

HEADQUARTERS AIR RESCUE SERVICE
Washington 25, D. C.

ARS COMMANDERS' CONFERENCE
11-16 June 1951

SURGEON

1. Medical Training. The importance of medical training can not be over-emphasized, it may save a man life some day. The old saying "a little knowledge is worse than none" is true to the word. Rescue team personnel, especially airmen, who previously held the SSN 3383 must have unlimited medical training. Air Force Regulation 35-492 requires such knowledge as essential for awarding Rescue and Survival AFSC's. The medical requirements for rescue teams as listed in Air Rescue Service Manual 50-1 are being amended to read twenty-four (24) hours of medical training, per quarter. Technical Manual 8-230 (Medical and Surgical Technicians) has been forwarded to your headquarters to allow one (1) for each medical, and rescue and survival technician assigned your organization. This manual can be well utilized to fulfill our established goal for medical training in Air Rescue Service.

2. Obesity. Obesity for personnel on flying status will not be tolerated. Personnel on flying status who are over-weight are subject to disciplinary action and perhaps removal from the Air Force if corrective action is not taken to remedy this condition. Weight is the individual's concern and must be carefully scrutinized. Limits as established in Air Force Regulation 160-1 and AR 40-105 should be strictly adhered to. Flight Surgeons are available at practically every installation for consultation to establish weight reducing programs for flying personnel.

3. Annual Physicals. Annual medical examinations are being forwarded incomplete. It is suggested that all entries be checked, on SF 88, with Air Force Regulation 160-1 for completeness and correctness before being forwarded to higher headquarters. Paragraph 10, Air Force Regulation 160-10 is interpreted to mean physicals will be accompanied with Standard Form 89 (Report of Medical History).

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COMMANDERS' CONFERENCE
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OPERATIONS DIRECTORATE

1. PARARESCUE AND LAND RESCUE TEAMS

- a. A major rescue mission is usually accompanied by a glaring public and military "spotlight." The eyes of the world are literally focused upon the incident. The more remote the area, the better news copy it makes. The mission commander suddenly finds many non-rescue eyes looking over his shoulders and monitoring his progress in prosecuting the mission. When the missing aircraft is located, the score usually adds up to a picture such as this: the area of the incident is far removed from the facilities of civilization; either climatic or topographical conditions are extremely adverse; and several survivors are in need of immediate aid. Oftentimes the crash site is beyond the range of our present helicopters, or the elevation of the site is such as to preclude effective utilization of such aircraft, or the density of the vegetation will require the construction of a helicopter evacuation site. Many such "or's" appear in the picture. Certainly survival equipment may be dropped at the site, but such operations will not effect the rescue and evacuation of the survivors. It is at this point of the game when the "spot light" seems most glaring. The well remembered Greenland ice cap mission or the Belgian Airliner that crashed a few years back near Gander, Newfoundland, are only two of many incidents we are all familiar with. In the first incident, weather proved a delaying factor while in the second, the nature of the terrain proved most detrimental to an expeditious evacuation. Incidents of this nature developed a requirement for pararescue and land rescue teams. Such a facility is now available to all rescue squadrons. This facility may be called your last straw, and during such major incidents as we have just discussed it is indeed

an important straw. So, with the "eyes of the world" focused upon your command, your rescue team proceeds to the crash site. Regardless of the thousands who manifest an interest in the incident, or of your concern in the matter, there are only three or four men who can physically control the fate of the survivors at this point. These men are your team members. They are Rescue's sole representation at the crash site. In many cases, they are all airmen. The efficiency of your previous search operations, the accuracy of your mission planning, the closely coordinated effort of other organizations in prosecuting the mission are all in vain should these fellows fall down on the job. Rescuing bodies rather than lives is a sad anti-climax to rescue missions of this nature. With the realization of the vital part the rescue team plays in your organization, it is not difficult to understand the necessity for maintaining a high degree of proficiency within the teams. This same aspect becomes far more critical during times of hostilities. Rescue facilities during such times are usually spread rather thin over large land mass areas. Rescue team members are then employed in the form of two men or three men teams at the most for a mission. A month's workload in one day is not unusual to a rescue squadron in wartime. There is little time to build up the necessary field experience within the teams to meet this requirement after hostilities are declared. Such must be accomplished now, and maintained by each squadron.

- b. A critical analysis of a rescue team's potentialities will prove valuable to you. Military geography is a subject we are all familiar with, yet emphasis has not been placed upon it until the past few years. A search of military geographical records pertaining to your area of responsibility will often result in the fact that such information has not been designed for rescue utilization. In illustration, desert sand areas may be described to the extent of area, climate, seasonal variations, etc., however, this information will not usually tell you if the bearing surface will permit the landing of a rescue B-29, nor will it explain how to establish friendly relations with the nomadic tribes who may inhabit the area. The air base, of which you are a tenant unit, does not provide this facility. In fact, you may find it difficult to find anyone in your theater who can do all this for you. Rescue crew members, clerks, and maintenance personnel do not have this capability. The disregard of military geography has resulted in the loss of more wars and military missions than any other single

factor. There is no military organization, and probably never will be one, which can disregard the need for utilizing military geography in the planning and executing of their mission. Rescue teams are initially trained with such a thought in mind. However, many rescue activities are seldom availing themselves of this informational collecting facility. The teams have, inherent with their design, the facility of establishing rescue coordination with the native populace of remote wilderness areas. Should such areas be present within your area of responsibility, then you are well aware of the complete disregard such natives usually have of aircraft incidents. Oftentimes this is due to superstitions of the natives while in other cases the only interest the natives may have is in sacking the wreckage. Proper coordination with the natives has in the past resulted in the saving of many air crew lives. Such operations could well prove valuable again when maximum rescue effort is taxed by a war time workload. However, now is the time to establish this native coordination, not after the balloon goes up. The training the team members receive in native psychology and rescue operations permit them to perform this mission for you. The establishment of advance bases and assistance in maintaining them when all base facilities are non-existent is another facility a land or pararescue team member can provide you, if called upon to do so.

- c. In summation, a well-trained and proficient rescue team can be a very valuable asset to your command if exploited to the maximum.

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DIRECTORATE OF OPERATIONS

1. TRAINING GENERAL

- a. Expansion of the ARS, in keeping with the overall growth of the Air Force, has brought into stronger focus the training picture and the problems that beset a service which conducts its own indoctrination in procedures and techniques, and for the most part, transitional training in aircraft peculiar to itself.
- b. There is a vital need for a training program which is comprehensive, realistic, and adequate for the many-sided mission of the ARS. The training program must be devised so as to provide for initial transition and checkouts as well as for continuous training. It must be administered by training officers who are training conscious, and it must be enforced to the limit by Squadron Commanders. It is, after all, the Squadron Commander who is the most cognizant of overall Squadron performance.
- c. We believe we have such a training program. We also feel that if this program is vigorously enforced by you, as Squadron Commanders, results will be favorably reflected in the operational and training effectiveness and safety record of your unit.
- d. Since the Squadron Commanders' Conference over a year ago a study was made by this headquarters of the entire training picture. It was found that in order to establish a training program tailored to fit an ARS which was developing a bulging waistline, two things were necessary: first, a training manual was needed in which could be compiled all training minimums throughout the ARS. This manual would be the first milestone on the road to standardization and would give the Squadron Commander something concrete upon which to base his training program. Second, the programmed phase-in of new and different Rescue equipment pointed up the need for the establishment of a central Rescue training unit whose functions would include

the indoctrination of crew personnel in Rescue procedures and techniques, utilizing the new equipment. This would result in further standardization.

- c. As a result of the above findings a project was established for writing a training manual and for activating a training activity.
- f. After much research, ARS Manual 50-1 was published last summer and has since served as the official training manual throughout the ARS. I wish to emphasize that this manual carries the full authority of a regulation and will be enforced as such.
- g. The 2156th ARU (TTU) was established in December, 1949, at MacDill AFB, Tampa, Florida, and functions as the official ARS training activity. This unit presently transitions crews in SA-16 aircraft only; however, when aircraft deliveries and base facilities permit it will be implemented with SB-29, H-19, and H-21 aircraft as well. The 2156th is programmed to start open water training in June, 1951, and will commence night water training upon availability of night lighting facilities. This unit also conducts the Para and Land Rescue, Survival, and Escape and Evasion school.
- h. Flight C, 5th ARS, located at Maxwell AFB, Montgomery, Alabama, has been temporarily removed from operational status and has been designated as the ARS training activity for SB-29 aircraft. Upon the implementation of these aircraft at the 2156th TTU, Flight C will be returned to operational status.
- i. The MTU for SB-29 crews has been set up at Tinker AFB, Oklahoma City. This MTU is conducted under the supervision of a project officer from Flight C, 5th ARS. Crews presently complete the MTU, then proceed to Maxwell AFB for transition training.
- j. Since there has been some misunderstanding on the subject, I feel I should mention the crew system. We feel that only personnel who receive full crew training as outlined in ARSM 50-1 can be considered combat-ready. To best accomplish this it is deemed advisable to organize crews within each flight, assign each crew member to his authorized T/O&E position as primary duty, and consider each crew an entity requiring continuous crew training as outlined in the training manual.
- k. To best accomplish this end, Rescue crews will be given

precedence in training in all except extreme cases introduced by emergencies. Non-crew pilots are limited, of course, by the 150 flying hour restriction directed by Air Force and while it is desirable to check out each non-crew pilot in unit equipment, it is not expected that these pilots shall become crew-proficient in Rescue procedures and techniques.

- l. Supervisory pilot personnel are considered in the category of non-crew pilots and the same restrictions apply. However, because of their supervisor status an even stronger requirement exists for them to remain current in unit aircraft and in a position to perform periodic crew checks.
- m. I should like, at this time, to bring to your attention some of the discrepancies and weaknesses which have been observed during the monitoring of the overall training program. It is felt that each of these discrepancies and weaknesses can be corrected by proper supervision:
- o. Failure To Perform Supervisory Checks. This is the most outstanding of all the discrepancies and the most prevalent. A check reveals that several ORT reports from different units have contained the statement "No supervisory checks given", or else, "No records to indicate supervisory checks given." Paragraph 22.1.2, Chapter 2, ARSM 50-1 specifically states that supervisory checks will be given as often as practical, but in no case less often than once every six months. Paragraph 22.1.2.1, same manual, requires that locally prepared check lists will be used for rating purposes and maintained on file for one year. Supervisory checks have three very important functions:
 - (1) They enable an authorized supervisor to monitor the extent of progress of crew training.
 - (2) They make for standardization among crews.
 - (3) They enable the Commanding Officer or his representative to check for possible weaknesses in technique in interest of flying safety.
- p. The QJT Program. As the ARS enlarges its scope, it spreads its experience level thinner with the influx of new personnel and attrition of the old. Young airmen are arriving at your units fresh from basic training centers and Training Command schools. Some will have little or no basic training. Few, if any, will have practical experience.

These young men are generally of a high educational level. An investment in their training will pay dividends to the unit. An energetic OJT program not only will raise their level of learning, but will hasten the time when their newly acquired skills can be utilized within the unit. Admittedly, the OJT program is presently in a state of flux, since examinations in all skills have not yet been originated. Nevertheless, the tendency has been, in some units, to minimize the importance of on-the-job training. This headquarters plans, in the near future, to begin work on Chapter 6 of ARSM 50-1 which will deal with the subject of On-the-Job Training. Until this chapter is forthcoming all units are urged to pattern their programs along the lines outlined in USAF and MATS directives.

9. The following discrepancies and/or weaknesses were noted while monitoring the Quarterly Training Reports:
 - (1) Parachute Jumps. In order that pararescue personnel may maintain proficiency, each team member will make not less than one parachute jump in each sixty day period. ARSM 50-1 states that, where geographically possible, at least half of all training jumps will be made into trees or forested areas. These tree-jump areas must be carefully evaluated, since it is known that certain areas present a hazard to parachutists. Quarterly Training Reports indicate that several units located in forested areas have failed to comply with the requirements outlined above. In some cases no tree jumps have been made in a six month period. Considering the global concept of any future conflict, we are being unrealistic if we do not keep our parachutists versatile.
 - (2) In most cases units are failing to indicate the number of Para and Land Rescue personnel assigned in Part IV of the report.
 - (3) Also in Part IV of the report some units are failing to break down the number of proficiency jumps by type.
- r. Despite these general weaknesses and/or discrepancies it is felt that the training program as a whole has greatly improved since the publication of ARSM 50-1 and the establishment of a single training activity.
- s. There is much room left for improvement, however. It is inevitable that as experience level drops, so the training percentages decrease. An energetic indoctrination and OJT

program should alleviate this condition. Training programs must be enthusiastically administered and positively enforced. Your training personnel must be imbued with the confidence and eagerness so necessary in the accomplishment of a successful training job.

- t. We believe that squadron and flight training is, and should be, the responsibility of the squadron commander. For that reason a careful and constant monitoring of flight training should be accomplished by squadron headquarters. A strict adherence to the training manual will prevent such discrepancies and weaknesses as those mentioned in this talk. An energetic training program is the surest way to operational effectiveness and unit safety.
- u. And now, I know that you are all interested in hearing the latest developments in the aircraft phase-in program, and how your unit will be affected. This portion of the talk will be covered by Captain Allan H. Stotts, Chief, Flying Training Branch, who will outline the training and delivery program. Aircraft deliveries, as quoted by Captain Stotts, are as programmed, but may be affected by circumstances beyond our control. Training schedules will remain firm, however.
- v. Before closing my part of this talk I should like to extend to each of you an invitation to visit the Training Division during your stay here and discuss individual training problems pertaining to your unit.

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DIRECTORATE OF MATERIEL

1. DIRECTORATE OF MATERIEL. This Directorate is presently divided into four divisions, namely: Maintenance, Supply, Communications and Electronics, and Logistics.
 - a. Maintenance Division. The Maintenance Division is responsible for the technical supervision of all Air Rescue Service aircraft and equipment. These responsibilities involve the initiation of reconditioning projects, preparation of standard inspection forms, outlining policy and procedure relative to the maintenance of aircraft and equipment, and maintaining a record of status of equipment in Air Rescue Service. In addition, it screens unsatisfactory reports and letters received from Air Rescue units concerning unsatisfactory conditions in Air Rescue Service equipment. This information is consolidated and forwarded to AMC with recommendations for corrective action. In cases where unsatisfactory conditions indicate possible damage to government property and injury or loss of personnel, immediate action is taken to alert all Air Rescue Service organizations, advising them of action to be taken to prevent further unnecessary risks.
 - b. Supply Division. The Supply Division supervises and assists all ARS activities in problems relative to supply. It monitors and coordinates all matters relative to supply procedures and policies initiated by higher headquarters that are disruptive upon ARS organizations. Where possible, it requests automatic shipment of T/O&E equipment to new activities and/or re-designated ARS units. It prepares supply tables and flyway kits, in conjunction with AMC, for Air Rescue Service organizations and aircraft. Supply personnel attend provisioning conferences to assist in procuring spares and special tools for Air Rescue Service aircraft.
 - c. Communications and Electronics Division. The Communications and Electronics Division maintains a record of the status of communications equipment in all Air Rescue Service organizations so that the capabilities of these units are known and are immediately available to all directorates. This Division, in conjunction with the Directorate of Operations, is attempting to standardize all communications equipment in Air Rescue Service aircraft and makes recommendations as to further improvement of Air Rescue communications equipment in Air Rescue Service aircraft.

- d. Logistics Division The Logistics Division is responsible for the preparation of logistical plans, and annex to these plans, in support of Air Rescue Service war plans. It determines the requirements for, and insures that proper logistical action is taken in support of, these plans. It performs research and maintains data concerning logistical support and facilities at ARS locations and alternate locations. It coordinates, reviews, and recommends changes to T/O&E's and TA's.

2. SUPPLY ACCOUNTING PROCEDURES (UPREL)

- a. Purpose. The purpose of the UPREL (Unit Property Record and Equipment List) is to provide a property accounting document to be maintained by each T/O&E activity. UPREL's contain an itemized listing of all property authorized by the applicable T/O&E. OO-30-Series Technical Orders are broken down into component items, and all like items, i.e., pliers, which are common to several different kits, are consolidated into one listing, giving the total quantity authorized. Columns are provided for an inventory record, requisition data, and for location data. Detailed instructions for proper maintenance of the UPREL is contained in Part III, AFM 67-1. When the UPREL's are properly processed, and inventory postings made, control and direct responsibility for the listed equipment passes from the Base Supply Officer to the Commanding Officer of the activity concerned. One of the major benefits of this method of property accounting is that it enables an activity to move from one base to another, or from a base into the field, with T/O&E property, without the preparation of AF Forms 446 and 447 for all property concerned. This reduces to a minimum the amount of paper work to be processed when relocation is required.

- b. Distribution. UPREL's have been prepared by AMC, and copies for the headquarters and four flights of each squadron were forwarded to each squadron headquarters on or about 25 May, 1951. AFM 67-1 prescribes that new UPREL's will be prepared and distributed to each activity once each six months. Each UPREL received will consist of four copies - a white copy, which is the original and remains with the activity; a blue copy, which is furnished to the Base Supply Officer; a yellow copy, which is used to submit the variable item and shortage report to AMC; and a GOLDENROD copy, which is normally furnished to the major Air Force command of the activity. When the UPREL is received by the activity, it is in book form, with carbons pre-inserted. An inventory of all T/O&E property is required upon receipt of each new UPREL, and inventory postings are made, resulting in four inventory-posted copies.

The number four or GOLDENROD copy is normally furnished to the major command; however, MATS does not utilize this copy for any purpose, so we have secured authorization to have it forwarded to this headquarters.

Forwarding of the GOLDENROD copy to this headquarters will require very little additional work on the part of the activity, and will provide us with complete information as to the availability of T/O&E property within each activity. It will also furnish us with information that will enable us to delete certain other reporting requirements. An ARS Regulation is being prepared and will be forwarded to all activities in the near future outlining the required action.

3. STOCK LEVELS AND AOCF FOLLOW-UP.

- a. Standby Levels. Necessary liaison should be established with the base service stock and supply officers to insure that stock levels adequate for the support of assigned aircraft are maintained. Standby levels of spare parts and/or supplies must be established if consumption rates do not warrant retention of the required items in the service stock. (ref par 163, Part I AFM 67-1.)

It is desired to emphasize that, due to the nature of service stocks, low stock levels are maintained which require that the flight supply officers exercise a great amount of initiative in coordination with the BSO in the establishment of standby levels.

It is also desired to emphasize the necessity for anticipating parts requirements, particularly in the case of items requiring periodic replacement, and the submission of requisitions sufficiently in advance of actual requirements to allow for receipt of the parts prior to actual need.

- b. Stock Levels - New Aircraft. This headquarters is taking necessary action to have automatic shipment of an initial supply of spare parts, special tools and ground handling equipment made by AMC to activities scheduled to receive new type aircraft. Automatic shipment, in the form of AFHD's, can only be accomplished with the initial assignment of an aircraft, and when that aircraft is the first of that type to be supported by the base. This is a one-time action, and continued support of the aircraft is dependent upon requisitioning action by the activity concerned.
- c. AOCF Follow-up. ARSR 67-5, covering procedures to be used in reporting AOCF aircraft has recently been revised and issued. The new regulation requires that the flight reports directly to the squadron headquarters, rather than to this headquarters, as in the past. We feel that this will give the squadron more of an opportunity to assist their flights, and also will enable them to maintain closer control over their AOCF aircraft.

This headquarters will continue to monitor all AOCF aircraft, by means of the Daily Aircraft Status Report, and if it becomes apparent that the AOCF rate is increasing, we will take necessary action to require special reports from affected activities so that we may expedite supply action on required parts. We are able to expedite shipment of most AOCF items.

resulting in a considerable saving in time required in processing and shipment of the AOCF parts. When assistance is requested from this headquarters, it is necessary that complete information as required by ARSR 67-5 be furnished. Expeditious handling of requests for supply aid requires that this headquarters be furnished all data available at the home station.

4. FLYAWAY KITS.

- a. General. A flyaway kit is an assembly of parts designed to support a specific type aircraft for a specific number of days, normally 30. Parts included in a flyaway kit are generally limited to those having a high usage rate, and to those replaceable at the organizational level. Flyaway kits have been requested and approved for all ARS aircraft, with the exception of the SA-10. Flyaway kits are presently being shipped directly to the flights by FSD, and each aircraft within the flight will have a flyaway kit as soon as shipping action is completed by AMI. We are monitoring this project and will advise activities of AMI information pertaining to flyaway kits for assigned aircraft.
- b. Flyaway Kit Assignment. It is the intention of this headquarters that flyaway kits be assigned to specific aircraft by the assignment of an AFSD number with an aircraft serial number. Once assigned to a specific aircraft, the kit will remain with the aircraft as long as the aircraft is assigned to ARS. An ARS regulation is being prepared on this subject and will be published in the near future.

PARARESCUE EQUIPMENT.

- a. E-1 Parachutes. A project has been established at WHAMA for assembly of E-1 chutes for use by ARS activities. This project is of sufficient scope to provide an adequate supply of chutes for ARS. This headquarters has requested AMC to make an automatic shipment of 10 E-1 chutes to each ARS flight, to commence during June of this year.
- b. Individual Equipment. This headquarters recently completed a survey of all activities having pararescue teams assigned, to determine existing shortages of individual equipment. A list of the reported shortages was forwarded to AMC, and automatic shipment will be made of those items, direct to the activity concerned. This headquarters has requested AMC to authorize the 215th to issue individual items of clothing and equipment to graduates of the pararescue course of training conducted by that unit. Items of clothing and equipment so issued would then remain with the individual as long as he was assigned to ARS. Items of clothing issued would be limited to those sized items authorized by T/O&E. Informal information received from AMC indicates that the request will be approved. All ARS units will be issued specific instructions when the project is firmed and ready for implementation.