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Director Sec. of the Studies Inst ATTN: Archives Branch Newark, N.J., Newark	RETURN TO: X	X 318.203-24 17 Sep 1964
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AIR RESCUE SERVICE BRIEFING

17 September 1964

Presented to Hq MATS World-Wide Traffic Conference
by Col Rudolph

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General Coiner

General Cunningham

Gentlemen

RECEIVED AIR FORCE MAY 1964	RETURN TO K318.203-24
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IT IS A PLEASURE TO HAVE THIS

OPPORTUNITY TO TALK TO YOU TONIGHT ABOUT AN ORGANIZATION THAT I HAVE GROWN VERY FOND OF SINCE MY ASSIGNMENT TWO YEARS AGO. WHEN I WAS ASKED TO TALK TO YOU, IT WAS REQUESTED THAT I SELECT MY OWN SUBJECT. AS GUIDANCE, IT WAS INDICATED THAT THE TALK SHOULD BE EDUCATIONAL BUT NOT TOO SERIOUS, THEREFORE, I HAVE TRIED TO COMPLY WITH THIS REQUEST IN MY PREPARATION FOR THIS PRESENTATION TONIGHT.

IN DISCUSSING THE AIR RESCUE SERVICE, SOME OF MY STATEMENTS ARE MY OWN VIEWS, AND, THEREFORE, SHOULD NOT BE CONSTRUED TO REFLECT THE OFFICIAL VIEWS OF THE AIR RESCUE SERVICE.

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TO PROVIDE A BASIC UNDERSTANDING FOR THOSE OF YOU WHO ARE NOT FAMILIAR WITH THE AIR RESCUE SERVICE, I WOULD LIKE TO COVER SUCH THINGS AS WHERE OUR UNITS ARE LOCATED, THE TYPE OF AIRCRAFT WE HAVE ASSIGNED, A FEW OF OUR MORE PERTINENT MISSIONS, AND OTHER DATA THAT WILL GIVE YOU A BROAD BASE OF UNDERSTANDING. FROM THERE, WE WILL LOOK AT "HOW WE ARE DOING", AND WHERE, I THINK, "WE ARE GOING."

THROUGHOUT THE AIR FORCE, THE AIR RESCUE SERVICE HAS THE REPUTATION OF SUPPLYING SEARCH AND RESCUE SERVICES TO PERSONS ONLY. I ASSURE YOU THAT THE MISSION OF ARS IS MUCH GREATER THAN THIS. THE AIR FORCE HAS CHARGED THIS COMMAND WITH THE RECOVERY OF AEROSPACE HARDWARE AS WELL AS THE HUMAN BEINGS, AND THIS IS THE GENERAL MISSION STATEMENT IN ITS BROADEST ASPECTS.

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TO BE MORE SPECIFIC, WE ARE CHARGED WITH OPERATING THE NATIONAL SEARCH AND RESCUE PLAN, WHICH DEALS WITH FINDING, RESCUING AND AIDING CIVILIAN AND MILITARY PERSONNEL WITHIN THE CONTINENTAL UNITED STATES AND ANY OTHER PLACE IN THE WORLD AS DIRECTED. THIS COULD BE A LOST HUNTER IN UTAH OR A DOWNED CIVILIAN AIRCRAFT IN THE SWAMPS OF FLORIDA.

THE COAST GUARD IS CHARGED WITH THE SAME MISSION AS IT PERTAINS TO WATER AREAS OF THE UNITED STATES. VERY FREQUENTLY YOU WILL FIND ARS AND THE COAST GUARD SUPPORTING EACH OTHER IN MANY OF THESE ACTIVITIES.

OUR RECOVERY FORCES ARE CONTINUALLY AT WORK ON THE AIR FORCE EASTERN TEST RANGE OPERATING OUT OF VARIOUS BASES IN THE CARIBBEAN AREA AND WE FIND OURSELVES FREQUENTLY INVOLVED IN ACTIVITIES ON THE WESTERN TEST RANGE IN THE HAWAIIAN AREA.

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WE CONTINUALLY RESPOND TO THE RECOVERY OF
VARIOUS AND SUNDRY ITEMS OF AEROSPACE
HARDWARE THROUGHOUT THE WORLD. THEY ARE
TOO NUMEROUS TO MENTION IN THE SHORT TIME
I HAVE TONIGHT AND YOU UNDOUBTEDLY REALIZE
MANY OF THESE PROJECTS ARE HIGHLY CLASSIFIED.

WE ARE ALSO CHARGED WITH PLANNING
AND SUPERVISING THE EXECUTION OF A JOINT
HURRICANE EVACUATION PLAN. THIS PLAN INVOLVES
AIRCRAFT FROM ALL OF THE MILITARY SERVICES.
THOUSANDS OF AIRCRAFT HAVE BEEN EVACUATED
UNDER THIS PLAN. IN THE LAST FEW WEEKS OVER
²³⁰⁰
~~2000~~ MILITARY AIRCRAFT HAVE BEEN EVACUATED
BECAUSE OF HURRICANES "CLEO" AND "DORA".

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THE AIR RESCUE SERVICE IS ONE OF THE SMALLEST COMMANDS IN THE UNITED STATES AIR FORCE. AT THE PRESENT TIME THERE ARE 87 UNITS LOCATED THROUGHOUT THE WORLD FROM TURKEY ON THE EAST TO THAILAND ON THE WEST. WE HAVE UNITS LOCATED AS FAR NORTH AS THULE AB, GREENLAND AND ELMENDORF, ALASKA, AND AS FAR SOUTH AS THE PANAMA CANAL ZONE. DETAILED EXAMINATION WILL INDICATE TO YOU THAT THE 87 SEPARATE SMALL AND DISTINCT ORGANIZATIONS ARE LOCATED IN 21 DIFFERENT COUNTRIES AND TERRITORIES OUTSIDE THE CONTINENTAL UNITED STATES. WE HAVE 7 PRIMARY AIR RESCUE CENTERS OF WHICH 4 ARE OUTSIDE THE CONTINENTAL UNITED STATES, THESE 4 SERVE THE 4 PRIME MILITARY OVERSEA COMMANDERS. THAT IS, THE ATLANTIC AIR RESCUE CENTER AT RAMSTEIN, GERMANY (serves EUROPE, AFRICA AND THE MIDDLE EAST.

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THE ALASKAN AIR RESCUE CENTER AT ELMENDORF, ALASKA (takes care of ALASKA); THE LATIN AMERICAN AIR RESCUE CENTER AT PANAMA (serves the AIR FORCES, SOUTH AREA), AND THE PACIFIC AIR RESCUE CENTER AT HICKAM AFB, HAWAII (takes Care OF THE PACAF AREA).

WITHIN THE CONTINENTAL US WE HAVE 3 AIR RESCUE CENTERS; AN EASTERN CENTER AT ROBINS AFB, GEORGIA; THE CENTRAL UNITED STATES IS COVERED BY A CENTER AT RICHARDS-GEBAUR AFB, KANSAS CITY, MISSOURI; AND THE WESTERN CENTER AT HAMILTON AFB, CALIFORNIA.

AT 12 OF THESE WORLD-WIDE LOCATIONS, WE HAVE SMALL FIXED WING SQUADRONS. THESE SQUADRONS ARE STRATEGICALLY LOCATED ALONG EAST/WEST AIR ROUTES THAT COVER THE WORLD.

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WE HAVE 64 LBR UNITS LOCATED IN THE UNITED STATES AND OVERSEAS. THESE UNITS PROVIDE LOCAL BASE RESCUE COVERAGE FOR AND AROUND THE AIRBASE ON WHICH THEY ARE LOCATED.

AT ³⁴ OF THESE WORLD-WIDE LOCATIONS, WE HAVE CONTROLLERS AND/OR AIRCREW PERSONNEL STANDING BY ON ALERT 24-HRS A DAY, 7-DAYS A WEEK.

THE COMMAND GREW ^{18%} ~~21%~~ OVER THE LAST 18 MONTHS AND IS SCHEDULED TO GROW ANOTHER ^{36%} ~~20%~~ OVER THE NEXT 2 YEARS.

CURRENTLY WE ARE EQUIPPED WITH 36 HC-54 AIRCRAFT. THIS IS A C-54 MODIFIED FOR RESCUE PURPOSES.

WE HAVE 30 HU-16 AIRCRAFT. THIS IS A FLYING BOAT AFFAIR THAT CAN LAND AND TAKE-OFF ON WATER OR LAND.

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WE ARE AUTHORIZED 150 SMALL
HH-43B HELICOPTERS PRIMARILY FOR USE IN OUR
LOCAL BASE RESCUE UNITS.

AT THE PRESENT TIME WE ARE RECEIVING
28 MODIFIED KC-97 AIRCRAFT THAT HAVE BEEN
MODIFIED TO A RESCUE VERSION. THESE AIRCRAFT
ARE BEING CALLED HC-97'S. THESE 28 AIRCRAFT
ARE ADDITIVE TO OUR INVENTORY AND ARE BEING
PROVIDED ON AN INTERIM BASIS UNTIL SUCH TIME
AS A MORE MODERN AIRCRAFT CAN BE PRODUCED
AND DELIVERED.

Total POPULATION OF THIS COMMAND
IS APPROXIMATELY 3100 AT THE PRESENT TIME.

LAST YEAR THE AIR RESCUE SERVICE
ACCOMPLISHED OVER 12,000 MISSIONS. 84%
OF THESE WERE IN SUPPORT OF USAF AIRCRAFT.
OF THE 12,000 PLUS MISSIONS, 423 WERE IN THE
EMERGENCY CATEGORY.

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LAST YEAR THE AIR RESCUE SERVICE IS CREDITED WITH SAVING 1,189 LIVES AND ASSISTING 3,248 OTHER PERSONS. ON ANY GIVEN DAY, AIR RESCUE PERSONNEL MAY BE PARTICIPATING IN A SEARCH FOR A DOWNED FIGHTER PILOT, AN EMERGENCY MEDICAL EVACUATION FROM A MERCHANT VESSEL IN THE SOUTH SEAS, A SEARCH FOR A MISSING FISHERMAN IN MICHIGAN OR THE ESCORT OF A CRIPPLED AIRLINER OVER THE ATLANTIC OCEAN. (CARDS)

MAY I NOW COVER A FEW OF OUR REQUIREMENTS ^{for} ~~of~~ THE FUTURE. ALTHOUGH THE AIR RESCUE SERVICE HAS BEEN INVOLVED IN THE MAN-IN-SPACE NATIONAL PROGRAM SINCE ITS START, THE NATIONAL AERONAUTICS SPACE ADMINISTRATION, STARTING THIS WINTER, WILL HAVE AN ALMOST CONTINUOUS STAND-BY REQUIREMENT FOR THE POSSIBLE RECOVERY OF THEIR MANNED SPACE VEHICLES.

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IN THIS PROGRAM WE ARE CHARGED WITH THE SUPPORT OF MISSILE ABORT AT CAPE KENNEDY AS WELL AS THE OPERATION OF AN AIR RECOVERY FORCE AROUND THE WORLD. WHEN A SPACECRAFT RETURNS FROM A MISSION, IT LANDS IN WHAT IS CALLED A FOOT-PRINT. WHEN THE SPACECRAFT ENTERS THE SENSIBLE ATMOSPHERE, COMPUTERS WILL PREDICT AN AREA IN WHICH THE SPACECRAFT WILL LAND. THE COMPUTER WILL, OF COURSE, PREDICT THE EXACT SPOT, HOWEVER, DIFFERENT VARIABLES AND ACTIONS CAN TAKE PLACE DURING THIS LANDING. THESE VARIABLES AND PROCEDURES MAKE IT POSSIBLE FOR THE SPACECRAFT TO OVERSHOOT AND UNDERSHOOT THIS EXACT LOCATION, HOWEVER THE SQUARE MILE AREA WITHIN THIS REALM CAN BE FORECAST. THE MERCURY SPACECRAFT WAS RELATIVELY SIMPLE INASMUCH AS THE FOOTPRINT WAS ONLY A 50 x 50 MILE AREA.

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THE GEMINI SPACECRAFT RECOVERY PROBLEM IS A LITTLE MORE SERIOUS SINCE ITS LANDING FOOTPRINT IS 100 X 500 MILES. APOLLO SPACECRAFT RECOVERY PRESENTS THE MOST DIFFICULT PROBLEM WITH A FOOTPRINT 1000 MILES WIDE AND 5000 MILES LONG. IT BECOMES NECESSARY, THEREFORE, FOR THE AIR RESCUE SERVICE TO HAVE AIRCRAFT THAT HAVE THE CAPABILITY TO FIND AND RECOVER THE SPACE VEHICLE UPON ITS RETURN TO THE EARTH'S SURFACE IN ANY SIZE FOOTPRINT AT ANY PLACE AROUND THE WORLD FROM 40°N TO 40°S LATITUDE. AS AN EXAMPLE, THIS FOOTPRINT COULD EXTEND FROM EAST OF BERMUDA TO WEST PAST HAWAII, OR FROM NEW ZEALAND EAST TO THE COAST OF SOUTH AMERICA, OR FROM THE MIDDLE OF BRAZIL EAST TO ADDIS ABABA, ETHIOPIA.

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IN ADDITION TO THE NASA RECOVERY REQUIREMENTS, THE AIR FORCE MANNED ORBITAL LABORATORY WILL START OPERATIONS IN SPACE IN THE LATE 60'S. THE RECOVERY OF THIS VEHICLE WILL ALSO BECOME THE JOB OF THE AIR RESCUE SERVICE. THE RE-ENTRY VEHICLE FOR THIS PROGRAM IS EXPECTED TO BE A MODIFIED GEMINI CAPSULE, THEREFORE, THE RECOVERY PROBLEM WILL FALL IN THE 500 MILE LANDING FOOTPRINT CATEGORY.

IN THE FUTURE WE WILL CONTINUE TO HAVE THE REQUIREMENT TO RECOVER CREW *members* ~~PERSONNEL~~ FROM FIGHTERS AND BOMBERS THAT MAY BE FORCED DOWN IN ANY PART OF THE WORLD. ALTHOUGH THE AIR RESCUE SERVICE IS NOT SPECIFICALLY CHARGED OR BUDGETED FOR THE RECOVERY OF ^{people} ~~PERSONNEL~~ ABOARD A DOWNED CIVILIAN AIRCRAFT, WE REALIZE ^{that} WHEN THIS DOES HAPPEN, WE ARE THE FIRST ORGANIZATION TO BE CALLED ON TO PROVIDE AID.

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AS POLAR AIR ROUTES ARE USED MORE BY CIVILIAN AIRCRAFT, WE REALIZE THAT WE MUST CONSIDER THE POSSIBILITY OF SOME DAY HAVING TO GO TO THE AID OF CIVILIAN AIRCRAFT THAT RUN INTO TROUBLE ALONG THESE AIR ROUTES.

WITHIN THE ACCOMPLISHMENT OF OUR PORTION OF THE NATIONAL SAR PLAN WE MUST CONTINUALLY SUPPORT AND COORDINATE A FORCE THAT IS CAPABLE OF PROVIDING AID TO ANY US ^{persons} ~~PERSONNEL~~ THAT MAY BECOME LOST WITHIN THE UNITED STATES OR OVERSEAS.

THE ACTUAL RECOVERY OF ASTRONAUTS OR ^{persons} ~~PERSONNEL~~ OPERATING IN OUTER SPACE ^{at} ~~IN~~ SOME FUTURE DATE WILL BECOME A REALITY. TO PLAN FOR THIS TYPE OF AN OPERATION, WE CONTINUALLY MAINTAIN LIAISON WITH AIR FORCE AND NASA PERSONNEL WORKING ON STUDIES HAVING TO DO WITH THIS PROBLEM.

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IN CONSIDERING OUR FORCE REQUIREMENTS FOR THE FUTURE, THEREFORE, WE MUST CONSIDER A FORCE STRUCTURE THAT WILL GIVE US THE GREATEST CAPABILITIES WITHIN THE GENERAL AREAS DISCUSSED, AND A FORCE STRUCTURE THAT CAN BE PROVIDED WITH THE GREATEST ECONOMY TO THE UNITED STATES TAX PAYER.

GENTLEMEN, THERE ARE 4 PRINCIPLES THAT MUST BE OBEYED IN RESCUE AND RECOVERY PROGRAMMING. THESE PRINCIPLES MUST BE PURSUED TO THE MAXIMUM IF THIS NATION IS TO IMPROVE ITS SEARCH AND RECOVERY CAPABILITY. AS I COVER THESE 4 DOCTRINAL ITEMS, PLEASE BEAR IN MIND THAT ^{only} ~~ONE~~ OF THE FOUR FALLS 100% WITHIN THE REALM OF THE CAPABILITY OF THE AIR RESCUE SERVICE, AND ONLY ONE OTHER IS PARTLY THE RESPONSIBILITY OF THE RESCUE FORCES.

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THE FIRST BASIC PRINCIPLE IS
DISCIPLINE. IT IS THE RESPONSIBILITY OF
ALL ORGANIZATIONS TO TRAIN THEIR PERSONNEL TO
THE POINT WHERE THEY WILL RESPOND TO THE
SITUATION. HEAVY SHOES ARE NO GOOD TO THE
down on a snow covered area
CREWMAN WHO DOES NOT WEAR THEM BECAUSE THEY
ARE UNCOMFORTABLE. SURVIVAL GEAR IS NO
GOOD TO A CREWMAN WHO LEAVES IT BEHIND AND
WANDERS OFF IN THE DARKNESS, AND AN EXPOSURE
SUIT IS NO GOOD UNLESS WORN. THE ACCOMPLISHMENT
OF THIS PRINCIPLE CANNOT BE PROVIDED BY THE
AIR RESCUE SERVICE. THE INDIVIDUAL MUST
TRAIN AND DISCIPLINE HIMSELF TO MEET THIS NEED.

THE WORD "SURVIVE" IS OUR SECOND
PRINCIPLE. PROPER EQUIPMENT MUST BE CARRIED
The air crew member must
IN A READY STATE FOR USE WHEN REQUIRED. A PLAN
AND TRAIN FOR A SEIGE OF SURVIVAL ON WHATEVER
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ENVIRONMENT ~~you~~ MAY BE SUBJECTED TO.

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THE AIR RESCUE SERVICE HAS LITTLE OR NO CONTROL OVER THIS ITEM. WE CAN ONLY SUPPLY THE TROUBLED PERSON WITH SURVIVAL EQUIPMENT AND THEN ONLY AFTER THE 3d PRINCIPLE "LOCATION" HAS BEEN ACCOMPLISHED. AT THIS POINT THE AIR RESCUE SERVICE COMES INTO THE PICTURE. THE AIR RESCUE SERVICE, UPON NOTIFICATION, WILL START TO LOCATE THE HUMAN WITH WHATEVER MEANS ~~THAT IS~~ AVAILABLE TO THE SERVICE AT THE TIME. HOWEVER, THE INDIVIDUAL BEING SEARCHED FOR MUST HELP IF AT ALL POSSIBLE. THE PERSON REQUIRING HELP MUST AT THIS TIME USE HIS TRAINING, DISCIPLINE, SURVIVAL EQUIPMENT AND KNOWLEDGE TO BE BEST OF HIS ABILITY DURING THIS CRITICAL PERIOD. THE EFFECTIVE USE OF HOMING BEACONRY IS A MUST IF THE EQUIPMENT IS AVAILABLE TO THE MAN IN DISTRESS. TWO BEACONS OF THIS TYPE ARE BEING PRODUCED OR EXPERIMENTED WITH AT THE PRESENT TIME.

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A PERSONAL LOCATOR BEACON THAT CAN BE CARRIED BY ~~RESEARCH~~ CREW PERSONNEL IS BEING PRODUCED IN QUANTITY AT THE PRESENT TIME. THIS BEACON WAS FIRST REQUESTED BY THE AIR RESCUE SERVICE YEARS AGO, AND ONLY RECENTLY HAS ADDED EMPHASIS BEEN PLACED ON THE ACTUAL PROCUREMENT OF THIS EQUIPMENT. IT IS SAD TO REPORT THAT BEACONRY OF THIS TYPE COULD HAVE BEEN MADE AVAILABLE IN THE EARLY 50'S IF PROPER EMPHASIS HAD BEEN PLACED ON IT. A CRASH LOCATOR BEACON IS ALSO BEING EXPERIMENTED WITH, AND I BELIEVE WE CAN EXPECT THIS EQUIPMENT TO BE ABOARD USAF AIRCRAFT BY LATE 1966. ONCE AGAIN, IT IS SAD TO REPORT THAT THIS EQUIPMENT HAS BEEN USED IN CANADA FOR SEVERAL YEARS AND WAS ALSO FIRST REQUESTED BY ARS IN 1948.

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WITHIN THE AREA OF HARDWARE RECOVERY, THE AIR RESCUE SERVICE HAS BEEN ABLE TO RECOVER APPROXIMATELY 98% OF ALL REQUIREMENTS. THIS HIGH PERCENTAGE HAS BEEN MADE POSSIBLE BY GOOD HOMING EQUIPMENT PROVIDED ON THE HARDWARE ITEM TO BE RECOVERED. THIS IS ONLY NATURAL SINCE MOST OF THE EMPHASIS AND MONEY OVER THE PAST ^{to 5} 4 YEARS HAS BEEN PLACED ON THE RECOVERY OF AEROSPACE HARDWARE.

THE PERCENTAGE OF ^{humans} ~~PERSONNEL~~ RECOVERED HAS BEEN EXTREMELY LOW. IT APPEARS TO ME THAT THIS COUNTRY FOR THE FIRST TIME IN ITS HISTORY, HAS PLACED A HIGHER VALUE ON HARDWARE THAN IT HAS ON HUMAN LIVES.

THE 4TH PRINCIPLE IS "RESCUE OR RECOVER" AND IN THIS AREA THE AIR RESCUE SERVICE IS THE PROFESSIONAL RESCUE AND RECOVERY FORCE FOR THE USAF.

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THE AIR RESCUE SERVICE DOES AND WILL CONTINUE TO ACCOMPLISH THESE DUTIES IN THE FINEST PROFESSIONAL MANNER COMMENSURATE WITH THE CAPABILITY OF THE RECOVERY EQUIPMENT THAT IS MADE AVAILABLE. I WISH TO POINT OUT, HOWEVER, THAT UNLESS THE OTHER 3 PRINCIPLES OF DISCIPLINE, SURVIVAL, AND LOCATION ARE CARRIED OUT, THE VERY FINE EFFORTS OF THE AIR RESCUE SERVICE MAY GO WASTED. ALL 4 OF THESE PRINCIPLES MUST THEREFORE BE CONSIDERED AS AN ENTITY IN THE AIR FORCE'S CONSIDERATION OF SEARCH, RESCUE AND RECOVERY. ALTHOUGH I DO NOT BELIEVE IT WISE OR FEASIBLE TO SUGGEST THE COMPLETE SINGLE MANAGING BY ANY ONE COMMAND OF THESE REQUIREMENTS AND FACILITIES, I DO SUGGEST, HOWEVER, THAT MORE EMPHASIS MUST BE PLACED ON SOME KIND OF OF AN INTEGRAL TRAINING AND EQUIPPING PROGRAM THAT WOULD ASSURE

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COMPLETE STANDARDIZATION WITHIN THE
PROCEDURES AND EQUIPMENT AREAS. I DO BELIEVE
THAT THROUGH SOME AIR FORCE WIDE MANAGEMENT
PROCEDURE THE AIR RESCUE SERVICE COULD AND
SHOULD PLAY A MORE IMPORTANT ROLE IN THIS
AREA.

A FLEET OF HC-130 AIRCRAFT CONFIGURED
COMPLETELY FOR AIR SEARCH AND RECOVERY PURPOSES
IS BEING PRODUCED BY THE LOCKHEED-GA CORP AT
THE PRESENT TIME. THIS AIRCRAFT, FOR USE IN
THE AIR RESCUE SERVICE, IS LONG OVERDUE. UNDER
THE PRESENT PROGRAMMING, IT WILL BE LATE 1966
BEFORE THIS COMPLETE FORCE WILL BE IN-BEING.
BY THAT TIME I FULLY EXPECT THAT THE C-130 AIRCRAFT
WILL BE CONSIDERED IN THE OBSOLETE CATEGORY BY
THE UNITED STATES AIR FORCE. WE MUST, THEREFORE,
IMMEDIATELY START WORKING FOR A MORE ADVANCED SYSTEM
OF RECOVERY.

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WE ARE TESTING AT THE PRESENT TIME AN ALL-WEATHER, LONG RANGE, HEAVY-LIFT CAPABLE HELICOPTER. IT IS IN THE 20,000 LB CATEGORY AND IS KNOWN AS THE CH-3C. WE HAVE RECENTLY REQUESTED THAT AN AIR-TO-AIR REFUELING CAPABILITY BE PROVIDED FOR IT. WE HAVE REQUESTED THAT THIS HELICOPTER BE AIR-TO-AIR REFUELED FROM OUR OWN HC-130 AIRCRAFT. IT IS OUR OPINION THAT THIS CAPABILITY CAN BE PROVIDED WITHIN THE MINIMUM OF TIME, AND IF THE HC-130/CH-3C SYSTEM CAN BE DEVELOPED, AND BOTH CONTRACTORS AGREE WITH US THAT IT CAN ~~EASIER~~ BE ACCOMPLISHED, IT WILL PROVIDE THE AIR RESCUE SERVICE WITH THE CAPABILITY TO GO ANY PLACE IN THE WORLD AND RECOVER ANY ITEM WITHIN THE LIFT CAPABILITY OF THE CH-3C HELICOPTER. THIS WILL GIVE THE RESCUE FORCES INDEPENDENCE FROM HARD SURFACE RUNWAYS, GASOLINE DISPERSAL & FIXED BASES.

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AS AN EXAMPLE, A STRATEGIC AIR COMMAND AIRCREW THAT MUST LEAVE THEIR AIRCRAFT ON THE ICE CAP COULD BE RECOVERED WITHIN THE MINIMUM OF TIME.

AS THIS NATION'S MILITARY TACTICAL FORCES BECOME MORE MOBILE AND SPEED BECOMES GREATER, WE FIND THAT BY VIRTUE OF THIS FORCE MOVEMENT SPEED, OUR WORLD-WIDE AREA COMMANDS ARE BECOMING SMALLER. WE, THEREFORE, MUST HAVE A RESCUE FORCE CAPABLE OF MOVING AS FAST, AS, OR FASTER THAN THE FORCE THAT WE SUPPORT. IN ANY ACCIDENT, IT IS EXTREMELY IMPORTANT THAT AID BE PROVIDED TO THE PERSONNEL INVOLVED AT THE EARLIEST POSSIBLE TIME. DEATH HAS A WAY OF NOT WAITING FOR A SLOW MOVING RESCUE FORCE.

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IT IS THEREFORE IMPERATIVE THAT THE UNITED STATES AIR FORCE, THE DEPARTMENT OF DEFENSE, AND THE UNITED STATES GOVERNMENT ESTABLISH A POLICY THAT WILL PROVIDE A DOD RESCUE AND RECOVERY FORCE WITH A CAPABILITY THAT WILL PROVIDE AID, WHEN REQUIRED, WITH THE LEAST POSSIBLE DELAY. THIS ESTABLISHED POLICY, BACKED UP WITH A REAL RESCUE AND RECOVERY CAPABILITY, PROVIDED NOT ONLY FOR THE UNITED STATES BUT OUR NEIGHBORS AS WELL WHEN THEY REQUEST^{it}, WILL RESOLVE FAVORABLE MANY OF OUR COLD WAR PROBLEMS. IT WILL INDICATE FACTUALLY AND COMPLETELY THAT THIS NATION PLACES ITS HIGHEST VALUE ON ITS PEOPLE - "THE HUMAN LIFE".

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