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HISTORY

of

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DOD DIR 5200.10

AIR RESCUE SERVICE

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3 Sep 63*

Declassified by MAC/CSAH
on 2 Apr 76 law GDS. *[signature]*

THE

AIR RESCUE SERVICE

1 JUL - 31 DEC 1953

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HISTORY OF THE AIR RESCUE SERVICE
(MATS)

1 July - 31 December
1953

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ARS Historical Officer, and S/Sgt.
Robert J. O'Neill, ARS Historical
Technician.

(MATS RCS: 1-AF-D2)

HEADQUARTERS
AIR RESCUE SERVICE
-(T-3)
3800 Newark St., N. W.
Washington 25, D. C.



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FOREWORD

The History of the Air Rescue Service for the period 1 July through 31 December 1953, contained in this report, records the most valuable information on the organization, its mission, responsibilities, training, and planning for the present and future.

Much of the information contained herein has been received from reports from the various Directorates and/or Divisions within this Headquarters, as well as other sources open to the Historical Section.

It is believed that the information contained in this study will be useful in meeting the objectives outlined in Air Force Regulation 210-3.

SURGEON

In that Air Rescue Service's primary mission is to save lives and to aid the injured, it can be well realized that the position of the ARS Surgeon is one of great importance in this organization if it is to continue to carry out its assigned mission successfully that others may live.

Designated as a Special Staff Function at Headquarters Air Rescue Service, the ARS Surgeon is responsible for maintenance of measures incident to the preservation and promotion of health; formation of medical policies; conducting medical inspections; maintenance of medical supplies and equipment; coordination on procurement of medical officers and medical enlisted personnel; maintaining close liaison with the Surgeons of higher headquarters; and coordinating and monitoring administrative medical policy matters as may be directed by the Commander.

With the departure in June of Major Benjamin A. Johnson (MC) who was released from active duty,¹ ARS Headquarters was for a short time without a Surgeon. On 23 June Major Hamilton H. Blackshear was reassigned from duty with the 3510th Medical Group, Randolph AFB, Texas ATC (Air Training Command) for duty with this Headquarters.² On 17 July, Major Blackshear was assigned as the ARS Surgeon by order of Headquarters Air Rescue Service Personnel Actions Memorandum No. 67, dated 24 July 1953.³

Prior to his assignment at Randolph AFB, Texas, Major Blackshear was Staff Surgeon of the famed Detachment 1 (now the 2157th Air

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1. See Chap. 1, p. 2, this history.
 2. See Chap. 1, p. 2, this history.
 3. See Chap. 1, p. 2, this history.

Rescue Squadron) of the 3rd Air Rescue Group in Korea.

In addition to being a Flight Surgeon, Major Blackshear also holds the rating of a parachutist.

Senior Aero-Medical Specialists & Senior Clerk.

With the implementation of T/O 1-1615 in October, the Surgeon's Office requested a slot for Senior Aero-Medical Specialists (AFSC 90150, S/Sgt) be authorized for aircrew on SA-16 and helicopter type aircraft. Normal aircrew requirement is one (1) Aero-Medical Specialist for each SA-16 and helicopter authorized. Authorization requirements will be based on location and the authorization will entitle them to be put on flying status when and if needed.

Authorization was also requested, during this period, for the revision of Non-T/O Personnel Authorization Table for Headquarters ARS and Group Headquarters authorizing an Airman First Class AFSC 90651, instead of Senior Clerk, AFSC 70250.

Losses & Reassignments of MC, MSC, and Warrant Officers: From Air Rescue Service.

During this period the losses and reassignment of medical officer personnel within Air Rescue Service amounted to a total of seven (7). Of this number, two (2) were Medical Officers, two (2) Medical Service Corps Officers, and three (3) Warrant Officers.

Below listed are the seven ARS medical personnel lost to or reassigned within Air Rescue Service.

<u>NAME</u>	<u>RANK</u>	<u>NEW STATUS</u>
Charles W. Graham (MC)	Major	From 2157th ARSq to ZI for release from active duty.
Charles G. Beede (MC)	1st Lt.	From 4th ARGP to Great Falls AFB, Montana.

<u>NAME</u>	<u>RANK</u>	<u>NEW STATUS</u>
Wallace L. Boyd (MSC)	Capt	Assigned Patrick AFB, Florida
William B. Dowling (MSC)	Capt	Reassigned to the 20th Fighter Bomber Wing, England
Hughes Austin	WOJG	From 42nd ARSq to March AFB, California
Don L. Lewellyn	WOJG	From 1st ARGP to McDill AFB, Florida.
Edward Rice	WOJG	From 37th ARSq to Stead AFB, Nevada.

The reassignment of the above officers completed the release of all Rescue Team, MSC, and WOJG assigned to Air Rescue Service.

Special Projects.

Two projects of special importance in which the ARS Surgeon was associated with during this period are as follows:

a. It was requested during this period that the Surgeon General USAF authorize emergency procurement of newly developed winter footwear for pararescue team members. The request was forwarded to the Surgeon General USAF, through the Surgeon MATS, requesting that the Surgeon General establish an initial requirement for seventy (70) pairs of the military combat type boot to be made available to Air Rescue Service Pararescue Team members as soon as possible.

The procurement of these boots was to be made through designation of adequate funds for their purchase from the Army or through immediate standardization of this type equipment by the Air Force.⁴

b. The second project which the ARS Surgeon initiated during this reporting period concerned the study of carbon monoxide in H-19B or H-21 helicopters, and SA-16 amphibious aircraft. A letter was forwarded to Headquarters AMC (Air Materiel Command) through the

4. See Ltr. No. 4, Sect. III, S. D., this history.

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by both military and civilian writers and through them, along with the many other units of the organization, the name of Air Rescue Service has come to mean the difference between life and death for all in distress.

As a result of the cease fire order and truce in Korea, the Air Rescue Service prepared to welcome back its only known prisoner of war, S/Sgt. Bobby D. Holloway.

A former Aero-Medical Specialist with the 2157th Air Rescue Squadron in Korea, Sergeant Holloway was captured by the enemy in June of 1952 while the helicopter in which he was flying was shot down by the enemy. The helicopter attempted to return to its home base after picking up a downed UN pilot behind the lines. As the rotary aircraft was hit it was noticed by the fighter cap that three persons bailed out of the aircraft. Only one 'chute was seen to have opened. That 'chute carried Sergeant Holloway to the ground and as soon as he landed he was immediately taken prisoner by the enemy. For a total of 14 months he was a prisoner of the communists and was released in September in "Operation Big Switch."

It was announced by Sergeant Holloway, shortly after his release in September, that he intended to re-enlist in the Air Force and expressed a strong desire to remain with Air Rescue Service. This request was approved and after his re-enlistment in October he was assigned duty as a paramedic with the 47th Air Rescue Squadron in Texas.

Aside from the outstanding achievements of the 3rd Air Rescue Group, all other units of Air Rescue throughout the world

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~~SECRET~~ ~~CONFIDENTIAL~~Rescue Team Training.

On 14 December a message was received from Headquarters MATS advising that the MATS Advanced Survival School at McCall, Idaho was to be deactivated on 24 December. This message further stated that AAS quantitative requirements for pararescue technicians (rescue team personnel) did not justify continuation of this type of training on a MATS Command Course basis. In view of this information, Headquarters, Air Rescue Service was requested to re-evaluate qualitative requirements for this training and to advise MATS of any assistance required to provide this training within Air Rescue Service.

As a result of intensive study and as an interim measure, a small training unit was established at the 43rd Air Rescue Squadron, McChord AFB, Washington. Lieutenant Colonel John C. Shumate, former Commander of the MATS Advanced Survival Training School and five (5) of his best instructor personnel were assigned to the unit to train future pararescue personnel who have completed jump training at Ft. Benning, Georgia and medical training at Hunter AFB, Alabama. Only a minimum of survival training will be taught at McChord. Students will receive their "area specialization" training in their assigned units.

Training Film.

During this reporting period an AAS Training Film entitled "Know Your Air Rescue Service" was approved for production by the USAF Training Film Review Board. It was determined that this film would be produced in-service by the Air Photographic

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the following two missions among the many are considered outstanding and are indicative of the efforts of these northern rescue men.

On 10 August an alert was received by the 74th Squadron that a Grumman Widgeon with four men aboard had crashed into a mountain peak in the Brooks Range, 230 miles northwest of Fairbanks. Immediately an SA-16 aircraft carrying two paramedics, S/Sgt Charles R. Chapman and A/1C Walter S. Adkins, and an H-5 helicopter, piloted by Captain David S. Gardner, were sent to the reported scene of the crash. The downed aircraft was found in a "saddle" at an altitude of 5000 feet, surrounded by jagged peaks, deep ravines and canyons, with large boulders scattered over the area. This situation, together with severe turbulence, low ceilings, and the coming of darkness, prompted the pilot of the SA-16 to leave the decision of jumping entirely up to the paramedics. It was apparent to the Rescue crew that immediate aid was necessary as the four injured men looked to be in critical condition. The decision to jump was promptly made. The two paramedics directing the aircraft to a location of their own choosing, landed approximately 500 yards from the victims. Subsequent first aid to the injured flyers (two with broken backs, one with a broken jaw and one with a badly injured knee) and treatment for shock by the paramedics was termed later as "professional." Three of the injured were litter carried to the waiting helicopter that night and transported back to a hospital. The remaining survivor was made as comfortable as possible and removed to a hospital the following morning. At least two of the rescued men declared that the prompt and unselfish actions of the paramedics and the helicopter pilot saved their lives.

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initiated during the previous period, was completed in July.

It was presented to the Commander and his Staff by Major Abram, Comptroller, at a Command briefing. The Index was so well received that it has now become a monthly part of the Command briefing. It was also presented to the Group Commanders as a special subject of the Comptroller at the Commanders' Conference held at Air Headquarters during November and December.

An analysis of AFS Mission Effort covering the period 1 January 1952 to 30 November 1953 was initiated and completed. This analysis involved the coding of selected information contained in mission reports received from field units. The data was punched into IBM cards and calculations were made. An analysis of this data was made, showing workload by unit, savings effected, and workload of AFS units as compared to assisting agencies, etc. The results of this study furnished the Staff with data which is being used as a guide in determining organizational requirement, and deployment of aircraft and units.

Other studies and analyses performed by the Division which were of less magnitude but of parallel importance included the following:

1. Utilization of Aero-medics and Para-medics.
2. Relationship of T/O 1-1613, 1-1614, and 1-1615 with respect to percentage distribution of Primary, Direct, and Indirect Support Effort.
3. A study to determine what correlation existed between maintenance man-hours and flying hours, and incommutation status and flying hours for use in future programs.

Statistical Services Division

Responsibility for the Statistical Services Division of the Comptroller Directorate was assigned to 2nd Lieutenant Ralph M. Singer for the first four months of the period and the

SUBJ:

SUBJECT: Winter Footgear for Pararescue Team Members

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
ATTN: Air Surgeon
Washington 25, D.C.

TO: The Surgeon General
Headquarters USAF
Washington 25, D.C.

1. More than six months ago it was determined in this headquarters that the Boot, combat, rubber, insulated (Military Specification Number MIL-B-11234, listed in the Army Catalog as Boot, rubber, insulated, Stock No. 72-B-133-5AA through 15XXXX, and known as the Thermal Boot) was needed by Pararescue Team members. The justification was based on the requirement for committing such teams to prolonged exposure to water, snow, and ice under Arctic and subarctic conditions, and the characteristics of the boot which made it far more versatile and effective than the mukluk, the shoe-peg, or other available footgear in providing protection from both wet and dry cold. The hazards of prolonged operations under these conditions included reduced effectiveness of the team as well as an actual annual incidence of frostbite with possible subsequent amputation of digits and limbs.

2. Continued requests from the field led to an investigation of the present status of the boot by the Surgeon, Air Rescue Service, and it was found that although the boot is now authorized by T/A 1-21 with a basis of issue of one pair per rescue team member, the Air Force has not taken any action to standardize the boot for the Air Force, and there are no funds allocated for the purchase of the boot from the Army in the 1954 or 1955 budget. If standardization is approved or funds are allocated for the purchase of the boot, requirement would not be reflected until the 1956 budget is submitted.

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3. Possession of this boot would reduce or even eliminate the requirement for mukluks, shoopees and overshoes for pararescue team members, thus effecting a onetime savings of approximately six dollars per team member as well as a replacement saving each succeeding year. In addition to economy, the versatility of this boot in replacing three presently authorized types of footwear could be reflected in two further advantages. First, undetermined or unexpected conditions could be prepared for by carrying the single pair of thermal boots, an important reduction in the weight of the team member's pack. Second, operational capability will not be easily be endangered due to unexpected weather and terrain conditions, either at the beginning or during the mission.

4. The use of the thermal boot during winter operation in Korea proved its superiority in ground operations and almost eliminated the incidence of frostbite, which previously had been of most serious proportions. In the winter of 1952-53 the thermal boot was jump-tested by pararescue team members stationed at Pohang, Korea (K-3, Detachment #2, Third Air Rescue Group). It was determined by these tests that the thermal boot is satisfactory as a jump boot, that loss of the boot on opening shock did not occur and that ankle support upon landing was satisfactory if the boots were well fitted and tightly laced until after completion of the jump.

5. Consideration of the above-listed advantages of this boot and the present R/A 1-21 authorization makes failure to provide this boot to pararescue teams during the present season inadmissible. Providing the boot at this time would be of paramount importance in avoiding the number of cases of frostbite which will otherwise result during the two years time necessary to procure the boot through regular channels. Information from the Quartermaster General reveals that the boot is available at Army supply points in Arctic and sub-Arctic operational areas of the Air Rescue Service, thus only the lack of funds (for approximately seventy pairs initially) or standardization of the item by the Air Force) remains as a problem.

6. Therefore, it is most urgently requested that the Surgeon General USAF establish initial requirement for seventy pairs of the boot, combat, rubber, insulated. Military Specification number MIL-B-11834 to be made available to Air Rescue Service pararescue team members as soon as possible, through designation of adequate funds for purchase from the Army or through immediate standardization by the Air Force.

FOR THE COMMANDER