

Historical

CODE
OF AN AIR RESCUE MAN
I, _____, as a member of
the Air Rescue Service, to save
life and to aid the injured.

I will at all times
to perform my assigned duties
quickly and efficiently, placing these
duties before personal desires and
comforts.

These things I do that others
may live.

**AIR RESCUE SERVICE
MATS**

1 JULY — 31 DECEMBER 1952

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ARS/HIST FILE

HISTORICAL DATA

AIR RESCUE SERVICE
(MATS)

1 July - 31 December
1952

Classification cancelled (Changed to UNCL)
by authority of R.N. DOVE
(Officer authorized to change)
by R.N. DOVE, CAPT, USAF
(name and grade of officer)
R.N. DOVE - 31 Dec 57
making the change, including his signature (date)

PAR 39, AFR 205-1B, 12 Sep 1956

Headquarters
Air Rescue Service
(T-8)
3800 Newark Street
Washington 25, D.C.

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(MATS/RCS: L-AF-D2A)

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IS CONTROL NO. 5

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MISSION OF AIR RESCUE SERVICE

Provide world-wide air rescue service for all Air Force and other U.S. military activities requesting such service.

Maintain assigned rescue facilities in operational readiness to permit rapid deployment in support of combat operations in any area.

Provide air evacuation for air crews or other personnel from enemy territory in support of combat operations.

Render air rescue service upon request, to civilian aviation of the U.S. and to civil and military aviation of other countries in accordance with International Civil Aviation Organization (ICAO) procedures and policies of the Department of Defense.

Perform such other missions as are directed by the Chief of Staff, United States Air Force.

NOTE: Air Rescue Service is fulfilled by aerial and ground search, dropping of survival equipment and medical personnel, and evacuation of survivors.

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policy on accidents than ever before and became conscious of the necessity to fly safely. The results of this policy can be seen in the record established by field units. Air Rescue Service recorded an accident-free month in October for the first time since 1950.

2. REDUCTION IN PARARESCUE TEAMS. General DuBose, after visits to a number of units, decided a reduction in the number of Pararescue Teams and in Pararescue personnel should be made in the interest of economy. He announced his intentions to make such reductions in October and proposed the cutting of teams from 45 to 29 and reducing personnel of each from seven to five. The decision was one affecting the overall structure of ARS but definitely was sound as is shown by the troop spaces saved and release of personnel to fill critical vacancies. It was estimated the reduction would save 170 troop spaces and pointed out these spaces would be used to augment rescue facilities and rescue control centers in areas ¹⁴ where requirements otherwise could not be met. In view of the fact that pararescue personnel in the strength of seven-man teams is used only in a limited number of missions, the reduction would not at all reduce the capability of ARS units.

3. UTILIZATION OF MEDICAL CORPS OFFICERS IN ARS. General DuBose issued a directive from his office 2 October 1952 which established a new policy for utilization of Medical Corps Officers (MCO). The most important change made by the directive was the removal of MC Officers from jump status and prohibiting them from participation in actual parachute jump activities of any nature. Previously, medical officers had

14. Memorandum from General DuBose to Lt Gen Smith, Commander, MATS, dated 17 October 52. ~~SECRET~~

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been authorized jump status as a part of pararescue teams. The Commanding General's directive cited the hazards of parachute activities by medical officers and states, "based on our past experience, the hazards inherent with parachute activities far outweigh the gain obtained where Medical Corps Officers have participated in parachute jumps at the site of a disaster. It is deemed therefore, a hazard which cannot be taken with a highly specialized group of professional men, all too few in number in both civilian life and the Armed Forces."¹⁵

15. Mimeographed letter from General DuBose to all ARS CO's, dated 2 October 52.

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The Section aided in preparations for the Commanders Conference with a great amount of extra work in the procurement of space, equipment and housing.

SURGEON. The Air Rescue Service Surgeon's agency is a part of the special staff and its functions are highly important since ARS deals almost entirely with persons who are injured, seriously ill or are suffering from exposure. Lt Hilmut S. Schroeder, Medical Service Corps, served as ARS Surgeon until September when Captain Benjamin A. Johnson, Medical Corps, was assigned to the position. Captain Johnson arrived directly from Detachment 1 of the 3rd Air Rescue Group in Korea where he had served in a key position as the unit gave direct support to combat operations.

Medical Training Course. The four-week medical training course for rescue and survival students of ARS which was under development during the last period, was firmly established at Gunter Air Force Base, Alabama, during this period. The first class convened in November and proved to be of great value to ARS personnel. The students took great interest in the training and the class made a record high score in scholastic accomplishment for the Aviation School of Medicine. The course was continuing in full scale operation as the period ended.

Medical Service Corps Officers. The requirement for Medical Service Corps Officers in Air Rescue Service was deleted from the Air Rescue Service Table of Organization in November when the new T/O 1-1614 was implemented. The action was taken following a detailed study of the

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situation by ARS and the Air Surgeon General, MATS. The study produced a recommendation to the Commanding General, ARS, from the MATS Surgeon that MSC Officer not be included in the new T/O. The recommendation was concurred in by the CG and action was taken to reassign all MSC Officers. Reassignment progressed during the period and only a few of the officers remained in ARS at the end of December. The duties of Team Commanders on rescue teams formerly assigned to MSC Officers reverted to Warrant Officers or Master Sergeants assigned to the teams. Late in the period it was indicated the duties of team commander in all cases would be assigned to a Master Sergeant if plans to cut the number of personnel in rescue teams were carried out.

About the same time the Medical Service Corps Officers were deleted from ARS requirements, the Commanding General removed all Medical Officers from jump status. The action was not actually a part of the same movement releasing MSCO's but it was plainly seen that the duties of the remaining Medical Officers would increase due to the reduction in personnel. The CG pointed out that the hazards inherent with parachute activities outweigh the gain obtained where Medical Corps Officers participate in parachute jumps at the site of a disaster.

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Medical Corps Officers Remaining In ARS. At the end of this reporting period Air Rescue Service had 10 Medical Officers assigned, including the Surgeon at ARS Headquarters. They were assigned to the headquarters of the following Groups: 1st, 2nd, 6th, 7th, 9th, 10th, 11th, and 12th. The detachment of the 3rd Air Rescue Group in Korea, Detachment 1, also was assigned a Medical Officer.

23. See pages 7-8, Chapter 1, this study.

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utilization of personnel were uncovered and proper action was taken to have the situation corrected.

Familiarization Courses For Staff Officers. During this period a program was established to provide familiarization training in three phases of operations for key officers of ARS Headquarters, field units and officers designated for assignment to key positions in ARS from pipeline sources.

Staff Officers from the Headquarters attended a short course at the Helicopter School at San Marcos AFB, Texas, for familiarization in helicopter operations. The course covered both flying and ground training.

SA-16 familiarization training courses were set up at the 1707th Training Squadron at FBIA, Florida, for key Staff Officers and to familiarize key replacement officers from pipeline sources who were to be assigned to short-tour overseas ARS locations. The replacement officers given the familiarization training were those scheduled to become Group or Squadron Commanders or Group Operations Officers.

A schedule was set up at the direction of the Commanding General for all Group Commanders to spend short temporary duty tours with Detachment 1 of the 3rd Air Rescue Group in Korea in order to observe the operation of an ARS unit in support of combat operations. The first contingent of officers was scheduled to depart for Korea as this period ended.

Revision of Rescue And Survival Field. The Rescue and Survival Career Field for airmen was under revision during the period and it was officially announced that specialties Rescue and Survival Technician, AFSC 92171, and

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Rescue and Survival Specialist, AFSC 92131, will be deleted from ARS manning lists. A revision of AFR 35-492 will delete the AFSC's, effective 30 June 1953, and will establish the "Rescue and Survival" and "Survival Training and Personnel Equipment" specialties. Personnel in ARS classified in specialties 92131 or 92171 will be converted to the new specialties.

Re-enlistment Rate Low. The re-enlistment rate in Air Rescue Service was much lower than desired and strong efforts were made to increase the rate. The Commanding General personally gave attention to the situation in letters to his units and impressed upon his Commanders the need for increasing the re-enlistments.

General DuBose also attacked the problem from other angles, one of which was to bring the major causes of the low rate to the attention of higher headquarters. In a letter to the Commander, MATS, on the subject, "ARS Manning Problems," the problem of instability of ARS personnel was discussed and it was pointed out that ARS airmen often must be reassigned overseas immediately upon completion of one year in the ZI. The letter recommended that "ARS specialists be retained a minimum of two years in ZI units. This would foster incentive for continued duty in this command and would certainly improve the re-enlistment rate."

Colonel J. C. Bailey, who commanded ARS for a short time early in this period, forwarded a letter to the Commander, MATS, dated 18 July 1952, which stated: "Many personnel who have been in the ZI for slightly over 12 months

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Authority was granted by USAF during the period to install B-26 bomb bay tanks in thirteen H-19 helicopters operating in Korea, to increase operating range. Jettisonable fuel cells asked for previously were not available.

Pneumatic Shelters. Air Rescue Service continued to explore the field of pneumatic shelters in an effort to find one which will fill its requirements. ARS representatives are to observe tests of a four-man quonset type shelter when they are conducted by the 3904th Composite Wing next period. Tests of other shelters during this period and previous periods failed to produce anything which will fill the ARS requirements.

Floating Rescue Line. Air Research and Development Command has directed that a Life Can be modified and tested in conformance with ARS recommendations to determine its acceptability to fill this requirement for a floating rescue line. As the period ended, tests were pending the procurement of two items to complete the project.

Mobile Life Raft For SA-16. USAF attempted during this period to procure a suitable motor for use on life rafts for the SA-16 to fulfill this requirement. A one and one-tenth horsepower motor that was recommended for use in conjunction with the life rafts has been out of production for some time and it is necessary to procure another motor suitable for this project.

Improved Parachutes. The requirement for improved parachutes for use by ARS was given much attention during this period and USAF set up a tentative

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schedule for completion of various phases of testing. As the period ended data preparation was nearing completion. It was estimated that procurement for engineering tests would be March 1953, completion of engineering tests would be December 1953, and completion date for release to standard classification would be January 1954.

Binoculars. Wright Air Development Center allotted \$30,000 during this period for the procurement of 30 stabilizers to be used on standard type binoculars and Air Rescue Service was scheduled to receive 10 of the stabilizers. Estimated delivery date of the stabilizers in December 1953.

Rescue Radio Trailer. A development contract was established during the latter part of this period for a standard vehicle which would satisfy the A S requirement for a radio trailer to serve the multiple needs for mobile and portable radio stations. The contract was to be let in January 1953.

Drawings call for the radio housing to be mountable in a one-fourth ton trailer chassis. The housing unit will be in two detachable frame-works with one for the radio equipment and the other for the operator. The operator's section of the housing unit will be collapsible to facilitate air transportability. The frame-work for the unit housing the equipment will be of dimensions and weight to permit ease of handling and may be installed in a jeep, three-fourths ton truck or other available vehicle, when detached from the operator's shelter. The Requirements Division at AFS Headquarters will review the drawings repeatedly to insure that the

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operations during the latter part of July and early August of this historical period. H-19s evacuated 623 American military personnel and Korean civilians and H-5s evacuated 87 persons during that period of a few days. The usual coverage for assigned area was given as a matter of routine when the unit was called on to conduct a search outside the combat area. Transportation for high ranking military and civilian personnel on official business in the combat zone, was furnished as during the previous periods.

OTHER ARS UNITS PERFORMING NON-COMBAT MISSIONS. Returning to the field of non-combat missions, let us pick up the story of operations with the 4th Air Rescue Group.

4th Air Rescue Group. The 4th Air Rescue Group is deployed to cover the Western part of the United States and adjoining Pacific waters within range of the aircraft assigned to the units. The Headquarters and 41st Squadron are at Hamilton AFB, Calif.; the 42nd Squadron at March AFB, Calif.; the 43rd at MacChord AFB, Wash.; and the 44th Squadron is at Lowry AFB, Colo. All were extremely active during this period in conducting search missions, interceptions, and performing escort missions. The outstanding mission credited to the Group, however, was performed by the 42nd Squadron. It is related here as an example of the search and rescue work being done by the entire Group.

The mission occurred 1 December 1952 during extremely bad weather around March AFB. The ceiling was low, visibility was restricted by heavy rain, and thunderstorms with heavy electrical discharges caused by a rapidly moving cold front formed the weather situation.

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A C-47 was in trouble in the area and its location was not established due to weather conditions. Air Defense Control Center reported it was tracking a target 10 miles to the north of Palm Springs Intersection and from its behavior, the target appeared to be in trouble. An SA-16 was airborne to attempt an intercept.

The SA-16, under direction of the March Ground Control Intercept unit, attempted to intercept targets for the next one and one-half hours but results were negative in each attempt. It was believed the overdue C-47 had lost communications due to the electrical disturbances. Intercepts were attempted as directed by GCI at altitudes up to 12,000 feet without results.

A route search was started at dawn on 2 December with the search following the various tracks which had been plotted by GCI the previous night. The track selected for the first search proceeded over Los Angeles and into the mountains northeast of that city. The search of this track was thorough but results were negative. Another track was selected from the GCI plots and additional aircraft joined the ARS plane to cover the entire area along the track. A helicopter was pressed into the search after being obtained from the Santa Ana Marine Base. All efforts on 2 December produced negative results, however.

The search was resumed at dawn on 3 December and aircraft from all units of the 4th Group participated, assistance having been requested from the Squadrons at McChord and Lowry as well as those in California. The search again was fruitless.

All available aircraft again were placed into the search at dawn on 4 December and the extended search efforts brought results. A T-6 from March AFB sighted a crash at the 10,000 foot level on the northeast slope

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of San Geronio Peak shortly before noon. Captain D.H. Thompson of ARS was dispatched to the scene and was appointed on-scene commander. The wreckage was examined as closely as the altitude and turbulence would permit and it was determined to be a recent crash. The USMC helicopter had been standing by at March AFB and immediately was sent to the crash site to attempt a closer inspection of the wreckage. A rescue team was moved to Banning Airport in the crash area to await results of the surveillance flight.

The Marine pilots were instructed to use their own discretion in approaching the mountain. If turbulence prevented a close inspection, the helicopter was to land at Banning Airport and pick up WOJG Hughes Austin, Rescue Team Officer, in order for him to survey the area for the most probable route for a quick trip to the crash by land.

The helicopter approached the crash site and ran into extreme turbulence on the crest of the mountain on the east slope. The pilot made approaches from other directions and decided he could make a landing 1,000 feet below the crash by approaching horizontally, beneath the ridge crest. He returned to Banning Airport and volunteered to transport two of the Rescue Team members to the proposed landing site.

The plan was developed in detail with two medical technicians being selected for the trip. It was decided the medics would be delivered late in the afternoon when turbulence had dropped to a minimum. They estimated they could cover the 1,000 feet from landing site to the wreck during the night or early morning hours and the helicopter could return from Banning to pick up possible survivors during the following morning which would be a period of low turbulence.

The Marine pilot displayed exceptional skill in landing at an altitude

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approaching the operating limits of his aircraft and the medics were left there. The ARS men were equipped with winter hiking gear, sleeping bags, URC-4 radios, and medical equipment but they found it impossible to move more than 50 feet from the place they landed due to weather conditions.

The temperature was 10 degrees below zero, the wind was from 40 to 50 knots, and blinding snow was whipped down on them from the mountain peaks. It was impossible to build a fire due to the strong winds and they had to tie their gear to the rocks to keep it from blowing away. A surveillance flight at dawn on 5 December revealed no progress had been made by the two rescue men and one of them was reported to be sick and needing evacuation himself.

In the meantime, members of the Accident Investigation Team, USAF, Flying Safety Division, arrived at Banning Airport. Captain Faust, a member of this team, requested the USMC helicopter pilot to transport him to the scene. The Marine officer agreed to Captain Faust's request and flew the USAF officer to the scene. The trip was made without the knowledge or consent of the ARS officer who was the on-scene commander, the Marine pilot not being aware of Captain Faust's function in the operation.

Captain Faust remained on the mountain when the sick medical technician was evacuated. On the return trip, the helicopter was caught in a strong gust and thrown against the mountain, leaving the entire party without transportation.

Banning Airport was advised of the situation and the party on the mountain was instructed to start walking down the slope and a rescue team was dispatched from Banning to start up the mountain to meet the stranded men.

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An air supply drop was attempted but was unsuccessful due to the steepness of the terrain and the turbulence.

By dark, the stranded men had moved out of the snow and were instructed to stop for the night and build a fire. Their position then was in the rugged country on the east slope of Mt. Gorgonio where sheer precipices of 1,000 feet and more are prevalent.

It was possible to use the Marine helicopter again at dawn the following morning and the stranded party members were transported individually to the approaching rescue party from Banning Airport. All returned to Banning without incident.

The afternoon of 5 December, a party from the local Ski Patrol volunteered to attempt to reach the crash by the west slope. Permission was granted but the ski party could proceed only to the 8,500 foot level.

On 7 December, a rescue party started up the west slope on foot and established camps at three mile intervals with two men remaining at each camp. Supply drops were successful as the party moved up and aircraft flew over the crash to make pictures as weather permitted. It was possible to keep up the photo flights until pictures were made from which the crashed aircraft could be definitely identified as the missing C-47.

The Rescue Team reached the crash on 10 December and reaffirmed the identification and reported no survivors. The rescue party returned safely down the mountain on 11 December.

While no survivors were found, this mission clearly shows the capabilities of ARS for air and ground search and the methods which can be employed to reach

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a crash. It also demonstrates the fact that ARS will continue a mission as long as there is a possible chance of reaching a survivor, regardless of the terrain and weather conditions.

5th Air Rescue Group. The 5th Air Rescue Group is deployed in the ZI with the Headquarters and 46th Squadron at Westover AFB, Mass.; the 47th Squadron at Ellington AFB, Texas; the 48th at Maxwell AFB, Alabama; and the 49th Squadron at Selfridge AFB, Mich.

The Westover components of the Group engaged in an experimental operation during this period which was designated "Project Ambulance." It was an operation to determine the feasibility of helicopter evacuation of sick and wounded in the ZI after their arrival at Air Evacuation Terminals in the ZI from overseas. The helicopters would pick up the wounded at the Terminals and speed them across busy cities within a short radius to their final destinations at military medical establishments.

The plan was put into operation at Andrews AFB, Washington, D.C., on a trial basis. Patients arriving at Andrews from overseas were evacuated by helicopter to medical installations in the Washington, D.C. area.

Major Emerson E. Heller, project helicopter pilot and assistant Group Operations Officer of the 5th, reported the following conclusions from the project:

1. "Helicopter evacuation in the zone of interior is entirely feasible and would provide expeditious delivery of patients to final destination."
2. "One helicopter could deliver twelve litter patients or sixteen ambulatory patients from Andrews AFB (Air Evacuation Terminal) to any of the following area hospitals within

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one hour: Walter Reed Army Medical Center, National Naval Medical Center at Bethesda, Maryland, and the Army Hospital at Fort Belvoir, Virginia."

3. "The additional cost of operating helicopters for this purpose would be inconsequential as compared to the cost of transporting the patients from any point in the world to within fifteen miles of the final destination."

The Surgeon General, MATS, was highly interested in the project during the trial period and expressed a desire to see it developed more fully in the future.

✓The 48th ARS conducted a mission in August which involved a boat drop in the Gulf of Mexico. A distressed aircraft ditched late in the afternoon and the ARS unit sent out an SB-29 for a possible boat drop to survivors. One survivor was located in the water but a boat drop could not be made due to inclement weather and low visibility and approaching darkness. Survivors were sighted again the next morning and SB-29 completed the boat drop. Turbulent seas drove the boat away from the survivors, however, and they never were able to reach it. The ARS aircraft remained in the area and directed a Coast Guard Cutter to the survivors for the rescue.

✓The 48th Squadron completed a mission late in this historical period which demonstrated operating efficiency. A civilian light aircraft was reported overdue on a trip from Wallace, N.C. to Charleston, S.C. The 48th Squadron dispatched a C-62 with a Rescue Team aboard and an SB-29 to aid in the search. An advance base was set up at Georgetown, S.C., with Captain Donald J. Mercer as mission commander.

The SB-29 reported it could not get under the overcast at Wilmington, N.C., and it was directed to go to Charleston and let down for a search of the coast line to the northeast as far as weather would permit. An hour later the SB-29

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reported sighting a man walking around on uninhabited Cape Island off the coast.

The C-32 and rescue team departed from Georgetown for Cape Island as soon as being notified of the sighting by the SB-29. The Rescue Team made a successful jump to the island and located a Mr. Harper. He confirmed that he was one of the survivors of the overdue aircraft and that a Mr. Woods had departed the Island in a boat found there to seek aid from the mainland. Mr. Woods later was picked up by Police at McClellanville and placed in a hospital for treatment. Mr. Harper was given first aid by the Rescue Team and all were evacuated by Civil Air Patrol aircraft.

Units of the 5th Group participated in numerous search missions in their areas of responsibility during the period and gave valuable aid in the evacuation missions which arose from time to time, in addition to the particular missions mentioned here. All units were active in promoting SARCAP Missions in conjunction with the Civil Air Patrol.

6th Air Rescue Group. The 6th Air Rescue Group is deployed to furnish search and rescue coverage in the Arctic and other northern areas of the world covered by the North East Air Command. The Group, during this period, was expanded by one unit with the activation and manning of the 55th Air Rescue Squadron at Thule Air Base, Greenland, and is one of the two ARS Groups having five Squadrons. The work of the entire Group is especially important at all times due to the hazards of flying in the northern areas. Numerous outstanding missions are carried out each period to aid air operations of U.S. military and civilian agencies and those of friendly foreign governments. Units of the 6th Group are equipped with SA-16 Triphibians to operate from

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the crashed plane had been picked up by a passing tanker. The helicopter proceeded to the tanker and dropped the Surgeon to the vessel to administer medical attention.

An SA-16 picked up the pilot of an RCAF Sabre jet which crashed into the sea 8 July. The pilot was spotted in his dinghy and the Amphibian made an uneventful water landing to effect the rescue.

Other missions during the period included numerous searches for crashes, a number of evacuations of critically ill military and civilian personnel, and escort and orbit missions, all considered normal operations. The units of the Group also participated in the usual unique missions such as the search for a mental patient who escaped from a hospital, the search for a child who had floated out to sea on an inner tube, and the search for a "parachutist" who turned out to be a weather balloon.

10th Air Rescue Group. The 10th Air Rescue Group is deployed entirely in Alaska to support air operations in this area of notoriously bad weather. The adverse flying weather in this area is a common and expected hazard to air operations. The weather is one of the greatest causes of ARS missions by the 10th.

During this period the 10th Group flew more missions than any other in ARS except the 3rd Group which supports combat operations in Korea. Many of the missions were major search and rescue operations.

Exercise Warm Wind, a training exercise participated in by virtually all military units in Alaska, was marred by two major air crashes. The 10th

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Group extended a maximum effort search in each case even though the weather was adverse to flying. The first crash, a C-119 with 19 persons aboard, was located on the first clear day after the mission opened. The wreckage was strewn about the side of Mt. Silverthorne and no survivors were found.

The other crash also involved a C-119 and the search for it and its 20 passengers was pressed hard during very bad weather. The mission was suspended after four weeks due to a snowfall in excess of eight feet and heavy slides in the area of highest probability of location.

Following shortly on the heels of these two crashes came the disappearance of a C-124 enroute from McChord AFB, Wash., to Anchorage, Alaska, with 52 persons aboard. Again during this search maximum effort was expended and it brought results on the third day. The wreckage was sighted at the 8300 foot level near Mt. Cannett on Surprise Glacier and there was no sign of life. A landing could not be made immediately due to conditions at the altitude of the crash. Dr. Terris Moore, president of the University of Alaska, proceeded from Fairbanks in his ski-equipped Super Club and landed near the wreckage. He established definite identification and confirmed the report of no survivors. A ground party, including rescue personnel, was transported to the 5500 foot level on Surprise Glacier by H-5 helicopters of the 10th Group. The rescue party was supplied by air drop from ARS planes based at Elmendorf and succeeded in reaching the crash on 7 December. The ground party spent two days at the scene and was evacuated from the 5500 foot level by helicopter on 9 December. Landings and take-offs at this altitude by H-5s were extremely

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hazardous and represented performance considered to be exceptional for this type aircraft.

It was extremely regrettable that survivors were not found by the rescue party but the capable execution of the mission under the most adverse conditions remains. The mission demonstrated several phases of search and rescue in the arctic. The sighting of so small a piece of wreckage after heavy snow had almost covered the entire scene is an indication of the thoroughness of search. The 10-day land-rescue expedition and its hazardous climb up the mountain demonstrated a great amount of fortitude and the helicopter support in the extreme altitude and adverse weather was outstanding. The landing of Dr. Moore in his Super Club at the crash site also was impressive.

The 10th Group performed a noteworthy mission in the rescue of two officers who crash landed a fighter aircraft on a frozen lake near Illiamna. The rescue was accomplished by a ski-equipped SA-16 which made a landing and take-off from the frozen surface.

The 10th also participated in resupply missions for the weather expedition on "T-3", a floating ice island in the polar region. More than 200 tons of equipment and supplies were dropped by ARS planes after polar darkness set in.

11th Air Rescue Group. The 11th Air Rescue Group is deployed in the Pacific with the Headquarters and two Squadrons at Hickam AFB, Honolulu, T. H., one squadron at Guam, and one squadron at Kwajalein. The Group

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has furnished rescue support for all the Atomic tests at Eniwetok and has performed in an outstanding manner during these important operations. Letters of appreciation and commendation have come to various units and individuals for the rescue support.

During this period, the 11th Group supported two Fox Peter aircraft movements. The FP movements involved the flying of jet aircraft from the ZI to Japan with refueling operations being carried out in flight. The 11th provided enroute orbit coverage and navigation aids as well as normal search and rescue coverage. The ARS aircraft were stationed about 450 miles apart at orbit points along the route.

The 11th Group's units were called on many, many times to open search and rescue missions in the areas of responsibility, just as all other ARS field units were. The case was the same, too, in that most of the missions were routine.

One mission was performed which carried a note of the unusual. It involved the drop of an A-1 lifeboat to survivors of a B-26 crash at sea. The A-1 was dropped from an SB-17 but it had to be cut away from the plane when it failed to release on the port side. The drop resulted in the boat landing a half mile from the survivors due to the malfunction. The crash victims later were picked up by Navy helicopter.

An SB-29 of the 11th Group aided greatly in the rescue of two Navy airmen 22 September after their plane crashed off the coast of Kahoolawe Island. The SB-29 was sent out for a search of the crash area and remained airborne all night to act as the coordinating unit for all search activities. The survivors were able to signal with flares to indicate their position and a Navy destroyer was directed to them by the SB-29 for the rescue. The endurance of the SB-29

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even though adequate oxygen is again being breathed by him.

paradrop, n. An airdrop by parachute. *Attrib., as in paradrop delivery, paradrop mission.*

paradrop, v. tr. To drop something by parachute.

parafrag, n. Short for 'parachute fragmentation bomb.' *Attrib., as in parafrag cluster, parafrag mission.*

parallax, n. The apparent displacement of an object, or the apparent difference in its direction of motion, if viewed first from one standpoint, then from another.

Parallax occurs, for example, in viewing a target from the position of the gun, then from the position of the sight. In air navigation, the parallax of a celestial body is observed in the difference between its angular altitude above the bubble horizon and the angular altitude above the celestial horizon. For most celestial bodies, this is negligible, but for the moon and sun it is of such magnitude as to require corrections in the reading of sextant altitudes.

parallel, n. Geography. Any of the lines considered to run parallel to the equator on the earth's surface, marking latitude.

parallel, a. 1. Of a unit or echelon: Having comparable status in one chain of command or service to that of another unit in another chain of command or service, as in 'a company in the Army is parallel to an AF squadron,' or 'the Air War College and Air Command and Staff College are parallel units in the Air University.'

2. Of a chain of command: That runs to a source of command that is the same as that of another chain of command.

In sense 2, for example, the chain of command from 11q Fifth Air Force to FEAF Headquarters is parallel to that of 11q Twentieth Air Force to FEAF Headquarters.

parallel circuit. Electricity. An arrangement in which all the positive poles, electrodes, terminals, etc. are connected to one conductor, and all the negative components to another conductor.

parallel staff. A staff made up from different services or nations, in which one person from each service or nation is appointed to each position. *Cf. integrated staff.*

In this staff, more than one person normally occupies a position.

paramedle, n. A medical service person qualified to participate in parachute activities, esp. those involving rescue. *See pararescue, n.*

parameter, n. 1. A constant having a series of particular and arbitrary values, each value characterizing a member in a system or family of expressions, curves, surfaces, functions, or the like. **2. transf.** In psychological use, a criterion that has shifting values.

In sense 1, for example, if one should draw a cross section of an airfoil with a chord of an arbitrary length, then by using the same chord extended, should draw a series of cross sections of additional airfoils, each determined in its proportions by the particular length of the chord used, the chord would be a parameter. Similarly,

in a diagram of several circles, all centered upon the same point, the radii of these circles considered as a single radius having different values would be a parameter. Again, if a certain speed of an aircraft causes a certain wing flutter, and if a pattern of wing flutter can be ascertained by means of differences in speeds, then speed becomes a parameter.

parapack, n. 1. A package or bundle with a parachute attached for dropping from an aircraft.

2. Such a package or bundle without its parachute. *Attrib., as in parapack parachute.*

paraphrase, v. tr. Specif. To change the phraseology of a message without changing its meaning.

pararescue, n. (parsq) Rescue by persons parachuted to the distressed person or persons; *specif., an operational procedure of the Air Rescue Service: See note. Attrib., as in pararescue school, pararescue team.*

Pararescue by the Air Rescue Service is designed esp. for areas inaccessible to other modes of rescue. It involves air survey of the rescue sites, accurate parachute landing, emergency medical care, use of survival procedures, and evacuation either by air or surface.

parasite airplane. An airplane designed to be carried by, and launched from, a carrier aircraft in flight, and, in some instances, to be picked up again by the carrier aircraft in flight.

parasite drag. That part of the total drag caused by the skin friction and shape of the nonlifting surfaces of an aircraft, as those of the fuselage, nacelles, cooling ducts, antennas, etc.

Parasite drag is the total drag minus the induced drag and the profile drag. It is sometimes called 'structural drag.' *See profile drag.*

parasite fighter. A parasite airplane that serves as a fighter; esp. such an airplane carried by a bomber.

parasite resistance. Resistance to movement in an airplane caused by nonlifting components; parasite drag.

parasitic, a. Of structural parts or weights of an aircraft: That do not contribute to the lift or thrust.

parasol, n. 1. Air cover consisting of airplanes actually in the air. **2.** The type of wing on a parasol monoplane. *Attrib., as in parasol construction, parasol wing.*

parasol monoplane. A monoplane having the wing mounted above the fuselage. *See high-wing monoplane, esp. note.*

paratroop, n. Used *attrib.* in sense: Of or pertaining to a paratrooper or paratroopers, as in *paratroop battalion, paratroop carrier, paratroop capacity* (in an aircraft), *paratroop drop*, etc.

paratrooper, n. A person in the parachute troops.

parce (auth abbr). 'Pay record.'

paren (auth abbr). 'Parenthesis.'

parent, n. attrib. 1. Of a unit or other organization: *a.* From which a unit or persons are placed on detached service, as in *parent organization.*

b. From which cad. *parent wing. 2.* Of responsible for certain installations in the *parent base. 1.* A specified supplies to organizations through supply officer. *2.* The base.

parent command. tenant unit or any detached service.

For example, the parent squadron receiving log command is the Military unit, *n.*

parent unit. 1. The (which see, sense 1) organized subordination. **2.** The unit from which is withdrawn for de-

In sense 1, the parent higher unit to the subunit of the Air Rescue Group, or it may be command, as in 'the parent MATS.' In contexts where 'direct' may be used, as 7 Air Rescue Group.

paresthesia, n. Medicine. rash, cold or hot skin by the formation of esp. those tissues dis-

park, n. 1. Short for place where motor esp. in the phrase 'car-

park, v. 1. tr. To bring to a stop and leave without pilot or driver for such a vehicle as paired. **2.** To assemble area and to leave there. **3. intr.** To stop a vehicle as in 'he parked in the street.'

Hence, *parked, a.* A from a standing aircraft.

parka, n. A long upper garment, worn in very arctic.

The parka may be taken by Eskimos, but they are not.

Parkerize, v. tr. To finish to a firearm by phosphoric acid.

Parkerized, a.

Parkerization is a process of the Proof Company, Detroit.

parking apron. An parking.

parking ramp. A parking hangar. *Loose usage.*