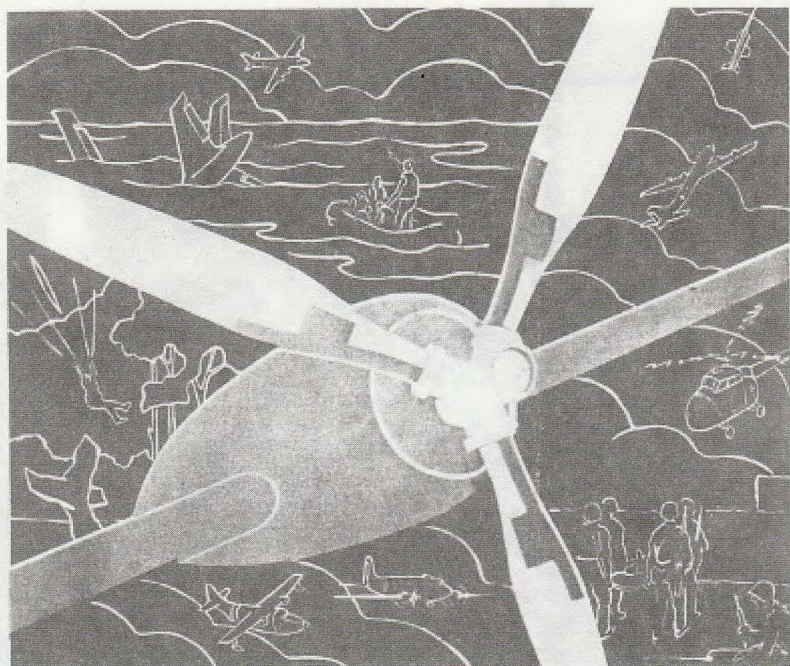


50 YEARS AGO IN ARS

In 1956, the tenth anniversary of the birth of Air Rescue, Hq ARS' publication, Air Rescue Service, featured the cover displayed below, left, along with the following explanation:



OUR COVER SYMBOLISM

THE COVER OF THIS BROCHURE was done by highly talented Robert Anderson, who recently left Air Force employment to go-it-alone

Surrounding an SA-16 Wright engine and separated by the plane's prop and wing are scenes symbolic of the five major missions of the Air Rescue Service.

The scene in the upper left-hand corner illustrates the first of our five missions: To provide rescue for USAF and other military activities. In this panel, and SC-54 *Rescuemaster* is circling a downed aircrew who have ditched their aircraft in the open sea. The survivors have climbed aboard one of the rafts in the Air Rescue Kit which the *Rescuemaster* dropped them and await ultimate rescue by chopper, *Albatross* or surface vessel.

In the lower right-hand corner is a scene which was often reenacted during the Korean War. Here we see a Rescue SH-19 helicopter carrying out the second mission of ARS: To provide air rescue for combat operations in any area.

To provide air rescue for air crews and other personnel cut off in enemy territory is the third part of Rescue's pentamorous mission. Left of center, we see a Pararescue man jumping to aid injured combat crewmen down behind enemy lines. With a little bit of luck, they will soon be retrieved—just 996 men were in Korea.

A familiar sight, not only to military air passengers but also to many civilians who travel by air, is the scene in the lower left-hand corner. Here, an SA-16 *Albatross* is escorting a crippled DC-3 which is flying with a feathered prop. Many such escorts are flown each week by planes of Air Rescue. Lost aircraft are also located and shepherded to safe landings. The number of lives and aircraft "saved" in this manner cannot be accurately estimated, but missions of this sort typify Rescue's fourth responsibility: To provide air search and rescue upon request to US civil aviation and to civil and military aviation of other member countries of ICAO (International Civil Aviation Organization).

Operation *High Flight* pertains to the ferrying of tactical aircraft across the North Atlantic to our military units overseas. Many of these planes were not originally designed for long over-water hops, and Rescue was directed to support and monitor their flights. Navigational aid and help with communications are also provided. The picture in the upper right-hand corner illustrates operation *High Flight*, a part of the fifth of Rescue's missions: To provide air rescue and support missions as directed.

(John Vandergrift)

MAR 56

National SAR Plan. The first National Search and Rescue (SAR) Plan is published. The object of the plan is to coordinate all United States SAR resources and activities. USAF is responsible for coordinating SAR activities in the contiguous United States (or "Inland SAR Region"). USAF delegates this responsibility to the Continental Air Command (CONAC), and ARS supports

CONAC between 1956 and 1961.

25 MAY 56

Operation Wring Out. HQ USAF announces important forthcoming changes in the organization of ARS. The number of ARS groups and squadrons will diminish, and the number of small detachments, equipped with lightweight helicopters, will increase. At the same time,

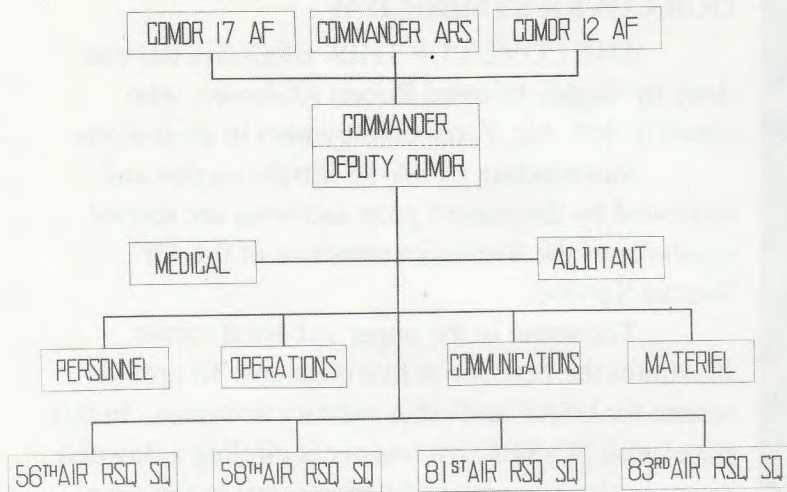
these detachments will be spread over a broad area, since studies have indicated that 70 percent of all aircraft accidents occur within 20 miles of assigned bases.

BELOW: 12 ARGp after reorganization

JUN – DEC 56

Four ARS groups and nine squadrons are inactivated. At the end of 1956 ARS is comprised of eight groups and twenty-nine squadrons.

ORGANIZATIONAL CHART
12TH AIR RESCUE GROUP
8 DECEMBER 1956



LEFT: After ARS reorganization, 12 ARGp moves from Sembach AB to Ramstein AB, GER. Here we see the 12 ARGp baseball team ready to take on the team from the 9 ARGp, Bushey Park AB, ENG. Front Row, left is Col Frank H Wilcox, Jr, Comdr, 12 ARGp (Front Row, second from right is our stalwart ARA member, Vince McGovern) ABOVE: It appears that 9 ARGp won, as we see Col Marshall Strubler, Comdr 9ARGp, accept the trophy from Col Wilcox.

18 AUG – 8 OCT

Three Air Force Reserve (AFRES) squadrons (the 301st, 302d, and 303d) are activated, and ARS is designated as the intermediate gaining command for the three squadrons.

11 OCT – 19 OCT 56

24 ARS engages in an extensive but fruitless search for a MATS Navy R6D (C-118) with 59 servicemen aboard. The aircraft was lost between England and the Azores. A total of 64 aircraft fly more than 4,000 flying hours in a vain effort to locate survivors.

12 OCT 56

SH-19s from the 33d AR Squadron rescue 28 crewmen from a light Army tug LT-578, which is stranded on a reef off of Okinawa (photo at right).

21 OCT – 26 OCT 56

The 31st AR Squadron searches for survivors of the Philippine ship SS *Lepus* which was caught in Typhoon Jean off Luzon. Three SA-16s sight 11 survivors, and guide the USS *Castor* to their position.

