



A crew scrambles to an HH-43 after word of a possible emergency.

26-Year-Old ARRS Lists 22,000 Saves

HQ ARRS, SCOTT AFB, Ill. — The world-wide Aerospace Rescue and Recovery Service (ARRS) has saved the lives of more than 22,000 men and women in combat, accidents and civil disasters, during the past 26 years.

Once called the Air Rescue Service, the command was officially established on March 13, 1946 — a consolidation of existing air-sea rescue forces from World War II. Since that time, ARRS has developed into a global organization with forces around the world which carry out a multitude of humanitarian missions — missions which saw ARRS forces save 730 lives in 1971 alone.

During the early years of the Air Rescue Service, the pilots flew a variety of aircraft: C-47s, B-17s modified to carry lifeboats, amphibious OA-10s (or PBVs), single engine L-5 liaison planes and a few AT-11 trainers on their way to retirement.

The Service was soon placed under the Air Transport Command — forerunner of the present Military Airlift Command — and its units were located throughout the world to protect airmen flying primary over-water routes.

In Korea, for the first time, allied fighting men were backed by an organized professional combat rescue force. ARRS was the most decorated unit of that war. Nearly 10,000 rescues were made, of which almost a thousand were from behind enemy lines, using SA-16s and H-5 and H-19 helicopters.

This laudable record was compiled even though the H-5, for example, could carry only two patients in externally mounted pods and its range depended upon the weight of its passengers.

After Korea, the Service con-

tinued to provide a variety of peacetime rescue and humanitarian services around the globe.

The lifeboat-carrying SB-17s and SB-29 were replaced by HC-54s which could drop survival kits and rafts by parachute. The SA-16 was modified and became the HU-16. HC-47s later provided long-range search and rescue until the advent of today's HC-130 Hercules.

fighting their way into and out of the pickup area.

The HH-3 Jolly Green Giant, and eventually the HH-23 Super Jolly Green Giant, helicopter, coupled with the HC-130, took over the role of the HU-16, although the Albatross (HH-3) served admirably at the start of the war in Southeast Asia and compiled a remarkable record of saves in the Gulf of Tonkin.

Today's search and rescue has

2Mar72 SAR PJs were Paul C. Perry & Jon H. Young

Captain Lifted From Jungle

TAN SON NHUT AB, Vietnam — Capt. Mahtion H. Long III, was rescued just before dusk recently after he was forced to bail out of his OV-10 aircraft in the lower panhandle of Laos.

He was flying a reconnaissance mission for the 20th Tactical Air Support Squadron out of Da Nang AFB, when his aircraft was hit by ground fire. Unable to nurse the OV-10 back to Da Nang he bailed out around 5 p.m.

He landed in a tree about two miles from a road. His helmet and glasses were torn off as he descended through the branches, stopping just 10 feet above ground. He lowered himself and ran for cover. "There was no place to hide," he recalled.

Thirty minutes after bailing out, he reached a cluster of trees and took time to make radio contact with a FAC pilot in the area.

Meanwhile, an HC-130 King of the 25th Aerospace Rescue and Recovery Squadron, which had been in pursuit of Captain Long's aircraft as it struggled towards Da Nang, called in a rescue force of A-1s and HH-53 from the 40th AORR. The Sandies formed a "daisy chain" around the captor, which lowered a jungle penetrator and pulled the captain to safety.

The command's name was changed to its present title in 1966, reflecting an expanding role in space flight support. The HH-43 took on some of the new tasks required of ARRS, and replaced the H-5 and the H-19.

The war in Southeast Asia signaled another advance in rescue equipment and concepts. Some rescue crews have made several saves in a single day, literally

force — composed of the HC-130 airborne mission control aircraft, A-1 fighter escorts for suppressing ground fire, F-4 combat air patrol fighters and HH-43 options for the pickup — evolved from the contingencies of jungle warfare.

The success of this force can be measured by the more than 1,000 lives saved since the ARRS involvement in the war in Indochina.



Recent breakthrough allows ARRS heavy lift copters to be refueled by HC-130s.