

Battalion Hospital.

(4) Mission 1-3-67, 8 May 67. Pedro 96 scrambled from DaNang, RVN to aid four Marines who were wounded 12 miles west of DaNang. Pedro 96 was shot down with minor injuries to the crew. The crew was picked up the next day and aircraft was destroyed.

(5) Mission 1-3-68, 9 May 67. Pedro 95 scrambled from DaNang, RVN on a UH-1B crash. Recovered two bodies and returned to DaNang.

✓ (6) Mission 1-3-75, 21 May 67. Pedro 95 scrambled from DaNang, RVN to aid 5 marines who needed medical evacuation 7 miles north west of DaNang. Survivors recovered and turned over to 1st Marine Medical Battalion Hospital.

✓ (7) Mission 1-3-87, 12 Jun 67. Pedro 95 scrambled from DaNang, RVN on 2 F4B pilots 5 miles east of DaNang. Both were recovered and returned to DaNang.

✓ (8) Mission 1-3-92, 21 Jun 67. Pedro 95 scrambled from DaNang, RVN on an A-4 pilot that was down 5 miles west of DaNang. Pilot recovered and returned to DaNang.

Summary of Missions. Eight actual aircrew recovery missions resulted in the recovery of ten persons, all of which were Marines and two civilian bodies. 216 local base recovery or Fire Suppression missions and 146 miscellaneous support missions were flown.

## 8. Personnel.

a. Introduction. The 38th Aerospace Rescue and Recovery Squadron at Tan Son Nhut performs all of the administrative and personnel services, assisted by the Detachment's Administrative section at DaNang, except for finance.

b. Assigned Strength. The average strength of the permanently assigned personnel has remained at 14. This number includes 5 officers and 9 airmen. During this period 2 officers and 4 enlisted personnel have been

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## NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (s)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Crew, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Hara, Capt Fechsner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SH-3A crew members, Lt david Georgus, Lt JG Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Firse, Capt Fechsner, SSgt Ely, and A2C Klenovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

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**Robert LaPointe**

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**From:**  
**To:**  
**Sent:** Wednesday, January 24, 2001 9:05 AM  
**Subject:** YANKEE System

Mr. LaPointe,

Your message from the beginning of the month was forwarded to my attention. I worked at Stanley during the YANKEE Escape System, and I am the keeper of Stanley's history. I checked and you are correct, Major James Holler was the first pilot to be saved by the YANKEE Escape System. Incidentally, we had over 100 documented successful extractions.

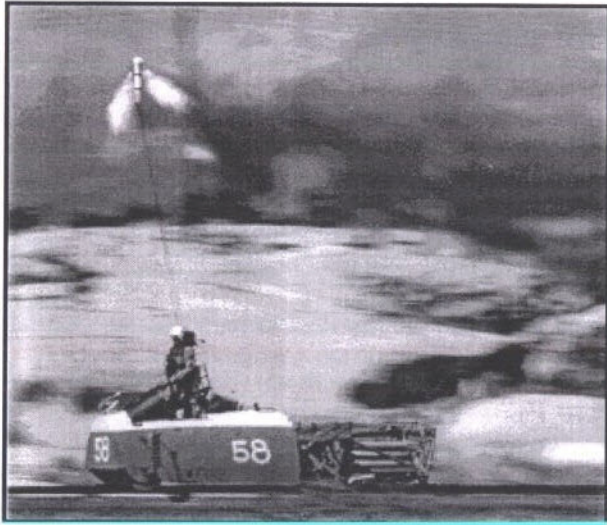
Please capitalize YANKEE in your book. It is a registered tradename.

Both the pictures are from Stanley Aviation. You may use them for your book.

Please let me know when your book is published, I would like to get a copy to read and put in our history files.

If I can assist further, please let me know.

Kind regards,  
Sigrid O'Dell

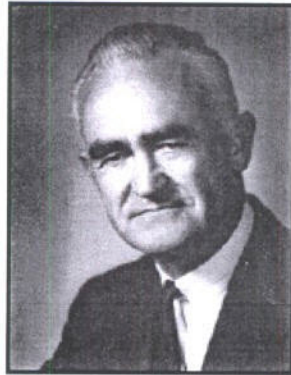


In 1965, a contract was received from the Air Force for production quantities of a proprietary novel aircrew escape system, which had been under development, by the Corporation since the early '60's. Named the "YANKEE" aircrew escape system (because it "yanked" the man out of the aircraft) it used a tractor rocket, launched from the cockpit, which pulled (extracted) rather than pushed (ejected) the crew member from the cockpit, permitting the seat to remain with the aircraft. This system, installed in the A-1G, A-1H and T-28 aircraft, was used extensively during the Vietnam War. There are documented incidents of over eighty aircrewmembers being saved from disabled aircraft by this unique escape system. It is probable that there were many more successful extractions by airmen who subsequently fell into enemy hands or who perished after landing

# History

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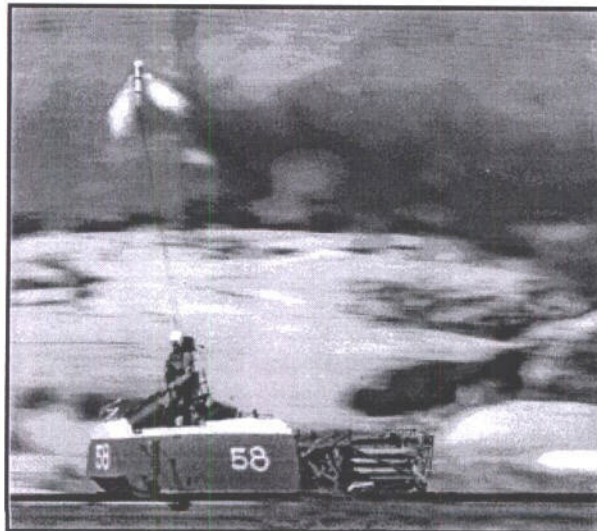
## Stanley Aviation Corporation Company History

Mr. Robert M. Stanley founded Stanley Aviation Corporation in Buffalo, New York, in July 1948. The Corporation has a long and distinguished performance of engineering design, development and manufacture in the aerospace field.

During 1949, the Corporation was awarded a contract by the government to develop a standard ejection seat. From this time through 1960, Stanley Aviation produced in excess of 2,800 ejection seats, as well as other types of ejection seats for the RB-66, F-102, F-104, F-106 and P6M.

In 1953, it became apparent that additional facilities would be required to permit increased production. In January 1954, an agreement was entered into with the City of Aurora, Colorado, to purchase land adjacent to the south edge of Denver's Stapleton Airport. Soon thereafter, a 75,000 sq ft building was erected, and transfer of essentially all of the ejection seat production programs to the Denver location was completed in June 1954.

During the third quarter of 1958, following competition against Martin, Republic and Goodyear, Stanley Aviation was awarded a contract from General Dynamics, Ft. Worth, to design, develop, test and manufacture an encapsulated aircrew escape system for their B-58 Hustler bomber. This, by far the largest project undertaken by the Corporation, took approximately five years to complete. It ultimately required the participation of a level of almost 1300 personnel. The last production B-58 capsule was delivered to General Dynamics in 1963.



In 1965, a contract was received from the Navy for production quantities of a proprietary escape system, which had been under development by Stanley Aviation Corporation since the early '60's. Named the "aircrew escape system" (because it "yanked" the aircrew from the aircraft) it used a tractor rocket, launch system which pulled (extracted) rather than pushed the crew member from the cockpit, permitting the crew member to remain in the aircraft. This system, installed in the aircraft, was used extensively during the Vietnam War. There are documented incidents of over eight aircrew saved from disabled aircraft by this unit. It is probable that there were many more aircrew saved by airmen who subsequently fell into enemy hands and perished after landing.

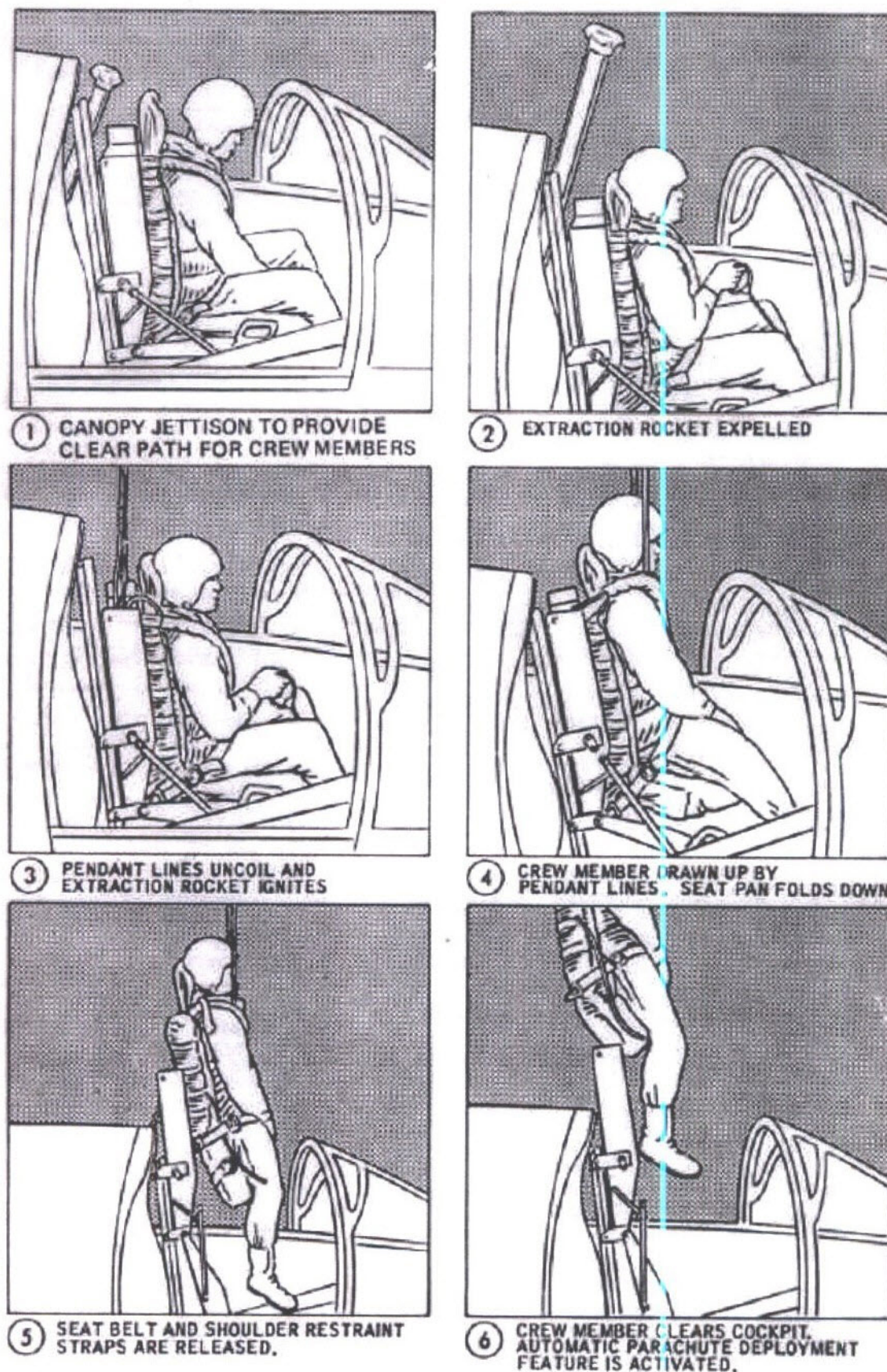


Figure 3-2. Yankee Escape System—Typical Extraction Sequence

Nearly five hours strapped into the Yankee seat with no strike to show for it. We used an inflatable donut to sit on since there was very little padding in the seat. Such a device would have been foolish in an ejection seat since the ejection forces would undoubtedly cause severe back injury if a cushion were used. But, the A-1 did not have an ejection seat. The Yankee Escape System by Stanley Aviation was unique to the A-1 Skyraider and was an *extraction* system rather than an *ejection* system. Instead of a rocket in the seat that pushed you out of the aircraft, seat and all, the Yankee Seat had a rocket attached to nylon lanyards that pulled the pilot out of the aircraft. Best of all, it worked.

# The *Ejection* Site

## Stanley YANKEE Extraction System



One of the oddest egress systems ever designed, the Stanley YANKEE system was utilized in the Douglas A-1 Skyraider. This system functions by means of a extraction rocket similar in principle to the drogue gun systems on normal ejection seats. Once the catapult charge fires, the spin stabilized rocket is fired when the pendant lines reach full stretch. The rocket is launched from the rear wall of the cockpit and by means of a pair of Perlon pendants (straps) pulls the pilot up and out of the cockpit. The parachute is rigged with an automatic opening system which is activated after the rocket pendants separate from the parachute risers. The system includes a set of rails to allow the seat back to rise up and the seat pan is articulated to assist in the positioning of the pilot to the vertical as the rocket extracts him.

The system was effective from 30kts at ground level (wings level). I have heard that it was effective for crewmen over the normal weight limits.

The system was considered for use in the NASA Space Shuttle and testing was done to prove that the rocket could extract an astronaut via the side crew entry hatch. I believe that it was rejected as there is limited access to the cabin hatch from the various crew seat positions. It also was difficult to add extra hatches in the pressure hull for alternate exit positions. The Shuttle now is configured with a boom system that extends out of the crew hatch to provide a sliding exit for the astronauts. The astronauts would slide out along the boom and manually activate their parachutes. This was selected over the YANKEE type system as it required less modification for almost the same egress speed.

Currently the system is owned by Universal Propulsion Co. which purchased some of Stanley Aviation's designs a few years ago. The system is now known as the RANGER system.

YANKEE is a registered tradename of Stanley Aviation

|                                                              |
|--------------------------------------------------------------|
| <b><u>General Seat arrangement</u></b>                       |
| <b><u>Canopy Jettison</u></b>                                |
| <b><u>Tractor catapult charge firing</u></b>                 |
| <b><u>Pendant lines stretch full</u></b>                     |
| <b><u>Crewman begins movement</u></b>                        |
| <b><u>Crewman/aircraft separation</u></b>                    |
| <b><u>Parachute Auto system arms</u></b>                     |
| <b>Diagrams Courtesy Byron Hukee, Former Skyraider Pilot</b> |
| <b>and his</b>                                               |
| <b><u>The Official Douglas A-1 Skyraider Site</u></b>        |

Detachment 9, 38th Aerospace Rescue & Recovery Squadron, with two HH-43F helicopters assigned, had two significant operational rescue missions during this reporting period. The first occurred on 6 April 1967, when a U.S. Army UH-1D helicopter made a forced landing in known hostile territory, 18 miles south of Pleiku Air Base, Vietnam.<sup>1</sup> Three Army crewmembers were recovered by one of the detachment's HH-43F and returned to Holloway Army Air Field, located two miles southeast of Pleiku Air Base. The second significant mission occurred on 21 May 1967, when the injured pilot of an A1E "Skyraider" fighter was recovered by this detachment.<sup>2</sup> The A1E was enroute on a tactical mission when it encountered engine failure, caused by suspected hostile small arms ground fire, seven miles northwest of Pleiku Air Base. The pilot ejected at about 1000 feet altitude, but broke both ankles in landing. This was the first ejection from an A1E in Vietnam and utilized the only recently installed "Yankee" rocket ejection system. The injured pilot was aboard the detachment's HH-43F helicopter 20 minutes after ejection from the aircraft.

During the reporting period, Detachment 9, flew a total of 56 local base rescue precautionary scrambles in support of aircraft landing at Pleiku with declared emergencies. 200 total flying hours were accumulated during this three month period on the two HH-43F's. Most of this flying time was flown as training missions for the upgrade and continuation training of our 19 aircrew members.

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1. Mission Narrative 9-38-8-6 Apr 67.
  2. Mission Narrative 9-38-9-21 May 67.

|     |              |        |      |                   |       |                   |           |                  |      |            |
|-----|--------------|--------|------|-------------------|-------|-------------------|-----------|------------------|------|------------|
|     |              |        |      |                   |       | (returned)        |           |                  |      |            |
| 596 | 20 May 1967  | RF-101 | NVN  | Maddox N. G.      | Maj   | MIA               |           |                  |      |            |
| 597 | 21 May 1967  | A-1E   | SVN  | Holler J. C.      | Maj   | Rescued           |           |                  |      |            |
| 598 | 21 May 1967  | F-100D | SVN  | Lindberg D. C.    | Capt  | KIA               |           |                  |      |            |
| 599 | 22 May 1967  | O-1E   | NVN  | Holmes L. E.      | LtCol | KIA               |           |                  |      |            |
| 600 | 22 May 1967  | F-4C   | NVN  | Perrine E. L.     | Capt  | MIA               |           | Backus K. F.     | 1Lt  | KIA        |
| 601 | 22 May 1967  | F-4C   | NVN  | Vogel R. D.       | Maj   | POW<br>(returned) |           | Baldwin D. L.    | 1Lt  | Rescued    |
| 602 | 25 May 1967  | F-4C   | Sea  | Rhymes C. C.      | Maj   | Rescued           | USAF Helo | Randolph R. E.   | 1Lt  | Rescued    |
| 603 | 27 May 1967  | F-105D | NVN  | Blackwood G. B.   | Capt  | MIA               |           |                  |      |            |
| 604 | 30 May 1967  | F-4C   | Sea  | Schrupp W. C.     | Maj   | Rescued           | USN Ship  | MacDougall T. R. | Capt | Rescued    |
| 605 | 31 May 1967  | F-4C   | Sea  | Fulcher M. C.     | Maj   | Rescued           | USN Helo  | Wolff A. E.      | Capt | Rescued    |
| 606 | 2 June 1967  | F-105D | NVN  | Smith D. L.       | Maj   | POW<br>(returned) |           |                  |      |            |
| 607 | 2 June 1967  | F-4C   | NVN  | Rockett A. C. Jr  | Capt  | MIA               |           | Carrier D. L.    | 1Lt  | KIA        |
| 608 | 3 June 1967  | B-57B  | u    | Springston T.     | Maj   | MIA               |           | Kearns J. T.     | Capt | MIA        |
| 609 | 4 June 1967  | A-1E   | LAOS | Robinson L. M.    | LtCol | KIA               |           |                  |      |            |
| 610 | 4 June 1967  | F-105D | Sea  | Kough C. J. Jr    | Maj   | Rescued           | USN Helo  |                  |      |            |
| 611 | 5 June 1967  | O-1G   | SVN  | Butterfield D. H. | Capt  | KIA               |           |                  |      |            |
| 612 | 6 June 1967  | F-100D | SVN  | Baker D. S.       | Capt  | KIA               |           |                  |      |            |
| 613 | 6 June 1967  | RF-4C  | LAOS | Owens J. L.       | Maj   | MIA               |           | Sale H. R. Jr    | 1Lt  | KIA        |
| 614 | 8 June 1967  | F-4C   | NVN  | Apodaca V. J.     | Capt  | KIA               |           | Busch J. T.      | 1Lt  | KIA        |
| 615 | 8 June 1967  | F-4C   | Sea  | Colton C. A.      | Maj   | Rescued           | USAF Helo | Franks R. D.     | 1Lt  | Rescued    |
| 616 | 8 June 1967  | B-57B  | SVN  | Busch E. H.       | Capt  | KIA               |           | Morrison P. W.   | 1Lt  | KIA        |
| 617 | 11 June 1967 | A-1E   | NVN  | Rausch J. F.      | Maj   | Rescued           | USAF Helo | Russell R. L.    | Maj  | Rescued    |
| 618 | 11 June 1967 | F-4C   | NVN  | Stockman H. S.    | LtCol | POW<br>(returned) |           | Webb R. J.       | Capt | POW (retur |
| 619 | 11 June 1967 | F-4C   | NVN  | Klemm D. M.       | Maj   | KIA               |           | Pearson R. H.    | 1Lt  | KIA        |