

33 ARRSq Hist, Jul - Sep 67

(4) Maintenance performed 19 phase inspections and corrosion control consumed 13.2% of our 2617.0 maintenance manhours. Our aircraft operationally ready rate averaged 76.4% for the quarter. The maintenance personnel strength within the past three months rose from 51 to 60 permanently assigned airmen. The maintenance section has been operating with a shortage of at least 20 personnel since April 1967; however, this condition will almost automatically improve when additional aircraft are transferred.

(5) Construction work on the new aircraft maintenance building is progressing at slow to moderate pace. Weather during the quarter was excellent and was not a factor in construction. The foundation has been leveled and concrete pilings formed. They are cured and ready to be driven into the ground.

b. Narrative Accounts of Combat Missions.

(1) **7 July 1967**. No mission number. In the early pre-dawn hours two B-52 bombers collided in the air 65 miles south-southeast of Saigon, Republic of Vietnam. A comprehensive account is impossible due to official classification, but the following relates 33 ARRSq personnel involvement. A total of eleven crewmembers were aboard the two bombers, including Major General William J. Crumm, 3rd Air Division Commander (SAC), Anderson AB, Guam. Six survivors were picked up by helicopter and surface vessel within two hours after daybreak. The HU-16B alert crew from Danang, Republic of Vietnam, piloted by Major Maurice F. Golden Jr, scrambled at 0840 hours to begin what was to become a three-day search. Thirty minutes after arriving over the search scene a "beeper" signal from a survival radio was heard and Capt William R. Gabel visually sighted. He yelled into his survival radio as the "Albatross" flew overhead, "Airplane that just flew over me; please don't go away." The crew assured him that they wouldn't and dropped a smoke marker on his position. Due to marginal sea conditions an open-sea landing was not attempted. Coast Guard cutter Gemini Zulu, on scene commander, sped to the scene and picked up Capt Gabel approximately one hour later. The participating HU-16B search crew flew more than ten hours each day on July 7, 8 and 9 with 100% coverage. No further survivors were spotted and the search terminated 9 July.

CREW

HU-16B 17185

RCC	Major Maurice F. Golden Jr
CP	Capt Raymond M. Bauer
RCN	Capt Robert W. Wright
RO	SSgt Frank R. Cerveny
FE	ALC Jerry Reich

MISSION NARRATIVES: JSARC 3d Gp 01 and 10-38-31

Received notification from Duty Controller, JSARC, of B-52 mid-air at 9 degrees 44 minutes north, 106 degrees 59 minutes east. Coordinates received at 2315Z immediately plotted. Target at 106 degrees at 76 NM requiring full fuel, secondary crew called and fuel topped off on Pedro 91. Pedro 91 off at 2321Z and Pedro 39 at 2330Z. Stokes litter on 91 and sea rescue basket on 39. Vectored initially by Paddy Control and by Paris Control from 35 NM out to approximately 12 NM short of target area. Descent to avoid clouds broke off radar contact. ARA-25 used by Pedro 91 for homing to Six Shooter Red One, orbiting scene (debris). Pedro 91 arrived on scene at 0024Z and spotted a survivor in raft using sea marker dye and signal mirror. Pickup made into estimated 220 degrees 8-10 knot wind. Sea running three foot waves at 12 to 15 foot intervals. Survivor able to assist in recovery and in good spirits but sustained 2d degree burns over 20% of body prior to bailout. Burns treated and survivor made comfortable by pararescue-man. Pedro 39 arrived on scene during pickup. Two Pony Express CH-3's on scene making pickups on Pedro 91's arrival. Pedros 91 and 39 initiated search of primary area with negative results. Established creeping line search from one mile south southwest of poorly defined datum to six NM north northwest with three mile legs and 1/4 mile track spacing. Negative results. No contact with JSARC on any frequency. Sporadic contact with Pony Express 03 and 05. Information relayed to Red One. Pedro 39 departed for fuel at Tra Vinh at 0103Z. Pedro 91 to Vung Tau hospital at 0110Z arriving 0150Z. Departed Vung Tau at 0305Z. Both aircraft released from mission by JSARC. Enroute to Binh Thuy accomplished mission 10-38-31. Landed at 0450Z. Four sorties, 5 plus 10 hours. One combat save. Negative hostile fire.

Mission #10-38-31:

Returning to Binh Thuy after assisting in 3d Gp 01, Pedro 39 was requested to Med-Evac a Vietnamese civilian by Vin Binh Sector. The man had lost his right foot after stepping on a VC mine. Pickup was made at Cau Ke heliport. Speak 44, a U-10 of the 5th Air Commando Squadron assisted in locating of field and communication relay. Pedro 39 notified Pedro 91 which was enroute from Vung Tau to Binh Thuy after assisting in 3d ARRGp 01 Mission. Pedro 91 deviated to furnish cap cover. Both Pedros arrived at Cau Ke at 0420Z. Pickup made at 0423Z. Casualty delivered to US Hospital Can Tho at 0450Z. Mission terminated at Binh Thuy at 0500Z. Mission coordination was dependent on FM radios. One combat save. Negative hostile fire. Four sorties, one plus 45 hours.



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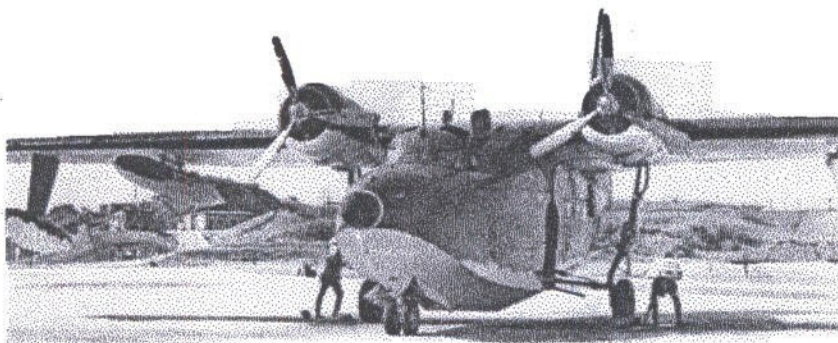
NEWSLETTER OF THE PACIFIC AEROSPACE RESCUE AND RECOVERY CENTER

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RESCUE COVERS PACIFIC, SOUTHEAST ASIA



THE 33rd SQUADRON said goodbye to the last HU-16 Albatross in the Pac ARRC inventory recently at Naha AB, Okinawa. This aircraft was soon to leave the Pacific.

LAST ALBATROSS LEAVES PAC ARRC AFTER 18 YEARS' PACIFIC SERVICE

The amphibious HU-16 Albatross has been retired from the Air Force rescue inventory in the Pacific after more than 18 years service in humanitarian and combat rescue.

The last Albatross recently left the Pacific Aerospace Rescue and Recovery Center's (Pac ARRC) 33rd Squadron at Naha AB, Okinawa, bound for the continental United States.

The old amphibian bows out after supporting flying operations in two Pacific conflicts (Korea and Vietnam) and building an unequalled reputation as one of the great instruments of humanitarian rescue.

In Southeast Asia alone, the HU-16 recorded some 62 combat and non-combat saves in three years of limited service.

The buildup of flying operations at the outbreak of hostilities in Korea brought the HU-16 into the Pacific for the first time in 1950. The Albatross quickly showed its versatility as an aircraft that could touch down on land, rivers, coastal

waters and even on the open sea.

Following the end of hostilities in Korea, the Albatross began a lengthy period of peacetime humanitarian service.

One of the most memorable missions early in its career involved a Cathay-

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(Editor's Note: In a diversified, widely dispersed command such as the Pacific Aerospace Rescue and Recovery Center, it is important that each member understand how he and his unit fit into the overall picture. This article is dedicated to that end.)

In the past few years, the world has focused its attention on the Pacific and Southeast Asia. Much of America's military might has been concentrated in this part of the earth.

With this influx of military men and machines, including aircraft, a large and highly responsive rescue organization took shape to patrol water and land from the coast of California to the Indian Ocean. The command charged with this extensive and important operation is the Pacific Aerospace Rescue and Recovery Center (Pac ARRC).

Pac ARRC, under the command of Colonel Donald T. Smith, is composed of five Pacific squadrons and the 3rd Aerospace Rescue and Recovery Group (3rd ARRCg) with its five squadrons in Southeast Asia. In addition, there are detachments of these units throughout the Pacific. There are more than 2,350 men and 107 aircraft in the command located at 31 different locations.

SAVING LIVES

Statistics do not adequately tell the story of an organization whose mission is the saving of human lives.

But, even so, Pac ARRC's statistics are impressive. Hundreds of persons have been rescued throughout the Pacific and the 3rd Group has recorded more than 1,382 combat and 646 non-combat saves in Southeast Asia.

Pac ARRC's men and machines are noted for being close at hand and responding quickly when help is needed. One of its important missions is escorting single-engine aircraft over the vast stretches of the Pacific in case they should get into trouble.

SPACE RECOVERY

As the name indicates, Pac ARRC is concerned with recovery as well as rescue. Since the early days of the Mercury space

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AMPHIBIAN EXITS PACIFIC THEATRE

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Pacific British airliner shot down on July 23, 1954, by Communist planes as the airliner was flying to Hong Kong. The Albatross landed and rescued nine of the airliner's 18 passengers. The others aboard had been killed in the crash.

When fighting began in Vietnam, the Albatross was called on once again to serve in a combat role. For three years the flying boat was a familiar and welcome sight to downed aircrew members in the Tonkin Gulf.

In September 1967, the HU-16 was withdrawn from direct combat support and it appeared the vintage aircraft would lead a relatively quiet existence until its retirement date came.

But the Albatross was destined to return after 18 years absence, to Korea — the site of its first introduction to the Pacific Theatre. Beginning early in 1968, the Albatross was on hand to support the buildup of American forces in South Korea following the capture of the Pueblo and its crew.

When the HU-16 left Korea for the second time, it had seen its last hostile environment in the Pacific. By October, 1968, the last Albatross in the Pac ARRC inventory was winging its way home for retirement.

HH-43 Huskie helicopters, twin-rotor choppers designed for local base rescue, replaced the HU-16s in Korea. HH-3 helicopters, long range aircrew recovery helicopters, soon will perform the duties formerly held by the HU-16s at the 33rd Squadron.

The more recent rescue helicopters, such as the HH-3 have maximum speeds comparable to the Albatross, water land-

ing capability and a lengthy range increased by in-flight refueling.

The Albatross did yeoman's duty in two conflicts, but to most people in the Pacific the aircraft was a friend to be called on when help was needed.

Ryukyuan civilians especially benefited from the 33rd's amphibious aircraft. Missions flown by these HU-16s included medical evacuation of ill civilians and servicemen, pickup of downed aircrew members and rescuing of sea and air disaster victims.

More often than not life hung in the balance when the Albatross was called on. And many times rescues were accomplished in spite of obstacles which might have stymied a less versatile aircraft.

Rough water landings were common, as well as landing on improvised strips on many of the small islands which dot the Okinawan area. On one mission, the Albatross landing gear became mired in the mud of a dirt landing field and local trucks had to pull the aircraft free. The mission went on to success.

Another flight found the HU-16 touching down at night on a make-shift runway illuminated by the headlights of automobiles lining the strip. Another life was saved by the perseverance of an HU-16 and its crew.

But sometimes more than lives were saved, as in the case of a group of American scientists shipwrecked while studying ocean life in the Tonkin Gulf. An HU-16 and crew landed and recovered the scientists as well as their valuable records containing two years of research data.

RESCUE WATCHES OVER VAST AREA

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program, Pacific rescue units have supported the recovery of returning space vehicles and their astronauts.

RESCUE AIRCRAFT

The prime fixed-wing aircraft for Pac ARRC is the rescue-modified Lockheed HC-130 Hercules, a four engine turbo prop plane used for escort, space recovery, air-to-air refueling of helicopter and rescue.

For local base rescue, the Kaman HH-43 Huskie is utilized throughout the Pacific and Southeast Asia. These helo carry fire suppression kits for landing or take-off accidents and they are often used for rescue of downed airmen.

The HH-3 "Jolly Green Giant" and HH-53 "Super Jolly Green" are rescue prime aircrew recovery helicopters. A present used in Southeast Asia, other Pacific squadrons are slowly acquiring the HH-3.

PARARESCUEMEN

One of the best known members of the rescue team is the pararescueman, a airman specially trained in parachuting, SCUBA diving, survival, space recovery techniques, medical aid and other rescue skills. Outside Southeast Asia, they are mainly used as crewmembers aboard the HC-130. They can parachute from the Hercules to aid downed aircrew members or victims of sea disasters and are used in the space program to parachute to aid of returning astronauts.

In Southeast Asia, the pararescuemen are becoming legendary for their exploits. They are crew members aboard the crew recovery helicopters, which will almost anywhere to rescue a downed flyer or evacuate troops from hostile areas. Often they must ride the jump penetrator down from a hovering helicopter to aid an injured flyer at great risk to their own lives.

COMBAT RESCUE

Heroism has been the rule rather than the exception as rescue crewmen go to almost any length to save a life. But these achievements have not been without cost to Air Force Rescue. For every 32 lives saved by Aerospace Rescue and Recovery Service men, one member of the rescue team has given his own life.

In terms of pilots alone, the men who rescue in Southeast Asia have already saved the equivalent of six and a half aircrew wings (based on 25 pilots per squadron and three squadrons per wing).

This selflessness has resulted in the award of every possible decoration from the Medal of Honor on down, to members of the command.