

# "THAT OTHERS MAY LIVE"



## CODE OF AN AIR RESCUE MAN

IT IS MY DUTY, AS A MEMBER OF THE  
AIR RESCUE SERVICE, TO SAVE LIFE  
AND TO AID THE INJURED.

I WILL BE PREPARED AT ALL TIMES  
TO PERFORM MY ASSIGNED DUTIES  
QUICKLY AND EFFICIENTLY, PLAC-  
ING THESE DUTIES BEFORE PERSONAL  
DESIRES AND COMFORTS.

THESE THINGS I DO THAT OTHERS  
MAY LIVE.

22

AIR RESCUE SERVICE  
MILITARY AIR TRANSPORT SERVICE  
UNITED STATES AIR FORCE

## RESCUE INFORMATION



HEADQUARTERS  
AIR RESCUE SERVICE (MATS)  
3800 NEWARK STREET, N. W.  
WASHINGTON 25, D.C.

# RESCUE INFORMATION MANUAL

Prepared and distributed by the Information and Liaison Division, Headquarters, Air Rescue Service, Washington, D.C., for the information of and use by personnel of the Armed Services, manufacturers and others requiring information of the Air Rescue Service (MATS) of the United States Air Force.

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1st Printing, November, 1951

2nd Printing, February, 1952 (revised and illustrated)

## RESCUE INFORMATION MANUAL

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MAJOR GENERAL JOSEPH SMITH; USAF  
COMMANDER, MATS

Joseph Smith was born in Scranton, Pennsylvania, October 31, 1901. He was graduated from the U.S. Military Academy June 12, 1923, commissioned a second lieutenant of Cavalry, and assigned with the Eighth Cavalry at Fort Bliss, Texas. In October, 1924, he joined the Second Machine Gun Squadron at Fort Bliss, and subsequently became squadron adjutant.

In November, 1927, General Smith entered the Air Corps Primary Flying School at Brooks Field, Texas, and the following July transferred to the Air Corps Advanced Flying School at Kelly Field, Texas. He was graduated in October, 1928, and assigned to the 40th School Squadron at Kelly Field. In December of that year he went to the Philippine Islands to join the 66th Service Squadron at Camp Nichols, and the next month transferred to the Air Corps.

In March, 1931, General Smith was assigned to Brooks Field as post education and recreation officer. In October, 1931, he moved to Kelly Field as education and recreation officer and in July, 1932, assumed command of the Flying Cadet Detachment at the Air Corps Advanced Flying School. From March to May, 1934, he served as a pilot with the Army Air Corps Mail Operations at Salt Lake City, Utah, after which he returned to Kelly Field as an instructor at the Air Corps Advanced Flying School. He was named flight commander of the 42nd Bombardment Squadron at Kelly Field in February, 1935.

General Smith entered the Air Corps Tactical School at Maxwell Field, Alabama, in August, 1936, and was graduated the following June. He then moved to Mitchel Field, New York, as a student officer at the Group Navigation School. After completing the course in November, 1937, he remained at Mitchel Field as operations officer of the Ninth Bombardment Group. In September, 1938, he entered the Command and General Staff School at Fort Leavenworth, Kansas. Upon graduation in June, 1939, he resumed his duties as operations officer of the Ninth Bombardment Group at Mitchel Field.



From July, 1940, to March, 1942, General Smith served at Langley Field, Virginia, and Bolling Field, D.C., as assistant to the assistant chief of staff for operations at General Headquarters Air Corps, and later as assistant to the assistant chief of staff for operations of the Air Corps Combat Command. His next assignment was as a member of the Strategy Section in the Operations Division of the War Department General Staff. In April, 1943, he was made Senior Air Force Member of the Joint War Plans Committee, Joint Chiefs of Staff, and in January, 1944, became chief of the Third Air Force at Tampa, Florida.

In January, 1945, General Smith joined the 20th Bomber Command in India and the following March was appointed its chief of staff. In August, 1945, he became deputy chief of staff of the Eighth Air Force in that theater.

General Smith, in October, 1945, was appointed assistant chief of air staff for plans at Air Corps headquarters. In November, 1945, he became chief of staff of the Air University at Maxwell Field Alabama, and the following July was named deputy commanding general of the Air University. In August, 1946, he became commandant of the Air Tactical School at Tyndall Field, Florida.

General Smith was appointed Headquarters Commandant of the U.S. Air Forces in Europe, with station at Wiesbaden, Germany, in November 1947. A year later he was assigned to the office of the Deputy Chief of Staff for Operations at USAF Headquarters in Washington, D.C., and in December, 1948, became chief of the Plans Division in that office. The following September he was appointed Deputy Director of Plans and Operations in the same office, with additional duty as the Air Force member of the Joint Strategic Plans Committee of the Joint Chief of Staff. In July, 1950, the Directorate of Plans and Operations was split into two directorates, and General Smith became Director of Plans. He was appointed Director of Plans in July, 1951.

General Smith has been awarded the Distinguished Service Medal and the Bronze Star Medal. He was rated a command pilot, combat observer, aircraft observer, and technical observer.

#### PROMOTIONS

He was promoted to first lieutenant (permanent) March 31, 1928; to captain (temporary March 16, 1935; to captain (permanent) August 1, 1935; to major (temporary) March 11, 1940; to major (permanent) July 1, 1940; to lieutenant colonel (temporary) November 15, 1941; to colonel (temporary) March 1, 1942; to brigadier general (temporary) May 28, 1944, to lieutenant colonel (permanent) June 12, 1946; to colonel (permanent) April 2, 1948; to brigadier general (permanent) June 11, 1948, with date of rank from January 26, 1945; to major general (temporary) September 11, 1949.







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AIR RESCUE SERVICE FACTS

(These fact sheets may be reproduced locally but without change in text. They are compiled for the use and information of Public Information Officers and other military and government personnel. They may be distributed to the press when deemed advisable for their information.)

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WHAT IS THE AIR RESCUE SERVICE (ARS) ?

The Air Rescue Service is the USAF organization within the Military Air Transport Service which provides world-wide search and rescue service. (See AFR 20-54)

(For more detailed information, see ANNEX 1, ARS FACTS, attached hereto or available upon request.)

WHAT IS THE MISSION OF ARS?

The primary mission of ARS is to save the lives of Air Force crews who may be involved in: aircraft disasters, accidents, crash landings, ditchings, or abandonments which occur away from an air base. (Local Air Force Base incidents are handled by the crash-rescue facilities thereon.)

While this service was specifically established for the USAF, ARS provides service for other agencies and activities when air rescue assistance is requested. This includes U.S. Army, Navy, Coast Guard, and civil and military aviation of other countries.

During combat operations, such as in Korea, ARS provides air evacuation for aircrews and other personnel from front lines and from enemy territory behind the battle line.

In addition to these everyday missions of rescue and evacuation, ARS units must be trained and operationally ready to deploy to any area in the world in support of combat operations.

All organizations of Air Rescue Service maintain a 24-hour, 7-day a week watch. Upon notification of an emergency, rescue control centers go into immediate action directed at returning survivors to sanctuary at the earliest moment. The probability of finding survivors diminishes with each minute that passes after a disaster.



## AIR RESCUE SERVICE FACT SHEET

In each incident it must be presumed that there are survivors and that all or most of them need medical attention; therefore, ARS crews and rescue teams must exert every effort to find, aid, and return these survivors to safety.

Therefore, the ARS mission entails three functions: Search-- Aid-- Rescue. The search is conducted by a predetermined number of special type aircraft for an air search and a group of specially trained men for ground search. Aid is usually given in the form of survival or medical assistance, usually both, and is provided by the specially trained and equipped survival and medical technicians. These technicians arrive on the scene by foot, motor vehicle, aircraft, or parachute. Rescue is performed by several means: by land rescue teams; pararescue teams; by helicopter; amphibious aircraft and conventional aircraft where landings can be made.

(For more detailed information, see ANNEX 2, ARS FACTS, attached hereto or available upon request.)

### WHO COMMANDS THE ARS?

Air Rescue Service is commanded by Colonel Richard T. Kight, a command pilot in the Regular Air Force, whose distinguished career in aviation is listed by "Who's Who in America". He was awarded the DFC early in 1942 for a special flight from Washington to Java when, a month after Pearl Harbor, our Pacific flight lines had been cut. Later in 1942, he was selected to pilot Wendell Willkie on his 'round-the-world' tour for President Roosevelt; he flew this mission successfully despite efforts by German and Japanese fighters to intercept Mr. Willkie's plane. Mr. Willkie dedicated his book "One World" to Colonel Kight and his crew, and the Air Corps awarded him an Oak Leaf Cluster to his DFC. In April 1951, the American Helicopter Society awarded Colonel Kight its first annual "Kossler Award" for the outstanding contribution made by the Air Rescue Service in the effective utilization of the helicopter in saving lives.

(For more detailed information, see ANNEX 3, ARS FACTS, attached hereto or available upon request.)

### COOPERATION AND COORDINATION

Air rescue activities cooperate and coordinate closely with all other rescue agencies, whether military, civilian, or foreign. Very often the USAF rescue units assist these agencies, and just as often they receive assistance, particularly during major efforts. Air rescue organizations have authority to call upon any other USAF activity for assistance in a search; and the Civil Air Patrol also assists in aerial search and rescue operations when specifically requested to do so.

(For more detailed information, see ANNEX 4, ARS FACTS, attached hereto or available upon request.)



## AIR RESCUE SERVICE FACT SHEET

### HOW IS ARS ORGANIZED?

The Air Rescue Service is presently composed of 10 squadrons, each of which comprises four flights, strategically deployed about the globe. Each squadron headquarters normally has one of its flights based with it, while the remaining flights are hundreds or even thousands of miles distant. ARS has also the 2156th Air Rescue Squadron, a technical training unit.

(For more detailed information see ANNEX 5, ARS FACTS, attached hereto or available upon request.)

### WHAT EQUIPMENT DOES ARS USE?

The flights are equipped, according to search and rescue requirements within their areas, with SB-29 and SB-17 lifeboat carriers; SA-10 and SA-16 amphibians; H-5 and H-19 helicopters, equipped with litters for carrying patients; C-47 and C-82 transports for use as cargo carrier and for carrying para-rescue teams (the helicopters can be carried aboard the C-82; and such ground vehicles as jeeps with radio trailers and caterpillar "weasels". In addition, a wide variety of jungle, desert and Arctic specialized equipment is used.

(For more detailed information see ANNEX 6, ARS FACTS, attached hereto or available upon request.)

### WHAT REQUIREMENTS HAS ARS INITIATED TO IMPROVE SEARCH AND RESCUE?

1. An electronic device to be installed in free-fall, airborne lifeboats to permit radio control of the boat after it has landed on the water. This device is now being manufactured as a production item.

2. A new type lifeboat which can, unlike the A-1 and A-3 lifeboats currently in use, be carried by any multi-engine aircraft equipped with internal or external bomb racks capable of sustaining a 2,000 pound lifeboat. This boat, to be known as the A-4, will be electronically controlled from the air. Two different prototypes are now under consideration by AMC.

3. Crash Locator Beacons and receiver stations, due for use in 1954. The Crash Locator Beacon is an electronic device to be carried in military aircraft and designed to be ejected automatically in a crash or ditching. It will then automatically, and independently of persons aboard the aircraft, commence emitting radio signals on alternate frequencies, first to identify the downed aircraft, next to permit rescue aircraft to home-in on the signal. The receivers will be automatic direction finding stations which will be installed at various locations to receive, automatically record signal bearings and to relay them to an evaluation center. The latter, after evaluating reports from all receiving stations, will establish a position for the disaster and will forward that information to the rescue agency concerned.



## AIR RESCUE SERVICE FACT SHEET

### WHAT REQUIREMENTS HAS ARS INITIATED TO IMPROVE SEARCH AND RESCUE?

4. The triphibian. ARS advanced the requirement and the Grumman Aircraft Company modified its SA-16 "Albatross" amphibian by constructing a 15-foot skid under the keel and two small skis suspended from the wing floats, for snow and ice landings. The first tri-phibian was tested successfully under Arctic conditions during the winter 1950-'51 and in August, 1951 on the Greenland icecap.

(For more detailed information, see ANNEX 7, ARS FACTS, attached hereto or available upon request.)

### HOW DID ARS REACT TO THE WAR IN KOREA?

Colonel Kight, Commander of ARS went to Japan and arranged to add to the 3rd ARS Squadron a special helicopter detachment to be based in Korea. The mission of this detachment is the rescue of pilots and other UN personnel from behind the enemy lines and evacuation of critically wounded men from front line first aid stations to mobile army surgical hospitals in the rear.

The amazing and consistent performances of the H-5 under enemy gunfire and often overloaded, in retrieving shot-down pilots and other personnel, and in air-lifting badly wounded men, raised the helicopter from a place of doubtful worth to a place in the first rank of military aircraft. The proving of the helicopter's military worth in Korea however, showed that a larger machine of greater power and carrying capacity was required and this need was met by Sikorsky H-19 helicopters sent to Korea for trial by AMC.

Use by the 3rd Air Rescue Squadron of Grumman SA-16 amphibians in the waters off Japan and Korea changed the survival tactics of military air crews in planes crippled by enemy fire. So efficient was the rescue system and the amphibian in intercepting and retrieving shot-down pilots and crews that the latter now ditch or bail out over water when possible.

3rd ARS amphibians have made history by landing on shallow rivers in enemy territory to retrieve downed pilots. On one occasion such a retrieve was made in dark night under enemy fire and, on a later retrieve, a rescue pilot drove his amphibian onto a river mud flat to recover a fighter pilot, then backed off the mud by reversing propeller pitch.

By \_\_\_\_\_ the 3rd Air Rescue Squadron had rescued or evacuated a total of \_\_\_\_\_ UN personnel, of whom \_\_\_\_\_ were rescued from behind the enemy lines.

(For more detailed information see ANNEX 8, ARS FACTS, attached hereto or available upon request.)



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WHAT AIR RESCUE SERVICE IS

Air Rescue Service is the United States Air Force organization which provides world-wide air search and rescue service to USAF activities. Air rescue facilities are also available to military and civil aviation of the U.S. and other countries upon request. It is part of the global support service of the Military Air Transport Service.

Air Rescue Service although established primarily to aid military airmen, is morally obligated to perform humanitarian work at the scene of any disaster where the tools it possesses can be of assistance. This might range from aiding in the search for a lost youngster in the woods of Maine; the search and rescue of a "flying" American missionary in the Philippine Islands; the delivery of food, medicine and doctors to snowbound ranches and communities in the Midwest; or the jumping of a paradoctor to aid a crashed civilian pilot on a frozen lake in the Pacific Northwest.

The organization that is now Air Rescue Service was activated as the 62nd AF Base Unit on January 23, 1946, at Andrews AFB, Maryland, under Continental Air Forces. This unit was responsible for rescue activities within the continental limits of the United States. Rescue responsibilities prior to this time, rested with the various continental Air Forces within their designated areas.

Lt. Col. Joseph F. Westover assumed command of the 62nd AF Base Unit on February 19, 1946. He was succeeded by Colonel Wallace S. Ford on May 29, 1946, after the unit had been redesignated as Air Rescue Service. Colonel Richard T. Kight, the present commander, took command of the Air Rescue Service on December 1, 1946.

First expansion of Air Rescue Service to oversea areas came in May and June, 1948, when search and rescue responsibilities in the Atlantic and Middle East areas were transferred to ARS. On May 1, 1949, Air Rescue squadrons in the Pacific and Far East were transferred to Air Rescue Service, and on September 1, 1949, Caribbean Rescue was transferred to ARS and an Air Rescue Squadron was organized in Europe. The 10th Air Rescue Squadron in Alaska was transferred to Air Rescue Service on July 1, 1950.



Annex 1        ARS Facts

WHAT AIR RESCUE SERVICE IS ---continued

On 12 February 1951, the 9th and 11th Air Rescue Squadrons were activitated. Two additional AR Squadrons are to be activitated in the near future and will be based at other strategic locations.

Air search and rescue support in Korea began shortly after the outbreak of hostilities in June 1950. By 1 January 1952, aircraft of the 3rd Air Rescue Squadron, including a special helicopter detachment operating from forward stations in Korea, have saved the lives of over 3,500 United Nations military personnel. Seven hundred and eighty three (783) of these were rescued behind enemy lines and 2,219 from front line and other areas. In addition to the helicopter coverage, adrial coverage, long range interception and escort of UN aircraft are furnishe-d by SA-16s, SB-17s, and SB-29s.

-END-



## AIR RESCUE SERVICE FACT SHEET

### RESCUE ACTIVITIES IN THE Z. I.

ARS maintains two squadrons in the Z. I. whose eight flights cover the United States, and also adjacent areas of Canada and Mexico when required. Outstanding missions have included use of ARS in disasters such as the terrible winter blizzards of 1949 in the Far West to air drop baled hay, food, blankets, medicines; the Kansas floods of 1951 to drop lifeboats, life rafts, blankets and food; the air-lifting of a helicopter to Costa Rica by Flight B, 4th ARS squadron at March AFB in 1951 to carry doctors fighting a yellow fever epidemic; and the successful search in Saskatchewan in 1951 for two Wisconsin men lost in the wilderness.

(For more detailed information see ANNEX 9, ARS FACTS, attached herewith or available upon request.)

### OTHER ARS ACTIVITIES

Aside from the rescue squadron in Japan and the two rescue squadrons serving the ZI, Air Rescue Service has seven other rescue squadrons scattered around the world. One serves Alaska; another Newfoundland, Labrador, Iceland and Greenland; another serves England and the Continent; another Bermuda, Porto Rico and the Canal Zone; another the Philippine Islands and Okinawa and another the Hawaiian Islands and Kwajalein and Guam.

The flights of these squadrons stand alert for calls to aid aircraft in distress or that are down upon the land or waters within their area. In addition they may be called to far distant points for a maximum effort search. In October, 1951 for instance, rescue aircraft from the 5th Squadron; the 6th Squadron; the 7th Squadron the 9th Squadron and the 1st Squadron were all called in to search the Atlantic for a missing C-97 between the Azores and the New England coast. The Coast Guard, the Navy, the RCAF, MATS, SAC and the Portuguese all cooperated with ARS in this search which covered hundreds of thousands of square miles of ocean.

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THE MISSION OF THE AIR RESCUE SERVICE

The mission of the Air Rescue Service of the USAF is the saving of lives of military aircrews who while airborne are prevented from landing safely; who have bailed out or who have crashed or ditched.

This mission is accomplished by dispatching one or more rescue aircraft to escort the aircraft in distress; or in the case of a bail-out, crash or ditching the rescue mission may be accomplished by the dropping of a pararescue team to the crash survivors; the dispatch of ground rescue team, or both; or by the dropping of lifeboats or life-rafts.

THE FOUR PHASES OF SEARCH

The task of search and rescue logically breaks down into four phases, any combination of which may be present in a search-and-rescue mission. These phases are:

- a-Notification
- b-Search
- c-Aid
- d-Rescue

Today the notification phase is performed by any agency or person having knowledge of an aircraft incident, and perhaps this will always be the case to some degree. The air traffic control agencies, both military and civil, most generally perform this function of notification. It is most important that notification of an aircraft incident be received at the earliest possible time because in every incident it must be assumed that there are survivors, and thus life is at stake.

Once notified of an aircraft incident, steps must be taken to conduct communications and/or physical search to locate the aircraft in distress or the scene of the crash. The extent of the search to be conducted depends on the information available -- and may vary from the dispatch of a single search and rescue aircraft to a generally known position, to an extensive search effort of many aircraft for several days.



## THE FOUR PHASES OF SEARCH -- (Continued)

The area to be searched may be water or land -- desert, mountain, or jungle, -- and again time is most important.

### AID TO SURVIVORS

When the distressed aircraft or crash site has been located, the rescue organization must be prepared to aid the survivors or rescue them. The aid needed may only be navigational escort to a safe landing ground or delivery of a medical officer by paratroop into a wooded area. In some few cases, only aid is necessary to complete the mission, but in most cases rescue is also required. The rescue may require evacuation of the survivors from difficult sea or land areas such as stormy seas, rugged mountains, frozen wastes, or jungles. The number of survivors to be evacuated may vary from one to more than a hundred, and all of them may be stretcher cases.

Time is of the essence throughout a search and rescue mission. Records show that the critically injured survivors of an aircraft accident usually die during the first 24 hours if not given aid. ARS must get there as soon as possible in order to save the greatest number of lives.

It must be assumed that there is not even one able-bodied, logical-thinking survivor at the scene of the aircraft accident. Again the records include numerous accounts where supposedly able-bodied, logical-thinking survivors failed to accomplish extremely simple tasks in basic logical order and thus hindered, delayed, and even prevented their own rescue. The explanation is that shock following an aircraft accident is often so great as to cause those of strong mind to think and act illogically.

### FOLLOWING A MISSION

Now let us consider for the moment that a bomber crew is off on a mission. Although they don't anticipate any trouble, never-the-less they have certain survival equipment aboard and they have been trained to follow certain procedures so that in the event of trouble, their rescue can be effected more readily. Just what are these procedures and what is the equipment?

First off, the pilot files a flight plan of the bomber's intended flight path, and every hour, he must report his position to the nearest air traffic control center -- thus the bomber's approximate position is known at all times. But just how approximate is it? Remember the bomber is traveling 300 miles in one hour, and if an incident occurred between reports, it could be down anywhere along a 300-mile line. Remember also that radio reception could be bad or the radio could go out, or the bomber could get lost -- so approximate could turn out to mean almost anywhere.



## FOLLOWING A MISSION -- (Continued)

Now, let us assume the bomber and its crew run into trouble -- if there is plenty of time, the radio operator gets out a good long SOS, and if somebody is listening, perhaps its location will be accurately plotted and help sent immediately. But suppose the worst happens and there is no time to get out even a short signal. Then what are the chances? Eventually, when no further position reports are received and the bomber does not arrive at its destination some hours later, it is considered by the traffic control center as overdue and presumed missing. The nearest rescue coordination center is notified of this incident, given the bomber's flight plan and last reported position, and is requested to begin search and rescue operations.

### HOW SEARCH STARTS

After studying all available information, the rescue controller lays out the most probable search areas and begins search operations with all available aircraft. Whether the bomber was down on land or on water, the rescue flight commander and his search crews have to employ, primarily, visual means of search, which is most inefficient. If some of the crew survived the crash landing or ditching and were able to get the Gibson Girl emergency transmitter out of the wreckage and operating, they have greatly increased their chances of being located by the searching aircraft. The Gibson Girl is a survival emergency transmitter, carried as standard equipment aboard all large aircraft. It weighs about 50 lbs and when operated by its hand-driven generator, sends out a distress signal on 500 kcs and 8280 kcs that can be homed in by search aircraft about 200 miles away. The Gibson Girl, although a useful piece of survival equipment, has many disadvantages -- the main one being that it is not automatic. It does require an able-bodied, logical-thinking survivor to operate it -- and so many times there is none such available. Another disadvantage is its weight and bulk -- it doesn't lend itself to ease of handling during a crash landing or night ditching at sea.

But let us assume again the worst conditions -- that of no Gibson Girl. In this case the survivors, if down on land, have to wait for a search plane to appear -- then they attract attention with signal flares, fires, panels, and the like. If down at sea and aboard a standard liferaft, they attract attention with dye markers to color the water or they erect the radar deflector to attract the attention of search aircraft. I believe you'll agree that the survivor's chances of being found in the first 24 hours are not the best.

### AID AND RESCUE

But let's leave the search phase and get on to the aid and rescue phase of the mission and assume that the crash scene has been located and there are survivors. Here the rescuers move into high gear for the most difficult problem has been solved - namely, where are they. If the crash is on land, helicopters that can hover and lower aid, including a doctor, and that can evacuate litter patients if necessary may be used.



## AID AND RESCUE --- (Continued)

If the scene is beyond helicopter range, then other aircraft can para-drop aid to include survival specialists and a doctor. The injured can be treated and await overland evacuation.

If the crash scene is at sea and beyond helicopter range, then an amphibian with medical aid aboard, can land and evacuate the survivors. If the sea is too rough for amphibians to land, then other aircraft can drop an airborne lifeboat, equipped with aid supplies. Pararescue survival specialists can also be dropped to assist the injured survivors aboard the lifeboat and render them first aid until the seas calm to permit amphibian landings or until larger surface craft arrive.

Specially trained para-rescue teams, composed of a para-doctor and four para-rescue technicians--cross-trained in medical and survival procedures--are assigned to each Air Rescue Service squadron. These teams are strategically deployed to give world-wide coverage and stand ready to jump to the aid of crashed airmen, in areas inaccessible by other means.

END



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COLONEL RICHARD THOMAS KIGHT, USAF

Richard T. Kight was born in Collinsville, Texas, October 18, 1913. After graduating from high school at Claude, Texas, in 1931, he attended Amarillo Junior College and Texas Technological College.

Colonel Kight began his military career in October, 1932, when he enlisted as a private in the Texas National Guard. One year later he enlisted in the Air Corps at Randolph Field and 11 months later entered Flying Cadet Training thereat. He graduated in October, 1935 and spent one year on active duty as a Flying Cadet. He was commissioned a second lieutenant, Reserve, on October 15, 1936 and remained on active duty for two months, after which time he became a pilot with United Airlines.

He returned to active duty with the Air Corps on March 28, 1938, and has continuous service since that date. He served as a pilot at Langley Field, Virginia, and as operations officer with the 34th Bomb Group at Westover Field, Massachusetts until September 1941.

In September, 1941, Colonel Kight was ordered to the Air Corps Ferrying Command. He remained as special mission pilot when the Air Transport Command was organized.

From December 31, 1942, until December 5, 1943, he served as operations officer, inspector, and as executive officer with Headquarters, India China Wing (ATC). He was then ordered back to the United States for duty as the commanding officer of the ATC base at Morrison Field, Florida. He left Morrison Field in September, 1945 to take command of the ATC base on Guam, Marianas, where he remained until October, 1946.

On December 1, 1946, Colonel Kight assumed command of the Air Rescue Service, which was then at Morrison Field, Florida. He moved his headquarters to Washington, D.C. in December 1947.



Colonel Kight flew one of the early war-time transport missions to England and in January and February of 1942, he flew a B-24, heavily laden with critically needed supplies for the American forces in Australia, into Java, arriving just before the Japanese arrived. For this flight, he was ordered to get the supplies to their destination as soon as possible using any means at his disposal. He flew the fastest route which took him over dangerous terrain and away from the established air routes. For this mission, he received the Distinguished Flying Cross.

As one of the pioneers of ATC, Colonel Kight performed the first military service tests on the Douglas C-54. He was also at the controls when the first C-54 departed the shores of the United States for an overseas destination. He piloted the late Mr. Wendell Willkie around the world late in 1942, successfully avoiding attempts by both the Germans and Japanese to intercept and shoot down his aircraft. For this flight he was awarded an Oak Leaf Cluster to his Distinguished Flying Cross. It was the ease and speed with which the "Gulliver" was made the trip that played an important role in establishing the name "One World" for Mr. Willkie's subsequent book. Mr. Willkie was so favorably impressed that he dedicated his book to Col. Kight and the Gulliver's crew.

Colonel Kight has long been a proponent of improved air search and rescue techniques. At the Seventh Annual Forum of the American Helicopter Society, held in April, 1951, Col. Kight was presented the first annual "Kossler Award", established in memory of Capt. W.J. Kossler, U.S. Coast Guard, a pioneer advocate of helicopter usage. The award was for "the greatest achievement in practical application or operation of rotary-wing aircraft, the value of which has been demonstrated in actual service during the year 1950."

Colonel Kight is a command pilot. He has been awarded the Distinguished Flying Cross with one Oak Leaf Cluster; the Air Medal; the Army Commendation Ribbon and the Distinguished Unit Citation. He is listed in "Who's Who in America".

#### PROMOTIONS

He was promoted to second lieutenant October 14, 1936; to second lieutenant (permanent) 15 August, 1939; to first lieutenant September 9, 1940; to first lieutenant (permanent) August 15, 1942; to captain February 1, 1942; to major March 1, 1942; to lieutenant colonel January 15, 1943; to lieutenant colonel (permanent) July 1, 1948; to colonel May 1, 1944.

END

Up to date through 1 January, 1952.







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THE CIVIL AIR PATROL

Official Auxiliary of the U.S. Air Force

In December 1951, Civil Air Patrol observed its tenth anniversary.

Born of Civil Defense in 1941, CAP was created by Congress as the USAF auxiliary in 1948. Today it is composed of nearly 80,000 volunteers who are organized into 52 wings, one for each State in the union and the three United States territories: Hawaii, Puerto Rico, and Alaska. These wings comprise 160 groups, 660 squadrons, 716 flights and contain over 5100 privately-owned aircraft ranging from DC-3s to Cubs.

The CAP units have no military status but are administered and controlled by competent members holding CAP (Corporation) rank comparable to Air Force rank. At the top of Civil Air Patrol is the National Headquarters, staffed entirely by Air Force personnel. This headquarters has the official title, Headquarters, CAP, USAF, and serves a dual purpose. First, is its over all guidance of training and administration to the CAP Corporation and its liaison to the Corporation with military and other Federal agencies in acquisition of supplies and equipment and other support. Second, is its activity in the capacity of a major Air Force Command staff for its 52 field liaison offices and its coordination of their logistical and administrative problems.

As part of its assigned mission CAP has a goal of 100,000 trained CAP Cadets. Almost 42,500 boys and girls are at present in the ranks of the organization. Their ages range between 15 and 18 -- a nucleus of potential airmen for the ranks of CAP seniors at a future date and an aimed citizenry for the United States generally.

Cadetship in the Civil Air Patrol does not dismiss the youth's obligation to possible military service; however, it has been noted by the USAF indoctrination center at Lackland AFB, Texas, that former CAP cadets are eager for service and make excellent airmen.

The cadet program, which is partially responsible for a youth's eagerness and ability to serve in the armed forces, consists partially of encampments, drill competitions, navigation and other subjects relative to aviation, and participation in the international cadet program.



## CIVIL AIR PATROL -- 2

This program is molded so as to instill in the cadets a sense of citizenship responsibility as tomorrow's leaders; to afford cadets an opportunity to learn aviation in its many primary phases; and to train cadets as a source of personnel procurements for the USAF on a volunteer basis.

Approximately 5,000 cadets attend two weeks of encampment each summer at Air Force bases. At these bases they receive on-the-job training and a practical view of life in the Air Force.

Drill competitions are held on a State, regional, national and international basis. In 1951 competition, teams representing Utah, Georgia, Michigan, New York, Louisiana, Washington State, Puerto Rico, and Hawaii were named winners in their respective regions. In the national competition New York took first place. On August 26 the U.S. team was defeated for the Gen. Lucas V. Beau Trophy by a Scottish team at Toronto, Canada.

The international exchange of cadets, a highly successful program conducted by the Civil Air Patrol, gives aviation minded youth of this and foreign countries an opportunity to know one another and to act as ambassadors of goodwill for their respective countries. During July and August of 1951, 120 cadets from Canada, England, Portugal, Denmark, Sweden, Norway, France, Spain, Brazil, Luxemburg, Netherlands, Mexico, Switzerland and Italy visited the United States. Meanwhile cadets from the U. S. visited those countries.

Another mission of the CAP consists of frequent search and rescue flights. In addition to the actual searches, CAP units make "dry runs" to practice for an ARS alert. Units fly several mock searches for every one that actually occurs.

In April 1950, Headquarters, USAF, approved "Operation SARCAP". These are practice search and rescue missions, supervised by Air Rescue Service personnel and established so CAP can improve its search and rescue techniques.

In 1950, CAP as an auxiliary of the USAF Air Rescue Service flew 11,297 hours on 126 actual search missions for crashed or lost aircraft and airmen. By flying small liaison type aircraft during these emergencies, CAP saved the Air Force the expense of operating large high-horsepower aircraft, and in the majority of instances was instrumental in bringing the search to a successful and positive conclusion. This is only one of the many humanitarian deeds performed by CAP in its overall operations.

Another operation of inestimable value to the Nation in time of disaster is the CAP radio network listing some 9,500 stations. Of this number about 7,000 are of mobile type. Whenever commercial radio facilities are incapacitated due to storms this radio net can either be moved by air or ground vehicle into any disaster area.

This tremendous service is the largest organized non-military mobile radio system in the United States.



### CIVIL AIR PATROL -- 3

Each Mobile Support Unit consists of both air and ground echelons and is used at any disaster scene for relief and evacuation purposes. There are some 400 such units in Civil Air Patrol.

Civil Air Patrol cooperates with Air Rescue Service, U.S. Forestry Service, State forestry officials, fire departments, State and local police agencies, U.S. Coast Guard, veteran's organizations, American Red Cross, airlines, U.S. Navy, Community Chest and other welfare agencies.

It is a certainty that wherever and whenever the call goes out for aid in cases of disaster and emergency, the tens of thousands of members in Civil Air Patrol are alert to do their duty.

--END--



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HOW ARS IS ORGANIZED

The Air Rescue Service organization consists of units organized under T/O&E and T/D authorizations. Headquarters ARS is organized in accordance with T/D R-1100; squadrons one through 11 are T/O&E units organized under T/O&E 1-1613 while the 2156th Technical Training Squadron is organized under T/D R-1101.

The organization and operation of ARS units is unique in that they are actually under two commands. First, the Commander, Air Rescue Service, exercises command jurisdiction and administrative and technical control over all ARS units; secondly, oversea air commanders exercise operational control of, and are responsible for logistic support of, ARS units located within their respective areas.

To explain this dual responsibility, there are certain definitions indicated below:

Command Jurisdiction

Air Rescue Service provides air rescue facilities required by the Air Force on a world-wide coverage basis. The Commanding Officer, Air Rescue Service, exercises command jurisdiction over all ARS organizations.

Administrative Control

Administrative control includes responsibility for personnel actions, assignment of commanders and key staff officers, submission of certain reports, maintenance of personnel records, promotions, administrative directives, etc.

Technical Control

Technical control is the responsibility for the development and application of air rescue procedures, policies, methods, standards, techniques and training programs.

Operational Control

Operational Control is the responsibility to exercise rescue control in a specified area and to deploy rescue facilities in the discharge of this responsibility.

Logistic Support

Logistic support is the responsibility to provide housing, food service, supplies and equipment (except complete aircraft), field level maintenance and all other services normally provided a tenant unit.



LOCATIONS OF AIR RESCUE SERVICE ACTIVITIES

|                                                                                 |                      |
|---------------------------------------------------------------------------------|----------------------|
| Headquarters, Air Rescue Service                                                | Washington 25, D. C. |
| 1st Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Albrook AFB          |
| Flight B                                                                        | Albrook AFB          |
| Flight C                                                                        | Ramey AFB            |
| Flight D                                                                        | Kindley AFB          |
| 2nd Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Clark AFB            |
| Flights A&B                                                                     | Clark AFB            |
| Flights C&D                                                                     | Kadena AB            |
| 3rd Air Rescue Squadron                                                         |                      |
| 4th Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Hamilton AFB         |
| Flight A                                                                        | Hamilton AFB         |
| Flight B                                                                        | March AFB            |
| Flight C                                                                        | McChord AFB          |
| Flight D                                                                        | Lowry AFB            |
| 5th Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Westover AFB         |
| Flight A                                                                        | Westover AFB         |
| Flight B                                                                        | Ellington AFB        |
| Flight C                                                                        | Maxwell AFB          |
| Flight D                                                                        | Selfridge AFB        |
| 6th Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Pepperrell AFB       |
| Flight A                                                                        | Greenland AB         |
| Flight B                                                                        | Ernest Harmon AFB    |
| Flight C                                                                        | Keflavik, Iceland    |
| Flight D                                                                        | Goose Bay            |
| 7th Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Wheelus Field        |
| Flight A                                                                        | Sidi Slimane         |
| Flight B                                                                        | Lages Field          |
| Flight C                                                                        | Wheelus Field        |
| Flight D                                                                        | Dhahran Airfield     |
| 9th Air Rescue Squadron                                                         |                      |
| Headquarters                                                                    | Bushy Park           |
| Flight A                                                                        | Manston RAF Sta.     |
| Flight B                                                                        | Sculthorpe, RAF Sta. |
| *Flight C                                                                       | Burtonwood, RAF Sta. |
| Flight D                                                                        | Wiesbaden AB         |
| 10th Air Rescue Squadron                                                        |                      |
| Headquarters                                                                    | Elmendorf AFB        |
| Flights A&B                                                                     | Elmendorf AFB        |
| Flight C                                                                        | Davis AFB            |
| Flight D                                                                        | Ladd AFB             |
| 11th Air Rescue Squadron                                                        |                      |
| Headquarters                                                                    | Hickam AFB           |
| Flights A&B                                                                     | Hickam AFB           |
| Flight C                                                                        | Kwajalein AFB        |
| Flight D                                                                        | Andersen AFB         |
| **2156th Air Rescue Sqdn (TTU)                                                  | MacDill AFB          |
| *Paper Flight                                                                   |                      |
| **Technical Training Unit for air crews, and para-rescue and land rescue teams. |                      |



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RESCUE TRAINING

The 2156th Air Rescue Squadron, Technical Training Unit, presently located at MacDill AFB, Florida, is conducting or is programmed to conduct four phases of training peculiar to the Air Rescue Service. This program includes flight transition and rescue aircrew training in SB-29 and SA-16 type aircraft and in H-19 and H-21 type helicopters. In addition to the flight training program, the pararescue and survival training will continue to be conducted. The pararescue and survival training program conducted by the 2156th Air Rescue Squadron will soon have completed its second successful year of formalized training.

The flight transition and rescue aircrew training, as conducted, provide the Air Rescue Service with qualified personnel to perform specialized rescue duties during operational search and rescue missions. This program is presented as follows:

a. SB-29 Training. The program is designed for eight weeks of intensified training which includes Ground School, Transition Flight Training and Operational Rescue Aircrew Training.

Ground School--A complete study of the SB-29 type aircraft and allied equipment utilized during rescue operation.  
Transition Flight Training--Qualifies the crew to fly the SB-29 aircraft and leads to rescue crew training.  
Operational Rescue Aircrew Training--This phase of training molds the SB-29 crew into an operational air rescue aircrew. The training received will include long range interception, escort, search procedures, and dropping the airborne lifeboat to survivors.

b. SA-16 Training. The program is designed for six weeks of intensified training which includes Ground School, Transition Flight Training and Operational Rescue Aircrew Training.

Ground School--A complete study of the SA-16 type aircraft and allied equipment of rescue equipment utilized.  
Transition Flight Training--Qualifies the crew to operate the SA-16 under normal conditions. Operational Rescue Aircrew Training--The phase of training molds the SA-16 crew



## RESCUE TRAINING--(continued)

into an operational rescue crew. The training received will include search procedures, cruise control, interceptions and escort and open sea operation.

c. H-19 and H-21 Training--This program is designed for four weeks of intensified training which includes Ground School, Transition Flight Training and Operational Rescue aircrew Training.

Ground School--A complete study of the H-19 and H-21 type helicopters and the allied rescue equipment carried.

Transition Flight Training--Qualifies the helicopter crews to operate either the H-19 or H-21 under normal conditions.

Operational Rescue Aircrew Training--This phase of training molds the H-19 or H-21 crews into an operational air rescue crew. The training received will include search procedures, cruise control, helicopter instrument flying, and maximum performance operation under varied operating conditions.

The pararescue and survival training, as conducted, provides the Air Rescue Service and other USAF organizations with personnel qualified in the survival field to perform rescue and evacuation of survivors in all climatic areas. Primary techniques taught trainees are modes of entry into isolated locations and overland travel areas, normally inaccessible, for the purpose of administering medical aid and providing facilities for survival and eventual rescue of distressed personnel.

The overall curriculum of the 2156th Air Rescue Unit contains the following general courses of instruction:

- a. Land rescue
- b. Precision spot-parachuting techniques
- c. Evacuation of injured or distressed personnel
- d. Administration of first aid
- e. Survival (arctic, desert and jungle)
- f. Special vehicle operation
- g. Land navigation
- h. Native psychology
- i. Mountain climbing
- j. Advanced swimming techniques
- k. Communications
- l. Aerial delivery of equipment and supplies
- m. Medical procedures.

Training given at the Pararescue and Survival School is broken down into four phases. They are: Tropical and Jungle; Desert; Arctic; and Mountain.

MacDill Air Force Base provides an excellent location for rescue training because of the nature of the surrounding terrain and climate. A normally hot climate and the presence of the everglades provide excellent conditions for training in tropical and jungle survival. Near-by coast lands, wild vegetation and vegetation and animal life in











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EQUIPMENT USED BY AIR RESCUE SERVICE

The SB-17 aircraft used by the Air Rescue Service is a modified version of the famed Boeing "Flying Fortress" of World War II, used specifically by ARS for long range air search and rescue operations, and for carrying the A-1 airborne lifeboat, "bombed-up" under the fuselage.

The SB-29, which is a modified version of the famed World War II Superfortress, is used by Air Rescue Service for long range overwater search and rescue missions and interception. The aircraft's additional speed and range allow it to arrive in a search area sooner and remain there longer than the SB-17. The SB-29 carries the newer A-3 airborne lifeboat "bombed-up" underneath the fuselage to be dropped by parachute (a single 100 foot parachute is used with the A-3 while a cluster of three smaller parachutes is used with the A-1) to survivors of open sea disasters.

The Grumman SA-16 "Albatross" is the first Air Rescue Service aircraft specifically designed and used for rescue operations. Present production models now incorporate the ski configuration which not only allows the aircraft to operate from land and sea but also from ice and snow. SA-16 aircraft have been successfully utilized during the operations in the Korean war.

The C-47 and C-82 cargo aircraft are used by Air Rescue Service for supply, search and rescue and transport missions. This type aircraft is vitally necessary to the efficient functioning of an operation since they are used for pararescue teams and emergency equipment which are carried to inaccessible sites. The C-82s are used to transport the H-5 helicopter to advanced bases for extended search and rescue operations.

The Sikorsky H-5 helicopter has been used extensively by Air Rescue Service activities around the world, and specifically in the Korean operations. The helicopter will carry a crew of two and two litter patients in external litters. The aircraft also incorporates the rescue hoist with which personnel can be lifted from the ground or sea while the helicopter hovers. The H-5 has also been adapted for amphibious operations by the addition of pontoons. The H-5 is regarded as obsolete for rescue purposes and will be replaced as rapidly as possible by the Sikorsky H-19.



## RESCUE TRAINING--(continued)

Florida are comparable to that found in tropical areas throughout the world. Tropical training comprises approximately one third of the curriculum.

The jungle phase is accomplished in the Florida everglades and requires approximately 15 days to complete. Five days are spent in the classroom and at demonstration sites, five days in the jungle, and five days on the coast lands.

Indio, California is the scene of the desert phase. In the nearby desert, one day is spent in the class room and nine days in the desert during the 10 day course. Mountain and rock climbing training are conducted near the Indio training area.

At Mountain Home, Idaho, where temperature and snow conditions are similar to those found in polar regions, the Arctic phase is completed in 10 days, of which one day is spent in the classroom and nine days in the training area.

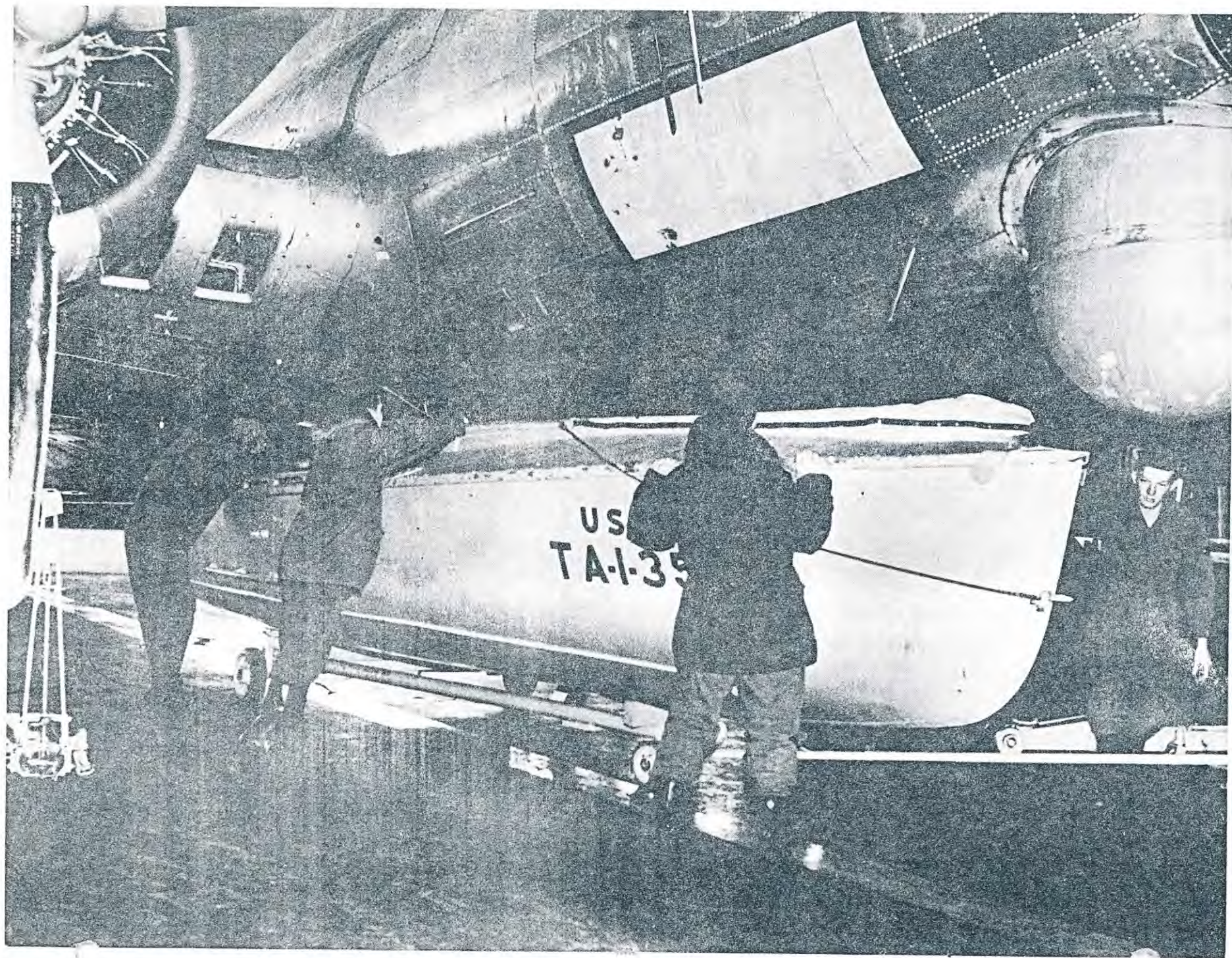
Although the 10 weeks course is not considered adequate for thorough training in all phases of rescue and survival, it does allow indoctrination and limited field work. To assure that all trainees become proficient to the high degree required by Air Rescue Service operations, intensive training is conducted by the Air Rescue Service activity to which pararescue and land rescue members are assigned after completing training at the 2156th Air Rescue Squadron.

Capabilities of the 2156th Air Rescue Squadron include:

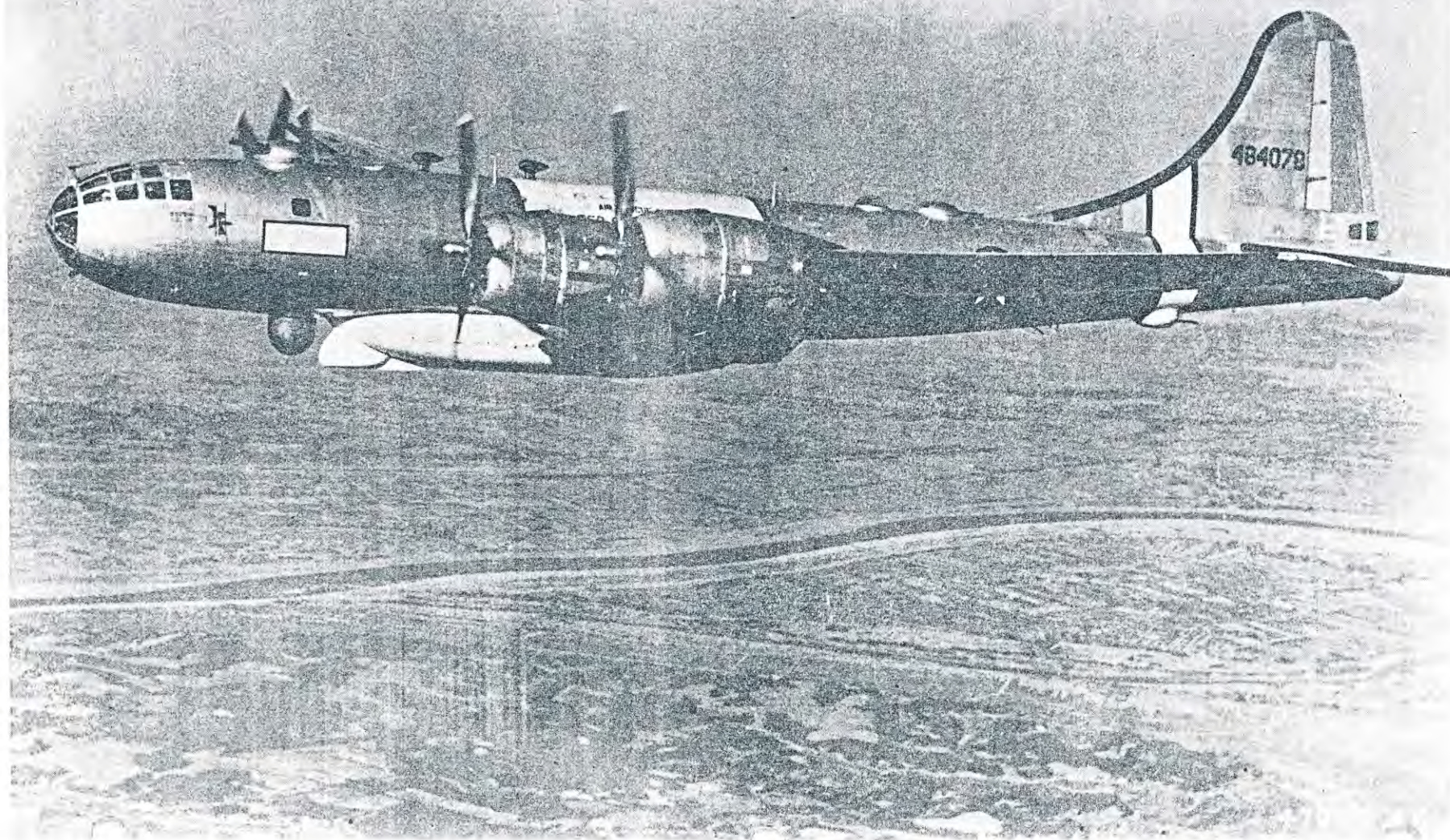
- a. Producing operational pararescue and land rescue team members and personnel well qualified in survival and briefing procedures.
- b. Performing research in survival and rescue equipment and procedures.
- c. Making recommendations pertaining to new survival and rescue techniques.

-END-











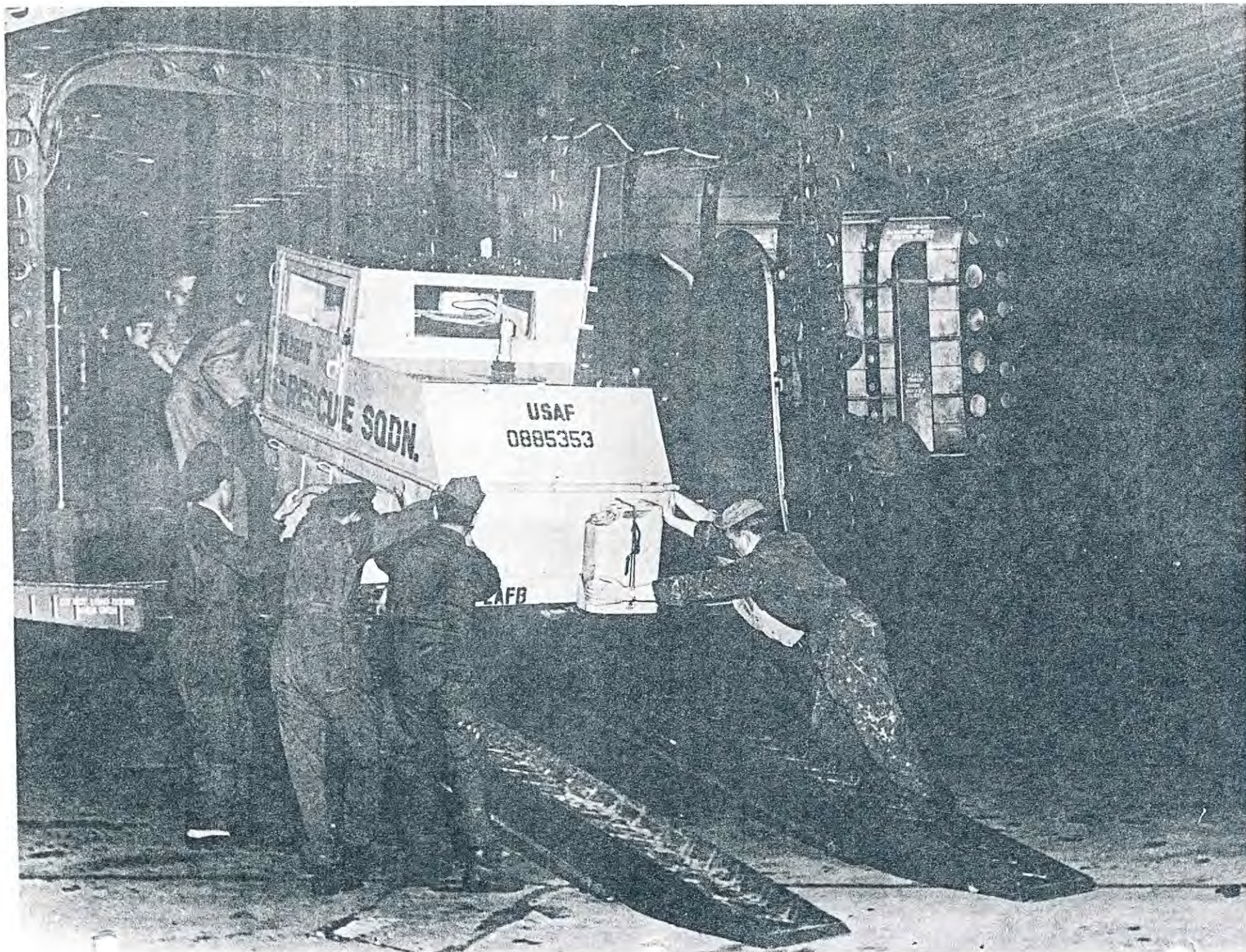




Airborne "Para-Pups" Fort Nelson 27 Apr 1944.





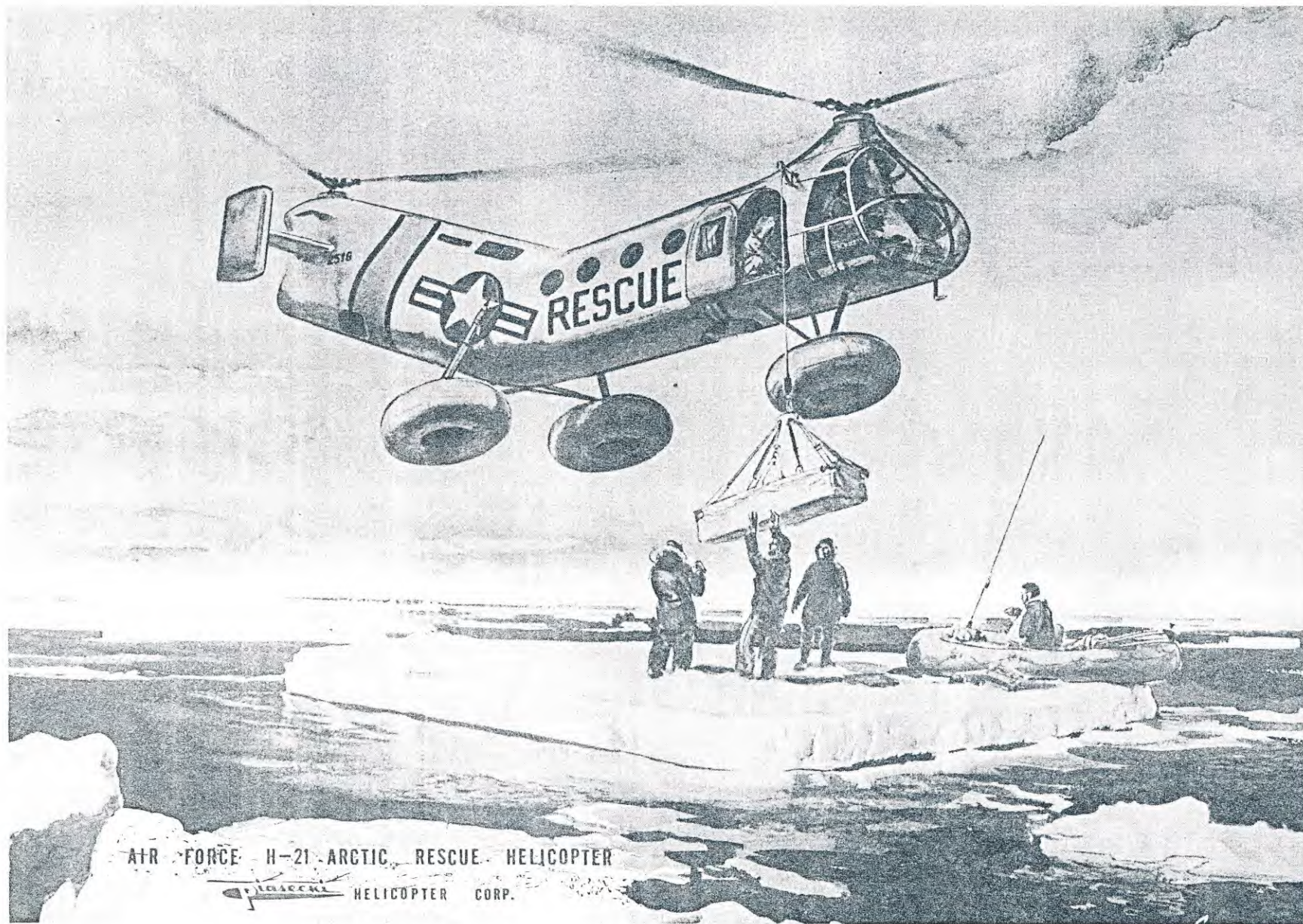






62223-3





AIR FORCE H-21 ARCTIC RESCUE HELICOPTER



HELICOPTER CORP.











## EQUIPMENT USED BY AIR RESCUE SERVICE--(continued)

The Sikorsky H-19 helicopter, the newest aircraft to be assigned to Air Rescue Service, is a larger version of the H-5 helicopter. The H-19 will carry eight litter patients and one attendant and pilot or 10 passengers and a crew of two. Maintenance work on the H-19 has been facilitated by the installation of a nacelle which consists of two clam-shell doors in the nose of the aircraft. With these doors open, more than two-thirds of the engine is exposed, allowing mechanics to work on the engine while standing on the ground. The H-19 also has a power operated hoist with which to evacuate survivors from inaccessible places while hovering. It has been built to permit installation of amphibious landing gear for water operations.

The A-1 airborne lifeboat was designed to be carried by the SB-17 and dropped by a cluster of three parachutes to survivors in the open sea. The boat is powered by two small one cylinder engines which will propel the boat at approximately nine miles per hour when used simultaneously. The lifeboat has an approximate 500 mile range. Supplies in the A-1 include food, clothing, medical and first aid equipment, signaling devices, and radio and emergency equipment of other types also a water recovery system. Sufficient food for 12 men for a period of 14 days is provided. The lifeboat is 27 feet in length, 6 feet 2 inches in beam and is of moulded plywood construction.

The A-3 airborne lifeboat is designed to be airborne beneath the SB-29 aircraft and dropped by parachute to survivors in the open sea. This boat is longer than the older A-1 with a length of 30 feet 9/16 inches and a beam of 6 feet 8 and 1/8 inches. It is of all-metal, ribbed, compartmented construction and is powered by one inboard engine. The A-3 is provisioned with emergency rations for 360 man-days, and is well stocked with other necessary emergency gear including clothing, medical supplies, maps and navigational equipment and radio.

Survival Kits are maintained by Air Rescue Service to provide survivors of ditched or crashed aircraft or other emergencies, with food, medical supplies and other equipment. Two of these kits are the PP-1 and the E-18 which contain all items necessary to sustain from one to six men for a given number of days. Both kits may be altered somewhat for use in different areas such as desert, arctic and the jungle. The PP-1 is primarily a water survival kit, being dropped free-fall from almost any aircraft equipped with bomb release interval control. The PP-1 is used ordinarily when an airborne lifeboat or its carrying aircraft is not available. It consists of five containers one of which carries a pneumatic liferaft and the other four hold such items as blankets, water, food, clothing, desalting tablets, rations, distress signaling devices, fishing equipment and tools. The E-18 is usually dropped to survivors in isolated areas. This kit contains clothing, medical equipment, food, water, fishing equipment, survival manuals, a 30 caliber carbine, matches, distress signals and other equipment which may be required in a particular area.



EQUIPMENT USED BY AIR RESCUE SERVICE--(continued)

It can be said that Air Rescue Service is well equipped to perform the aid and rescue phase of the search and rescue requirements, but other equipment will materially assist in the notification and search phase of the job. Two such items which are now being received by the Air Force are the automatic keyer and the AN/URC-4 transceiver. The automatic keyer is a small 2 pound unit that can be wired to existing high or very high frequency radio sets. By the flip of a switch by the radio operator or other crew member it turns on the transmitter, selects a preset frequency and sends a distress SOS. The AN/URC-4 is a small personalized survival transceiver weighing about  $4\frac{1}{2}$  pounds and transmitting or receiving on very high frequency over line of sight distance. It will be carried aboard all aircraft and when used by survivors, will assist in the close-in search effort since it will permit communication with the survivors.

END



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AIR RESCUE SERVICE -- TYPE A-4 LIFEBOAT

In keeping with its continuous program of evaluation and development of facilities, the Air Rescue Service (MATS), submitted requirements to the Air Force for a new-type, radio controlled life-boat capable of being carried by any type multi-engine aircraft and to be dropped by parachute.

In planning the integration of present day Rescue Aircraft into operational service, the gradually increasing need for a lifeboat which could be carried by various types of multi-engine aircraft became apparent. In developing this universal model, several advantages were gained, most important being the elimination of the necessity for squadrons to procure and maintain a variety of supplies and hulls, depending on the type of aircraft assigned, and simplicity of maintenance. Both of these advantages contributed to a third greater advantage - the assurance of having an adequate supply of operationally ready boats for emergencies, capable of being carried on any multi-engine rescue aircraft.

Designated as the A-4 Lifeboat, the new boat was designed to meet the following requirements and specifications:

- a. An airborne, free-fall personnel lifeboat that could be dropped from an altitude of 25 to 100 feet into the open sea from an aircraft traveling at a speed of up to 180 knots.
- b. Carried either internally in aircraft possessing bomb racks capable of carrying 2000 pounds, or externally on a similar bomb rack attached to the wing.
- c. Be capable of being carried in a collapsed state, and self-inflating after landing in the water.
- d. Be capable of cruising under internal power for an extended distance.
- e. Be equipped with supplies and equipment sufficient to sustain eight (8) men for five (5) days.
- f. Be electronically controlled from the air.

Two (2) corporations have produced prototypes of the A-4 boat under an Air Force contract and tests are scheduled for the month of December 1951. Since both corporations have incorporated the basic requirements into somewhat different designs, it is not possible to determine at this time just which design will be accepted, pending results of these competitive tests.



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AIR RESCUE SERVICE---CRASH LOCATOR BEACON

Two main factors for a successful rescue operation are the knowledge that an emergency or incident has occurred, and where it has happened. The only method that provides this information is the hourly position reports sent by radio from the aircraft, and the SOS signal from the aircraft if time permits. However, today, the tremendous speeds at which modern aircraft travel, have greatly increased the distance between points. This fact, in addition to the aircraft being in most cases unable to transmit a distress signal due to the rapidity with which the incident develops, poses a great problem to rescue activities in that large areas must be searched to locate the aircraft before assistance can be given to survivors.

With this in mind, the Air Rescue Service drew up requirements for an electronic device that would function automatically and independently of any action by persons aboard the aircraft. These requirements were approved by USAF and are now in the hands of the engineers at AMC as a development project.

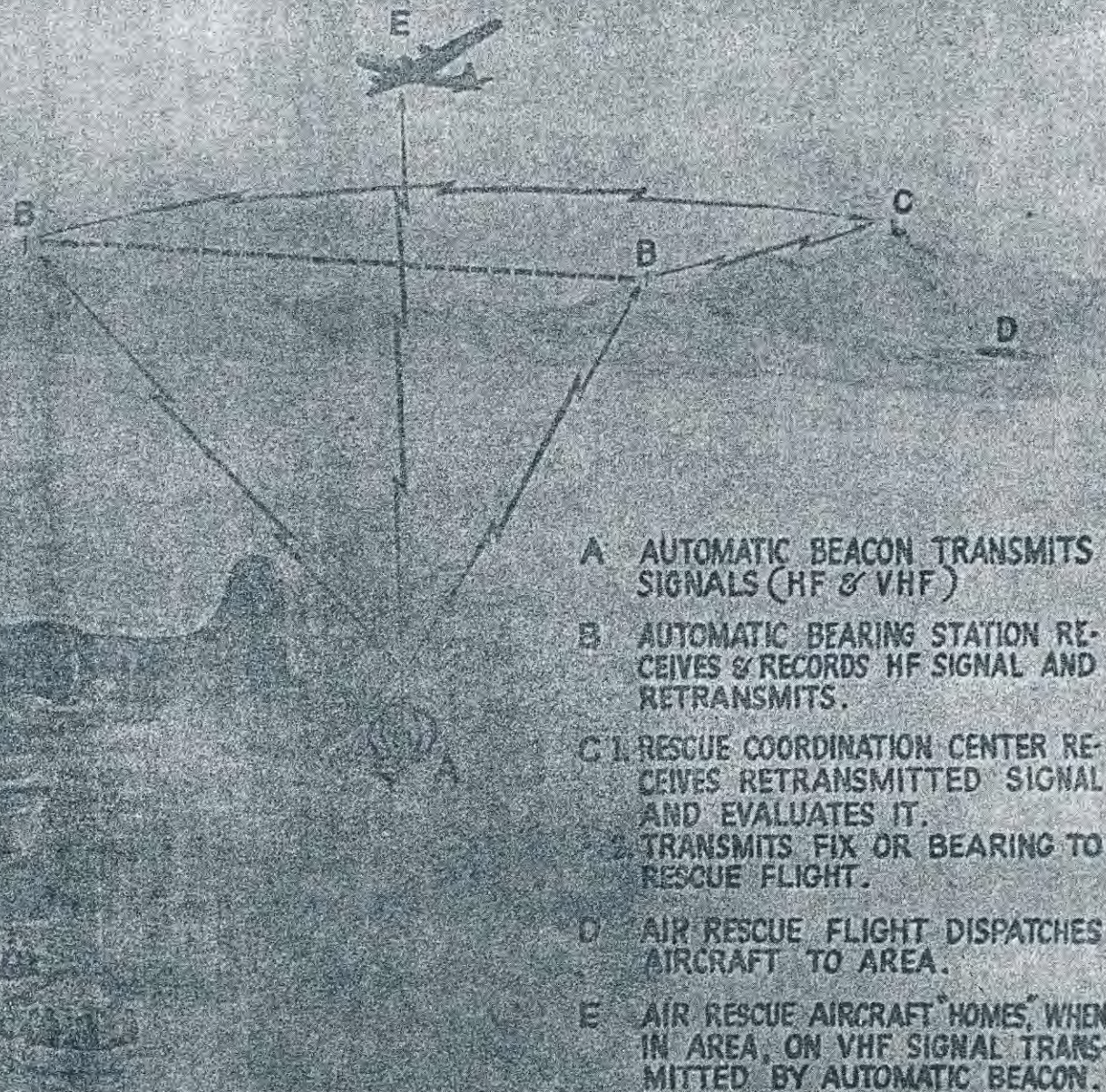
The finished project is envisioned as a complete, self contained radio transmitter, weighing approximately 40-50 lbs., of a cylindrical shape about 5 inches in diameter and 2 feet long. It will contain the transmitting circuits, power supply and parachute all within this cylinder. Upon realizing the impending disaster, the pilot of the aircraft may manually eject the beacon from the aircraft. However, if time does not permit, the beacon unit which is to be installed in or near the tail section, will be automatically ejected up and away from the wreckage. Its parachute then opens and lowers the unit to the ground and it will erect itself, extend the antenna and commence transmissions completely unattended.

The transmitter will alternately transmit in periods of two or three minutes, on high frequency to obtain maximum range, and then on very high frequency to allow close-in accuracy of an aircraft homing upon the signal. The sequence transmitted will consist of the call-sign of the aircraft, a letter or number indicating the length of time it has been in operation, and a series of dashes to allow direction finders to take bearings on the signal.

To back up the beacon, an automatic direction finding station is nearing completion which will be installed at various locations to enable signals to be received from various air routes.



# CRASH LOCATOR BEACON





AIR RESCUE SERVICE -- CRASH LOCATOR BEACON

When a beacon signal is received, a bearing on the signal is automatically recorded and relayed to an evaluation center which with reports from other receiving units will establish a position of the disaster and forward it to the rescuing agency. The rescuing agency will dispatch a rescue aircraft to the distress area and upon reaching that point will utilize its "homing" equipment and will "home" or fly directly to the beacon using the VHF signal as its guiding signal.

It has been determined that in general, even though persons are not physically injured during the crash, they are suffering from shock or bewilderment and are not capable of efficiently using devices that require cranking or manual operation. With this in mind, the automatic beacon can be designed to operate at maximum efficiency and require no effort on the part of survivors.

--END--



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THE GRUMMAN TRIPHIBIAN

The triphibious SA-16, developed by Grumman Aircraft, incorporates plans and recommendations made by the Air Rescue Service and approved by Air Materiel Command. These recommendations were based on a long standing requirement in air search and rescue operations.

Designed to land on water, land, and snow or ice, this first triple-threat airplane eliminates the necessity to retain various specialized Air Rescue Service aircraft for use in different world areas. Greater mobility is added to world wide ARS activities which are subject to instantaneous deployment in the accomplishment of the rescue mission.

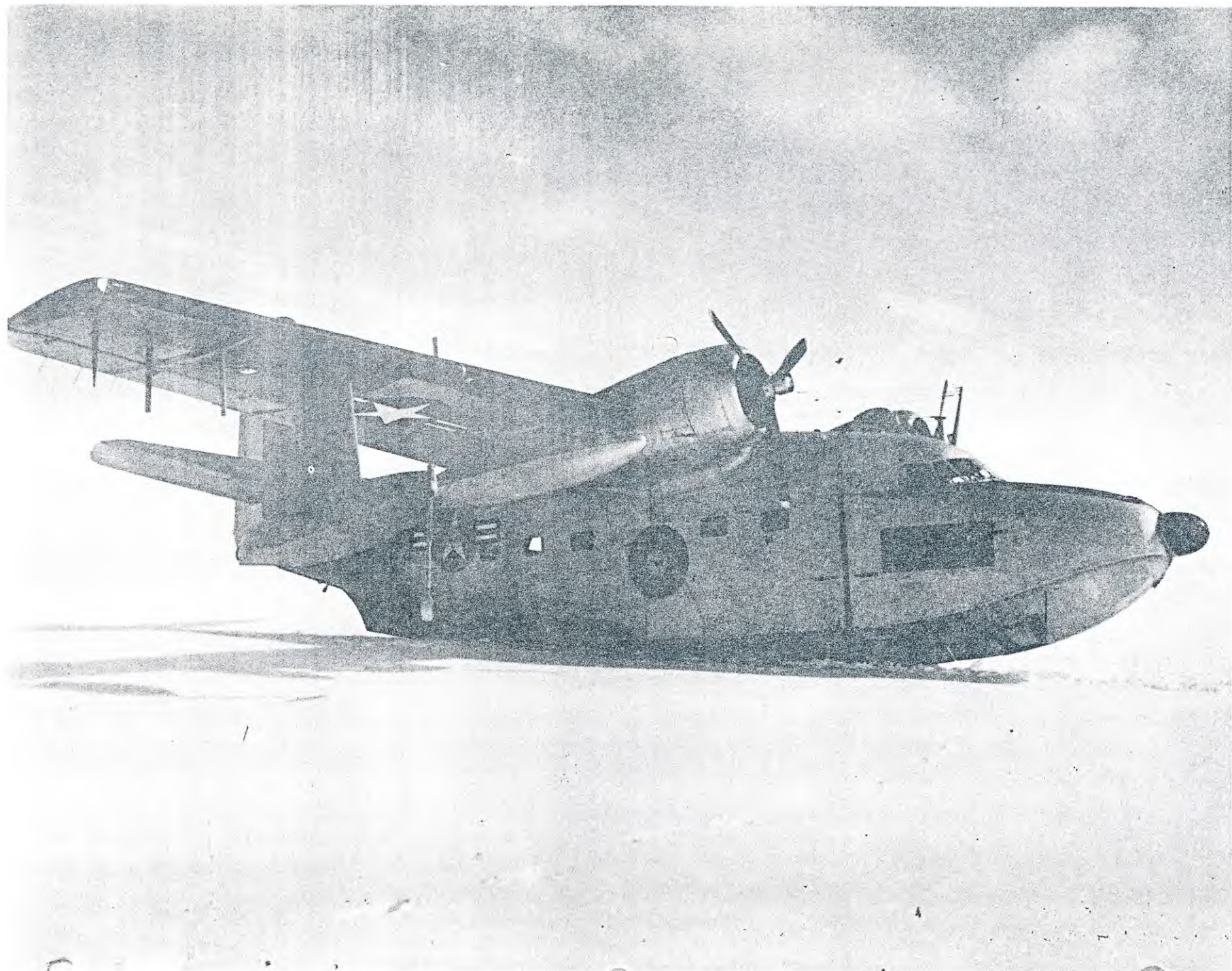
A highly advantageous feature of the triphibian allows the pilot to "air select" the correct gear for landing on any of the three predominant world surfaces. This means that the pilot can: 1-lower the wheels for a landing on a prepared land surface; 2-lower the aft end of the skid for a snow or ice landing; or, 3-keep both wheels and skid retracted for a water landing. The new SA-16 could depart from a centralized location on an air rescue mission, proceed to the proper area--whether it be arctic, temperate or tropical: land, water or snow or ice--and effect a rescue without any change being made to the aircraft.

Addition of the skid and other components necessary for triphibious configuration added only 695 pounds to the weight of the SA-16, which is by far the lowest penalty per pound of gross weight that has ever been paid for snow or ice capability. The amount of added weight is so small as to be practically negligible from a standpoint of operational utility.

Extensive operational tests were made with the triphib last February and March in Minnesota, Canada and Alaska. More than 70 snow landings were made on every type of snow surface that could be found. Accompanying the aircraft on the test were Capt. David J. Andersen, Chief of the Amphibious Branch of Headquarters, Air Rescue Service, Washington, D.C., and Capt. William P. Elliott, of the 2156th Air Rescue Squadron, a Technical Training Unit at MacDill Air Force Base, Fla.. They shared pilot duties with Mr. F.C. Rowley, Grumman Aircraft test pilot.

The same rescue pilots again in late July of 1951 flew this prototype triphibian to Greenland for tests of new Air Rescue Service aircraft and equipment on the icecap at the request of Northeast Air Command. Col. Kight was with the party of nine ARS personnel who landed with the triphibian at 5400 feet altitude on the icecap in the forenoon of 9 Aug 51 about 80 miles southeast of Bw8.







THE GRUMMAN TRIPHIBIAN--(Continued)

On 13 Aug 51 a Sikorsky H-19 flew from BW8 to the camp on the icecap and airlifted back to BW8 a heavy load of personnel and their Arctic equipment, as part of the Air Rescue Service's experiment preparing for future rescue missions in that desolate vastness of ice and snow.

This mission marked the first landings in aviation history of an amphibious aircraft and a helicopter on the Greenland icecap.

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ANNEX NUMBER EIGHT  
ARS FACT SHEET

(Outstanding rescue missions in Korea)



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MEDICAL ASPECTS OF AIR EVACUATION

Excerpts of address by Major General George E. Armstrong, Surgeon of the Army, at the Annual Convention Association of Military Surgeons, Chicago, Illinois on October 8, 1951.

"Our debt to our Air Force brethren is well known. The greater availability of air transportation has been responsible for several of the great advances in medical care which have taken place in Korea. Air evacuation of casualties and the ready availability of whole blood to Korean combat medical installations, made possible through speedy air express deliveries from the United States to Japan and from Japan to Korea, are two major evidences of inspired Air Force planning, which have resulted in steady improvements in effectiveness during the past year.

"A special field in which the cooperation of all three service has been particularly noteworthy is the use of the helicopter for frontline evacuation. This type of evacuation, which in itself represents another advance in military medicine, has been possible because helicopters of all services have been made available on occasion for this type of mission, irrespective of the branch to which individual casualties might belong."

"At least criterion as to the success of our work with the wounded is the number of those patients who live after reaching a medical aid station. I believe you all know that this number is currently almost double our experience in World War II -- with only 25 of each thousand wounded dying, compared with 45 in World War II."

"I have already mentioned the importance of the helicopter in making possible the rapid evacuation of wounded. Unquestionably, it has been of special importance in Korea where the terrain would have resulted in many instances in an inordinate delay if conventional means had been used. With the helicopter, it is possible to evacuate routinely seriously wounded patients from clearing, collecting and aid stations, and even on occasion, from the front lines--in advance of the battalion aid station.



MEDICAL ASPECTS OF AIR EVACUATION -- (continued)

"The significance of this in terms of reduction of shock and suffering can be appreciated best when the dispersing of many combat medical installations -- dictated by both tactics and terrain -- is understood. In one situation, for example, it required a three hour haul to bring some wounded to the battalion aid station, a half-hour jeep ambulance ride to the collecting station, another half-hour ride to the clearing station and a final half-hour haul to the mobile Army surgical hospital. The value of an auxiliary method which permits seriously wounded patients to avoid these long, tedious trips over almost impossible roads is self-evident."

"Here again the ubiquitous helicopter plays a special role in emergencies. I have seen these vehicles fly forward with whole blood to evacuate a critically wounded patient from a battalion aid station, wait for the transfusion to start and then fly back to the mobile Army surgical unit while the patient was being transfused."

"Only one of each one hundred injuries originating in Korea has died; 84% have been returned to duty in the FEC alone."

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3rd Air Rescue Squadron Japan, October 1951 Details of the dramatic rescue of a Sabrejet pilot from the mudflats of a North Korean river deep in enemy-held territory, have been revealed by the crew of the Air Rescue Service amphibian which performed the feat in the face of heavy fire.

The mission started when 2nd Lt. Bill N. Garrett of Bowling Green, Ky., crash-landed his disabled F-86 on the bank of the river after his aircraft had been crippled in an engagement with MIG-15 Jets over MIG Alley.

Lt. Garrett's wingman sent out a distress call which was picked up by an SA-16 amphibian of the 3rd Air Rescue Squadron. Capt. Robert C. Mason, 819 S. 6th St., Las Vegas, Nev., pilot of the rescue plane, raced to the scene and spotted the downed pilot who had waded as far as he could out on the mudflats to avoid the enemy fire from the shores. "I could see the bullets splashing all around him," said 2nd Lt. John C. Freemont, Carmel, Calif., co-pilot of the rescue plane. "It was a race to see who could get him first, we or the Commies, and we were willing to give it a try."

As the shore batteries opened up on the rescue amphibian, Capt. Mason landed in the water and headed toward the mudflat, where the fighter pilot, who could not swim, was ducking under the water to avoid the enemy's bullets. The amphibian could get no closer than 150 yards due to the shallow water. Capt. Mason lowered the wheels of the SA-16 and attempted the nearly impossible feat of beaching his amphibian near Garrett, but as the wheels met the muddy bottom of the river, they sank deep into the ooze and the plane was stuck. The pilot reversed the pitch of his propellers and backed out of the mud for another attempt.

"We were too close to Garrett then to leave him to be captured," said Capt. Mason, "so I pushed the throttle full open and prayed that the momentum would carry us over the mud." The amphibian pitched violently as it hit the mudbank, but staggered along until it reached the exhausted pilot.

After Garrett was hauled aboard, Capt. Mason attempted to turn the amphibian around to take off, but the left wheel sank deep in the mud. Once again he applied reverse propellers in an effort to back out, but one prop remained in forward while the other was in reverse. By now the Communists had added mortar fire to their machine gunning, but still the plane had not been hit.

As both propellers went into forward pitch and full power was applied, the plane finally waddled into the water and completed a take off.



"I thought my goose was cooked when I saw them get stuck the first time," said Garrett, "but those rescue boys kept on trying. It certainly took guts."

Garrett was the 100th person to be rescued by the squadron's SA-16s since the start of the Korean War.

With the pilot and co-pilot on the dramatic rescue mission were: 1st Lt. L. J. Kremmer, navigator of, E. Alton, Ill.; S/Sgt. Billy Hale, engineer of W. Prestonburg, Ky.; Sgt. Joseph Routh, radio operator of 1308 7th Avenue, Nashville, Tenn.; and Pfc. Calixto Casenova, radar operator of 309 W. Park Ave., Tampa, Fla..



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CAPT. NAJARIAN MAKES NIGHT RESCUE WITHOUT LIGHTS

One of the most daring rescues behind enemy lines in Korea was performed by Capt. John J. Najarian, 29, 904 North Fresno St., Fresno, Calif. when he braved enemy fire from both sides on a treacherous night landing on a river with his Grumman SA-16 amphibian to pick up Capt. Kenneth Stewart, 27, 2518 Wallace Ave., Louisville, Ky., a fighter pilot who had parachuted into the river when his F-51 Mustang engine was crippled by enemy fire.

Capt. Najarian, who is assigned to Flight C of the 3rd Air Rescue Squadron based in Japan was forced by enemy fire from both banks of the narrow, debris filled Taedong River to land and take off without using his landing lights on a night when the moon was hidden behind clouds.

The entire operation was performed with only the light of one fast moving F-51 which spotted the approximate position of the downed pilot and some high-tension wires across the river. The river at this point is, in some places, only six feet deep with sand bars but the pilot risked landing the 14 ton Albatross which sinks more than five feet deep in the water.

On the evening of June 11, 1951, Capt. Stewart ran into a flak trap half way between Chinnampo and Pyongyang when his engine was struck and he was forced to bail out at 700 feet. Landing in the river, he inflated a life raft but because of enemy fire from the banks, was forced to hide beside it for an hour until darkness, when he swam against the current pulling the raft by a rope held in his teeth.

Members of the downed fighter pilot's flight provided fire on the enemy while they radioed for help.

Capt. Najarian and his crew had just completed a mission covering for fighters and bombers making strikes near Pyongyang and were crossing the air field after supper when the alert was sounded. The crew was aboard the amphibian and off the ground in less than ten minutes as the light of day faded.

As the SA-16 reached the scene, the area was in complete darkness with the exception of the enemy guns on both sides of the river. One F-51 used his single landing light to supply the only illumination to guide in the landing while another rocketed, napalmed and shot at everything that got near the river, to cover the approach.



## NAJARIAN RESCUE -- (continued)

An instrument letdown on the river was made, descending at 200 feet per minute. Upon striking the river, Capt. Najarian applied full reverse pitch to the propellers and the amphibian settled down on the shallow, slow moving Taedong River.

Taxiing up the river he spotted a small blinking light and headed for it as enemy fire from both shores continued. The crewmen were standing by as the swimming fighter pilot came close enough to reach a life preserver, and pulled him aboard.

Immediately, Capt. Najarian prepared for takeoff with only a dim view of a small peninsula, a short distance up the river marking the horizon. In order to get clear of the river he had to start his takeoff downstream using the slightly blacker mass of the promontory for a horizon, then make a 90 degree right turn to finish his run across the current, still in darkness.

Upon reaching flying speed, the amphibian was lifted into the air and at the same time, anti-aircraft fire opened up ahead. The aircraft was banked sharply, away from the flak, and climbed for altitude under full power.

For performing this feat, in the tradition of ARS, "That others may live.", Capt. Najarian was promoted from First Lieutenant and was presented the Distinguished Service Cross by Brig. Gen. J. V. Crabb, deputy for operations of Far Eastern Air Forces.

Flying as crewmen with him on the daring rescue were 2nd Lt. James F. Fall, co-pilot, Corpus Christi, Texas; Capt. Morris Eliasof, navigator, New York City; S/Sgt Howard K. Walsborn, radio operator, Prosser, Wash.; and T/Sgt. Harry E. Fitzgibbon, engineer, Albany, N.Y.

Far East Air Forces, which many times has cited the 3rd Air Rescue Squadron for heroic performances in braving enemy gunfire to rescue downed pilots and other United Nations personnel in enemy territory, commissioned Ken Honda, a noted Japanese artist, to preserve in color, for all time, a painting of the deed. It has not been announced where the picture will be hung in Washington but it is assumed that it will be one of the first in the collection of historic pictures ordered to be established by President Truman.

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AIR RESCUE PARAMEDICS

The Korean war developed two new military accomplishments that have proved to be a tremendous humanitarian step forward in the conduct of war. These prove the worth of the helicopter in retrieving friendly personnel from behind the enemy lines, and use of the helicopter in evacuating critically wounded personnel from the front lines to mobile army surgical hospitals in the rear. In the latter category a new development in medical techniques came when medical technicians of the Air Rescue Service in Korea introduced the administering of blood plasma to wounded men in flight. Air rescue medical technicians were the first to accomplish this feat in time of peace--in Alaska during a rescue mission; and were the first to administer blood plasma in war--in Korea during an evacuation of a wounded man.

Outstanding as a medical officer in combat rescue work has been Major John C. Shumate, a Medical Service Corps officer with the 3rd Air Rescue Squadron in Japan. His skill and heroism and devotion to duty have been proved repeatedly.

The application of immediate emergency medical treatment has been graphically demonstrated during operations in the Korean War. During the early phases of the war responsible medical officers at front line aid stations estimated that 80% of the wounded personnel evacuated from the combat area would have died except for the rapid transportation by helicopter and the immediate emergency aid administered to the victims.

An operational mission of mercy will probably best illustrate the extent of the emergency aid given the wounded fighting men of the United Nations. On 12 October 1950, the 3d Air Rescue Squadron was notified that a British pilot had crash-landed behind enemy lines. 1st Lt. David C. McDaniels, the pilot, and Captain John C. Shumate, Little Rock, Arkansas, Air Rescue paramedic, performed a daring helicopter rescue. The mission required a 125 mile round trip into enemy held territory. Captain Shumate lifted the injured pilot from the crashed aircraft while under small arms fire, and administered an emergency plasma transfusion to the victim while on the return flight to Inchon, Korea. This transfusion was believed to be the first in history to be administered in a helicopter in a combat zone. The two participating officers received the Silver Star for this successful and outstanding mission.

Later, while discussing this particular mission, Captain Shumate stated, "It is essential when combating shock-which can be fatal that plasma be administered intravenously, and the large vein of the arm is the one most generally used. Quite often, in the peace and quiet of a



## AIR RESCUE PARAMEDICS---(continued)

hospital, it is difficult to administer fluid intravenously. Therefore it is easy to visualize the difficulties encountered when administering plasma in a bouncing helicopter."

This incident is just one of many which have saved thousands of lives in the combat zone. Even more, the gratitude of those who have been thus saved and of the families of those saved does much to sustain the morale of peoples involved in such conflict. This was aptly expressed in a letter written to Captain Shumate by the mother of the rescued British pilot.

Mrs. Clare Leonard wrote, "We received a letter from our son, Stanley, a couple of days ago, in which he gave your home address. That pleased us all a good deal because at last we are able to say a very heartfelt 'thank you' for the gallant rescue of Stan after he had been shot down over enemy territory in Korea. How can we ever convey to you our deep gratitude?" Mrs. Leonard concluded, "We are sure that apart from snatching our son from under the very noses of the enemy, the skillful attention he received enroute to Inchon did much to succor him. If you think this letter is just a bit 'flowery' do please forgive, but it seems so difficult to say just 'thank you' for saving a man's life."

Captain John Shumate has been the outstanding member of Air Rescue Service medical teams presently performing the unusual in a routine manner under actual combat conditions; however, his activities were not restricted to combat operations alone. On 31 January 1951, an SB-29 crashed three miles off the end of the runway of an airbase in Japan. The Air Rescue Service rescue team departed immediately for the scene arriving within fourteen minutes after the crash. In the meantime, Captain Shumate, who had been standing on the parking ramp, saw the crash and ran to an aircraft nearby, instructing the pilot to takeoff and fly over the crash. During the few minutes required to takeoff and reach the scene, Captain Shumate donned a parachute and upon reaching the crash, jumped to begin rescuing the victims from the crashed aircraft and administering to the seriously injured crewmembers.

The expeditious action of Captain Shumate and the rescue team undoubtedly reduced the number of fatalities suffered as a result of the accident. Nine of the eleven crew members survived the crash.

Capt. Shumate has since been promoted to Major and is due to return to the Z. I. on rotation early in 1952. His decorations include the Silver Star, DFC, Air Medal, Dist. Unit Cit, Army Air Med. Germany and Korea Service Medal.

END



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WITH THE THIRD AIR RESCUE SQUADRON IN KOREA. Feb..1951. Air Force and ground personnel in Korea overcame a series of unlucky breaks to speed the evacuation of a seriously wounded GI last month.

The GI, wounded on a patrol into enemy territory, was in urgent need of more complete medical attention than was available at the front.

Colonel John Michaelis, an Infantry regimental commander, ordered medics to call for a 3rd Air Rescue Squadron helicopter to remove the GI to a field hospital in a rear area.

Phone lines were out so the colonel personally radioed the message to the Rescue Detachment. In 15 minutes, a Sikorsky H-5 helicopter from the 3rd ARS, piloted by Capt Russell Winegar, was over the area. Complications then set in as the H-5's radio conked out.

In the same area, a fighter pilot was directing a strike of four F-51's by radio. He called off the strike and instructed the fighters to buzz the spot where the wounded GI lay. Capt Winegar got the idea and landed near the soldier only to run into more trouble.

After the injured soldier was loaded aboard, Winegar discovered he didn't have enough gas to make it back. This problem was solved when a jeep driver siphoned gas from his vehicle into five gallon cans and then emptied the fuel into the H-5. Expecting most anything at this point, the helicopter pilot took off and returned the patient to a rear area hospital.



### ALBATROSS RESCUE IN ENEMY WATER

A Marine jet fighter pilot, on his 45th mission against the Communists in Korea, was rescued from enemy held water, four miles off the coast of Korea by a Grumman SA-16 Albatross of the 3rd Air Rescue Squadron, (MATS).

A flight of South African Air Force F-51's were notified by the pilot's flightmates of his bail-out when his plane was on fire. They in turn relayed the message to Air Rescue Service.

In less than five minutes after receiving the call, an Albatross was lifting from the runway for an hour's flight over enemy held territory.

The rescue plane was met by the SAAF F-51's who had orbited over the pilot floating closer to enemy shore in his life raft.

The big amphibian landed, taxied over to the pilot, and in less than six minutes after the initial landing on the water, was again airborne.

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### RESCUE PLANE TOWED HOME

Grumman SA-16 called out for a mercy mission carrying a doctor and a nurse to tend a seaman's critical appendicitis case on board a Navy transport vessel hundreds of miles at sea off Japan became a casualty in rough seas and had to be towed to port.

In spite of adverse weather conditions and poor visibility, the aircraft of the Air Rescue Squadron arrived over the vessel at daybreak, landing in waves estimated six to eight feet high. Shortly after landing, two waves came together under the wing with enough force to seriously damage the wing flaps making take-off impossible.

The plane crew was transferred to the ship with the exception of the co-pilot who remained aboard while the plane was being towed. The waves during the night built up to nearly 18 feet.

Calm seas the next day allowed relief for the co-pilot but the seas again built up to make another rough night, threatening several times to capsize the plane.

Upon reaching land, a tugboat towed the plane to the nearest air base where it was repaired.

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EIGHT WOUNDED UN SOLDIERS SURROUNDED, RESCUED

Eight wounded UN soldiers in a small group surrounded by the enemy were rescued in H-5 helicopters piloted by Capt. Daniel J. Miller and 1st Lt. Ernest L. Macquarrie.,

Captain Miller landed first, dropping his aircraft successfully between the trees to the top of a rocky ridge. He and his medical technician, Cpl. John T. Lowe, carried one wounded man through deep snow to the helicopter and Captain Miller was bringing in a second victim when the enemy began to shoot at him from near-by ridges. A radio appeal brought fighter craft to strafe the enemy while the wounded man was carried to the helicopter. Another walked to the craft during the strafing and the helicopter took off for the first aid station ten miles away.

In the meantime, Lt. MacQuarrie's helicopter developed engine trouble and was forced to return to the base where he picked up another plane and returned to the rescue scene to fly out two more wounded under enemy fire from a range of 75 yards.

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ANNEX NUMBER NINE  
ARS FACT SHEET

(Outstanding rescue missions performed by  
ARS units outside the combat area.)



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ARS COSTA RICA YELLOW FEVER MISSION

On April 14, 1951, Dr. Oscar Vargas, director of health for Costa Rica, received a report that yellow fever had broken in Almirante. The report indicated that one person had already died of the scourge and that a trail of dead monkeys through the outlying areas marked the progress of an epidemic. Dr. Vargas who had been educated in hygiene and public health at Johns Hopkins University in the United States flew to the scene and verified that yellow fever had indeed struck that tropical country.

While Costa Rica mustered all its available medical power to combat the spreading disease and sent technicians on foot and on muleback to the outlying districts, request was forwarded through the U.S. Department of State for a helicopter.

Air Force directed the Air Rescue Service to provide a helicopter. The nearest available helicopter was at Flight B, 4th Air Rescue Squadron, March AFB, Calif. Their machine was partially dismantled, loaded aboard an SC-82 and was air-lifted via San Antonio, Tex.; Vera Cruz, Mexico and San Jose, Guatemala to Albrook AFB, C.Z. where it arrived on 9 Sept 51.

Capt. Ben M.D. Newsom was SC-82 pilot, with 1st Lt. Leonard W. Kerr co-pilot; Capt. Glenn S. Messenger, navigator, and 1st Lt. Robert L. Williamson as assistant navigator and public information officer. Lt. Williamson took along his Flight's speed graphic camera and made an exceptionally good photographic coverage of this helicopter mission in Costa Rica.

On the afternoon of 10 September the assembly and test hop of the H-5 was completed and the next day it departed Albrook AFB on the long flight to San Jose, Costa Rica, escorted by an SC-47 from the 1st Air Rescue Squadron. Stops were made at Aguadulce, Panama and at David, Panama, where the H-5 was refueled from the tanks of the SA-47.

Crew for the H-5 comprised Capt. John R. Peacock, pilot; S/Sgt. Charles A. Marsh, crew chief; S/Sgt. Raymond R. Reynolds, radio operator; T/Sgt. William E. Mobley, engineer; and Sgt. Richard F. H. Clancy and S/Sgt. Edward J. Beck, mechanics.



## ARS COSTA RICA YELLOW FEVER MISSION -- (continued)

At San José the aircraft were met by Mr. Phillip P. Williams, Charge d' Affaires at the American Embassy in San Jose; Dr. Varges, and Mr. Paul S. Fox, Chief of Party, health and sanitation division, Institute for Inter-American Affairs of the U.S. Department of State.

At the subsequent conference at the Ministry of Health plans were made to set up an advance base from which the helicopter could transport medical technicians into the otherwise inaccessible areas of North and Northeast Costa Rica. Dr. Jose Cabezas, Minister of Health, presided.

A grass landing strip was established at Altamira for the advance base for medical equipment and personnel but due to bad weather actual deliveries of serum were not started until 15 September. By the 20th the reported death toll from yellow fever had reached 31. In the meantime the health and sanitation division of the Institute for Inter-American Affairs had chartered a Cessna which made four flights carrying serum from Albrook AFB to Altamira.

Altamira, where the advance base was set up, is in the middle of Alajuela Province which stretches from the central mesa to the Nicaraguan border. The Air Rescue Service helicopter made 42 landings in an area covering more than 6000 square miles within a period of 11 days. Due to lack of normal communications in that wilderness, 23 of the sorties were devoted to alerting small villages to call in farm families from the outlying districts for inoculations.

After the ARS helicopter had enabled the inoculations of 978 people in this wilderness area of Costa Rica during the most critical stage of the epidemic, the Minister of Public Health decided that it had served his plans and the rescue crews were relieved. Dr. Cabezas declared that the airborne inoculation crew had achieved all that he planned and more even than he had dared to hope. He asserted: "In my opinion this is the most effective kind of inter-American cooperation and cannot but be of material aid in further cementing relations between the people of Costa Rica and of the United States"

Servicio Cooperativo Interaamericano de Salubridad Publica, a cooperative public health program operated jointly by the Costa Rican Ministry of Public Health and the Institute for Inter-American Affairs, assisted in the inoculation campaign by providing the funds for the purchase of supplies and the technicians.

Large posters in Spanish depicting the utilization of the ARS helicopter in helping stamp out the yellow fever epidemic were broadcast throughout the country, and members of the American rescue crew were given medallions as a token of appreciation from the Costa Rican government.

On Sept. 27 the rescue aircraft returned to Albrook AFB where the H-5 was dismantled for airlift back to March AFB.



ARS COSTA RICA YELLOW FEVER MISSION --- (continued)

This mission, while not exactly typical of the air Rescue Service's operations in a foreign country, is, nevertheless, typical of the spirit of cooperation that does exist between the Government of the United States and many foreign governments.

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## TWO MAJOR SEA SEARCH MISSIONS

All rescue missions cannot always be considered entirely successful since circumstances beyond the control of Air Rescue Service activities affect its operations. One such mission involved an Air Force C-124 Globemaster II with 53 persons aboard on a flight from Limestone Me., to England.

The initial alert came to ARS through the RAF Flying Control at Manston, England on 23 March, 1951. The C-124 made its last position report 47 minutes after midnight on 23 March. During the 25 days that followed, search operations were extensive. The results of the mammoth search were negative, however, on 24 March a weather ship in the area recovered a pilots' bag containing identification tags and log for a passenger which had been aboard the aircraft. The pilot's log was charred, indicating that fire possibly caused the disaster. Debris was picked up later that was definitely identified as part of the plane's structure.

During the 25 day search period, 686 search flights were flown totaling 4,667 flying hours by all participating agencies. Well exemplified was the persistancy of ARS in pursuing every lead to bring the mission to a successful conclusion.

Another more recent unsuccessful search which demonstrates graphically that Americans will go to any extent to save human life, began on October 15, 1951 when an Air Force C-97 Globemaster transport with 18 persons on board was reported missing enroute to Westover AFB, Mass., from Lages Field in the Azores. 144 search planes were rushed into the search area. During the ensuing 13 days thousands of flying hours were expended in systematic search. Every inch of ocean was scanned repeatedly over the entire route area in which the plane could have been downed.

Every lead was investigated and every bit of debris was examined, however, no trace of the missing plane has ever been found.

These two negative ocean searches considered with many that have occurred elsewhere, stress the requirement ARS has submitted through Air Force to AMC for the crash locator beacon.



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ARS RESCUES TWO AMERICANS  
LOST IN WILDS OF CANADIAN NORTHWEST TERRITORY

On 2 August, 1951, two American civilians, Dr. John Tasche of 2335 N. 3rd St. Sheboygan, Wisconsin and Niles Eichenberger of 419 N. 10th Milwaukee St., Plymouth, Wisconsin, took off from Lac La Ronge, Saskatchewan, for Stony Rapids in a float equipped single-engine aircraft. There was no flight plan but the pilot, Dr. Tasche, did state to government airways' employees at Lac La Ronge that if they did not hear from him in three days they should initiate a search.

The pair intended to obtain provisions from Stony Rapids, then proceed to Black Lake or Cree Lake to fish. The aircraft was not equipped with radio and nothing was heard from them after taking off from Lac La Ronge.

The RCAF initiated a search on 9 August after calling Mrs. Tasche for information about the flight. She established that the aircraft was yellow in color, and that it did have on board sufficient food for six to eight weeks, a rubber raft complete with outboard motor, large green tent, axe, cooking utensils, primus stove, firearms and fishing equipment. Dr. Tasche intended to stay in Canada 10 to 14 days to fish in Northern Manitoba lakes.

After ten days of continuous search utilizing eight aircraft, covering an area of 90,309 square miles and after exhausting all possible observer reports, the Canadians suspended the search and the men were feared lost.

The U.S. Air Force decided to reopen the search after representations were made to Wisconsin Senator Wiley on behalf of the missing doctor, and did so through cooperation with the RCAF on 27 August. Search aircraft were dispatched from the 4th Air Rescue Squadron, with Flight C at McChord AFB, Washington and Flight A at Hamilton AFB, California furnishing one SB-17 each and Flight B at March AFB, California sending an SA-10 amphibian.

The search began on 29 August and two days passed with no results. On the third day however, smoke was sighted and when an SB-17 investigated, the two men were seen paddling madly in a rubber life raft away from an island where they had set a fire to attract searchers.



## ARS RESCUES TWO AMERICANS, etc. (continued)

The SA-10 amphibian was contacted and the two men evacuated from Snow Bird Lake in Northwest Territory, Canada where they had been forced down after exhausting their fuel supply.

Both men were in excellent condition despite having lost approximately thirty pounds each. They had existed for the most part on lake trout and blueberries, both of which were plentiful. Their six weeks supply of dehydrated food was being saved for the time when they would attempt to walk out.

Shortly after being saved, Dr. Tasche related more details of the ill-fated fishing trip. Starting from Lac La Rong, Saskatchewan on August 2nd, they had headed north for a stop at Cree Lake to fish. A shift in the wind and magnetic disturbances which offset their compass were blamed by the doctor for forcing them off their course. When found, they were 143 miles northeast of their destination. The first week, however, they were some 150 miles north of that.

First inkling that they had missed their destination came as they found themselves unable to identify the surrounding territory. Then the brush ran out and they found themselves over barren lands. The pilot sat down on a lake still unknown to them. They remained there for a week, then siphoned all the gas from a reserve tank and even from an outboard motor into their wing tank and set out for the south.

Shortly afterward, their gas began to run out again and they sat down once more on Snow Bird Lake. Here they decided to remain until September 1. They lost two days in their reckoning of time and therefore would have left on September 3rd. For the first two weeks they lived on rations, having a months supplies aboard the plane. The next two weeks, however, they lived on fish and berries, conserving their emergency rations for the proposed hike south if they were not found.

"We had lots to eat, but I'm darned sick of fish," said Dr. Tasche. They celebrated Mr. Eichenberger's 52nd birthday by frying a fish. Dr. Tasche said they were well equipped with northern camping gear including sleeping bags and medicinal kit with which he could have performed operations if necessary. The item which they credited with saving their lives however, was a bug-proof tent. The wind was so strong that they had to take it down each day so it would not blow away. They said they never would have survived without it. Madden-ing black flies were their main enemies. There were so many of them that when Dr. Tasche tried to reach in his pocket to get a shell to shoot a seagull, he could not do so for the horde of flies in his pocket. "It was unbelievable," he said.



## ARS RESCUES TWO AMERICANS, etc. (continued)

Thinking back, they placed mental anguish as worse than the black flies. Despite the sleeping bags, they felt the cold badly for the temperature dropped below freezing at night. They placed signs asking for help and burned brush along the shore and on islands in the hope the smoke would be seen, but the plane that rescued them was the first they had seen or heard since they were forced down. They agreed that the plane first sighted by Mr. Eichelberger was the most beautiful sight they had ever seen. "We saw it coming over the hills from the South and I yelled so loudly that my throat is still sore," commented Dr. Tasche.

The mission which brought the search to a successful conclusion has been praised widely as inter-Air Force cooperation at its finest. The American and Canadian fliers lived and searched together until the mission was successfully completed.

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## ARS TO THE RESCUE IN KANSAS FLOOD

Air Rescue Service SB-29 boat-carriers, SA-16 amphibians, H-5 helicopters, and CAP liaison aircraft were used to aid victims of the Kansas flood disaster during July 1951.

During a seven day period aircraft from Flight D, 4th Air Rescue Squadron and Flight C, 5th Air Rescue Squadron, assisted by other Air Force aircraft, dropped more than 200 tons of food, blankets and medical supplies by parachute to flood victims.

This was the worst flood ever experienced in that area. Rivers, normally 100 to 200 yards wide were expanded to 15 to 20 miles. Many small towns were completely covered and only the high portions of Major highways remained visible, and on almost every exposed highway cars and people were stranded. It was here that the ARS helicopters did much of their outstanding work by evacuating these victims.

The SB-29s dropped two A-3 airborne lifeboats one of which was credited with rescuing 439 stranded flood victims.

The SA-16 amphibians were unable to land in the debris-filled flood waters but assisted in the operations by dropping food, blankets, medical supplies and more than a score of rubber life rafts in an effort to help the flood victims.

END