

AIR RESCUE

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CLARK AB, PHILIPPINES — The above HH-3E and HC-130 crewmembers from the 31st Aerospace Rescue and Recovery Squadron here Dec. 29 welcomed to the "outside world" a premature Indian baby boy. See the story on page eight. The men above are: (standing, left to right) Capt. Richard Mullery; 1st Lt. John Sfier; Sgt. Dennis L. Williams; Capt. (Dr.) Roger F. Landry; and Sgt. Brian A. Berg. Kneeling, left to right: 1st Lt. Edward L. Fleming; TSgt. Nicholas Palovcsik; SSgt. Charles W. King; TSgt. Bernard Jackson; SSgt. Douglas S. Abad (HC-130 crew chief); and A1C Thomas J. McLafferty. Crewmembers not shown are Capt. Charles M. Burnes; Capt. Rob Davie; MSgt. Rodney Ohman and A1C Patrick A. Stinson. (U.S. Air Force Photo by TSgt. Phil Tarbell)

Supply discipline is wise

By
SSgt. Edward R. Green
HQ. ARRS, Logistics/Supply

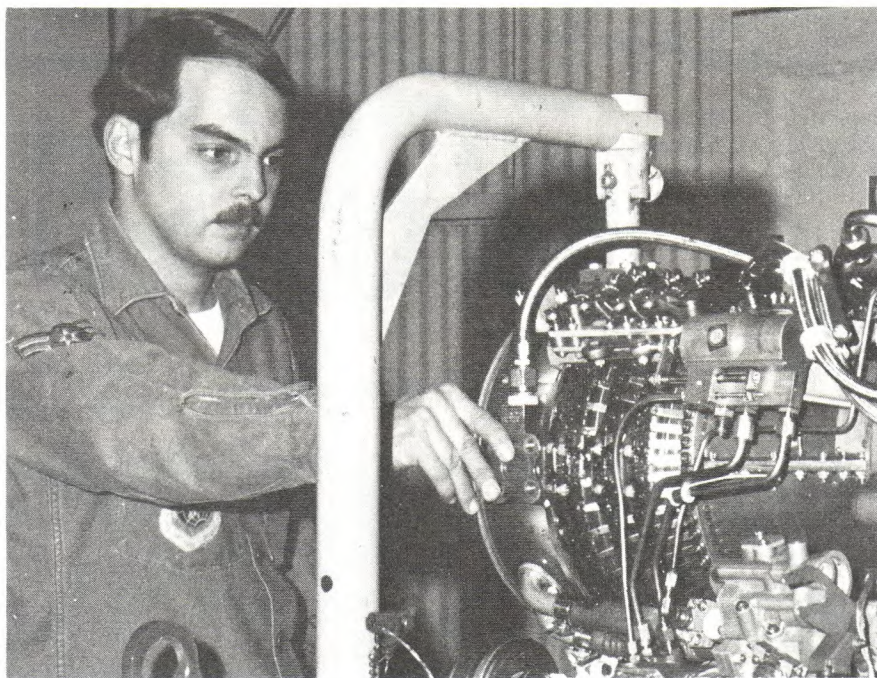
HQ. ARRS, SCOTT AFB, IL — Supply discipline is: "Conserving and/or protecting Air Force supplies and equipment for the public good." It includes everything from office supplies to aircraft parts; from individual equipment to furniture.

In order to conserve and protect Air Force supplies and equipment, discipline must be continuously impressed upon all concerned, whether they are engaged in supply, operation, maintenance or administration functions. It must be practiced by everyone on a daily basis.

Property responsibility cannot be delegated. It is imposed by Air Force directives on all officers, airmen and civilians of the Air Force. Property responsibility is divided into three primary categories — command, supervisory and custodial. Each of us falls within at least one of these categories. If we do not properly maintain controls to safeguard property within our area of responsibilities we can be charged with pecuniary liability to make good the loss or damage.

Faced with current increasing costs, close scrutiny of expenditures and reduced budgets, we must remind ourselves of the necessity of practicing good supply discipline. Do not temper the discipline by basing it on past requirements and past availability, or on expectations for improvement, but rather on the availability of the assets of today.

Contributions and comments from our readers are solicited. Stories and photos should be sent to: MAC/OII, Stop 100D, Attn. Editor, RESCUE NEWSLETTER, Scott AFB, IL 62225 (Auto-von 638-4615/2803).



KEFLAVIK NAS, ICELAND — A1C William R. Graves, Det. 14, 39th Aerospace Rescue and Recovery Wing, was recently selected the 39th ARRWg. Maintenance Airman of the Quarter. Airman Graves, a

helicopter mechanic, inspects an HH-3E engine above. As part of the maintenance team, he works to keep the unit's three Jolly Green Giants in excellent operating condition. (U.S. Navy Photo)

Thai tour now normal short

HQ. MAC, SCOTT AFB, IL — Due to the reduced combat risk for Air Force personnel assigned to Thailand, the Air Force Military Personnel Center (AFMPC), effective Nov. 1, 1973, began treating Thailand tours as a normal short tour assignment.

All personnel who had served 181 days in Southeast Asia (SEA) as of Nov. 1 will still be credited with a SEA tour. However, previous SEA credit is no longer a restraining factor in selecting personnel for Thailand assignments.

Assignments to Thailand are now based on "short tour return date" (STRD) and short tour history only. Assignments are to remain firm for all personnel who have a SEA assignment under the old policy, with an "assignment selection date" (ASD) prior to Nov. 1, 1973.

Airmen returning from Thailand with a normal "date of expected return from overseas" (DEROS) from now through April, 1974, will be afforded SEA returnee priority reassignment match consideration.

Airmen whose normal DEROS is May, 1974 and subsequent will be matched as "other short tour" returnees. The 24-month consecutive/48-month cumulative maximum SEA service restrictions no longer apply.

Those assigned to Thailand may voluntarily extend their overseas tours. Also, all references to SEA-critical/involuntary second SEA tour skills are to be deleted. Based on that deletion, airmen with those Air Force specialties will no longer need to have their application for extension/curtailment sent to AFMPC for final review.

Their applications will be processed by servicing Consolidated Base Personnel Offices (CBPO) the same as any other member overseas who does not possess one of those particular skills.

AFMPC reports that requests previously disapproved there prior to Nov. 1, 1973, can not be resubmitted for reconsideration based on the latter policy change.

A new overseas freeze date listing is being prepared and should be out in the near future.

Patrick's wish comes true

HICKAM AFB, HI — Patrick Woo, like many six-year olds, saw what he wanted for Christmas on television. It was an Air Force jacket with a fur collar like the ones the pilots wear.

His five brothers and sisters, concerned about their asthmatic brother who spent last Christmas in the hospital, didn't want anything for themselves. They wanted Patrick to get his jacket.

Patrick's parents could not buy the jacket as his father, partially paralyzed, and his mother, a night cook at a drive-in, have little left over after rent, food and Patrick's hospital bills.

His brothers and sisters helped out by going from house to house on weekends washing and polishing cards. They also spoke with a Community Action Program worker about their problem.

The worker talked with Phil Mayer, a writer for the Honolulu Star Bulletin, who wrote an article on Patrick for the Good Neighbor Fund which the newspaper is sponsoring.

1st Lt. Ralph G. Hubbell, Jr., additional duty information officer for the 76th Aerospace Rescue and Recovery Squadron here, decided he

could do something about it.

After inquiring about the availability of a jacket, and as a special surprise, some Air Force unit patches, Lieutenant Hubbell decided to help.

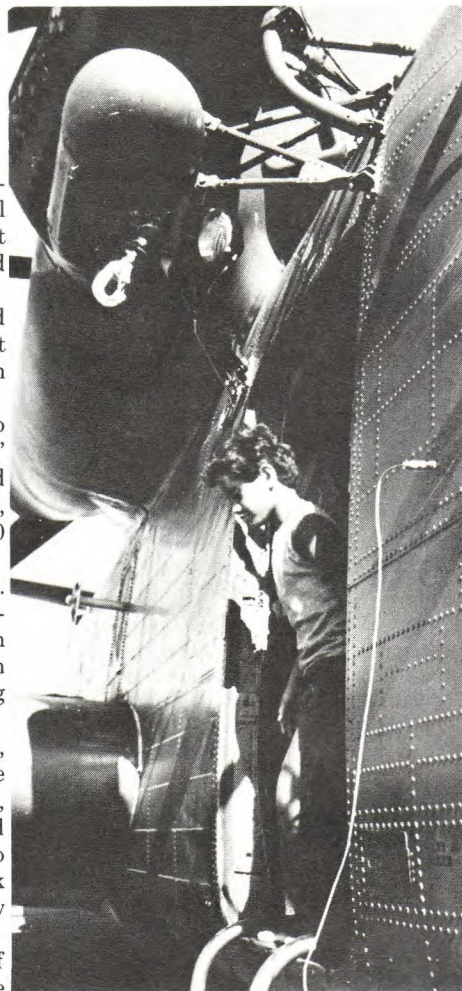
The jacket could be contributed by Patrol Wing Two at Barbers Point Naval Air Station while the 76th ARRSq. could donate the patches.

On Friday, Dec. 7, Patrick Woo was brought to Hickam for a "visit" with the 76th ARRSq. Accompanied by a social worker and his mother, Patrick walked through an HC-130 and an HH-53 helicopter.

At the end of the tour, Lt. Col. Lewis Harrington, squadron commander, presented the jacket, with patches, to an over-joyed Patrick on behalf of the 76th and Patrol Wing Two.

Patrick has four sisters, ages 16, 15, 14 and 12, and a brother, 13. The Community Action Program worker, before Lieutenant Hubbell entered the picture, was told that the Woo children would make sure Patrick keeps his jacket zipped up — if only he could have his wish.

Little did any of them know of the 76th ARRSq. and one Air Force lieutenant who knows the true meaning of Christmas.



Patrick sees what it is like for a PJ when he's getting ready to jump.

(U.S. Air Force Photos)



Lt. Col. Lewis Harrington presents the flight jacket to an ecstatic Patrick.



Patrick Woo, Mrs. Woo and 1st Lt. Ralph Hubbell discuss the HC-130 cockpit.

48th AARSq.

FAIRCHILD AFB, WA — A heavy winter snow pack, two weeks of substantial intermittent rains and warm temperatures last month threw the 48th Aerospace Rescue and Recovery Squadron here into a concentrated relief effort to aid flood-stricken residents of Pinehurst, ID.

Alerted Jan. 16 of the rising flood waters, the 48th ARRSq. sent two UH-1N helicopters into the 2,000 population community 40 miles east of Spokane. One other was diverted to the area after another flood-related mission in Avery, ID, about 40 miles southeast of Pinehurst.

Declared a disaster area by Idaho Governor Cecil Andrus, the Coeur d' Alene wilderness area was hit hard by the flooding north and south forks of the Coeur d' Alene River and Pine Creek.

Before the four-day mission closed, the 48th ARRSq. would recover 93 persons, including two confirmed saves, fly in a generator to assist in communications and provide numerous sites with much-needed medication and supplies.

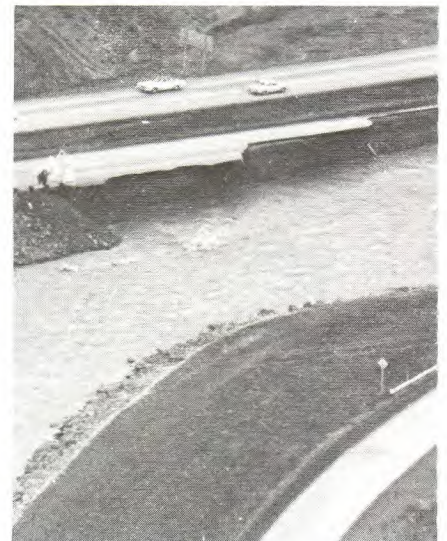
Arriving on the scene, Rescue aircrews set up a command post in the local bank to coordinate the rescue operations. A civilian guide assisted the choppers in locating victims in the sparsely populated wilderness area. Lack of communications, roads, low fog and rain hampered search efforts.



Members of the 48th ARRS rescued a family from the second story of a house similar to this surrounded by trees. The helicopter hovered over the house while a pararescueman was lowered and swung his way into a second floor window. The house was destroyed. (U.S. Air Force Photo by Sgt. Mike Mallinson)



A mother and child reach "dry land" after their helicopter rescue near flooded Pinehurst by the Boise, Idaho Air National Guard. The 48th ARRS and the Air National Guard worked in full cooperation during the flood to assist the disaster victims. (U.S. Air Force Photo by Sgt. Mike Mallinson)



On half of Interstate 90 highway near I flood raging waters, an indication of the se by Sgt. Mike Mallinson.

goes to aid of flood stricken area

1st Lt. Frederick L. Madsen, aircrew member and information officer for the 48th, reported that no one had been listed as dead or missing after the second day. He noted, however, that bad communications and road and bridge wash-outs made it difficult to account for area residents.

Lieutenant Madsen recounted an instance where three persons were trapped on the second floor of a house as flood waters lapped midway up the first floor. The chopper hovered over the house for approximately 30 minutes while a pararescueman went down on the hoist and swung in through a second floor window. He repeated the process each time for the three victims.

SSgt. Douglas E. Wilson, a PJ on the flood relief mission, participated in a recovery where four stranded people were recovered by a rubber raft. "We landed...and ferried four people that were trapped in a house out by raft," he said.

"We found a spot where we could land, and they (the victims) already had a hand line set up, but the river was too swift...or deep for them to try and get across.

"The one woman was going into heart failure and we rushed her right back to the medics...and they sent her to the hospital," he added.

Of the two saves credited to the 48th, one was the woman taken out by Sergeant Wilson. She had suffered

three previous heart attacks. The other save involved a 45-year old woman who had had open heart surgery in October 1973.

The 48th recovered 30 persons the first day and 63 the second. Maj. Edward C. Dillman, a pilot of one of the three UH-1N choppers, reportedly recovered about 60 persons during the two days of active evacuation. A total of 178 people were evacuated by all military and civilian choppers during the mission.

As of Jan. 22, the Aerospace Rescue and Recovery Service had saved 23 persons and assisted 91

people for the new year. All of the assists resulted from the Idaho flood relief effort.

The flooding, which washed out a portion of Interstate Highway 90 (see photo), has also hit areas in Washington, Oregon and California as the Pacific Northwest was pelted by heavy rains, snow and warm temperatures.

Other units assisting in the Idaho flood relief were the Idaho Civil Air Patrol, Boise Air National Guard, American Red Cross, Army reserve units and civilian helicopters and volunteers.



nehurst, ID was completely washed out by
erity of the disaster. (U.S. Air Force Photo



A member of the rescue team holds a child after she was rescued by members of the 48th ARRS. SSgt. Doug Wilson, of the 48th, confers with his fellow rescue worker. (U.S. Air Force Photo by Sgt. Mike Mallinson)

A1C Aldridge named Andersen AOM

ANDERSEN AFB, GUAM — A1C Donald L. Aldridge, Det. 12, 41st Aerospace Rescue and Recovery Wing, was chosen as the Outstanding Airman of the Month here for November 1973.

Airman Aldridge's selection is significant as this is the first selection in some time due to the base's involvement in Operation Bullet Shot.

A pararescue specialist, he describes himself as an "average worker."

"If an average worker can be defined as a man who spends his off-

duty time becoming more current on his Air Force job, volunteering to train others in first aid and helping the youth center as a life guard...his on-duty time as pararescuemen standing 24-hour alert every three days, custodian of both life support and pararescue parachutes, disaster preparedness NCO and custodian of the unit's pyrotechnics...finishing his requirement to be an Air Force certified jumpmaster in five months instead of the customary eight to 12 months...and still finding time for jogging, underwater photography, shell collecting, handball, paddleball,

scuba diving and Bible study...then maybe he could be classified as an average airman."

So stated Lt. Col. George S. Mangum, former Det. 12 commander in a November issue of the Andersen base newspaper.

"I think that many will agree, this is not an average worker," continued Colonel Mangum. "Instead, here is an extraordinary type individual who is conscientious about performing his daily duties."

Colonel Mangum also recalled one instance where Airman Aldridge took it upon himself to enter shark-infested waters in the hopes of finding a missing scuba diver. "Disregarding the adverse conditions, Airman Aldridge and his teammate donned their scuba gear, deployed from our helicopter and searched until they were literally driven from the area by the sharks," he related.

"I believe the single most important contribution Airman Aldridge has made is that he has inspired, by example, both airman and officer alike to put that intangible little extra something into their own endeavors. Airman Aldridge is truly an exceptional individual." Colonel Mangum concluded.



ANDERSEN AFB, GUAM — A1C Donald L. Aldridge, recently chosen Outstanding Airman of the Month here, cuts the ribbon for a new base exchange with

Lt. Gen. George H. McKee, Eighth Air Force commander. (U.S. Air Force Photo by SSgt. Jim Wrye)

Det. 12 rescues search party member

ANDERSEN AFB, GUAM — A member of a search party was rescued here recently by an HH-43 crew from Detachment 12 of the 41st Aerospace Rescue and Recovery Wing. The rescued man was saved after being washed to sea by a swift current while searching for a missing scuba diver.

Det. 12 responded after a life-guard at Tarague Beach, Guam called to report that a member of the base scuba Diving Club had disappeared beyond the coral reef while diving. Within 10 minutes Det. 12 had launched an HH-43F chopper to join the ground search parties.

The helicopter began a creeping line search pattern along the outside of the reef while the ground party waded through waist deep water on the inside.

Rapidly descending darkness required the use of flashlights. The

high winds produced a violent surf which precluded the launching of a search boat.

Unnoticed by other members of the search party, SSgt. Douglas J. Klein, a member of the base diving club had been swept up by the surf and carried rapidly to sea. He was not wearing a life vest.

Darkness, combined with high winds, intermittent rain and violent sea conditions severely hampered the search efforts. Just when the decision was about to be made to suspend efforts until day break, MSgt. Jackie L. Porter, a pararescueman on the chopper, sighted a flash of light coming from the sea, beyond the reef.

Sergeant Klein had attempted swimming for shore, but high swells and winds made his efforts fruitless and he was carried farther out. Luckily, he had retained his flashlight. That, combined with the vigil-

ance of the "Pedro" made the crucial difference.

Lt. Col. George S. Mangum maneuvered the chopper into a position over the survivor with the aid of Sgt. Robert W. Walter, his hoist operator.

Extremely poor visibility, high winds and 15-foot waves caused the pilot to frequently lose sight of the horizon. So as not to turn away from the survivor, 2nd Lt. John E. Blume, Jr. and the hoist operator relayed information to the pilot about his hover position.

Finally, after violent swells had tossed the survivor about as he attempted to secure himself to the hoist, he was taken safely aboard the "Pedro."

A1C Donald L. Aldridge and Sergeant Porter examined the survivor for possible injuries before transferring him to the ambulance waiting near the beach.



EGLIN AFB, FL — A1C Diane Scobee, lady helicopter mechanic, checks a hoist while working on her maintenance job with the 55th ARRSq. (U.S. Air Force Photo)

WAF becomes mechanic

EGLIN AFB, FL — "I have to say this for her...she tries. She does more than her share of the work and she is going to make it," said Sergeants Al Bachman and Mike Smaley from beneath the helicopter they were working on recently at Eglin's flightline.

Both were describing their reactions toward A1C Diane Scobee who works as a helicopter mechanic in the 55th Aerospace Rescue and Recovery Squadron here.

Accepted at first with reservations by co-workers, Diane proved she could hold her own in the former all male career field. Originally Airman Scobee told military personnel evaluators at Lackland AFB, TX, she was determined to work on an Air Force flightline. There she encountered some difficulty convincing them she was, in fact, serious about becoming a mechanic.

When the Air Force bought off on the idea, Airman Scobee was sent to the Air Force Technical Training School at Sheppard AFB, TX, for

maintenance training. On graduating, she was assigned to Eglin and the 55th ARRSq.

A New Yorker, Airman Scobee is quite familiar with military life. Before joining the Air Force, she served in Civil Air Patrol, the civilian auxiliary of the United States Air Force, where she rose to the position of cadet commander of Manhattan Squadron 4 of the New York Wing.

Her father, Paul Bowler of New York, liked the idea of having a mechanic in the family. Her mother still has mixed emotions about the job.

While attending technical training school, Diane met and married Amn. Ronald Scobee who is presently assigned to the 3214th Maintenance Squadron (Tactical Air Command) at Eglin, as an F-4 aircraft mechanic.

Diane stated that her husband doesn't mind her working as a helicopter mechanic as long as she doesn't neglect her household duties.

"I feel that I am being accepted by the people with whom I work and although I feel like part of the team, I refuse to lose my femininity," she stated.

"I also believe I can accomplish most of the jobs on the flightline but I am not going to try and do something that is over my head just to prove a point," Diane said.

Her supervisor, SSgt. Dennis O'Dell thinks she is working out fine. "Thus far," he said, "she has done as good a job as the other airmen."

Airman Scobee is glad she is a helicopter mechanic assigned to the 55th ARRSq. because as she says: "From my experience with Civil Air Patrol, I can fully appreciate the role Rescue has in today's Air Force...Being aware of this role makes me more concerned about the job I am doing," she said.

Her supervisor and co-workers stated that her duties thus far included working on the wash rack, towing helicopters and learning how to perform phase inspections.

MAIL SLOWDOWN SEEN

Air Force people can anticipate a slowdown in mail service due to the energy crisis. Although the seriousness of such slowdowns is unknown, it is expected that space available mail (SAM) and parcel airlift (PAL) mailings will be hardest hit. (AFNS)

Det. 9 helps two boys

ZARAGOZA AB, SPAIN — The young sons of two men stationed at this base in Northern Spain are on their way to recovery thanks to men and helicopters of Detachment 9, 39th Aerospace Rescue and Recovery Wing here.

Two emergency medevac missions were flown in early December using the detachment's new Bell HH-1H Hueys. Det. 9 converted to the HH-1H in July and is one of two Air Force units in Europe so equipped.

Both patients, Sean Beasley, 20-month old son of SSgt. Morris Beasley, and 12-year old Joseph Nadeau, son of retired SSgt. Ronaldo Nadeau, were airlifted directly to Torrejon AB, about 185 road miles south of Zaragoza. Each flight lasted approximately one hour.

Sean Beasley was suffering from a possible case of encephalitis (inflammation of the brain) and Joseph Nadeau was suspected of having acute appendicitis.

Det. 9 crewmembers taking part in the flights were: Captains Stephen

D. Howell and Bruce A. Roy and 1st Lt. Alven R. Yates, pilots; SSgt. William R. Thweatt, crew chief; and SSgt. Brian Quayle and Sgt. Stephen M. Ash, pararescuemen.

Maj. Flournoy gets Det. CO job

HQ. ARRS, SCOTT AFB, IL — Maj. John C. Flournoy, Headquarters Aerospace Rescue and Recovery Service's H-1 aircrew standardization pilot, this month departs Scott for his new job as commander of Det. 12, 40th Aerospace Rescue and Recovery Squadron at U-Tapao AB, Thailand.

A former commander of Det. 18, Eastern Aerospace Rescue and Recovery Center at Thule AB, Greenland, he has more than 3,000 hours flying rotary wing aircraft; 2,300 in the H-43.

The 36-year old native of Mobile, AL first entered Rescue in 1961 while he was stationed at Spangdahlem AB, Germany. He has been assigned here since Oct. 1970.

Baby boy born in Jolly Green chopper

CLARK AB, PHILIPPINES — Early last month there was a five-day old premature Indian baby boy in the Makti Medical Center, Manila, Philippines, who has some close contacts with the Aerospace Rescue and Recovery Service people here.

The baby was born Dec. 29 in an HH-3 Jolly Green Giant chopper several thousand feet in the air and 13 minutes before landing at the Manila International Airport.

The story began with the mother,

Mrs. Urmilla Anand, 26, of India having severe abdominal pains while aboard the Indian ship "State of Orissa," 190 miles at sea. Mrs. Anand was six months pregnant. The ship was unable to turn toward the Philippines because of heavy seas and 40-knot winds which caused the 489-foot vessel to roll out of control and lose effective steering.

The 31st Aerospace Rescue and Recovery Squadron here was alerted, and dispatched two aircraft, the

chopper and an HC-130 Hercules. The HC-130 provided the guidance to the scene and refueled the chopper three times during the flight.

Two pararescuemen, Sgt. Brian A. Berg and Sgt. Thomas J. McLafferty were lowered 150 feet to the ship from the hovering chopper. They found Mrs. Anand hemorrhaging and near delivery. They administered first aid to stabilize her condition before hoisting her aboard the waiting chopper.

Capt. (Dr.) Roger L. Landry cared for Mrs. Anand aboard the helicopter until the 2 pound, 3 ounce baby arrived, the aircraft had landed and the mother and child carried to an awaiting ambulance. It was his first delivery in three years.

Dr. Landry said mother and child were in excellent condition and the team was credited with two "saves," which originally began as one.

Other crewmembers aboard the HH-3 were 1st Lt. Edward L. Fleming, aircraft commander; 1st Lt. John Sfier, copilot; and Sgt. Dennis L. Williams, radio operator.

Crewmembers on the HC-130 were Capt. Charles M. Burnes, aircraft commander; Capt. Rob Davie, copilot; Capt. Richard Mullery, navigator; SSgt. Charles W. King, flight engineer; TSgt. Bernard Jackson, loadmaster; TSgt. Nicholas Palovcsik, radio operator; and pararescuemen MSgt. Rodney Ohman and A1C Patrick A. Stinson.

Gas can blamed for deaths

HQ. MAC, SCOTT AFB, IL — A mother and three children were killed near Scott AFB recently when their stalled automobile was struck by a pickup truck and burst into flames.

State police reported that the owner of the car, who was walking to get help, had left a full can of gasoline in the trunk.

Due to the present energy crisis, many people will be inclined to carry

spare gasoline in their vehicles unless a continuous and vigorous educational campaign makes them aware of the hazards.

Official policy now states that no Military Airlift Command vehicles will be dispatched with spare cans of gasoline contained in the vehicle. Also, no MAC member is to operate other major command vehicles with spare cans of fuel in the vehicle or trunk.

Jolly Greens reunion set

Washington (AFNS) — The Jolly Greens rescue force from Southeast Asia is planning its fifth annual Reunion April 26-27 at the Ramada Inn, Fort Walton Beach, FL.

The April 26 activities are open to wives, Jolly Green crew members, Sandy, Spad, Crown, King and others who participated in rescue efforts.

Activities on April 27 will be for Jolly Green Association members—highlighted by an address by Maj. Gen. William J. Maddox Jr., commanding general, Aviation Center School at Fort Rucker, AL.

For further information, contact Lt. Col. Frank Catlin, Warwick Drive, Shalimar, FL 32579.

Marine gets help from 33rd ARRS

KADENA AB, OKINAWA — Shortly after noon Jan. 5, the 33rd Aerospace Rescue and Recovery Squadron (ARRSq.) here flew its first mission of the new year.

The mission not only became the first save for the 33rd ARRSq., but was also the first life-saving mission of 1974 for any Rescue unit in the Pacific area outside of Southeast Asia.

Marine Lance Corporal Virgil R. Dreher of Camp Hansen, Okinawa, was suffering from a severe back injury following an accidental fall, and required immediate transfer to a hospital.

After receiving a call for assistance from the Camp Hansen infirm-

ary, the 313th Air Division Rescue Coordination Center scrambled the 33rd ARRSq. Jolly Green Giant helicopter alert crew. The chopper was airborne from Kadena in 14 minutes and completed the trip to Camp Hansen and Camp Kue hospital in less than 30 minutes.

Hospital officials reported that Corporal Dreher was removed to the intensive care ward with partial paralysis from the waist down.

Crewmembers aboard the helicopter included: 1st Lt. Lloyd E. Crowe, aircraft commander; 1st Lt. James F. Ripka, copilot; Sgt. Larry A. White, flight mechanic; and A1C Luther D. Martinez, pararescue specialist.