

ADDRESS BY
BRIGADIER GENERAL ALLISON C. BROOKS
COMMANDER
AEROSPACE RESCUE AND RECOVERY SERVICE
AT THE MICHIGAN AIR FORCE ASSOCIATION
DETROIT, MICHIGAN
OCTOBER 7, 1967

Twenty-four hours a day, three hundred and sixty-five days a year, Rescue men and aircraft are on duty around the world - planning for or conducting operations ranging from combat aircrew recovery in the rice paddies and jungles of Southeast Asia to the sophisticated aspects of astronaut and space equipment recovery in wide areas of the open sea.

Broadly stated, the ARRS mission is to provide a worldwide capability to search for, locate, and recover personnel and aerospace hardware in support of USAF and other Department of Defense global aerospace operations.

These missions fall into four broad categories: Aircrew recovery, manned space flight and hardware recovery, precautionary and emergency search and rescue. On the average, there are more than 100 rescue missions of one kind or another flown every 24 hours over a wide area of the globe. All these missions have one thing in common. They are performed in response to requirements which are today - after two decades of both peace and war - a way of life in Rescue around the world.

For 19 years the command was known as the Air Rescue Service. In 1966 the name was changed to Aerospace Rescue and Recovery Service to denote the increasing scope and diversity of the mission.

The United States has traditionally placed a high value on human life. While the broad concept of search and rescue is essentially humanitarian, its military application provides many real and practical advantages.

Throughout its history, ARRS thinking has been oriented to the recovery of downed combat aircrewmen. Since trained aircrew members represent an invaluable national resource, their rescue or recovery, especially in combat, is directly in the national interest. In the space program, in addition to astronaut recovery, the return of costly aerospace gear is important to related research and analysis, and is of definite monetary significance.

Presently, Aerospace Rescue and Recovery Service has over 100 units of various types at 88 locations in the United States and 17 foreign countries. Our span of control is exercised from the worldwide headquarters in Orlando, Florida through 5 Centers - 3 in the United States, 1 in Germany, and 1 in Hawaii. The 3d Group in Ton Son Nhut controls all Southeast Asia operations. Flying operations are carried out by 14 squadrons and 62 detachments, and we also operate several joint search and rescue centers that provide professional know-how for the unified commands in their areas of responsibility.

Insofar as resources are concerned, we have approximately 5,100 officers, airmen, and civilians in the command.

Equipment wise, we are presently undergoing a major modernization program for the first time since Korea. ARRS is authorized a total of 277 aircraft - 90 fixed wing and 187 rotary wing. Exclusive of different models, two types of fixed wing and 3 types of rotary wing aircraft comprise the current inventory.

For over 18 years an old workhorse and veteran of two wars has done yeoman service - the HU-16 Grumman Albatross. During this period, it has been the only fixed-wing aircraft capable of performing a rescue on water, and its effectiveness today will be readily attested to by over 80 aircrew members who have been recovered from the Gulf of Tonkin since 1964. Over the years it has proved to be a very versatile aircraft. It has a 2500-mile cruising range and can operate on land, water, ice, or snow. Its usefulness is limited, however, by its slow speed, low altitude, and age, and is being phased out.

The modernization program, insofar as fixed-wing aircraft are concerned, is based on the introduction of the HC-130H. This aircraft will be the primary fixed-wing rescue aircraft for some time to come. It has substantial range and an average speed of 300 miles an hour. It can cross the Atlantic nonstop and the Pacific with one refueling and can remain airborne for more than 22 hours. Powered by four turbo-prop engines, it is fitted with specialized rescue equipment and has a capability for both surface-to-air and air-to-air recovery. Its relatively short landing and take-off distances provide added flexibility, which significantly increases the capability for rescue and recovery on a global basis. The HC-130H will play a key role in the recovery of astronauts and aerospace equipment, particularly in combination with the new helicopters utilizing air refueling.

In the rotary-wing area, the Kaman HH-43 Huskie has been in our inventory since 1961. It has been employed around the world in local base rescue (LBR) units and utilized effectively and extensively in SEA in both an LBR and aircrew recovery (ACR) role. A limited number of them have been converted to F models by the addition of armor plate and installation of a new and more powerful engine. Both versions in Vietnam are fitted with an extra long 217 foot hoist cable which, with the forest penetrator, has made it possible to effect many rescues from the heavy jungles in the area.

A newer and larger helicopter is the Sikorsky HH-3C/3E. The C models are assigned to Detachment 15, Eastern ARRC, Patrick AFB, Florida, the unit responsible for providing an air recovery force in the Cape Kennedy launch site area. The HH-3E model provides an all-weather amphibious capability and is one of the first aircraft specifically designed for duty in rescue and recovery operations. It is a long range, heavy duty helicopter with a relatively high cruising speed of 140 knots.

The HH-3 series is equipped with a refueling probe, and in combination with the HC-130P tanker, it provides the flexibility for search, location, and recovery of personnel and equipment on a scale not possible with the previous limitations. A dramatic example of this break through occurred recently when ARRS demonstrated the capability to refuel helicopters on long range flights. Two Jolly Green Giants were used to fly nonstop from New York to Paris, landing there on June 1st. The

flight took over 31 hours, and covered over 4000 miles, utilizing nine in-flight refuelings enroute. Helicopter in-flight refueling is now an every day occurrence in Southeast Asia and several pilots have already been brought back to fly again as a result of this new system.

An even larger helicopter, with increased capability and even more advanced rescue systems, the Sikorsky HH-53, has been introduced into the inventory in the past few months, and is now in use in SEA. This aircraft is also equipped for aerial refueling and has range, speed, altitude, and lift capability exceeding that of any previous operational rotary-wing aircraft.

Our men, aircraft, and equipment are used in a variety of operational modes.

Any Air Force fighter pilot who has flown across one of the oceans is familiar with the DUCKBUTT, which is a precautionary orbit mission flown to provide navigation, communications relay, and on-the-spot rescue assistance for transoceanic deployment. In the Pacific there are 21 DUCKBUTT positions, and in the Atlantic 20. Several of these may be required simultaneously, depending on the nature of the aircraft deployments and exercises. As many as nine aircraft per day are required for these missions.

Major users are TAC, PACAF, USAFE, and ADC. Even though Rescue aircraft are flying DUCKBUTT missions on oceanic and remote locations,

an immediate scramble capability is required at each of the 12 squadron locations 24 hours a day. These alert aircraft respond to any emergency. Response is also required for intercept and escort of lost or disabled aircraft, or for parachuting medically qualified pararescue teams to distressed personnel. Depending on the circumstances, flotation or sustenance gear may be provided to survivors, or recovery may be made with the HC-130 surface-to-air recovery system, or with the HH-3 helicopter. These capabilities, combined with the precautionary posture, constitute the normal day-to-day worldwide support provided to Air Force crews by rescue aircraft.

Today, two of our most important and challenging operational requirements stem from our support of NASA activities and from the aircrew recovery mission in Southeast Asia.

We have been involved with space operations since the first Mercury flight, and are now working in the Apollo Program. In a typical deployment for an Apollo lunar mission, 25 to 30 HC-130H aircraft will be involved, with the majority deploying over a wide area of the world for periods ranging from 7 to 15 days. Many of you may recall the contingency landing of Gemini VIII back in 1966. A rescue aircraft reached the capsule just as it was splashing down, then quickly deployed three pararescuemen who attached the flotation collar. Some 20 minutes after sighting, the spacecraft was secured, and the world knew that the astronauts were A-OK.

The mission narratives covering hundreds of rescues in Southeast Asia often read like the Hollywood script of a Western movie, with the cavalry coming to the rescue in the final moments. Operating over some of the most difficult terrain and in some of the most hazardous weather in the world, Rescue has established a record equal to or surpassing that achieved in the Korean War.

Working closely with the tactical forces of the 7th Air Force, ARRS has developed and employed a number of highly effective techniques and procedures. The basic and underlying factor is the superb teamwork and support provided by many tactical units of the Air Force as well as by our comrades in arms in the Army, the Navy, and the Marine Corps. One unit in particular deserves special mention. Many of you may have heard of the A-1E "Sandys". They operate day in and day out with the Jolly Greens, and are flown by men who are imbued with the highest standards of professionalism and valor.

While teamwork is the essence of all rescue operations, one member of the ARRS team deserves special mention - the pararescueman. These men, all volunteers, are highly trained in four specific skills. They are SCUBA qualified by the Navy, trained in all phases of parachute work by the Army, and qualified as expert medical technicians and survival specialists by the Air Force. After volunteering, they go through approximately one year of very rigorous and intensive training before receiving the coveted maroon beret. They provide the capability

to go beyond the confines of the machine and effect a successful recovery under a wide range of weather and terrain conditions.

When he jumps into the open sea, the pararescueman's equipment weighs between 160 and 180 pounds, often more than the man himself.

In addition to his SCUBA tank, he carries two parachutes, two different types of flotation gear, a medical kit, knife, shark repellent, radio, etc., all of which may be necessary to cope with the environment in which he finds himself.

Time and again pararescuemen have parachuted to the aid of injured survivors, and they have been increasingly employed in the space recovery program. They are a highly dedicated professional group, and several of them have given their lives in the course of carrying out combat assignments. A1C William Pitsenbarger was the first enlisted man to win the Air Force Cross, the award being presented posthumously to his parents by the Chief of Staff on 22 September 1966.

Every one here tonight is well aware of what A1C Duane Hackney did to become the only living airman to be awarded the nation's second highest decoration. His bravery, professionalism and dedication is a legend in itself within our service and we take a full measure of pride in his magnificent achievements.

In the area of international cooperation, rescue crews have served as unofficial goodwill ambassadors in the performance of tasks that accrue

important dividends as a by-product of the primary mission. In a very real sense, rescue activities of a non-military nature in foreign lands represent a clear cut example of the United States as a stalwart friend in a time of need. Time and again Rescue crews have given a tangible demonstration of our principles of humanitarianism in both peace and war.

In looking to the future, we find the command in a period of major change. Requirements in all areas are increasing, and we are hopeful that several technical developments just over the horizon will provide a significant increase in our capability to perform the many facets of our mission.

Finally, it is interesting to take a look at the score sheet. This week, saves in the combat area passed the _____ mark. Most significantly, included in this number, are 5 full wings of tactical aircrew members. This is indeed a most rewarding dividend on a relatively modest investment. All of this has not been without cost or loss. For each Rescue aircrewman killed, captured, or missing in Southeast Asia, we have returned a total of 46 men from combat areas, of which 16 were tactical combat aircrewmen. For each aircraft lost in combat, a total of 101 men have been returned, of which 36 were tactical combat airmen.

In total, over a period of some 20 years, Rescue men have saved over 12,000 people from certain death and 88 aircraft from destruction. In

addition, direct aid or assistance has been provided to over 50,000 people and 59,000 aircraft. Around the world, whenever the spine-tingling "Mayday, Mayday, Mayday" is heard, Rescue forces will be on the way.

When President Johnson awarded the 38 ARRSq the Presidential Unit Citation for extraordinary gallantry, the citation read in part:

"..... they repeatedly jeopardized their own lives by exposing themselves to hostile air and ground fire while flying unarmed aircraft in order to rescue survivors downed in hostile territory.... the extreme heroism displayed by this unit in effecting rescues under the most perilous of circumstances has had a most beneficial effect upon the morale of all who fly over hostile territory in Southeast Asia...."

Today and each day in the future, Rescue crews are and will be alert and ready to perform their duties quickly and efficiently in order

"That Others May Live."

*FILM: No Man Expendable.