aid station to an Army mobile hospital.



Dumbo did its
share of
evacuations



"I explained it to Col Bailey"!



"The fighters again turned their attention to the Communist guns on the shore with thousands of rounds of 50 caliber ammunition, more than 35 rockets and tanks of blazing napalm."

by Japanese artist Ken Handa
From an original painting

THE NAJARIAN STORY

HQ FFAF, TOKYO, 12 June 1951—A downed Fifth Air Force F-51 Mustang pilot was picked off a river near Pyongyang yesterday evening in one of the most daring and spectacular rescue efforts in air history.

Landing his SA-16 Albatross amphibian on the filled Taedong river, one mile south of Kyomipo, just southwest of the North Korean capital city, 1st Lt. John J. Najarian, Fresno, Calif., veteran 3rd Air Rescue Squadron pilot, completed the amazing rescue of the Mustang pilot under heavy Communist ground fire and in complete darkness. During the operation other Mustang fighter pilots circled overhead, diving to attack the thick concentration of enemy gun positions as they fired at the pilot and his rescuers.

The downed officer, Capt. Kenneth Stewart, Louisville, Ky., pilot of the F-51, had just dropped his bomb load and was seeking a target for his rockets when his plane was caught in a sudden burst of heavy ground fire which knocked out his engine. He glided as far from the guns as possible and bailed out of his crippled aircraft at an altitude of 900 feet. As he floated to earth, he controlled the descent of his chute so that he would



Capt. Kenneth Stewart, left, Louisville, Ky., Fifth Air Force F-51 Mustang Pilot, and 1st Lt. John J. Najarian, Fresno, Calif., veteran 3rd Air Rescue Squadron pilot, examine the tiny gas cylinders which inflated the life preserver worn by Capt. Stewart June 11, 1951, when he bailed out of his damaged fighter plane and landed in a North Korean river. Lt. Najarian piloted the SA-16 Albatross rescue plane which landed on the river in inky darkness under enemy harassing ground fire to pick up the floating pilot.

land in the water. Capt. Stewart touched the water shortly before 8:15 p.m. and by 8:30 the SA-16 was winging its way to the rescue.

Darkness had fallen by the time the rescue plane reached the scene. One of the Mustangs flying protective cover for Capt. Stewart flew in low over him flashing his landing lights on the water to mark the downed pilot's location in the river. The fighters again turned their attention to the Communist guns on the shore with thousands of rounds of 50 caliber ammunition, more than 35 rockets and tanks of blazing napalm.

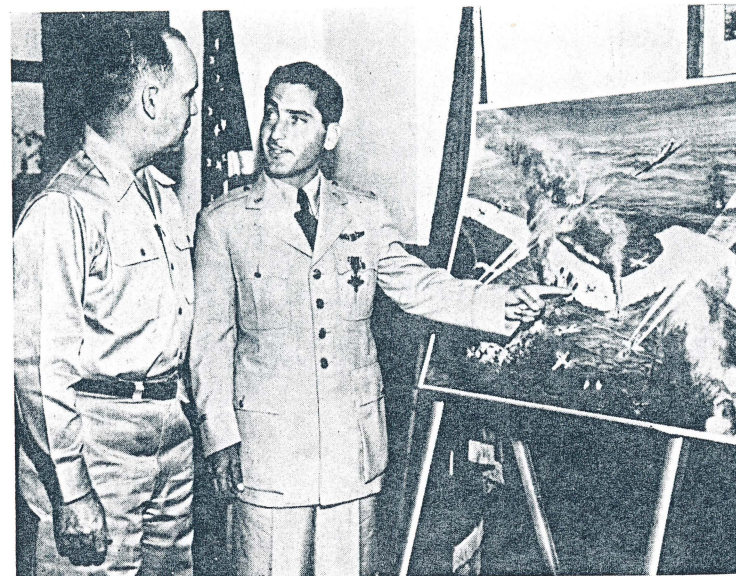
The crew of the SA-16 later reported that the "Mustangs did the finest job of flak suppression we have ever seen."

Lt. Najarian accomplished what is considered by airmen to be an almost "impossible" feat by flying the Albatross directly in under the anti-aircraft guns, along the river below its high banks and landing in pitch darkness with no point of reference.

By the time the flying boat touched the water the entire area was enveloped in inky darkness so that crew was unable to find the pilot. Then a pinpoint of light flickered from a small flashlight on the water and the rescue crew taxied their aircraft over to it. They found Capt. Stewart floating uninjured in his May West life jacket. He had inflated his collapsible dinghy but had been afraid to use it for fear he would make a better target for the soldiers firing from the bank. "I had to keep swimming all the time I was in the water," he said, "so that I would not float over to the shore."

The skillful pilot climaxed the unusual rescue mission by flying out under the same "unflyable" conditions. Later reports indicated that the feat was even more amazing in view of the fact that the Taedong river is estimated to vary in depth at the point of the rescue from about six feet to 20 feet. The big Albatross displaces 5½ feet of water.

The rescue team was composed of Lt. Najarian; 2nd Lt. James F. Fall, co-pilot, Corpus Christi, Tex.; Capt. Morris Eliasof, navigator, New York City; S Sgt. Howard K. Walsborn, radar operator, Prosser, Wash., and T/Sgt. Harry E. Fitzgibbon, Albany, N.Y., engineer.

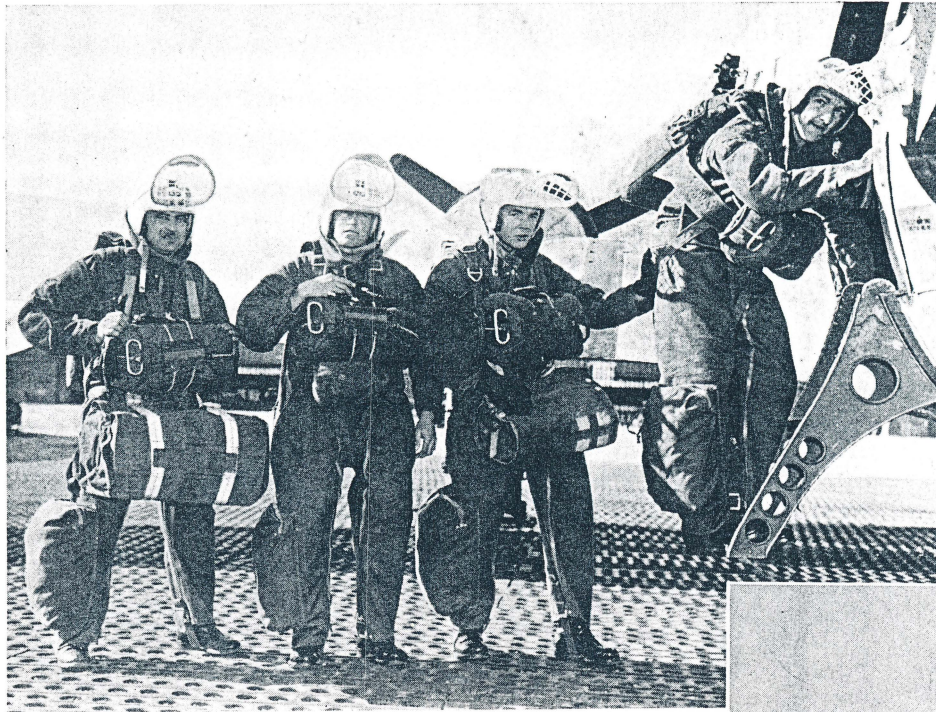


After receiving the Distinguished Service Cross from Brig. Gen. Crabbe, Lt. Najarian explains how he accomplished the historic rescue of Capt. Stewart.



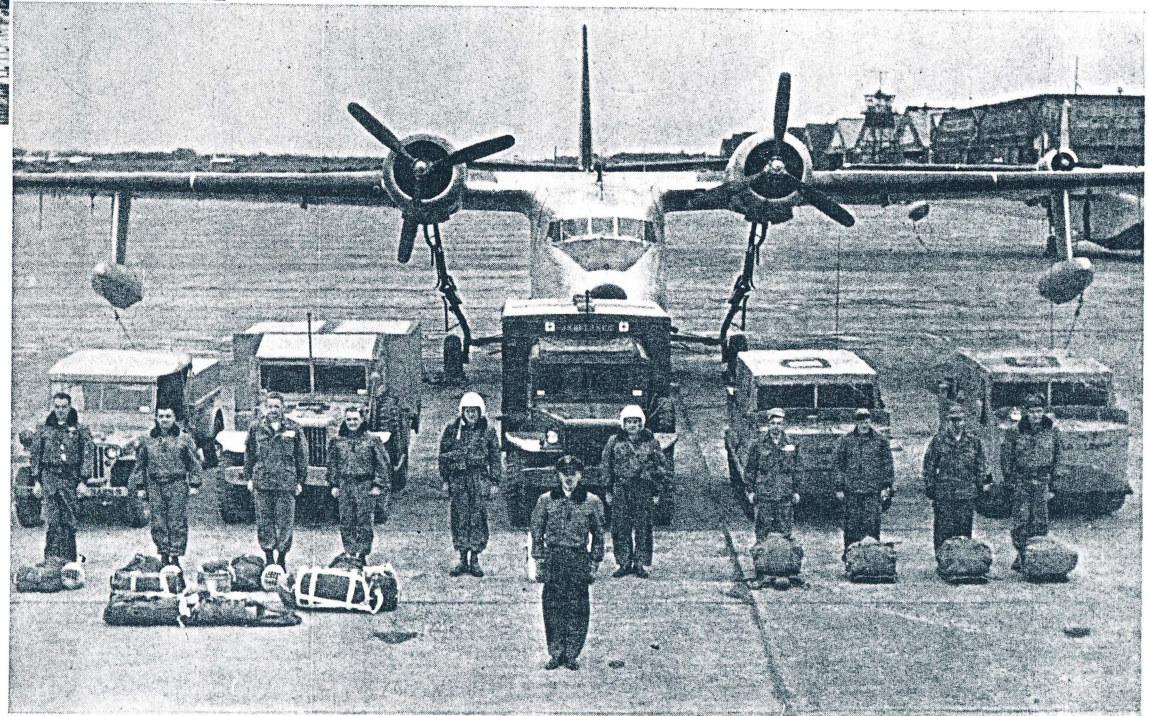


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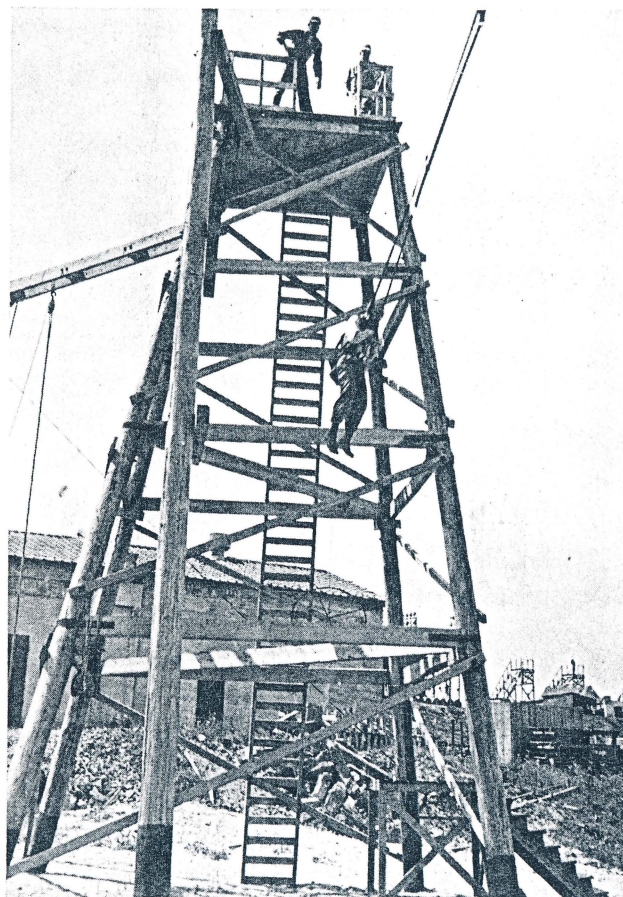
With Mt. Fuji silhouetted against the morning sun a Land Rescue Team winds its way to the scene of a crash

Airborne
and
Mechanized



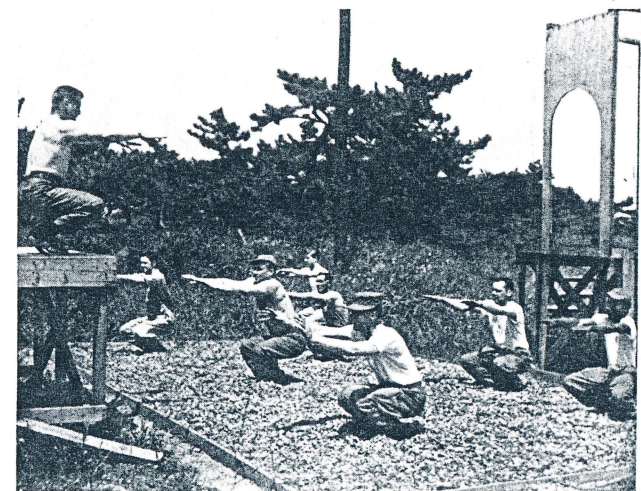
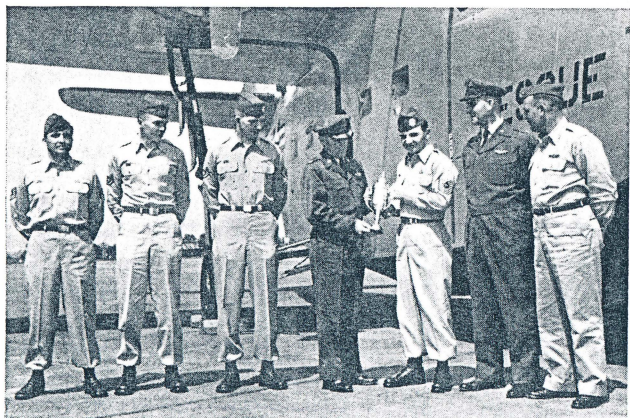


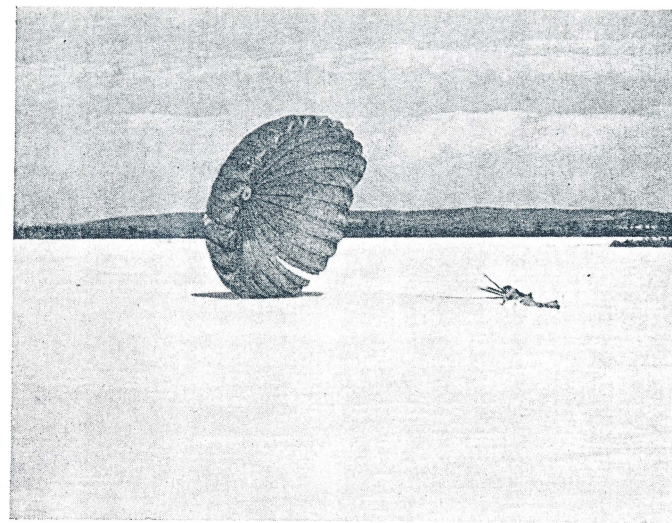
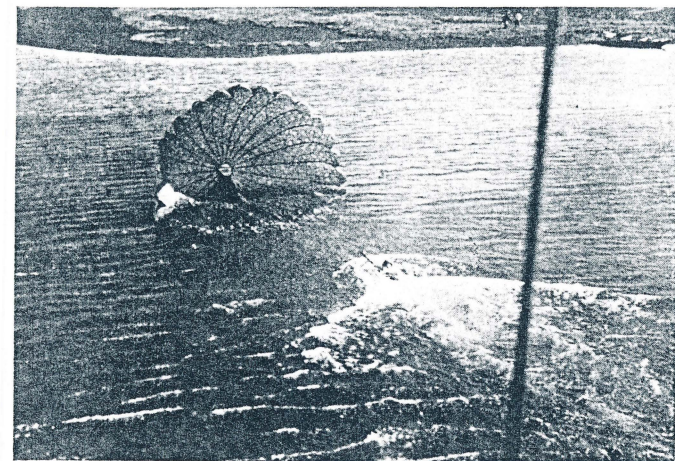
Training



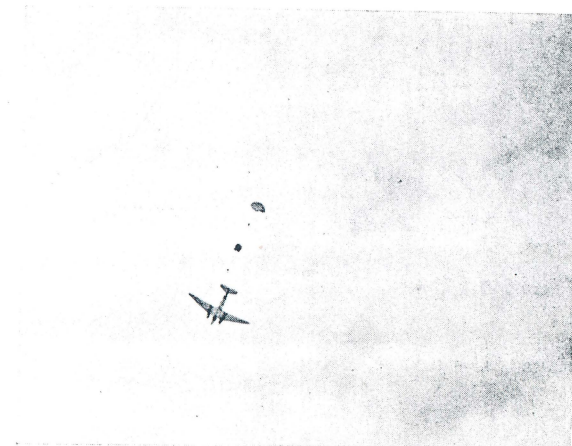
Inspection

Awards





5 At a time





What the well dressed Para Medic
will wear this spring....



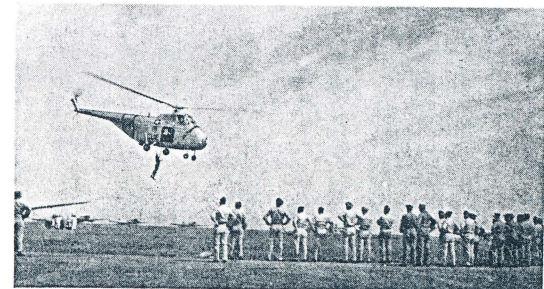
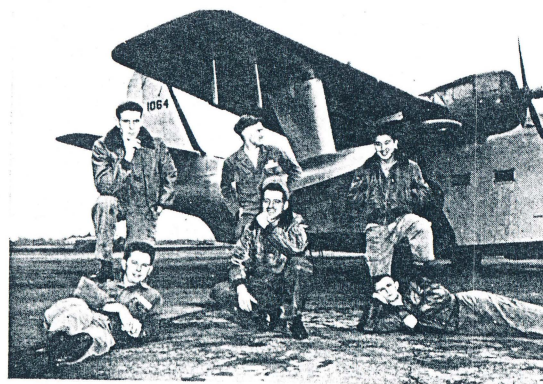
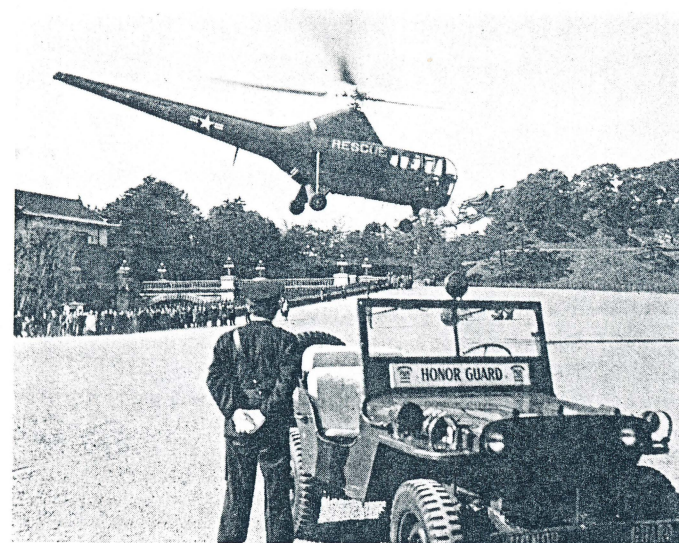
"I don't want to go to a circus....
I just want to see a G. I. EAT."....

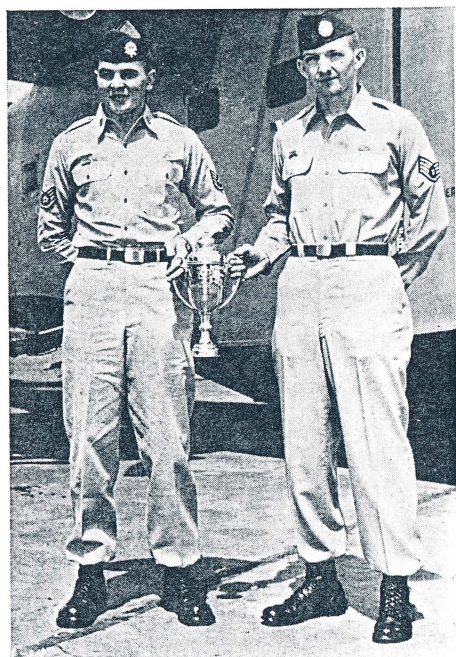




Trails End







Staffs of old receive the new
"Ted Tatum Trophy"



PARA AND LAND RESCUE

Left to Right, front to rear: A/3C Robert D. Hedquist, A/3C Fred S. Brown, A/2C Thomas G. Robenson, S/Sgt Earl W. MacLeod, A/1C Donald Hummer, T/Sgt Harold E. Howard, M/Sgt David M. Melville, 1st Lt Raynard L. Williams and T/Sgt Wayne E. Burnett.



"Scotty" and Howard inspect a
newcomer....

ORDERLY ROOM



A/1C John S. Huff, A/1C Zebulon L. Lacky Jr., S/Sgt Kenneth E. Kempling, A/2C Garry D. Cooper, S/Sgt Ralph A. Marowitz, and M/Sgt Paul N. Glover.

ELECTRONICS

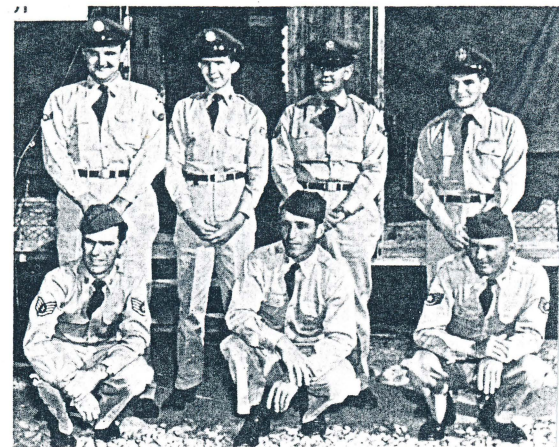


Capt Thomas J. Grissom, S/Sgt Harold J. Bittner, S/Sgt Bobby N. Bivens, A/2C Billy B. Fowler, M/Sgt Charles F. O'Bryant, A/1C Wilfred M. McNeal, and S/Sgt Robert W. Britton.



Maj Clyde C. Cannon, Capt James F. Palmer, and 1st Lt Daniel G. Corcoran.

ARMAMENT

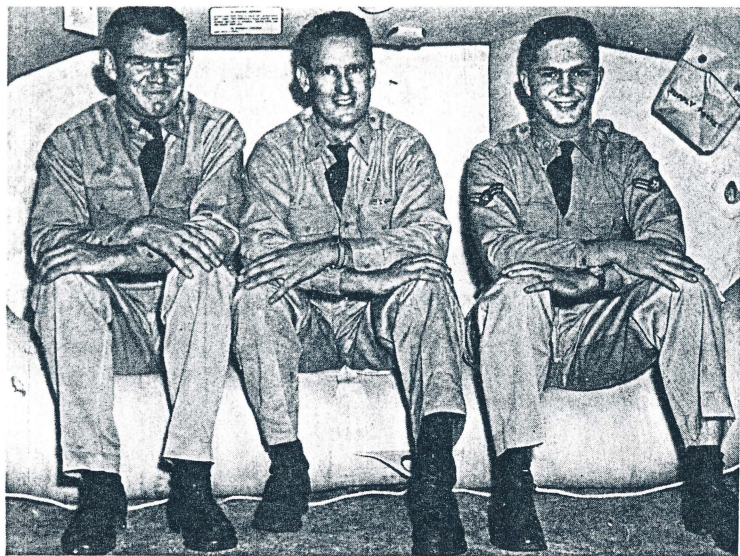


Front row, left to right: S/Sgt Edward M. Conley, A/2C Laurence Kolanek, S/Sgt Williams. Back row: A/2C Leo J. Juck, A/1C William A. Stuft, A/2C Hans R. Anderson, and Capt James J. Annicelli.

PARA AND LAND RESCUE

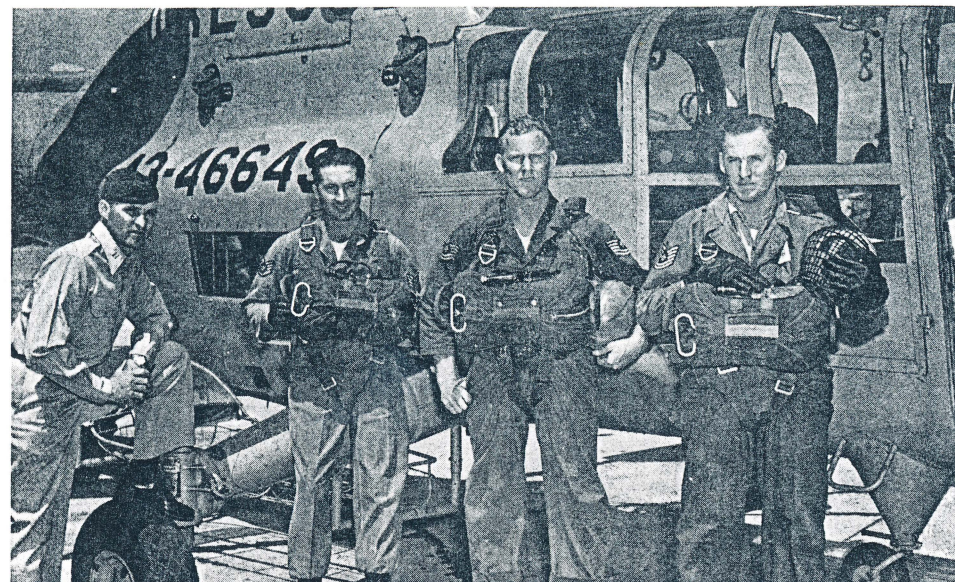


WOJG Edward Rice, M/Sgt Freeman E. White, A/3C Forest G. Chaille, T/Sgt Samuel Neira, S/Sgt Paul A. Daniels, A/1C Louis N. Grener Jr., and A/2C Merwyn E. Richman.



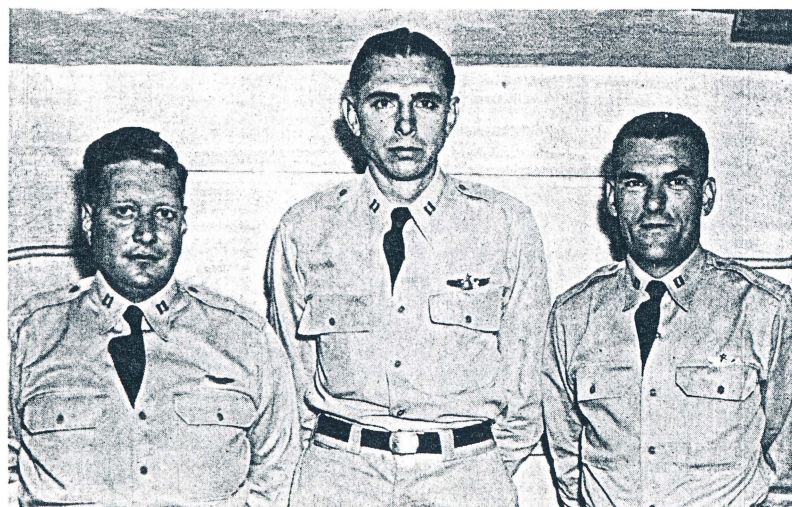
PERSONAL EQUIPMENT SECTION:

Left to Right: A/IC James W. Maddox, 1st Lt Augusto D. Muzio, A/2C David C. Wright.



FLIGHT "C" PARA RESCUE TEAM

Capt Forrest B. Earnest, S/Sgt John W. Dudley, T/Sgt John E. Robbins, T/Sgt Onie V. Hale.



RESCUE CONTROL CENTER:

Left to Right: Capt Joe Austin Jr, Capt Arthur J. Hay, Capt William D. Hardy.

LAND

AND

PARA

RESCUE

SECTION



Front Row left to right: A/2C Cleon T. Rote, A/IC William E. Hommel. Second Row: S/Sgt John E. Dudley, T/Sgt Onie V. Hale, T/Sgt John E. Robbins.



"DOZO", TOGETHER WITH PARA RESCUE TEAM
IN ACTION.



CAPTAIN JIMMIE M. JERNIGAN RECEIVES DISTINGUISHED
FLYING CROSS FROM FLIGHT COMMANDER.

PARA AND GROUND RESCUE



ARMAMENT SECTION



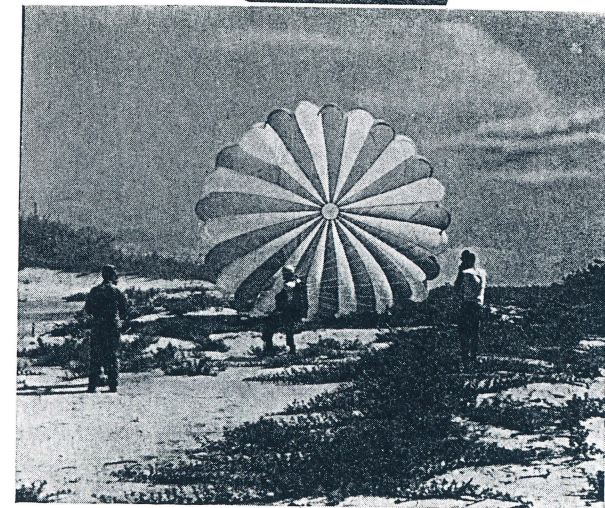
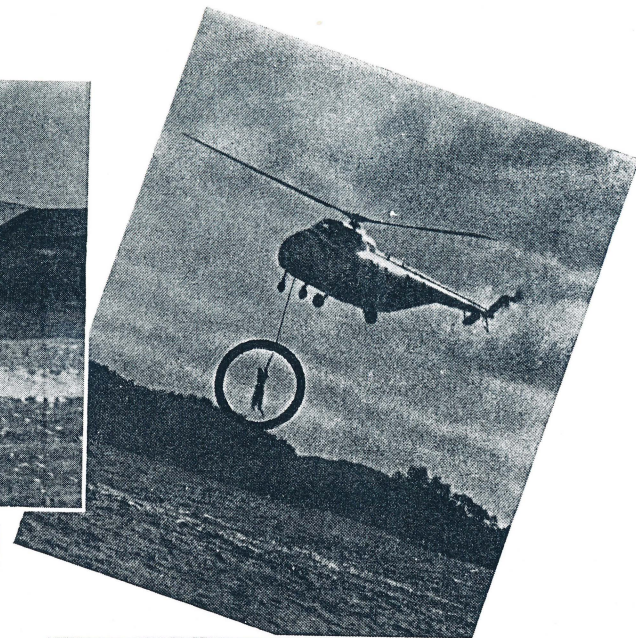
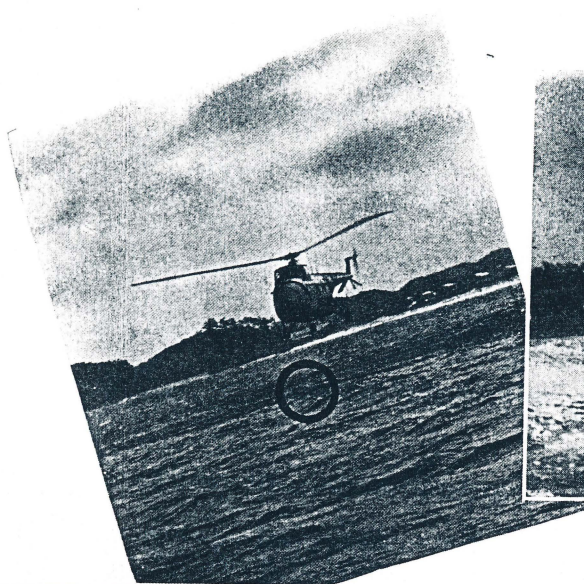
ORDERLY ROOM AND
PERSONNEL SECTION

Left to Right: A/3C Roger E. Wohlrabe,
A/1C Richard G. Freund, M/Sgt Clarence R.
McBride, Miss Shiraki Yoko, A/1C William
L. Pegram, M/Sgt Joe Romeo Jr., and S/Sgt
Alfred F. Allen. Center: A/2C Erwin H.
Covvart.



Left to Right: A/3C Calvin E. Robertson, S Sgt Robert
A. Cline, and A/1C Edward L. Krawzyk.

Left to Right: A/2C Edward M. Kafel, Capt Nevelle
Stiles, S Sgt Bengel D. Kelly, A/2C Robert M. Bechnell,
A 3C Lee E. Roush, T/Sgt James F. Jenny, and A/2C
Wilam J. Stromer.



Para Rescue on the Jump Tower....

"Ringo", our jumping pup with her admirers,
Capt Stiles and S/Sgt Maul....

Once upon a windy day....

MEDICAL PERSONNEL

First Row: S/Sgt Charles V. Willitte, A/IC Charles E. Pinta, Capt Hamilton H. Blackshear. Back Row: A/3C Alfred F. Schram Jr., A/2C Albert J. Kregel, and A/IC Peter J. Farrel.



ORDERLY ROOM

Left to Right: A/2C Donald A. Drexler, A/IC Michael J. Carey Jr., A/3C James W. Farrell, A/IC Norrice F. Wilson Jr., T/Sgt Richard E. Murphy, and A/2C Gene G. Van Winkle.

TECH SUPPLY

First Row: Woo Jung Nan, Jung Chang Soon A/3C Edward S. Wendell. Back Row: A/3C Nicholas E. Vetter, M/Sgt Harold S. Shields, A/IC Joe E. Boozer, and A/2C Richard W. Brewer.

