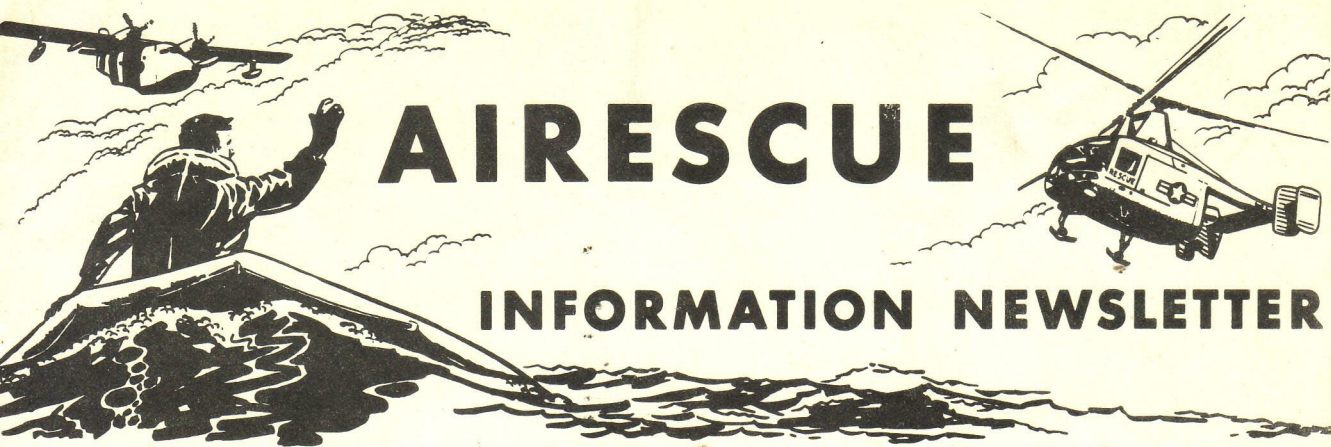




AIRESCUE

INFORMATION NEWSLETTER

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H-43b "Huskie" Sets New World's Record

The Air Force has claimed a new closed-course distance record of 656.258 miles for its Kaman H-43B "Huskie" crash-rescue helicopter, breaking a record held by the Soviet Union. The aircraft was piloted by Captain Richard H. Coan of Det 52, Charleston, S. C.

The new mark was set over a 24-mile course laid out near Mono Lake, California, about 80 miles north of Bishop, California.

The record claimed is a Federation Aeronautique Internationale class record for helicopters weighing from 3,858 to 6,614 pounds and was previously set by the USSR with a Mi-1 in June of 1960 at 625.464 miles.

Captain Coan, flying the turbo-jet powered chopper between two markers completed 27 laps in seven hours to set the new mark.

Data from the flight were forwarded by the National Aeronautic Association to the Federation Aeronautique Internationale, the world aviation record-keeping body. Carried aboard the helicopter were sealed barographs which recorded the altitude of the helicopter at all times. When approved, this will be the third international helicopter record set by the U. S. Air Force using the H-43B. The others were: Altitude without payload now held by Lt Col Francis M. Carney and originally set by Maj William J. Davis and Capt Walter J. Hodgson. Altitude with 1,000 kilogram payload set by Capt Walter C. McMeen of Luke AFB, Ariz. Both of those flights took place at the Kaman Aircraft Corporation plant, Bloomfield, Conn.

OUTSTANDING UNIT AWARD

The 58th ARSq, based at Wheelus AB, Libya, has been presented with the Air Force Outstanding Unit Award.

The award was given in recognition of the 58th's exemplary and meritorious service for the period July 1, 1958 to July 31, 1961. During this three year period, the 58th Squadron performed outstanding service in search and rescue activities providing support to all United States and NATO military forces in a variety of operations. In addition, special search and rescue service was given in support of U. S. space programs and United Nations activities in Africa, as well



Capt. Coan receives congratulations from Kaman test pilot after making record.

as humanitarian aid to foreign civilians and civil agencies.

A total of 478 operational missions, consisting of 1,276 sorties and 5,852 flying hours were amassed during the period covering the award. Many missions were flown under hazardous flight conditions and were accomplished without an aircraft accident. This high degree of flying proficiency earned the unit the MATS Flying Safety Award with three pendants in 1960 and a subsequent nomination to Hq USAF for the 1961 USAF Flying Safety Award. The latter was presented to the 58th Squadron earlier this year.

An example of the 58th's rescue performance can be found in the following incident. On June 7, 1959, a USAF C-47 was forced to ditch in the Mediterranean Sea, 64 nautical miles northwest of Wheelus AB. Extremely high seas and winds necessitated immediate recovery of the survivors but made amphibious operations impossible. An SH-19 helicopter was scrambled to effect the recovery and it was only through a high degree of professional skill and crew teamwork that the seven downed airmen were saved. It was necessary to overload the helicopter in order to pick up all survivors and the pilot of the SH-19, Captain Merle A. Clapsaddle, skillfully manipulated his copter back to the coast flying but a few feet off the water.

For this daring rescue feat, Captain Clapsaddle was presented with the 1959 American Legion Aviator's Valor Award and the Distinguished Flying Cross.

Commander of the 58th Squadron is Lt. Colonel William N. McDonald of Ledyard, Iowa.

THREE HONORED FOR HEROICS

Three Air Rescue Service men received the Air Force Commendation Medal recently for performing outstanding humanitarian acts.

Two of the men, Captain Joe B. Green and Staff Sergeant Peter A. Jeswick, Jr., are assigned to the Atlantic Air Rescue Center, Ramstein, Germany, while the other commendation medal recipient, 1st Lt Glynneth M. Gordon, is a member of Detachment 38, James Connally AFB, Texas.

Captain Green and Sergeant Jeswick won recognition by performing meritorious service during a major rescue effort, following a

flash flood, in support of the people of Hamburg, Germany. Lt Gordon was credited with saving the lives of two crew members from a burning F-89 aircraft by employing downwash from helicopter rotors, thereby allowing the two crew members to evacuate safely.

EVEN THE OLD PROS GET LOST

Water, water everywhere and no safe place to land.

This is the position a civilian pilot found himself in last month during his 53rd crossing of the Atlantic Ocean in a light aircraft. Navigating with only a small radio homer, the pilot, veteran Robert Iba, passed over Ocean Station Delta on course but shortly after that the homer went blooie. And there he was with nothing to navigate by . . . not even sea gulls.

The next check point was Santa Maria and since the aircraft had been on course over Ocean Station Delta, the pilot decided to continue the trip on dead-reckoning holding the same compass heading.

To make a long story short, the pilot flew out his estimated flight time to Santa Maria and with still no land in sight, he managed a distress call on his radio. Fortunately the signal was picked up by the 57th Air Rescue Squadron at Lajes Field, Azores and within minutes an SC-54 was on its way and soon homing in on the lost aircraft.

Fifty-three minutes after take-off, Captain Melvin Klein, Rescue Crew Commander, and Captain Joseph Grygotis, co-pilot, picked up the single-engined Helio Courier by Mark VII Eyeball and led him to a safe landing at Santa Maria. Capt Krueger, navigator aboard the Rescuemaster plotted the intercept 65 miles off Mr. Iga's intended course. (All of which tends to prove that even the old pros can go astray when their gauges ain't working. -- Editor's note.)

TELL US ABOUT YER EXPLOITS

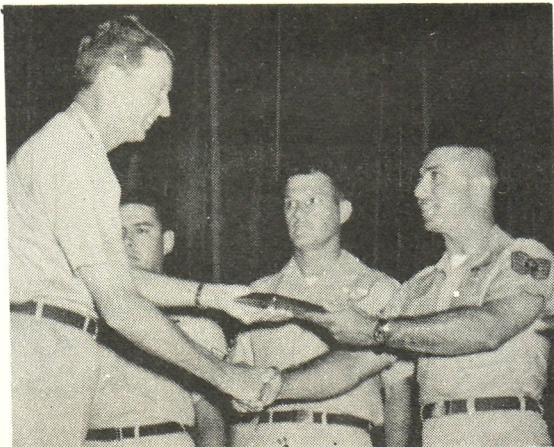
There ain't nobody gonna blow yer horn but you. If you've done sumpthin worthwhile recently, tell us about it and we'll tell the others. Ifen you haven't, why haven't you? (Remember, the next guy to ask this question may be General C. -- or the I. G. -- Editor's note.)



Brig. Gen. Joseph A. Cunningham, Commander of Air Rescue Service, is shown fastening his seatbelt prior to taking off for a check-out ride in the H-43B "Huskie." Gen. Cunningham is the first Air Force general officer to complete an instructional course in the jet helicopter. He received his check at Stead AFB, Nevada, recently.

PRIMUS CLUB HONORS JUMPERS

Three airmen have been honored with the award of the Aerospace Primus Club's plaque. Citing the three men for "outstanding courage and devotion to duty," General Bernard A. Schriever, Commander of Air Force Systems Command, presented plaques to S/Sgt Ray E. McClure of Hamilton AFB, Calif., T/Sgt Lenote M. Vigare, and S/Sgt William V. Vargas, both from Hickam Field,



Primus Award for recovery of Discoverer XXV is received by Vigare from Gen. Schriever as Vargas and McClure look on.

Hawaii, and praised the trio for their dramatic recovery of the Discoverer 25 satellite last year.

Also honored at the ceremony at Brooks AFB, Texas, at which all AFSC commanders were in attendance, was T/Sgt James A. Howell of El Centro Naval Air Field, Calif., who received a plaque for his successful ejection seat test from an F-106. Sergeant Howell was the first man to make the live ejection from the aircraft while in flight.

In addition to his citation for his role in the recovery of the Discoverer satellite, Sergeant Vigare was notified by his home station that he had been selected as the Military Air Transport Service "Airman of the Year."

ARS NCOA GRAD CITED

CMSgt John E. Dibbs, NCOIC of the Manpower Division DCS/Plans, Hq ARS, graduated among the top ten percent of his class at the MATS NCO Academy and was designated as a Distinguished Graduate. This class standing reflects individual accomplishment in competition with a highly select group of 125 MATS senior non-commissioned officers.

In addition to being a top graduate Sgt Dibbs displayed exceptional leadership in his flight. Once a week, or as often as necessary, he held review classes with members of his flight of the academic work covered the preceding day or days. In appreciation for his efforts and for all the extra work and time he devoted to assisting the flight members they, at a special ceremony during the final banquet, presented Sgt Dibbs with an autographed plaque.

MATS SELECTS VIGARE

Technical Sergeant Lenote Vigare, veteran pararescueman of the 76th Air Rescue Squadron, Hickam AFB, Hawaii, has been selected to represent the Military Air Transport Service at the forthcoming Air Force Association Convention.

This is the first time that an Air Rescue Service airman has been selected for this honor and the nomination of Sergeant Vigare is indicative of the growing importance being placed on Rescue's aerospace mission.

Sergeant Vigare and his wife will be the guests of AFA during the entire convention which will be held in September.



JFK's V-137 roars into the picture as "Huskie" hovers with FSK near Andrews AFB.

Business Booms for 59th

ARS' newest LBR unit, Detachment 59, finds itself smack dab in the middle of a beehive of aircraft activity at Andrews AFB, Maryland.

In fact it could be the hottest spot of any LBR because Andrews is already logging over 25,000 take-offs and landings each month and is forecast for even higher activity in the future. Incredibly, if this should become the case Andrews will very soon become the busiest airport in the world. It will top Chicago's Midway Airport which logged over 315,000 take-offs and landings during 1961.

Andrews now has over 480 permanent aircraft and 30 more are soon to arrive from Bolling AFB to put the total over 500! These aircraft keep the two active runways almost constantly busy. The Navy, by the way, has 140 aircraft based there. The RCAF and the RAF also have permanent units and it is not unusual to see Russians, German, French and other aircraft parked in front of Base Ops.

During its first 24 operational days, the 59th scrambled a chopper 25 times on air emergencies. Three of the emergencies were actual crashes and, if the trend con-

tinues, the total should reach around 35 a month according to an FAA forecast.

One of the most interesting missions being accomplished by the 59th is that of aerial crash-rescue coverage of all presidential, distinguished visitor and heads of state, arrivals and departures from Andrews. In blase old D. C. these are about as unusual as the sunrise. So naturally with this high powered mission to perform, the 59th is receiving nothing but outstanding support from the various base services. (See "Ye Olde



Ribbon cutting by boss of EARC, Col. G. J. Dunkleberg, commemorates activation of Detachment 59 at Andrews AFB, Maryland.

Editorial. "). The Base CO is determined to make the 59th a "show place" LBR. Within the next couple months the Base is planning to plunk down \$30,000 to improve the unit's physical layout.

Even a quick look shows that the 59th is a real gung-ho outfit. For example, pilot personnel average over 1,100 helicopter hours, most of which was accumulated in ARS -- and the way things look they'll be building up fast.

Commander of the 59th is Captain John C. Armstrong, Jr., a veteran Air Rescue helicopter pilot. Recently, during ribbon cutting ceremonies officially welcoming the unit to Andrews, Captain Armstrong was presented with the Commendation Medal for outstanding accomplishments while serving as a helicopter pilot with Detachment 49 at Seymour-Johnson AFB, N. C. He saved the life of a F-105 pilot with a dramatic rescue that is now considered a classic.

REAL MEANING OF PATRIOTISM

I think there is one quality that underlies and strengthens all . . . that I have mentioned. It may best be called "tough-minded patriotism." It means an understanding and love of one's country, and loyalty to it. It means knowing not only what one is against, but also knowing what one is for . . .

A basic element in this kind of patriotism is a love of freedom. It is a recognition of the fact that, as Jefferson wrote, "The God who gave us life, gave us liberty at the same time." In a world where freedom is menaced as never before, it must not only be cherished, honored, and defended; it must be held up as a beacon to all mankind. I believe America's destiny is to pioneer a new age of peace and plenty, where all men may know the dignity and freedom that is their God-given heritage.

This belief should be the motivating idea for every American military man today -- whether he serves in the icy wastes of the Arctic or the steamy heat of the tropical jungle, whether he stands guard in besieged Berlin or manipulates a slide-rule in a modern laboratory. This aim -- the creation of a world where all men can live in peace and freedom -- should be the ultimate goal of all his efforts. -- From The Military Man Today by General B. A. Schriever.

POT SHOTS on hot shots

Bermuda -- Another mercy mission began for the 55th Air Rescue Squadron Tuesday, June 12, when a call for medical help came from the merchant vessel S. S. Alfa, some 380 statute miles east of Bermuda.

A seaman aboard the ship was bleeding internally and whole blood was needed. The base hospital rushed 10 pints of blood to a waiting crew aboard an SC-54 and the plane was airborne in a matter of minutes.

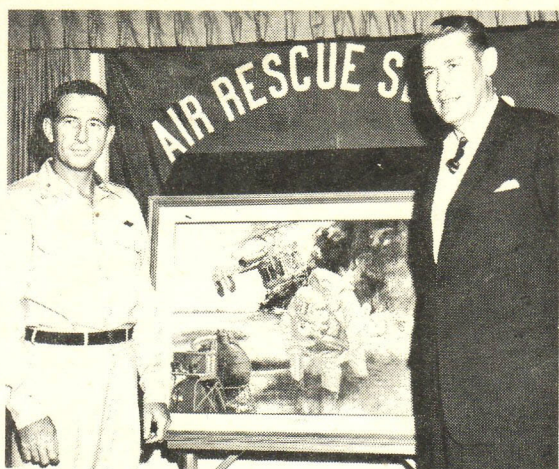
The blood was packaged aboard the aircraft en route to Alfa and the three precious packages were dropped to the ship less than two hours later. The water-proof packages were fished out of the ocean by a small boat from the ship.

Lt Col Norman V. Rudrud, 55th Air Rescue Squadron commander, who was flying as aircraft commander, reported the successful paradrop but said no word of the stricken seaman's condition would be available for some time.

Other members of the flight crew were Capt James Landry, co-pilot; Capt Norman Stetson and 1st Lt Troy Dennis, navigators; T/Sgt Charles Walther, S/Sgt Donald Ruff, A/1C Goeckner and A/1C Francis Potts.



Pararescue demonstration held at the Air Force Academy before the cadet corps proved to be a spectacular highlight of Falcon 62.



Dramatic oil painting of rescue of F-105 pilot at Seymour-Johnson AFB is presented to Gen. Cunningham by Mr. Charles Kaman, president of Kaman Aircraft Corporation.

Bermuda -- The 55th Air Rescue Squadron is laying claim to the title of "tightest rescue kit packers" in the business and the men who work in the squadron's survival equipment section make this boast with pride. Tight packing of kits prevents salt water getting into equipment and ruining it thereby endangering the lives of those utilizing the kit.

Staff Sergeant John Kinney, NCOIC of the survival equipment section, and his assistant A/1C Homer E. Owens devised a technique for packing the kits "tighter than anyone in the command" is their claim.

Delaware -- Detachment 48, EARC, was notified by Coast Guard through Base Operations that two people were in the Delaware Bay after their 14-foot outboard boat had been swamped by waves. Within 45 minutes the rescue crew consisting of Captain Ronald L. Ingraham, pilot; 1st Lt Frank W. Larson, co-pilot; A/1C James E. O'Gorman, hoist operator; S/Sgt William Terry, observer, had located and hoisted aboard Mr. Harold Miller. Mr. Miller, who had been in the water for five hours, stated that the other person had become exhausted, let go of the seat cushion they had been holding on to, and drowned two hours earlier. The H-43B hoisted Mrs. Miller from a near-by Coast Guard cutter, which had picked her up from a pleasure boat. Mrs. Miller was rescued by the pleasure boat earlier, which radioed to Coast Guard word of the accident. The lucky couple was quickly flown to an awaiting am-

bulance which transported them to Beebe hospital in Lewes.

Texas -- Detachment 32 answering an emergency call from a DC-4, scrambled an H-43B helicopter from Webb Air Force Base to assist. The distressed aircraft was some 30 miles northwest of the base.

By the time the chopper had located the plane, it had crashed. However the two crew members were not injured and they were picked up and flown back to Webb. The entire operation required only about 40 minutes from the time of take-off -- attesting to the fast reaction of the jet 'copter.

Captain Thomas C. Seebo, Detachment Commander, 1st Lt James L. Butera, 1st Lt Keith H. Richs, A/2C Charles L. Middleton, and A/1C Robert L. Duncan were the crewmembers aboard the Huskie.

Georgia -- The Eastern Air Rescue Center was host to 60 search and rescue officers at a Search and Rescue seminar at Robins AFB. The officers, representing the 41 Air Force bases within the Robins' Rescue Center's 22-state area of responsibility, were brought up to date and briefed on proper procedures during a mission.

"YE OLDE EDITORIAL"

Are you LBR types having trouble getting the support you need from your base? Then take a cue from the newly formed Detachment 49 at Andrews Air Force Base, Maryland, which gained considerable recognition recently as a result of a full page spread in the base newspaper.

The Detachment Commander, that All-American boy Capt. Jack Armstrong, writes, "As a matter of fact we found that considerable high level interest in the LBR program was generated in the Bolling-Andrews area as a result of this article . . . this has helped in many ways to get us on our feet and achieve full operational status without undue delay."

The LBR units are pretty small and are apt to become lost in the hustle and bustle going on around some of our larger bases. But despite the size, little outfits can become well known by gaining assistance from the base information officer. Let 'em know you're alive and have the damned important job of keeping them alive.
