

signals could be combined to provide an automatic hover over a survivor; and that production ELF systems be procured immediately for heavy-lift (HH-53 and HH-3) helicopters.⁹⁶

(U) SEA Developments. At the time of the Hill-Howard tests, three hand-made prototype ELF sets existed. One of these was used in the test program, and the other two had been sent to SEA for evaluation in a combat environment there. Thus MAC and ARRS were well ahead of the program's recommendation at the end of 1971.⁹⁷

(U) On 1 and 2 June 1972, one of the sets in SEA was credited with locating a survivor who had been downed for some 23 days only eight miles away from a MiG base at Yen Bai, North Vietnam. As a result of this pinpointing of his position, the man was picked up in daylight by an ELF-equipped HH-53 flown by Capt David L. Stovall, then a pilot with the 40 ARRSq at Nakhon Phanom who was also ELF Project Officer.*⁹⁸

(U) At the end of June 1972, eight ELF sets were being procured from the Cubic Corp. for use in SEA LNRS aircraft.⁹⁹

96. *Ibid.*

97. Intvws, ARRS historian with Maj J.L. Butera, Mission Div, DCS/Ops, and Capt D.L. Stovall, Comd & Control Dir, DCS/Ops, Hq ARRS, 21 Mar 73. UNCLASSIFIED.

* In August 1972, another rescue--also in daylight but this time in bad weather--was made by an ELF-equipped HH-53 which, unable to use its own inoperative hoist, escorted another helicopter through clouds to the precise location of a downed airman deep in hostile territory.

98. Stovall intvw cited above.

99. Intvw, ARRS historian with Lt Col J.E. Duffy, 8 Mar 73, cited above.