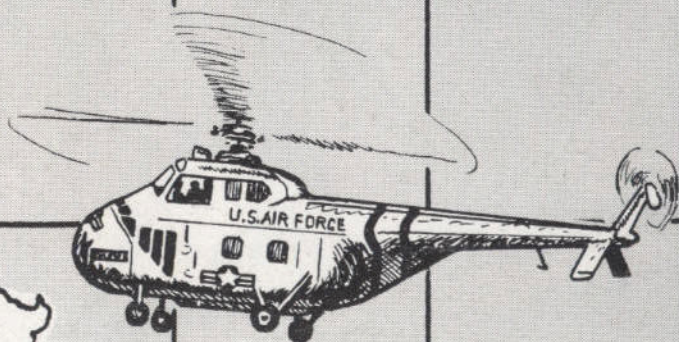
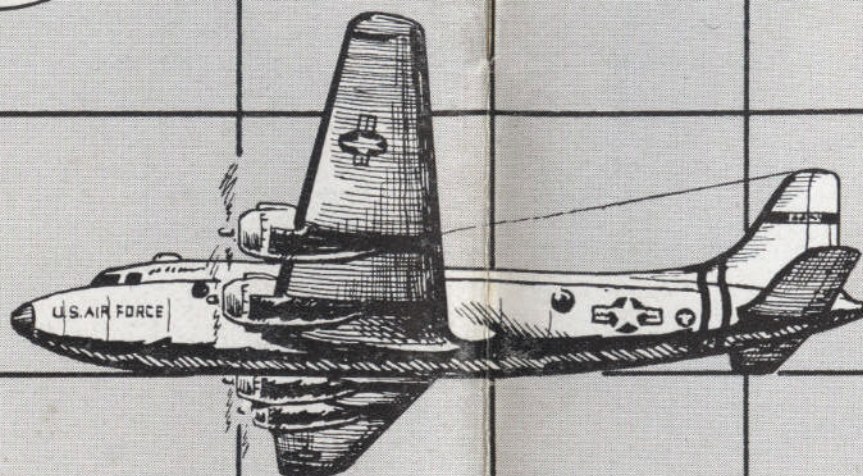
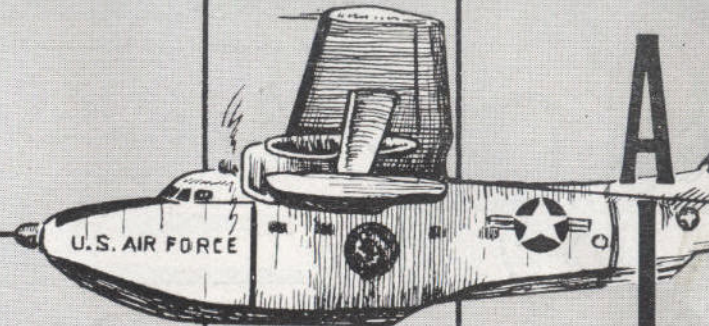
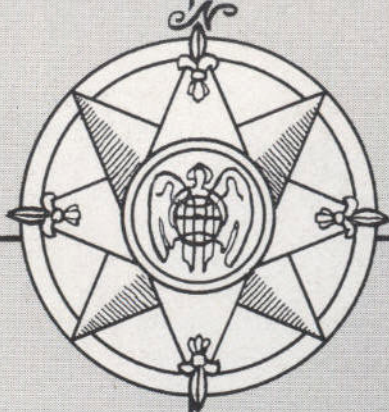


AIR RESCUE



AUGUST 1957



AIRESCUE



The Monthly Information Digest
of the
Air Rescue Service

August 1957

Vol. 1, No. 10

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THE COVER: This month's cover, again a wrap-around, was designed by talented Bill Orr, an artist for the 1365th Photographic Group (APCS) at Orlando AFB. His work has appeared on the pages of AIRESCUE on several previous occasions and, in this instance, symbolizes the vast ocean area covered by the 2nd ARGp.

AIRESCUE is an official Class 2 Air Force newspaper published monthly by and for the personnel of MATS' worldwide Air Rescue Service in accordance with AFR 190-7. Opinions expressed herein do not necessarily represent those of the Air Force. Address all correspondence to: Editor, AIRESCUE, Headquarters, Air Rescue Service, Orlando AF Base, Florida.

AIRESCUE



Rescue IN THE Pacific

A FAMILIAR SIGHT to tourists and 2nd Group Rescuemen is beach at Waikiki with Diamond Head majestic in background.

LIFE AMONG THE ISLANDS with the 2nd Air Rescue Group

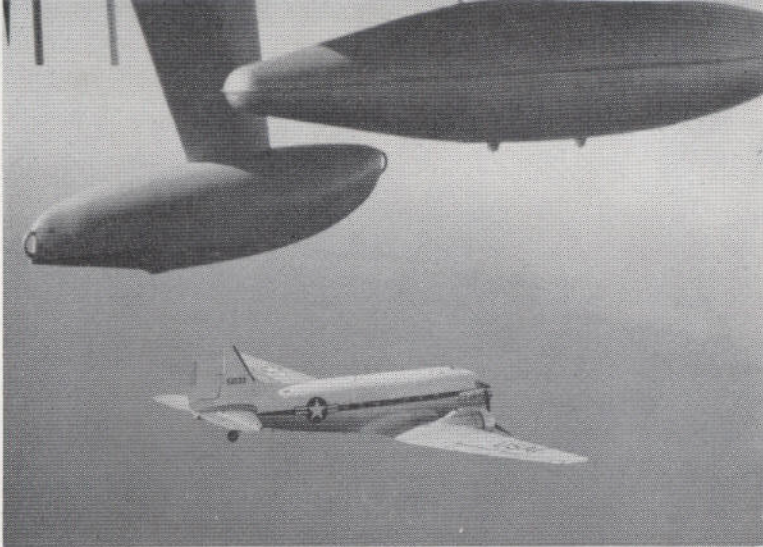
A MAN NEED ONLY FLY from Frisco to the Far East once to realize there's a lot of blue Pacific between the Golden Gate and Tokyo Bay.

In the old days, the intrepid airmen who ventured out to cross this vast chunk of watery real estate often wound up drastically short. And in those days a ditching usually included a reservation in old D. Jones' Locker. The last flight of Amelia Earhart and Fred Noonan is a case in point.

Today, of course, progress in aviation has taken a lot of the risk out of the long, overwater flights. Island hopping the Pacific has become strictly routine. The planes of the present Jet Age are bigger, faster, and much more reliable than the crates of the China

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3



DISABLED AIRCRAFT are quite often intercepted and escorted over long stretches of Pacific by Rescue teams of the 2nd Group.

Clipper era. Furthermore, the advancement in navigation techniques and aids makes hitting the tiniest island almost a "no sweat" proposition.

However, there is still the remote possibility that even the best of the new birds may malfunction at some inopportune moment. And when that happens, the modern airman, for all his fancy gadgets, is no better off than the fearless flyboys who went through that same hair-raising experience in the days when the flying game was still in short pants. His predicament is the same except for one thing. Rescue.

Today if a pilot suddenly finds himself out of flying speed somewhere over the Pacific Ocean, it's an odds-on bet that he'll be saved and another rescue will be chalked up for the 2nd Air Rescue Group.

The 2nd, now that it's acquired "that new look," covers a larger area of responsibility than any other Group in Rescue. This area is approximately 7,000 miles long and 3,000 miles wide — stretching from the coast of Indochina to a line midway between Hawaii and California; from just north of the equator to just south of the Aleutians. Like we said, that's a heckuva lot of blue Pacific.

Situated at Wheeler AFB, Hawaii (and who wouldn't like to be) Colonel Collier H. Davidson and his staff at Group Headquarters coordinate the activities of the seven squadrons which supply the rescue coverage for this vast area. In addition, coordination

is effected for SAC, TAC, Theater Orders and air exercises. It may seem like a physical impossibility, but no matter where the cry for help comes from in this region, Rescue has it covered.

The story of the 2nd Group began back in December, 1943 with the activation of the 2nd Emergency Rescue Squadron at Hamilton Field, California. The unit was then composed of two flights, with men who had just recently been trained at the Emergency Rescue School at Keesler Field, Mississippi. As soon as they got to the South Pacific, in 1944, they joined forces with two other rescue flights which had been organized by the Fifth Air Force. Flying *Catalinas*, C-47's, B-25's and C-45's, the four flights followed the island hopping progress of the Pacific campaign.

From the summer of '44 until the surrender of Japan in '45 they saved the lives of over 300 American fighting men. The strange sounding names of the fields they operated out of then are seldom heard today, except when some old veterans of the Pine-



FLOWER LEIS identify Hawaiian malihinis (newcomers). Group Commander Colonel Collier H. Davidson greets Major and Mrs. William Musick upon arrival for PCS assignment to HQ, 2nd Gp.

apple Circuit get together to rehash their carefree days in the South Pacific: Nedzah, Hollandia, Biak, Morotai, Palawan and Zamboanga (that celebrated spot where the monkeys have no tails).

After the war, three flights of the 2nd Emergency Rescue Squadron still remained at Clark Field in the P.I. When the Korean War broke, a fourth flight, made up of SB-29's, was added to cover the long range bomber streams operating out of Guam and Okinawa.

The unit first became the 2nd ARGp in 1952, and at that time had four squadrons assigned to it. With the end of the Korean fracas, the Group was reduced to three squadrons, the 33rd at Okinawa, the 79th at Guam and the 31st at Clark. It remained this way from 1953 until 1955 when the 33rd was transferred to the 3rd ARGp and the 76th at Hickam was gained.

Two months ago, 2nd Group Headquarters, which had moved from Clark to Wheeler in 1955, assumed control and responsibility of four additional Rescue Squadrons: the 33rd at Naha AB, Okinawa, the 36th at Johnson AB, Japan, the 38th at Misawa AB, Japan and the 39th at Ashiya AB, Japan. These last four squadrons belonged to the 3rd Group prior to the recent deactivation of that Headquarters. (These squadrons will not be covered in this article. See *AIRESCUE*, June, 1957.)

But let's get back to Hawaii, and like we said before, who wouldn't want to? Wheeler AFB is located in a fertile, green valley, 16 miles from Hickam and 23 miles from downtown Honolulu. Though the base is still being expanded and at present lacks a com-



LUAUS, (native feasts) and shopping along Honolulu's "Miracle Mile" are two of the many pleasant pastimes found in Hawaii.



THEY ALSO SERVE — Rescuemen of 76th ARSq find game of chess one way to pass the long hours while on alert status.

missary and a BX, these services can be found at Hickam or nearby Schofield Barracks. Incidentally, that's one of the many nice things about life in Hawaii; the Clubs and the different services have reciprocal membership agreements. If you don't like the goods at one place you can shop around and still stay within your AF budget.

The only bleak feature of a tour in Hawaii is the housing problem. With the move of Pacific Air Force (to you old Far East hands, that's the late-lamented FEAF, plus) Headquarters to Hickam, base housing is practically non-existent for officers below the rank of major and for airmen below the grade of T/Sgt. Private rentals are about 20% higher than the average Stateside prices.

But this one unpleasant feature is more than offset by the attractions of a tour in the islands. As an overseas assignment, Hawaii is one of the plums the Air Force has to offer. Air Force types assigned to duty at Hickam or Wheeler Air Force Bases can share the same luxuries that less fortunate American tourists pay dearly to enjoy.

The happy life in Hawaii shows up most noticeably in the many festivals and holidays that seem to come in a continuous stream of celebrations. The week long Cherry Blossom Festival brought from Japan is one of the most colorful sights of the year. Aloha Week, an annual autumn festival, is another offering shutterbugs a field day. When a official holiday isn't in the offing there



OUT SHE GOES! — The MA-1 kit, here being ejected from a 79th SC-54 has proved its worth to Rescue. Several squadrons of the 2nd Group have utilized this kit on numerous life-saving missions.

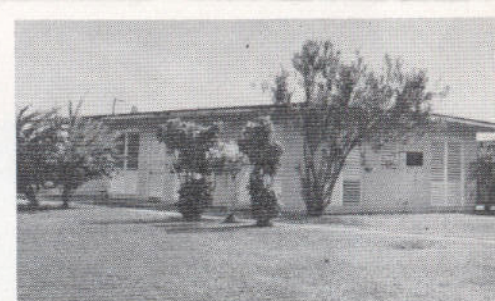
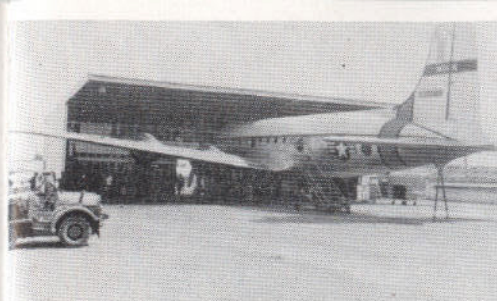
is almost always a *luau* either being planned, enjoyed or fondly recollected.

For those more energetically inclined, there is the famous surf at Waikiki, to swim in, Diamond Head to climb, wild boar to hunt, beautiful golf courses to play on and some of the best fishing in the world. Throw in a few cute *wahinies* and what more could a man ask for?

Located in the center of this paradise is the 76th ARSq at Hickam AFB. In spite of the environment distractions, Major Marshall V. Frederickson and the men of the 76th keep plenty busy supplying rescue coverage for an area about twice the size of the United States. Though they've been called upon to perform all types of missions, the mainstay of their business is the intercept and escort of disabled or lost aircraft to a safe landing.

Occasionally even these missions take on more than a routine nature. For example in January 1956, a C-124 coming in from Travis with one prop feathered called the 76th for an escort. By the time the SB-29's rendezvoused with the stricken plane it had feathered another engine and had a third sounding like Jack Benny's Maxwell. Fortunately the sick engine sputtered long enough for the big bird to be guided into Hickam — using Rescue radar to cut through heavy weather. There were some pretty pale faces that climbed down out of that *Globemaster's* cockpit.

The SC-54's have long since replaced the squadron's SB-29's and have been doing an excellent job. In November 1956, "Hickam



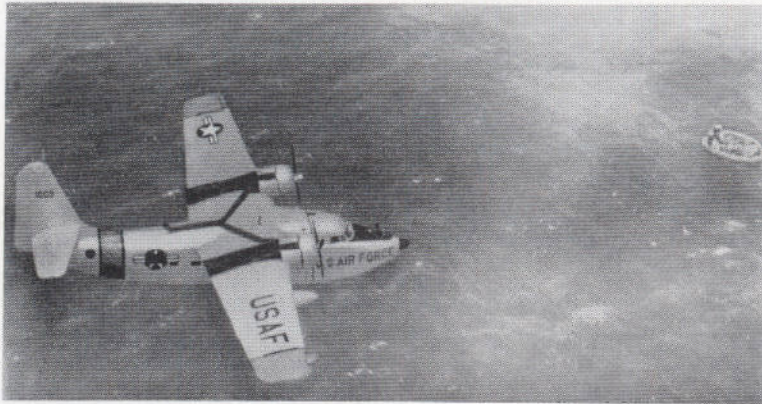
MAINTENANCE MEN on Guam must contend with island's sun and salt air. Andersen's housing is designed for cool comfort.

Rescue" was notified that a passenger aboard *USNS General J. H. Gaffey* was critically ill and having such difficulty breathing that the ship's doctor needed a chestpirator to save the man's life. The required gadget was procured from a nearby Navy hospital, split into two units and sealed in a waterproof package so it could be air dropped into the ocean. The SC-54 carrying the life saving equipment rendezvoused with *Gaffey* about 1100 miles northeast of Honolulu. The packages were dropped, picked up and reassembled and the man was saved. Due to severe headwinds, the flight took over 14 hours to complete, and the SC-54 instead of returning to Hickam had to land on the continent.

The 76th is well aware of the value of teamwork in getting a job done. In February of this year an Army L-20 crash landed on the Island of Maui. An SC-54 flying local at the time spotted the crash site almost immediately. The *Rescuemaster* reported seeing the pilot lying motionless beside the wreckage. Two members of the Pararescue team climbed aboard an SA-16 while a helicopter was readied to make a pick-up. The Paramedics jumped into the inaccessible area and treated the injured pilot. Minutes later he was picked up by the chopper, flown to Kahalui Airport, transferred to the SC-54 and returned to Tripler Hospital for treatment. That may seem like quite an array of strength to marshal for one mission, but if that's what it takes to get the job done, the 76th can hack it.

As Major Frederickson says, "When we work here, we work hard and for sure the reverse is true; when we play we play hard." To all prospective *malihinis* (newcomers) the 76th extends open arms and *Aloha*.

On an island further out in the South Pacific the shrill jangle of a telephone cuts the stillness of the tropical night like the cry of a wild animal. One word is barked into the mouthpiece — "Scramble." A few moments later the silence of the night is broken



SURVIVORS of the British airliner shot down by Communist planes are picked up by a 31st ARSq Albatross; 23 July 1954.

a second time as an SC-54 "roars off the cliff" at the end of Andersen's runways. Somewhere within 3,820,000 square miles of Pacific an aircrew in distress breathes a little easier knowing help is on the way.

Guam, scene of this scramble, is the location of Andersen AFB and the home of the 79th ARSq. The island is the southernmost and largest of the islands in the Marianas group, lying roughly half-way between Wake Island and Manila. This 32 by eight mile spot of land in the middle of the Pacific has been a possession of the United States since the Spanish-American War. It was occupied by the Japanese during WW II, and retaken in 1944.

Its terrain is mountainous; some peaks stretch up to 1300 above sea level. The climate is tropical in the fullest sense of the word: heavy rainfall, lush jungle vegetation, and temperatures ranging from 70 to 90 degrees, all year long.

Today the four SC-54 *Rescuemasters* of the 79th provide coverage over an area stretching from a line just north of the equator to within 600 miles of Tokyo and about 750 miles either side of Guam. Those who are flying habitues of this region have come to regard Andersen Rescue as a reliable friend in need.

Like its sister squadron at Hickam the 79th, commanded by Lt Colonel Richard B. Olney, spends many mission hours escorting disabled aircraft over the vast expanses of water. And as do the missions at Hickam, these routine intercepts occasionally take on a

different twist for the 79th. During a recent routine interception of a commercial plane the query as to how many SOBs (souls on board) brought the startling reply: "We have 1808 passengers."

The always-expect-the-unexpected airmen swapped double-takes then resumed their intercept. Upon completion of the successful escort of the disabled plane back to Agana, Guam, curious eyes watched the plane unload. Eight crewmembers disembarked while the 1800 states-bound passengers, all quadrumanous mammals, stayed aboard chatting gaily about bananas or whatever monkeys talk about these days.

Special coverage is also provided by the squadron's 54's and SH-19's for the periodic rotations of SAC's bomber wings stationed at Andersen. During the recent B-52 globe circling flight, Andersen Rescue, flying from an advanced staging base, provided rescue coverage for one phase of the bombers' refueling operations.

Patient transfer, Rescuelift we usually call it, is another responsibility that has figured prominently in the operations of the 79th. In February of this year, for example, Andersen Rescue was called upon to transfer an injured weather observer of a WB-50 that had crash landed at the RAAF Base at Momote, Manus Island to the U.S. Naval Hospital on Guam.

"Guameese" living is normally relaxed and informal. Occasionally a typhoon or two will blow through the area, but even when that



RESCUE of Capt Fay D. Fulton after he ejected from his crippled 'T-Bird' was affected by Filipino bancas. Here, he is transferred from a banca to SA-16 of 31st ARSq that spotted him on the beach.



LIFERAFT LIMOUSINE to waiting SA-16 is paddled by 31st Rescuemen for seriously ill father of a Philippines' Senator.

happens the residents are warned far enough in advance to secure all their bungalows. The bulk sales stores even put out signs reading "This will be a one, two or three bottle typhoon."

New permanent-type BOQ's were completed two years ago and the few remaining quonsets on the Island are rapidly being replaced by permanent, concrete single and duplex units.

The normal tour of duty on Guam is two years for a man who brings his family with him, 18 months for a bachelor or man who leaves his dependents Stateside. The number of people who have extended their tour on Guam attests to its being a good duty station.

For those who like to live outdoors, Guam is another South Pacific paradise. The island is ringed by beautiful white-sand beaches and one of them, Tarague Beach, is right on Andersen itself. Skin-diving is the latest rage to hit the island. It's a cold day when you can't find someone to argue with concerning the relative merits of different "scuba" (self-contained underwater breathing apparatus). Shelling (Guamese for shell collecting) is also popular among the less adventurous beach combers — the older Guamanians must jump when the word is mentioned.

The principal city of Agana is a far cry from 'Frisco but its quaint little native shops offer a diversion from the line of goods found at the available Air Force BX's and Navy Ship Stores and some items make wonderful "conversation pieces" back Stateside.

Though it is an island outpost seldom heard from during peacetime operations, Guam has proved its importance to America's defense in WW II and during the Korean episode. Its strategic location

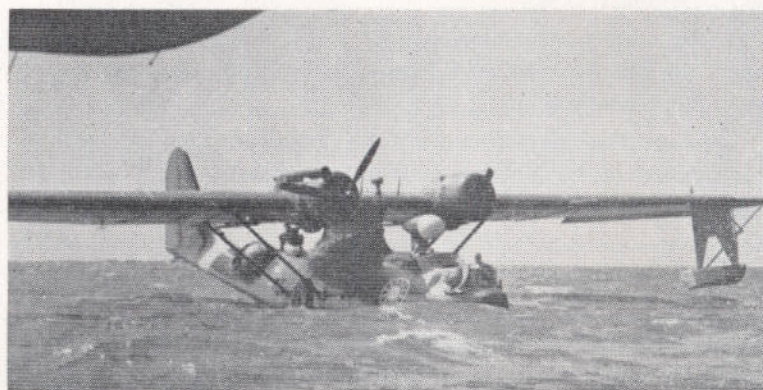
in our Far East defense perimeter guarantees a berth for Andersen Rescue for many years.

Continuing westward on our tour of the South Pacific we come to the Philippine Islands and Clark AFB, home of the 31st ARSq.

The record of the 31st is filled with so many outstanding missions it is difficult to select just a few to mention in the space allowable. If the old Rescue hands will forgive us, however, any report on the 31st must include a mention of the dramatic rescue of the survivors of the Cathay-Pacific airliner shot down near Hainan Island in 1954. All things considered, it is still, in all probability, the most dramatic single peacetime mission ever flown by Rescue. It was headlined around the free world.

Another outstanding mission was credited to the 31st on 21 October 1956. Several crews from the squadron skirted a typhoon to search for a Philippine freighter, *S. S. Lepus*, which had sunk in a raging sea off Luzon. Eleven survivors were sighted and saved by precision drops of the new MA-1 kits. The squadron was personally praised by the late President of the P.I., Ramon Magsaysay. He directed that the Legion of Honor be conferred on the three Rescue crew commanders and the commander of the 31st, Lt Colonel George P. Bahler.

Rescue lost a staunch supporter and faithful friend with the untimely death of President Magsaysay in March of this year. While he lived, he seldom missed the opportunity to praise the work of the 31st for the missions the squadron flew on behalf of the Philippine citizens.



NATIONALIST CHINESE CATALINA with prop gone awaits Rescue by Air Rescue's Taiwan Detachment in seas off Formosa.

In a personal message to the people of the P.I. he once wrote: "Foremost among its (the 31st's) latest activities was the invaluable assistance it gave on the occasion of the recent devastating series of earthquakes in Lanao and its environs. As one man the squadron's crew airlifted much-needed supplies and medical officers to the stricken populace and thereby saved as many lives as possible.

"Of the mercy missions it had undertaken, mention should be made of the evacuation of a critically wounded policeman from Palanan, Isabela to Clark Air Force Base Hospital for an emergency operation; the evacuation of a small Filipino girl stricken with polio from Puerto Princesa to Manila; the evacuation of seriously wounded Mayor Felicísimo Aguila of Misamis Oriental to a hospital in Manila; the delivery of an urgently needed respirator to a Baguio hospital in a last-hour attempt to save the life of the late Captain Claro Recto, Jr., Philippine Air Force.

"This Air Rescue Squadron is undoubtedly a humanitarian arm of the local U.S. aerial armada. But perhaps we might look at it in another light and concede that it is a factor in its own right which cannot but further enhance existing Philippine-American relations."

Clark AFB, home of the 31st and for some time home of 2nd Group Headquarters, was established shortly after the Spanish-American War. Originally it was a cavalry post known as Fort Stotsenberg. Today many large palatial houses, raised on stilts and designed for the maximum ventilation above the ground, still ring the huge parade field on which the old time pony soldiers held their mounted reviews.

Sixty miles northwest of Manila in the fertile Pampanga river valley, the base now occupies a small portion of a 247 square mile government reservation.

Sharing the reservation with the American forces and Philippine natives are the Negritas, miniature, primitive people who were highly effective guerrilla warriors on the side of the allies during WW II.

The activities of the Huks, hostile guerillas who at one time used to fire at American planes landing at Clark from nearby Mt. Arayat, were all but stamped out by the forces of President Mag-saysay.

A newcomer to Clark is liable to have difficulty getting used to the tropical climate — unless he happens to be from central Flor-



ALOHA as a greeting is joyful, as a parting is sad for it encompasses all the richness and beauty for which Hawaii is justly famed. Not the least among the beauties of The Islands is this exotic young lady garlanded with traditional leis and gowned in the Islanders' age-old native costume, the muu-muu.

ida. The three seasons of the year are hot (from March through May); rainy (from June through October); and dry (from November through February). During all the seasons, however, the nights are cool and if a man goes out in the evening he can keep cool in a thin but fancy *barong-tagalog* shirt — the ultimate in cool, semi-formal wear.

U.S. currency is not authorized for use in the P.I. and must be exchanged for Military Payment Certificate (MPC) within 48 hours after arrival at Clark. Philippine *pesos* are used for shopping around on the P.I. market and can be purchased at several places on the base.

Incidentally, while you're shopping around downtown Angeles (the town nearest the base) give your taste bud a treat and try a *balut*. You can find one just by listening for the vendor's cry, "*balut, balut, balut.*"

The *balut*, to be taken internally, is a partially incubated boiled duck egg. It's attacked thusly: first you crack open the shell and sip the dark colored fluid from the egg. Then you eat the well-formed embryo — head, feathers and all — Yummy!

This may sound unappetizing to the Western mind but we're told it has a delicious flavor. Major Jim Mize, a big butter and *balut* man who just blew in from Baguio informs us that nothing can compare to a breakfast of *baluts* and San Miguel beer topped off with a big, old after dinner Blunt (cigar). Mmmmm boy, that's livin'!

When the call came for the USAF to cover the evacuation from the Tachen Islands, Rescue led the way. A 31st *Albatross* crew, followed by an SC-47 team, was in operation within 12 hours from the moment they received a message about a mobility move involv-

ing men and aircraft from Japan, Okinawa, Korea and the Philippines. On a cold, overcast day in January 1955 Rescuemen were ready for business. Later another SA-16 crew from Okinawa's 33rd ARSq arrived and an SH-19 from the 2157th ARSq was flown in from Korea by C-124.

Along with the crews came maintenance, ground radio, para-rescue and administrative personnel. Twenty tents were pitched on a neat grass plot but soon moved when humble Chinese officers hesitatingly informed the residents they had pitched their tents on the lawn in front of the Chinese Headquarters. The area looked like a war time operation. Tents pitched in rows, sidearms strapped to waists, swaggering walks on eager fighter jockeys, C-rations and unshaven faces. Rescue aircraft flew daily orbits in solid weather while jets roared overhead and the Tachen evacuees steamed toward their Taiwan haven.

After the Tachens were evacuated, the Rescue force on Formosa was reduced to one SA-16 and one SH-19. Rescue coverage for American and Chinese forces on Taiwan continued without interruption from January 1955 to the first day of June 1957 when the Taiwan strip alert by Rescue forces was discontinued.

That about wraps it up. Our Cook's tour around the sprawling 2nd Group must come to a close. Reluctantly, we leave all this behind, bid a fond "Aloha" to the inmates, take our *leis* and slip quietly away. As we take up a heading for the Golden Gate and let old "George" take over, we can sit back and relax. We're not alone out over the blue, not-always-so Pacific. Rescue and the 2nd Group have us covered.

KIPP URGES ALL TO GET ON THE BALL

A recent addition to the Headquarters Information Services Office is Mr. Robert M. Kipp. Bob, late of Headquarters, AMC, will assume the duties of Dr. Charles Hildreth, recently transferred to Headquarters SAC. Commenting on his new assignment, the ARS historian said, "I urge every officer and airman to cooperate with the unit historian in gathering the facts. History is not made by historians, but by people. You on the scene know most about that continuing serious problem in the maintenance shop, or the details of that risky mission last week. The only way we can profit from the past is to have somebody keep a written record of what goes on—both the good and the bad. The unit history is the clay from which is molded the overall history of the Air Rescue Service."

OUT OF THIS WORLD – ALMOST!



AN AIR FORCE TYPE who made king-size, nationwide headlines a short while back, Capt Joe Kittinger, recently visited Orlando AFB. (Orlando, Florida's City Beautiful is his home.) To refresh your memory, Capt K. is the Joe who permitted himself to be sealed into an ice-cooled gondola and hauled aloft some 96,000 feet over the Golden Gopher State of Minnesota. Prior to the record setting flight, the Captain had to qualify as a parachutist — just in case. Once he tried it, he found he liked it (*de gustibus*, as the old Romans put it) so he and Major H. H. Blackshear, ARS's peerless, fearless Surgeon, talked at some length on that unique form of the nylon business and a wide variety of other subjects (girls, AF balloons, girls, aviation medicine, girls, etc.) during his visit to Hq, ARS. In the course of their discussion several points concerning his historic flight were brought out which hadn't been mentioned in earlier accounts. We're passing some of them along, feeling fairly certain you'll find 'em of interest.

Flight duration was six and one half hours shorter than planned. It was required that the Captain spend an equal amount of time on the ground, sealed in the capsule prior to takeoff, going through denitrogenation. He utilized no oxygen mask at any time even though pressure within the gondola was 25,000 feet and in the last stages of the ascent it was 35,000 feet.

He breathed a mixture of oxygen, helium and nitrogen, the percentages varying dependent on the altitude. In preparation for the flight he was on a "gas-free" diet for over three weeks and aside from the aforementioned parachute training had to obtain a CAA balloon pilot's license.

Helium raised the pitch of his voice approximately one octave, making him "sound like Mickey Mouse." He said that the most aggravating aspect of being sealed in the capsule prior to takeoff was to have men walk by the port holes and make effeminate gestures at the sound of his voice.

One amusing aspect of the ascent involved radio transmission. The 300 foot VHF antenna, automatically released after takeoff, ap-

parently picked up a harmonic and throughout the trip, except when the people on the ground were transmitting to him, he kept picking up a local radio station. Twice during the flight he heard particularly appropriate music in the background.

When the antenna was deployed and the first unexpected music reached his ears, the Dee Jay was playing the "Star Spangled Banner." Shortly after reaching altitude, a church program came on the air and believe it or not (the Captain swears to it!) the organ was playing "Nearer My God to Thee." Throughout the day he was "entertained" by the usual commercials and daytime programs. One of his big complaints was that even at 96,000 feet he couldn't get away from the "soap operas."

The flight was considerably shorter than first planned because of a breakdown in Kittinger's voice transmitter which required him to use CW almost exclusively. This mischance brought about one of the famous "quotes" that came out of the trip.

After he reached altitude he had been instructed to cut the flight short and return to earth because of the transmitter failure. He was reported in one news magazine as saying "come and get me." This Kittinger denies because he said he was afraid that any such wisecrack would panic the people who were monitoring the flight and that they might hit the switch that exploded the balloon and send him hurling earthward via the parachute route in the belief that he was being overcome by hypoxia.

This he definitely did not want. He explains the misquote by saying that his CW transmitting was very poor and that the radio operator was so besieged by inquires, "what'd he say, what'd he say," that he tossed the quip off out of his own imagination just to get the inquisitors off his back. Kittinger said modestly, "To copy my code takes quite a talent; I don't blame the guy for wanting to be let alone so he could concentrate."

The total takeoff weight of the gondola was approximately 950 pounds. The balloon itself constructed of tough polyethylene had a *two cubic mile capacity* at its ceiling. At sea level it measured a mere 50 feet across. At altitude its diameter expanded to 178 feet. The balloon's rate of descent was 400 feet a minute through the stratosphere; 700 feet a minute through the troposphere, and on impact approximately 800 feet a minute.

Kittinger was seated in a special shock absorbing nylon net and the gondola itself had a unique gear arrangement which was



VARIOUS jumping techniques, including those used in exiting aircraft, are discussed by Maj H. H. 'Doc' Blackshear and Capt Joe Kittinger, record-setting balloonist, during latter's visit to OAFB.

designed to crack and collapse on impact to reduce the shock on the equipment and Kittinger's person. The three jettisonable batteries which powered the craft's electric equipment were mounted outside the gondola and were designed for use as ballast. As he approached a landing Kittinger touched off explosive squibs which detached the batteries, one at a time, to slow down his rate of descent.

He touched down in a vertical position but before he could release the balloon, the capsule toppled over into a creek bed. After he touched off the explosive squib releasing the balloon, the big envelope took off again and eventually landed 400 miles away in Lake Michigan where it was spotted by an airline pilot. The expensive, complex valve arrangement was recovered by a Coast Guard vessel. Kittinger himself traveled barely 45 miles from his takeoff point.

A decompression valve which stuck during the descent gave Kittinger his most anxious moments. The gondola, stressed to withstand pressure from within, began to crinkle ominously as atmospheric pressure began building up as he slowly returned to earth. At 30,000 feet he had to open one of the ports to stabilize or balance the pressure. Amazingly enough even this did not require his donning a face mask. He was able to monitor the oxygen level within

the gondola constantly and the aperture was small enough so that the oxygen level never reached the low danger point.

Oh yes, we almost forgot. The Captain claims that newspaper coverage omitted mention of the project's very symbolic nickname. It was "Man High."

31ST'S ISO MAKES LIKE THE NEW YORK TIMES

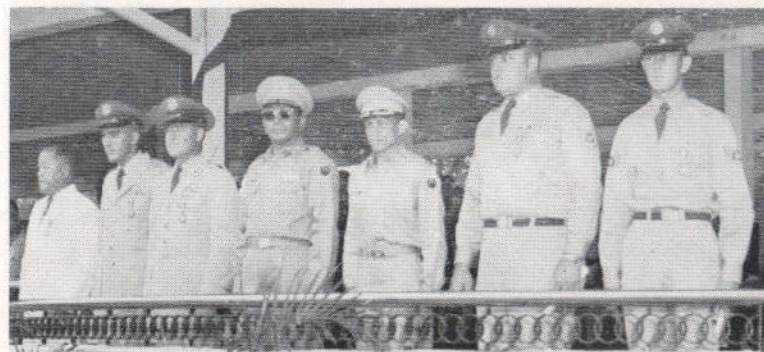
From the evidence that reaches this office, the activities of the 31st ARSq comprise roughly 50% of Rescue's world-wide endeavors. While perhaps erroneous, the impression is inescapable. Judging from the material cranked out each month, one might judge that the squadron ISO, Capt Angelo L. Fortuna, had absolutely nothing else to do and a staff only slightly smaller than the *NY Times* to help him do it.

Naturally the preceding paragraph is hyperbole of the first and most flagrant order but we hope you've gathered that we are mighty impressed. The energetic Captain's reports cover in detail practically all printable aspects of the Squadron's activities. Much of the material submitted we can't use, not because it's unprintable, but because to do so would necessitate devoting a disproportionate share of the Digest to the 31st.

Since we're featuring the 2nd Group this month, the 31st is pretty well represented anyhow but it pains us mightily to have to omit so much good material or to have to touch on it so lightly when



BULL'S EYE is scored by T/Sgt Francis C. Dean of 31st ARSq. He hit panel on his 180th jump—a leap from a chopper at Clark.



LEGION OF HONOR of the Philippines was presented to four members of 31st ARSq for recovery work following the tragic crash of Pres Magsaysay. Shown on the dias following the ceremony are (L to R) Mr. Mariano Olmeda, Director of NBI; Lt Col George Bahler; Capt Charles Osburn; Lt Gen Alfonso Arellano, AFP Chief of Staff; Brig Gen Diosdado Rodriguez; T/Sgt Bernard Newton and S/Sgt James Mayo.

it deserves a bigger play. One of the missions sent in by Capt Fortuna this month involved the saving of a T-33 by use of ARA-25 plus the old bean. Crewmembers were: Capt Charles B. Ferber, pilot; Lt John W. Rocchio, copilot; S/Sgt Fred L. Fuller, flight engineer; and S/Sgt Ronald C. Jones (620th Operations Squadron), radio operator.

Another involved the Rescuelfit of the critically ill wife of a State Department employee from Djakarta, Indonesia to Clark for a delicate operation that saved her life. This one clearly demonstrated the huge area we mentioned in our article that units of the 2nd Group must cover. The crew flew almost 22 hours to complete the mission. Previous flights to Cambodia and Singapore have also been flown this year by crews of the 31st. On this mission of mercy were Capt O. D. Hamrick, Lt Marcus F. Crook, Maj (Dr) John A. Hennesen, 6208th USAF Hospital, Lt. Ralph C. Erchinger, and S/Sgt Charles R. Taylor.

There was another mission to a remote island site in the South China Sea to pick up an airman with a kidney ailment. Capt. F. participated personally in this one. It involved a landing in the open sea outside coral reefs and a long paddle ashore in a six-man raft. While ashore, as an added fillip, the Paramedic, T/Sgt Joe Williams, treated another airman who had stabbed himself accidentally on

some rusty iron. With the Captain and Sgt on this particular mission were Capt O. D. Hamrick and Major F. E. Weigand, the pilots and Sgts Southworth and Taylor, radio operator and flight engineer, respectively.

Besides the missions, sport news, social notes, pararescue contests, and half a jillion other things, Capt Fortuna has a sure, light touch and, in closing, we quote, "New JATO bottles are much lighter. Down from 198 pounds, the new jet-assisted-take-off units weigh 148. An important 50 pound difference when you are loading them in a heavy sea. More thrust too. Reminds me of that Pepsi-Cola jingle, 'More bounce to the ounce.' Or that bra ad, 'More thrust to the bust'."

WATCH-LIKE PRECISION SAVES A LIFE

Run off with the precision of a fine watch, a mission by the 66th ARSg saved the life of a crewmember of the Hamburg-South American Lines freighter *Capnorte*. The squadron was notified by an agent of Lloyds of London that the man was in desperate need of "O Negative" type blood which could be delivered to the RAF station by auto from Dover. To save time, which was a critical factor, an SH-19 was sent to a clear area just northeast of Dover which would be identified by three cars together flashing their lights.

While the chopper went after the blood, an SA-16 was dispatched to locate the ship. Radio contact was established quickly and the ship fired flares to simplify the rendezvous. The '16 orbited *Capnorte* and transmitted upon request from the chopper so a steer could be obtained by using the ARA-25. Forty minutes after picking up its precious cargo the SH-19 arrived over the ship. The blood and transfusion equipment were lowered by hoist and the chopper returned to Manston with the '16 flying escort. The ship's doctor stated categorically that the blood had saved the patient's life.

The Rescue crewmembers involved in this textbook-type mission: SH-19; Major Thomas J. Peach, Rescue Crew Commander; Captain William J. Fitzgerald, 1st Pilot; A/2C Vernon D. Collins, Medical Technician. SA-16: Captain Lowell L. Dibert, Rescue Crew Commander; Captain Sidney C. Little, 1st Pilot; 1st Lt Francis H. Koski, Navigator; S/Sgt. Herbert E. Kurz, Flight Engineer; A/1C Gary C. Maryea, Radio Operator.

Since June 1948 MATS transports have flown over three billion ton-miles of cargo, passengers and patients.



Mission of the Month

Mission of the Month for August was flown by a chopper of the 67th ARSg at Preswick, and closely parallels another mission flown by the same Squadron a couple of months ago. (The earlier mission was featured in our May issue.)

A 28-year-old mother-to-be suffered a severe hemorrhage and doctors decided that it was imperative that she be taken to a hospital immediately. The stricken woman was on the Island of Tobermory, Mull, and the motor vessel connecting the island with the mainland was not available.

An appeal was made to the 67th and within minutes a helicopter (AF #13879) piloted by 1/Lt David Randall was off on the mercy mission. With copilot Capt Paul Obidowski and T/Sgt Milton Williams, a Pararescueman, he flew 212 miles through the



GENTLY, attendants carry the critically ill mother-to-be from SH-19 to hospital at Oban. Right: Their patient in good hands, the crew poses in the rain surrounded by a wet, curious crowd (L to R) Capt P. Obidowski, Lt Dave Randall, Sgt Milt Williams.

mist and rain of the western isles to save the life of the expectant mother. Often on the guages, through the worst flying weather possible, he was twice forced to land. Once, after picking up the patient and her nurse, in the Sound of Mull on an island "no bigger than a baseball pitch across." In the miserable weather Randall and Obidowski had difficulty locating their target but finally spotted the letter "H" laid out with white sheets on a hill above Tobermory. They picked up the critically ill woman and, with the one interruption mentioned earlier, flew her to a hospital at Oban. The baby girl was born by Caesarean section shortly after the mother was carried into the hospital.

The squadron has decided to nickname the choppers used on the two nearly identical missions, "The Storks" and, to commemorate the timely and blessed events, paint two small storks on the fuselages.

A LIFE SAVED FROM AN ICE-BOUND SHIP

On the 18th of June at 0715L, the Royal Canadian Air Force Rescue Crew Controller called the 54th Duty Controller at Goose Bay, Labrador and requested that a seriously ill seaman be picked up from the Canadian freighter *M. V. Rupertsland*. The freighter itself had run into trouble and had become stuck in an ice field. *Rupertsland* was involuntarily drifting southward at one and one-half knots.

High winds and bad weather made the only means of transportation — helicopter — impossible for the remainder of the day. However, early the next morning, Rescue copter #4367 departed Goose Bay under the watchful eye of cover aircraft SA-16 #1044 for the distressed ship. Fog along the coast line plus the then unknown position of the ship delayed the rescue and forced Captain C. W. Jackson, Rescue Crew Commander of the helicopter, to refuel at one of the coastal radar sites and wait until contact with *Rupertsland* was established. Another SA-16, # 1057, piloted by Captain W. H. Biedenkapp flew out to relieve Captain T. R. Stone.

At 1545 on the same afternoon, the ground radar stations were able to vector the Rescue team to the ship. High winds now replaced the fog as the main problem, but Captain Jackson, by maintaining take-off power on the chopper, skillfully succeeded in keeping the buffeted bird on a nearby floe long enough for the transfer of the ill seaman. From then on it was homeward bound, and with-



COMMANDER of 54th, Lt Col W. Campbell, poses with Capt C. Jackson who Rescuelifted stricken man from ice-bound freighter.

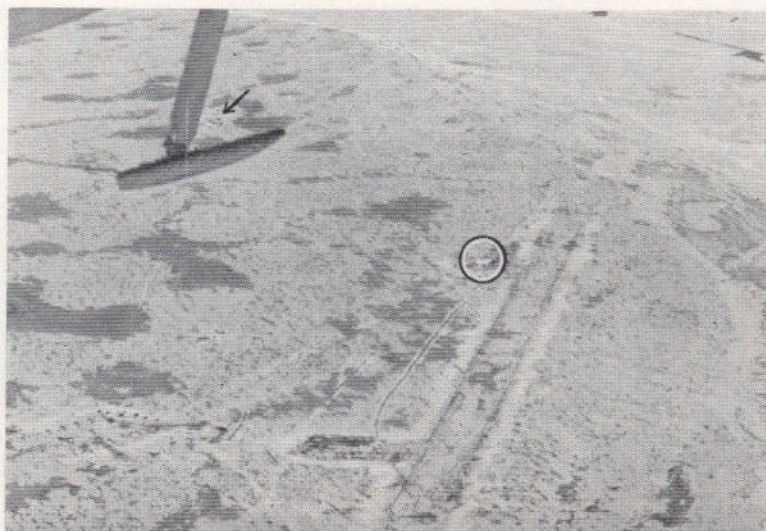
out further incident the ailing Canadian sailor was turned over to RCAF hospital authorities at Goose AB. An immediate appendectomy was performed.

In a letter from Mr. H. W. Sutherland of the Hudson's Bay Company addressed to the Squadron Commander, the reward for Air Rescue's work was well expressed when he said, "The efficiency with which this operation was conducted is a real credit to you, Captain Jackson and the entire United States 54th Air Rescue Squadron . . . as you may imagine, when operating under ice conditions such as are being experienced this year off Labrador, it is a real consolation to us and our crews to have the help and co-operation of your Air Force."

'Twas A LONG, COLD HAUL IN A CHOPPER

Rescue racked up a rather spectacular "first" when an SH-21 from the 55th Air Rescue Squadron at Thule landed and took off from the peripatetic island T-3. The big Vertol chopper was called upon to airlift ten AMC civilian specialists 500 miles up from Thule. General Du Bose describes the feat as "perhaps the longest and most northern helicopter mission ever attempted."

Surface conditions on T-3, an important outpost in the International Geophysical Year scheme of things, made landings by wheel or ski-equipped aircraft impossible. The flight was made in two stages. A fuel stop was made at the Canadian Weather Station, Eureka on Ellesmere Island about 293 miles northwest of Thule.



PERIPATETIC ice-island T-3 is viewed from SA-16 of 55th ARSq. Dark spots on the runway are in reality pools of water 3 to 4 feet deep. Arrow indicates approximate landing site of the SH-21. Encircled is C-124 which came to grief at the edge of the strip.

SA-16s escorted the chopper on its journey over the rugged northern wastelands and along with an SC-54 dropped bundles of supplies to the group already on T-3. On the return trip the SH-21 carried back to Thule an airman on emergency leave. Rescue crew commander on the chopper's mission was 1/Lt William C. Armstrong; Rescue pilot was 1/Lt Robert D. Brubaker, and Rescue flight mechanic was T/Sgt Eugene W. Taylor.

RECENT RESCUE PROMOTIONS LISTED

The following named 2nd Lts assigned to this command were promoted to the temporary grade of 1st Lt, USAF during the month of July 1957.

McGRATH, William P.	3 Jul 57	53rd ARSq
RICHTER, Edward C.	15 Jul 57	62nd ARSq
KOEGLER, Henry F.	16 Jul 57	41st ARSq
UNRUH, Eugene H.	27 Jul 57	57th ARSq

AIRMEN PROMOTION: April, May, June, 1957 Promotion Cycle.

TO:	M/Sgt	T/Sgt	S/Sgt	A/1C	A/2C	TOTAL
TOTAL ELIGIBLE:	246	80	107	438	180	1,051
PROMOTED:	4	10	52	128	56	250

9750 GEAR-UP LANDINGS AND NO FORM 14'S



WHAT'S THIS? — Major John Mork, veteran of more water landings than a flock of ducks, checks conventional gear.

Major John H. Mork, veteran of over 14 years of Rescue-type flying and presently Operations Officer of the 41st Air Rescue Squadron, recently completed his 9750th water landing — obviously all successful. As the old joke goes, if this ain't a record, it's a darn good average.

Major Mork made his first water landing 27 March 1943 at Pensacola Naval Air Station, Pensacola, Florida, in an ancient P2Y3 aircraft (an you can't hardly get that kind no more). He's been splashing them in with regularity ever since.

Major M. first entered the service 7 April 1942 during World War II. He entered Aviation Cadet training 13 June 1942 and received his wings and commission 10 March 1943. He has been connected with aerial rescue work ever since.

After further training at Pensacola, he served with the 1st Emergency Rescue Squadron in the Mediterranean Theater of Operations where he flew 65 combat rescue and patrol missions and distinguished himself by winning the Air Medal with five Oak Leaf Clusters, and the Distinguished Flying Cross with one Oak Leaf Cluster.

Between World War II and Korea, Major Mork served with the old 1st Rescue Squadron as Rescue Crew Commander at Howard Field, Panama; as an SA-10 pilot with the 4th Rescue Squadron, March AFB, California, and as Operations Officer for the 2156th Air Rescue Squadron at MacDill AFB, Florida. The Korean unpleasantness saw him flying with the famed 3rd Air Rescue Squadron from Johnson Air Force Base, Japan.

Following Korea, he served as Commander of the 83rd Air

Rescue Squadron at Palm Beach AFB, Florida; Bordeaux, France, and Spangdahlem Air Base, Germany. Transferred to Air Rescue Service Headquarters, Orlando AFB, Florida, he was an Operations Staff Officer with duties as Chief of Standardization Branch, Training Division until his present assignment.

'DIRECTORS MEETING' PROVIDES DIVERSION

An informational, social, and educational function, has been initiated on a monthly basis by the officers of the 55th ARSq at Thule Air Base, Greenland.

The idea for such a meeting began with Lt Colonel Webster W. Plourd, Squadron Commander, who explains it as a meeting of the "board of directors of the company" at which all the officials get together and discuss various problems encountered in their particular section or shop. The meeting affords the commander the opportunity to discuss with his officers matters which effect various policies and operations of the squadron. It also gives each man the opportunity to point out to his fellow officers any area in which improvements can be made to make the squadron better.

The social aspect of the meeting is carried out with a steak dinner and cocktails prior to the business session. The meeting is being held in the field grade dining hall on the first Saturday of each month.

The educational phase is covered by inviting a guest speaker to each meeting. He is usually the commanding officer of one of the base organizations. Colonel William A. Crumm, SAC Liaison Commander at Thule, was the first speaker to address the group. Lt Colonel James M. Edmunds, Executive Officer of the 7th AAA Group, followed with an enlightening address on the activities of the Anti-Aircraft Batteries assigned there. Major Harry E. Cannon, Commander of the AACCS Squadron, discussed the communication facilities available and their various operations.

Individual participation is also encouraged and affords opportunity for the participants to improve their speaking ability.

These meetings have been highly successful and offer a fair share of a commodity always in short supply at Thule — diversion.

The Air Rescue Service led all other MATS Divisions and Services in the OJT program to upgrade their "5" level enlisted men and was above the required upgrade ratio in the "7" skill level during the first three quarters of FY 57.

GLOBALITES

RESCUE ROUNDUP

FOR THEIR SUPERIOR PERFORMANCE and dedication to duty, Lt Col Robert L. Boardman, 1st Lts Robert Murray and Clayton J. O'Brien, S/Sgt William J. Childers, and A/2C Jared P. Isom of the 53d ARSq were sent letters of appreciation by Colonel Tracy J. Petersen. They served as crewmembers of an SC-54 that performed an emergency Rescuelflight from Keflavik, Iceland to Weisbaden, Germany. The patient, a Navy enlisted man, required three hours of medical preparation and remained close to death throughout the entire flight. Extreme turbulence and severe icing conditions complicated the eight hour hop and greatly increased the responsibilities and difficulties confronting the crew of the *Rescuemaster*.

FORMER COMMANDER of the 74th ARSq, Colonel Earl T. Reicherts, has been named Chief, Information Services at Headquarters, MATS. He succeeds Lt Colonel David W. Allerdice.

A NEAR PERFECT BULL'S EYE was scored by dropmaster T/Sgt Ted Hawkins with some urgently needed serum for 17 ailing crewmen of the radar picket ship *Scanner*. It brought to a successful conclusion a multi-service venture off the west coast of the ZI. The 4th Air Force SARCC advised the 41st that serum was urgently needed to combat flu virus aboard the ship. At Treasure Island the Navy turned over to the Coast Guard enough serum for *Scanner* with instructions that it be airlifted to the stricken ship. The Coast Guard took it to San Francisco International where it was flown by helicopter to Hamilton and turned over to the 41st for final delivery. An SA-16 was ready to go and three and one half hours later dropmaster Hawkins let fly with the watertight containers. In seas too rough for *Scanner* to launch her boats, the medicine landed close enough to the starboard side to be retrieved from the water with hooks.

AUDREY'S DEVASTATION gave choppers of the 48th ARSq a workout for several days. In the aftermath of the season's

first hurricane and one of the most destructive and deadly in years, helicopters from the 48th went into the devastation area and participated in flood relief work for days, recovering survivors and locating bodies.

A NEAT BIT of preventive rescue work was accomplished by two pilots of the 57th ARSq in removing an immediate and present danger from the swimming beach at the Azores Air Transport Station. While flying one of the Squadron's SH-19's, Major Gene Welch and 1/Lt Joseph O'Connell noticed a large school of sharks lurking in the shallow water near the beach where several Portuguese children were preparing for an afternoon dip. Executing a series of low passes, the pilot succeeded in herding the sharks out of the vicinity and then set up a constant surveillance over the old swimmin' hole for the remainder of their flight. Their ingenuity probably prevented several of the little tads from becoming light lunches for the ugly, clasmobbranch monsters.

FEATHERED FLYER FINDS '54 FOR THE BIRDS

Persistence seems to be the motto of a small, but ambitious, feathered flyer who has selected the Azores Air Transport Station as its nesting place.

The little songster has selected, and reselected, a nesting place inside the cowling of the #4 engine on one of the 57th ARS's SC-54's.

A maintenance crew first discovered the nest, and, observing the Rescue motto, "That O.hers May Live," gently removed the nest to another, less dangerous place. Two days later, Captain Vito Longo, crew commander, discovered another nest in the same position on the same aircraft while making a morning pre-flight inspection, and once again removed the nest.

The base enlistment officer, noting the bird's obvious desire to associate itself with the Air Force, is anxiously awaiting the bird's return, with the hope of enlisting the Air Force's first feathered airman . . . on flying status of course.

TO THE UNSUNG HEROS of aviation, the maintenance personnel who "keep 'em flying," we dedicate the photo at right. At Eglin AFB, A/2C Charles E. Higgins changes a fuel transfer pump on an SA-16 of the 48th ARSq. Ever-alert sharpies at HQ, ARS point out that the wrist watch should have been removed but since this was a hurriedly posed portrait, Airman Higgins will not be beheaded.

