



november



They Jump To Save

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Sonic Cleric

High Flying Bishop In Korean Jet Ride



Bishop Quinlan is briefed by Capt. Ray Lester.

The pace from the slogging, miserable 1950 Yalu River "death march" to the ultra-accelerated thrust of jet flight was taken in stride by Bishop Thomas F. Quinlan, Catholic Apostolic Delegate to Korea.

The "death march" segment of Bishop Quinlan's experience was the prelude to long years of degradation and deprivation as a prisoner of the Communists in North Korea.

His explorations into the jet age came into being recently at K-55 when, as a guest of the 58th Fighter Bomber Wing, he was "checked out" in a T-33 trainer.

As he was being outfitted for the ride in the customary protective regalia, Bishop Quinlan appraised the intricate "G" suit with a dubious eye. "If you don't mind, I'll just go like this," he said to Maj. Virgil E. Sansing, 311th Fighter Bomber Squadron operations officer.

So, his first jet flight saw him zooming aloft in his clerical attire.

Col. R. E. Bolan, chief of MAAG Korea, pilot of the T-33, told Bishop Quinlan that the ceiling for the flight would be 17,000 feet. "Will that be high enough, Your Excellency?", he asked.

"To tell the truth, I'd always planned to go quite a bit higher than that some day, but 17,000 feet will be sufficient today," the Bishop replied.

As he delivered a spiritual message to the airmen of Osan Air Base, Bishop Quinlan also spoke of his firm belief in a definite code for fighting men in time of war. He spoke with authority of personal experience.

He has endured two wars in the Orient and has been a prisoner of the aggressor in both instances.

The men of Korea have been inspired by their high flying, jet-age Bishop and there's not a one among them who doubts that one day he'll exceed that 17,000 foot ceiling.

On the Cover

One of the most dramatic and dangerous phases of the Air Rescue Service is performed by the paramedics who jump to ailing or injured airmen under any given conditions.

On the cover of November's "FIFTH" is a picture illustrating the tenseness and dynamic action that is involved in a parachute drop.

To make a daily job of parachuting is labor enough for any average working Joe, but when coupled with a knowledge of medical aid bordering on that of a physician, the tasks of the paramedic come to their true light.

The Far East area encompassed by Fifth Air Force is covered by a rescue blanket of four air

rescue squadrons of the 3rd Air Rescue Group. Their job is far reaching and all-important and their tools are many.

Far from least in this rescue work is the paramedic.

The story of the Fifth Air Force competition to pick a paramedic championship team is told in text and pictures beginning on Page 4.

Cover photograph, plus those of the Misawa meet, is by "FIFTH" staff photographer M/Sgt. Norman Zeisloft. Zeis made the jaunt to Misawa with men of the 3rd Rescue Group and came up with some real startlers. Only wish we had more space to run more pictures.



They Jump To

The most valuable commodity in the US Air Force is not the supersonic planes that cost a young fortune. Nor is it the nuclear weapons which have expended literal billions of dollars and decades of man-hours of the most brilliant scientific brains in the world.

The most valuable commodity in our air arm is human life.

To care for the lives of men who pilot our planes and the aircrews who man them has become a serious, full-time business.

They Jumped At Misawa



T/Sgt. Stuart Bill
39th Rescue



S/Sgt. Robert Brownley
39th Rescue



S/Sgt. Eugene Wisolek
38th Rescue



S/Sgt. John Berish
38th Rescue



T/Sgt. Terry Walker
36th Rescue



T/Sgt. Robert Elliot
36th Rescue

When a pilot or crew leaves an aircraft in flight, the chances for injury begin. They must be cared for on the spot and brought safely back for proper medical treatment.

This, in brief summary, is the job of the paramedics of the 3rd Rescue Group, which is the guardian angel of every flying man in Fifth Air Force.

Under the command of 3rd Rescue Group CO Col. Gene L. Douglas, teams of jumpers, equally as proficient in giving medical care as in maneuvering an errant parachute over mountains or sea, are stationed in each of the rescue squadrons throughout Fifth.

They have to be good. They have to know all phases of their lifesaving task and they have to know them perfectly. When the real article comes along, there is no second chance.

In order to interject a catalyst into the day to day mission of seeking out, jumping to and caring for downed airmen, the 3rd Rescue Group recently staged their annual rescue qualifications meet at Misawa Air Base in northern Honshu.

Each squadron staged intra-organizational competition to pick the best two-man team for the meet. Three squadrons—the 36th from Johnson, the 39th from Ashiya and the hosting 38th from Misawa—entered teams in the two day competition.

Divided into four categories, the meet was designed to test every facet of the paramedics jumping and medicinal art. The four competitive segments were open field jumping, a parabundle drop for accuracy, an over water jump and another open field jump involving atheoretical medical problem.

The judging, made by three experienced non-commissioned officers with hundreds of jumps

between them, was based primarily on accuracy, speed, efficiency and knowledge.

There was one judge provided from each participating rescue squadron. They were: M/Sgt. Charles Tolbert, 36th; M/Sgt. Cecil Hubbard, 38th; T/Sgt. John Wies, 39th.

T/Sgt. Stuart Bill and S/Sgt. Robert Brownley of Ashiya's 39th Air Rescue Squadron won the honors in the annual contest and will represent the Far East in the Air Force World Wide meet to be held at Orlando, Florida, next January.

Bill and Brownley scored 698 points out of a possible 855 to win the day.

Second place went to the Johnson-based 36th ARS, with T/Sgt. Terry Walker and T/Sgt. Robert Elliot earning 692 points in the tight competition.

Misawa's 39th team, S/Sgt. John Berish and S/Sgt. Eugene Wisolek, was third in the four phase meet.

Winners Bill and Brownley got off to a headstart in the opening event by capturing first place in the open field jump. Distance from target average was 55 feet and Capt. Elliot F. Ellis, 3rd Rescue Group flight surgeon, rated them 95 in the simulated medical problem that followed.

High point of the meet came when Sergeant Bob Elliot of Johnson hit what has been termed the "Paramedics Hole in one". From a jumping height of 300 feet, Elliot bailed out in the open field jumping phase of the competition. He landed directly on the red, 77-inch target panel. "FIFTH" photographer M/Sgt. Norman Zeisloft was on the spot to record the incident for Fifth Air Force readers. The unusual photo is on page 7.

The amazing jump was Elliot's 160th and he called it "my best."

Save

The water drop was made over nearby Lake Odawaranuma with judges stationed in life rafts to observe the rescue methods of each competing team.

In the open field and bundle drop phase of competition, all jumpers leaped from the familiar SA-16 "Albatross", or "Dumbo" as the ships are more affectionately known. In these portions of the meet, each team was allowed two test drops of practice parachutes as a test of wind drift.

After observing the wind tendencies and the chutes on the ground, the "jumpmaster" makes corrections and advises the pilot on any alternations needed in the flight path of the jump aircraft. On the next pass, the team bails out almost simultaneously and steers their chutes toward the target. The proximity of touchdowns by the jumping duet to the target is measured and the total distance in feet is divided by two, giving a team total.

The Far East winning paramedic team won the annual Ted Tatum Trophy, awarded in this theater each year.

A look at a typical paramedic makes an observer discard a few preconceived ideas about the youthful, glamorous aspects of jumping from heights with just a bit of silk overhead. Most 'chutists of the Rescue Service are "old soldiers," mostly in their 30's. Nearly all are veterans of several World War II combat jumps and have from 150 to 200 actual jumps to their credit.

Few things could be as misleading as the appearance of the graceful fall of a parachute, seemingly drifting, thistle-like, to earth.

The impact with the ground of even the most successful jump is equivalent to hurling oneself from a second story window. Much time and practice must be spent in learning to fall properly in order to avoid breaking bones, spraining tendons and bruising the body.

By regulation, paramedics are required one jump every three months to earn their jump pay. The Air Rescue Service demands at least two jumps per month. It would appear to get into the blood, this parachuting, for the average number of jumps is high above those required, even out of the line of actual rescue missions.

For example, the average number of jumps for the three two-man teams in competition at the Misawa meet was 35 per month.

As would be only natural, many unnatural things happen to a man who jumps from high-flying aircraft for a living. The competitors at the 3rd rescue qualifications meet at Misawa have undergone some hairy experiences.

T/Sgt. Terry Walker of Jacksonville, Florida, can claim that his jumping once resulted in having "LIFE" magazine run his picture full page. On Armed Forces Day in 1950 in Bermuda, he was demonstrating a water jump in Hamilton Harbor before an audience of thousands. The raft which was serving as his floating target drifted toward an anchored tanker in the port. Gusts of wind carried Walker near the rigging of the tanker—too near for comfort.

To avoid smashing into the ship, Walker disengaged himself from his parachute harness about 80 feet above the water and



Down to earth float two paramedics of the 3rd Rescue Group.

dropped to the sea. The parachute was entangled in the rigging—just where Walker would have been if not for his high dive. An alert amateur photographer caught Walker in mid-air in his fall, resulting in a full page in "LIFE."

Walker, who has been jumping for 13 years, remembers jumping on Mount Fuji last year when an ill-fated C-47 smashed midway up the famed slope. He aided the two survivors to safety. At the time of the contest, Walker had 181 parachute jumps to his credit.

S/Sgt. Bob Brownley of Upper Darby, Pennsylvania, has had a busy five years since he started jumping. Ninety-five times he has hit the silk for the Air Force. In one of his more hectic periods, Brownley made 11 jumps in just four days.

Recently while practicing for the Misawa meet, his parachute split after the impact of opening. The shock of the jolt completely paralyzed his arms, so that he was unable to open his emergency chute. His torn silk gave enough lift so that when he fortunately landed in a "soft" grove of trees, he emerged unhurt.

T/Sgt. Stuart Bill, Bloomington, Illinois, has been jumping for 14 years. Many of his 175 jumps were made under combat conditions. As a member of the famed 101st Airborne Division, Bill jumped in both the Normandy and Holland invasions.

And so it goes, with each jumper with the Air Rescue Service having a fascinating story to tell. They insist that it's a thrill you can get nowhere else.

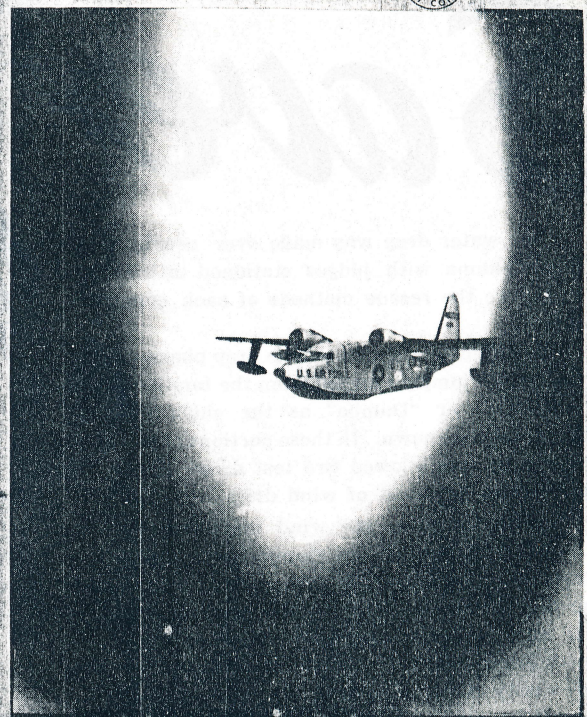
But it goes deeper than kicks. It is more than thrills that keeps these men in the Air Rescue Service.

For they jump to save!



READY TO GO—Paramedic of the 3rd Air Rescue Group stands poised in the gaping door of the SA-16 drop ship, preparing to make an open field jump in the annual competition. Radioman at bottom gives last minute instructions.

STEPPING IT OFF—Col. Gene J. Douglas, 3rd Rescue Group commander, observes the landing of an open field jump. Distance from chute to target is deciding factor.



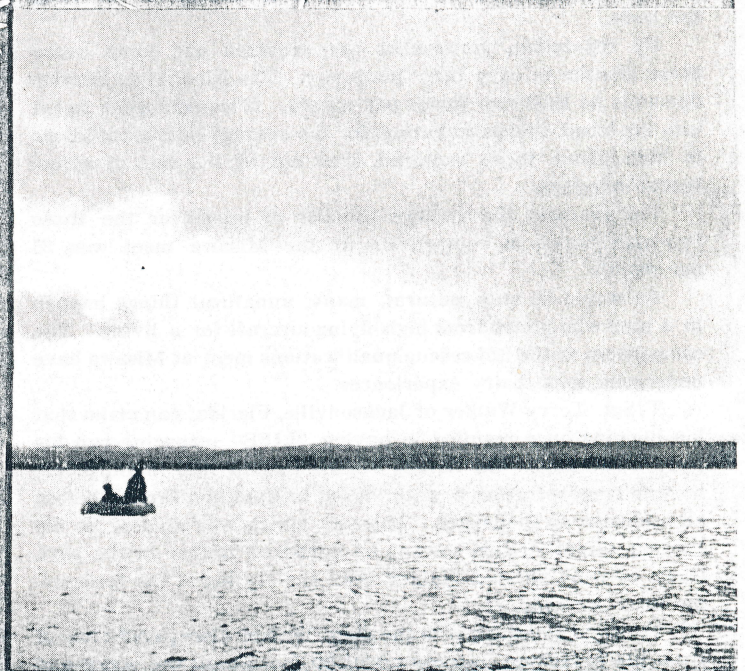
"DUMBO" DELIVERS—Dependable SA-16, specially converted for dropping parachutists, carried the paramedic contestants on all their jump missions—with one-way ticket.

Photographs

By

Norman Zeisloft

Into the drink drop two contestants in the annual jump competition.





TARGET AREA MARKED by sea-borne judges. The three arbiters for the Misawa competition huddle in a dinghy near the floating target for the water jump (above). One discharges a smoke flare to give wind drift while another contacts "Dumbo" by radio. Below, a jump is sweated out by 38th Rescue paramedic S/Sgt. John Berish (left) and 3rd Group flight surgeon Capt. Elliot Ellis.



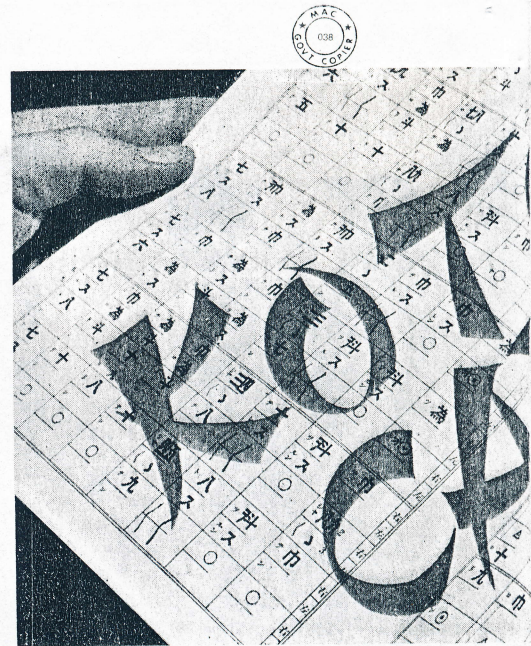
speed in swimming to a floating target was factor in this phase.



HOLE-IN-ONE—T/Sgt. Bob Elliot accomplishes the near-impossible by landing a direct hit on the 77-inch target, thereby scoring the paramedics' equivalent of a no-hitter. This was Elliot's 160th jump.

LET'S SEE NOW—Flight surgeon Capt. Elliot Ellis quizzes S/Sgt. Bob Brownley and T/Sgt. Stuart Bill in a theoretical medical problem after their landing in the open field phase of competition. Bill and Brownley won the meet; will represent 38th Rescue in the AF World Wide paramedic jump contest at Orlando in January.





Houselights of Nagoya's Aichi Trade Hall were down, with only the stark stage illuminated by the footlights.

An appreciative Japanese audience listened intently as a quintet consisting of french horn, oboe, cello, samisen and koto finished an obscure work by a Tokyo composer.

Programmed was a recital by koto students of Miss Michiko Tamura and Miss Asako Miwa, slated to show the progress made since their last performance.

As the players took their places behind the long, gracefully curving instruments and began to tune the 13 strings together, a stir ran through the packed house. The playing began and the mellow strains of the koto filled the hall with sounds only slightly eerie to Western ears.

The players, garbed in traditional dark ceremonial robes, plucked their way

through the score of age-old music and seemed ordinary enough except for one glaring, discordant note.

One of the heads bent over the elongated stringed instruments was adorned by a shocking thatch of curly red hair, strangely out of place amidst the ebon straightness of the Japanese musicians.

This was 1/Lt. Joe Tryon, who is one of the few, of not the only, male, American koto players in Fifth Air Force. In the Nagoya koto recital, Joe Tryon was playing in public for the first time under the tutelage of his two instructors, with whom he has been studying since May.

How did an American with a taste in music not exceptional to his BOQ neighbors become interest in this ancient Oriental instrument?

"I've been interested in music since I was a kid," Lieutenant Tryon said recently, "and since I've been stationed in Japan, a fascination for Oriental curios, customs and culture has set in."

The exotic sound of the koto captivated the lieutenant and he went in search of one in a local Nagoya curio shop. In the course of the purchase, the idea of learning the rudiments of koto playing occurred to him and he inquired of the shop owner where he might find a teacher interested in taking on an American student.

"Without hesitation, he named Miss Tamura and Miss Miwa as the two best

in the city," Tryon stated. "A bit uncertain, I also asked a musician friend for the same information. Within a week he said he had located two top koto instructors—Tamura-san and Miwa-san. That decided it"

The only stipulation in the contract was that all lessons must be conducted in Japanese. This presented a bit of a challenge to Joe Tryon who was struggling with the language during off-duty time. "It's been a lot of help for a stumbling student of Japanese," he says, "but things are still pretty ragged as far as my ability with the language is concerned."

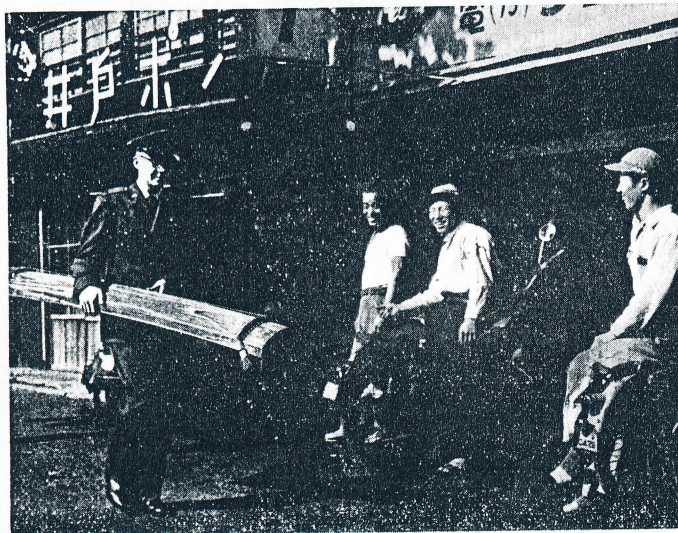
Since May, his instructors claim proudly, Tryon has progressed amazingly well, but they admit they still have to cover up for an occasional goof when they play in public. He never plays solo publicly, but relies on his teachers to pull him through the tight spots.

Co-residents of BOQ 15 at Moriyama Air Station, where Tryon works in the Manpower and Management division of Fifth Headquarters, are now accustomed to hearing the melancholy strains of the koto floating through the halls.

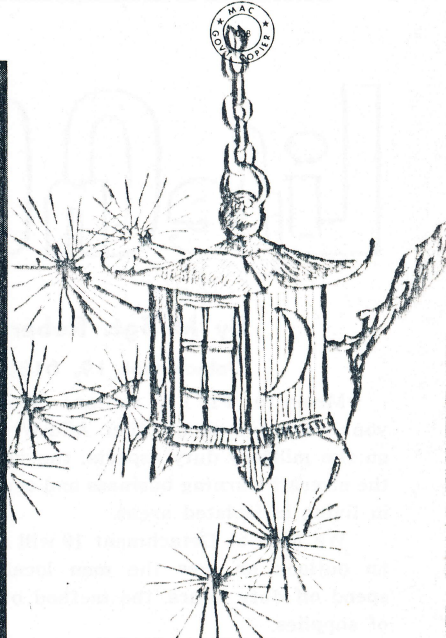
Lieutenant Tryon is being separated from the Service in December and plans to remain in Japan on tourist status for a couple of months to continue his basic studies.

One of the most unusual correspondence courses on record will begin when Tryon returns to his home in Washington, D.C., as he intends to continue his lessons by tape recording between himself and Michiko and Asako.

With a smile of anticipation, Tryon says, "This should break up those incessant 'Down by the Old Mill Stream' sessions at parties, if nothing else."



DOUBLETAKE—Workers at a Nagoya motorcycle shop look twice as Joe Tryon carries his koto to a lesson. His unusual hobby never fails to get a reaction from Japanese neighbors, who follow his progress.

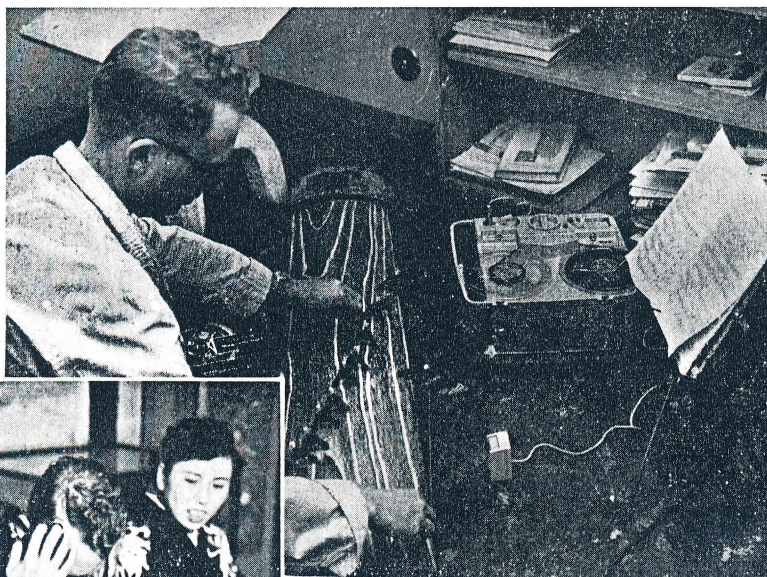


KONBAN WA—Lieutenant Tryon is greeted (at left) at an evening lesson by teachers Asako Miwa (left) and Michiko Tamura. He studies in an all Japanese atmosphere with all lessons conducted in the Japanese tongue. Miss Tamura converted the unfamiliar kanji music to Western notes for Tryon. Below, a co-resident of Tryon's BOQ looks in on a practice session. His lease hasn't been broken to date.

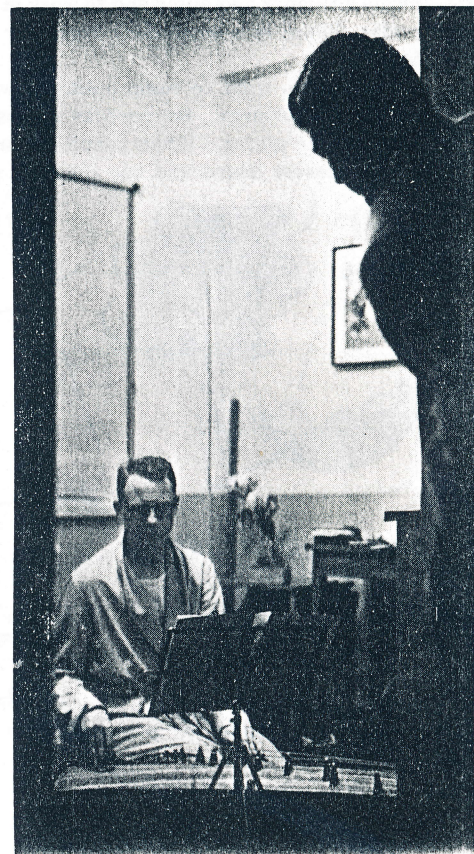
Photos

By

Zeisloft



TAPE RECORDINGS help Lieutenant Tryon in his koto lessons. Above, he cuts a tape in his Moriyama Air Station BOQ to help him correct mistakes. He also records the playing of his teachers to aid in his "homework." Tryon clutches his head in confusion as he goofs on one of the complication portions of a traditional Japanese folk song (photo at left). Instructors Asako Miwa (left) and Michiko Tamura correct his mistakes; say he is making progress on the age-old instrument of Japanese culture. He also plays piano.

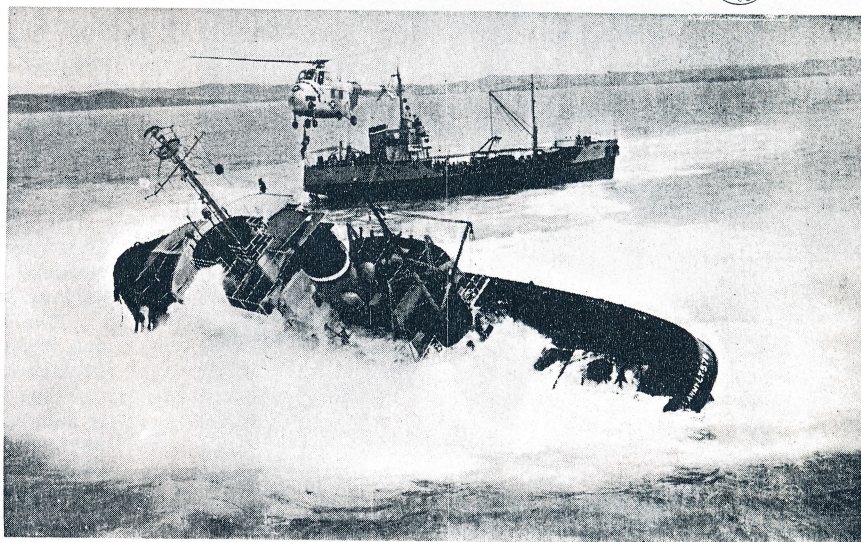


33rd Saves 29 Lives...

Sets Two Records

By T/Sgt. John C. Becher

"FIFTH" Staff Writer



They came to the rescue when lives were endangered!

Fulfilling a two-fold mission and at the same time setting what is believed to be two new records of the Air Rescue Service was the 33rd Air Rescue Squadron of the 3rd Air Rescue Group.

Off Okinawa, the 33rd ARS:

- 1) Saved the lives of 28 crewmen stranded aboard an army tug in distress, using just one helicopter;
- 2) Rescued an airman in the Pacific, setting a new record after taxiing 90 miles over rough waters.

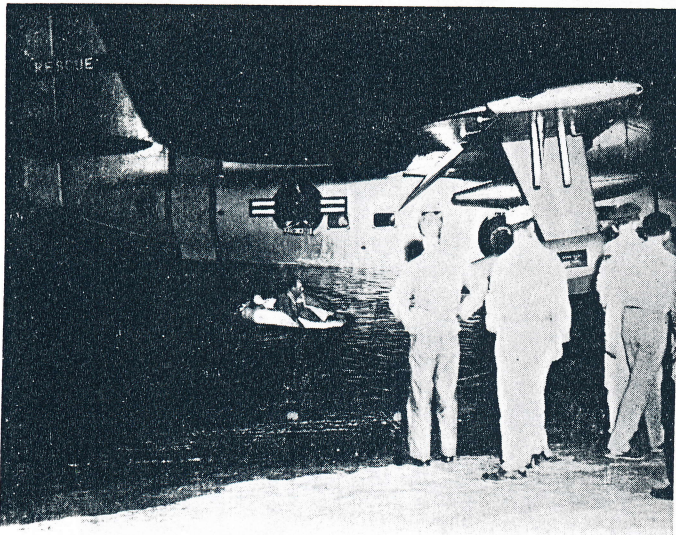
With the lives of 28 crewmen aboard an army tug at stake, an H-19 chopper of the 33rd Air Rescue Squadron at Naha Air Base, Okinawa, accomplished a feat unsurpassed by any other rescue outfit.

The army tug was on a rescue mission of its own to assist an army tanker from Yokohama which has run into a reef approximately three miles north of Naha. The tug, while approaching the site of the distressed tanker, ran into a reef a few hundred yards away.

As the night became darker the crewmen waited in hope of help. During the night the pounding surf flooded the engine compartment and crews quarters.

Crew members stayed on deck all night.

In the meantime, another army tug was dispatched to aid the swamped tug, but could not get within reach because of



BACK TO LAND after 90 miles of over-water taxiing is SA-16 pilot Capt. Frank Wilson, shown here paddling his way to shore from his "Dumbo." A/IC Richard Archer was picked up in heavy seas off Okinawa after a fall from a B-26 tow target aircraft. (Photo by 1/Lt. John Richmond.)

DRAMATIC RESCUE of one of the 28 men hoisted off a stricken army tanker off Okinawa is shown above, as an Air Rescue Service record was set for rescue work for one helicopter. This 33rd ARS chopper made 14 sorties in their amazing rescue of crewmen from the reefed ship. (Photo by SFC Richard Parker.)

rough waters.

At this point the H 19 of the 33rd ARS, piloted by Capt. Frank E. Wilson of Houston, Texas, on a search mission for a downed F 84, was returning to Naha when a call was received from the Naha Port of Operations. The helicopter refueled and departed for the distressed tug. Twenty-eight, crewmen became confident of being rescued.

Completing 14 sorties, picking up as many as three men each time on six particular sorties, the 33rd ARS H-19 headed for the Naha Port.

Participating in the evacuation with Captain Wilson were Lt. Gleason McMichael, co-pilot, and A/2C Lawrence R. Dow, medical technician.

As Capt. Harold J. Lezar was hoisted from the tilted tug, the air rescue service closed the book on another life saving mission and perhaps established another record in rescue annals.

And During July.....

While on a local training mission from Naha, an SA-16 "Albotross" of the 33rd Air Rescue Squadron was advised that a B-26 tow target operator had fallen from the plane into the sea.

The amphibious sea-plane departed for the area of the downed airman.

While awaiting the arrival of the air rescue plane, the B-26 and a T-33 circled the area believed to be the location of the downed airman. Thirteen minutes after beginning an extensive search, the air rescue plane spotted the airman, A/IC John R. Archer.

After spotting the airman, a smoke bomb was dropped from 2,000 feet and the condition of the sea was evaluated. After weighing the situation and comparing the hazard of open sea landing against the danger of the airman drowning, the pilot Major John R. Stevens of Seattle decided to land.

The landing was made without incident and Airman Archer recovered. The victim received burns of the arm and neck from the tow cable which pulled him from the B-26.

While high rolling seas continued, Major Stevens attempted two take-offs near the point the rescue. Both failed.

The pilot of the SA-16 then decided to taxi to Naha rather than risk damaging the aircraft.

After taxiing 60 miles the pilot again attempted a take-off but aborted.

Completing the mission over choppy waters, some 8 hours and 25 minutes after the initial landing, proved to the downed airman and other fliers that Air Rescue Service is always ready to save lives by the most expeditious means possible.

Other members of the SA-16 crew, along with Major Stevens, were: Lt. Donald L. Williamson, co-pilot; Lt. Roger M. Smith, navigator; S/Sgt Way F. Shannon, flight engineer; and A/2C Charles J. Skaggs, radio operator.

The B-26 and Airman Archer are assigned to the 6th Tow Target Squadron, Johnson Air Base, Japan.

YOU JOKERS IN THE FAR EAST DON'T NEED TO BE REMINDED OF HOW IMPORTANT IT IS FOR UNCLE SUGAR TO KEEP HIS GUARD UP—YET YOU WONDER ABOUT THE STORIES OF GUYS MAKING BIG CIVILIAN DOUGH STATESIDE!...

WELL, THEY ALSO PAY HIGH CIVILIAN PRICES—AND DON'T KNOW WHEN THEIR JOBS MAY FOLD!... IF YOU STAY IN THE UPSTAIRS BLUE BUSINESS YOU'LL BE RETIRED LONG BEFORE CIVILIANS YOUR OWN AGE ARE ELIGIBLE FOR SOCIAL SECURITY!



STEVE
CANYON

*With best
wishes from*

MILTON
CANIFF

NEW YORK • SEPT.
1956