

Col. Prince takes ARRS No. 2 spot

The Aerospace Rescue and Recovery Service has a new vice commander. Col. Philip S. Prince gained the position previously held by recently retired Col. Frederick V. Sohle Jr.

Colonel Prince, who was born in Monterey Park, CA, on Jan. 26, 1933, attended the University of Southern California where he received a bachelor of arts degree in political science.

In 1955, through the Aviation Cadet Program, he earned pilot wings, a commission as a second lieutenant and went on to advanced flying training as a helicopter pilot and F-84 day fighter-bomber pilot.

In 1961, after tours in Arizona, Taiwan and Florida, he entered what was then the Air Rescue Service as an H-21 pilot. During the next four years he commanded

rescue detachments at Maxwell AFB, AL; Korat RTAFB, Thailand; and Aviano AB, Italy. In 1966 he was sent on temporary duty to Tan Son Nhut AB, RVN.

In 1969 Colonel Prince graduated from the Air Command and Staff College as a distinguished graduate and simultaneously earned a master of arts degree in political science from Auburn University.

To enable him to serve in Thailand as a member of the 40th Aerospace Rescue and Recovery Squadron he retrained in heavy-lift helicopters. Following this Southeast Asia tour he returned to the U.S. in 1971 as director, research and development plans, Headquarters ARRS.

In 1972 he took command of the 41st ARRSq., then at Hamilton AFB, CA, and one year later was assigned as a student to the Navy

War College, graduating in 1974.

Before coming to ARRS as vice commander, Colonel Prince was chief, command inspection system division, Air Force Inspection and Safety Center, Norton AFB, CA.

His military decorations include the Silver Star Medal with oak leaf cluster (OLC), Distinguished Flying Cross with OLC, Meritorious Service Medal with OLC, Air Medal with seven OLC, the Air Force Commendation with two OLC, Distinguished Unit Citation with two OLC, Air Force Outstanding Unit Award with four OLC and the Coast Guard Outstanding Unit Award with operational device.

Colonel Prince married the former Patricia Kinney of Alhambra, CA, and they are the parents of five sons; Phil, Pat, Paul, Andy and Mike.



Col. Philip S. Prince

RESCUE Review AEROSPACE RESCUE AND RECOVERY SERVICE

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September 1975

Colonel 'Tom'

Viet rescueman tells of escape

Ed. Note: "Colonel Tom," who was featured in the August issue of the RESCUE REVIEW, is now looking for the Rescue hand of friendship and help which is being offered by the organization's headquarters. The story of what led to the need of such help was told to the RESCUE REVIEW's editor as follows:

SCOTT AFB, IL—"I escaped from the Communists in my country along with my friend, the base commander, Col. Nguen Van. We did it by taking a U-17 ob-

servation aircraft and flying to U-Tapao RTAFB, Thailand. Our families had already left Vietnam and, at that time, we didn't know what country they were in.

"We spent two days at U-Tapao then were moved to Guam. There, after two days, when I was standing in line to eat, two of my daughters ran up and threw their arms around me. I was very, very happy. My whole family was there; Loan, my wife, two daughters and two sons.

"We stayed at Guam four days

then were flown to Ft. Chaffee, AR. We stayed there from May 6 until June 1 when we were sponsored by Major Dockum (Maj. Robert Dockum, Air University, Maxwell AFB, AL) and moved into his home. I must leave there because he is now out of money too."

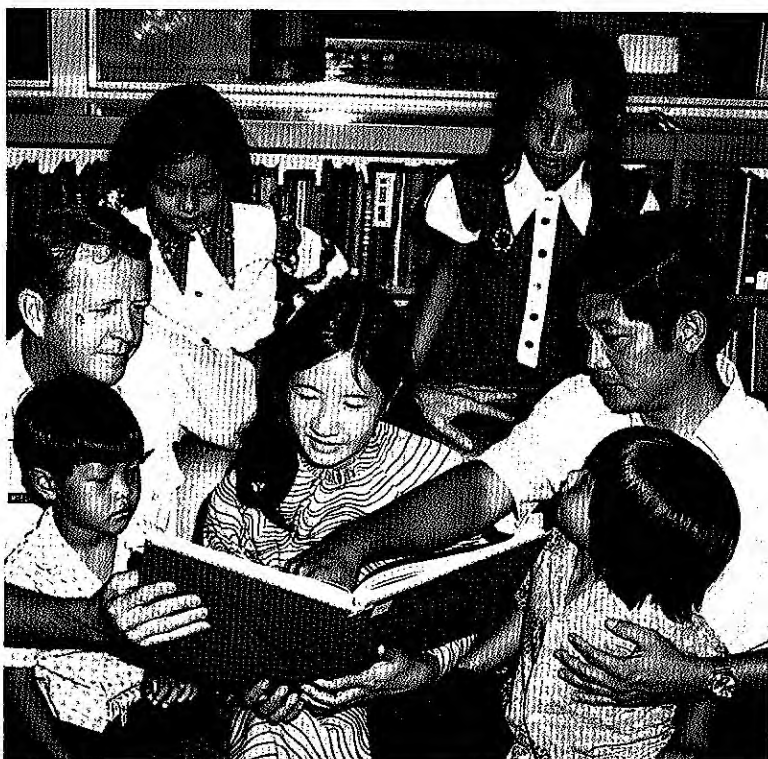
"Colonel Tom," a former rescueman, is seeking employment in the United States and Headquarters Aerospace Rescue and Recovery Service people are helping him until he finds a job.

"My main worry is having a job to support my family. Summer is about over and my children must go to school, but where? How can I put my children in school? I want to be self supporting, not have to look to others for help—and I can work.

"I have made many good friends and they help and want to help more, but I don't want to be supported by someone else."

The bravery of "Colonel Tom" in facing a new life in an alien country, according to Lt. Col. James McElhaney, Headquarters Aerospace Rescue and Recovery Service here, is to be expected. "He is one of the bravest men I have ever met in my life," Colonel McElhaney said. "I remember one time when an aircraft flying from Saigon had mechanical trouble and went down. As it fell, an Army chopper saw what happened and sent out a Mayday (emergency call) as it hovered over the downed plane. As the Army bird hovered, the VC (Viet Cong) shot it down. Colonel Tom didn't wait. He jumped into a gunship all alone and took off."

(continued on Page 2)



ESCAPE ROUTE of the "Colonel Tom" family is explained to Lt. Col. James McElhaney, left, by "Colonel Tom," right. Others are: George 5, bottom left; Terry 8, top left; wife, Loan, center; Kathy 9, top right; and Vince 4, bottom right.

Mayaguez; ARRS heroism 'routine'

(Editor's note: By the time this story is printed, most RESCUE REVIEW readers will know of the Mayaguez incident, the seizing of an American cargo ship by Cambodian Communists and the recovery of that ship and its crew by American military forces. The following story is published to again point up the responsiveness, professionalism and "punch" of those forces.)

When the new Khmer Rouge Cambodian government seized the Mayaguez in the Gulf of Siam, more than 30 miles off the Cambodian coast in international waters, American military forces took action to protect American lives and property.

Following fruitless diplomatic actions to secure the ship's release, within 22 hours 1,165 troops and 120.7 tons of equipment were airlifted.

Direct military action began two days later. Its outcome—the recovery of the ship and its cargo and the freeing of its crew—is now history, but not without its price; 15 dead, 50 wounded, three missing and three helicopters lost. Not so well known, for reasons of security, is the story of the heroism of Americans whose acts kept the cost of the mission from rising higher and who played key roles in it.

Four Aerospace Rescue and Recovery Service HC-130 Hercules aircraft stayed airborne to refuel HH-53 helicopters involved in the action. Because of the HC-130s, helicopters flew continuously without having to return to the mainland bases for fuel. A few exceptions were several helicopters which refueled aboard U.S. Navy vessels.

Additionally, the HC-130s, which saved two helicopters which would have crashed except for their refueling, acted as communications relay stations.

Six ARRS HH-53 Super Jolly Green Giant helicopters joined Pacific Air Force (PACAF) CH-53 helicopters to take Marines into the combat zone and later bring them out to the ships which waited off the coast of Koh Tang Island, where the Mayaguez and its crew were being held.

As the huge helicopters set down on the narrow beaches or approached tiny clear spots in the island's tropical growth, Marines disembarked under alarmingly accurate enemy fire.

Frequently the helicopters had to turn back because gunfire was so heavy. One flew into the enemy guns five times before it was able to land its Marines; two and three approaches were common all day.

From before sunup until after sunset the helicopters brought reinforcements and evacuated the wounded; trip after trip.

As darkness set in, the hardest part of the operation began; recovery of the Marines. Many times the "Leathernecks" had to fight their way to helicopters which frequently were in places it seemed impossible for them to land. On more than one occasion the aircraft crews and the Cambodians who pursued the Marines shot at each other from less than 20 yards' distance. Fighting was vicious and close. Both sides were within easy hand grenade range.

Under such fire one helicopter picked up more than 50 American troops on a single, desperate recovery. Heroism that day was commonplace.

Men taken along to photograph the historical event found themselves operating miniguns as well as cameras as other men scrambled aboard helicopters even before the aircraft had time to settle.

May 15, 1975, was the day PACAF, U.S. Navy and Marine Corps upheld the American tradition of gallantry in action.

INTROSPECT

ARRS mission, responsibilities expand

The Aerospace Rescue and Recovery Service mission is expanding. On Sept. 1, we gained the weather reconnaissance flying mission. This change comes from a recent decision by the Air Staff.

The new mission will be distinctive and separate from that of combat rescue and will have humanitarian, technological and support goals. Mission accomplishment will remain the responsibility of the weather recon flying units which come into the ARRS family.

On the humanitarian side, this new mission provides information

on the location, size and movement of hurricanes in the Atlantic; typhoons in the Pacific; and the development of winter storms along America's east coast. The identification and tracking of these storm systems has saved thousands of lives and prevented millions of dollars in property damage. An example of this was in August and September 1974, when hurricane Carmen was tracked for eight days as it moved across the Gulf of Mexico. Additional weather tracks are also flown in those areas of the world where meteorological information is missing. This too supports the

Air Force global weather mission.

Other aspects of the weather flying operation include atmospheric sampling and reconnaissance support flights for Tactical Air Command fighter deployments. Air Force Systems Command ballistic missile reentry tests and NASA's space capsule recovery operations.

In the past, this mission, flown by three weather reconnaissance squadrons (WRS), was managed by the 9th Weather Reconnaissance Wing, McClellan AFB, CA. The 53WRS "Hurricane Hunters" at Keesler AFB, MS, flies

the WC-130 Hercules. The 54WRS "Typhoon Chasers," Andersen AFB, Guam, has WC-130s also. The 55WRS, also at McClellan AFB, flying WC-130s and WC-135s, augments the other two squadrons in their hurricane and typhoon missions. It also flies the atmospheric sampling mission. Another unit of the 9WRS, the 11th Consolidated Aircraft Maintenance Squadron, does aircraft maintenance for the 55WRS and 41ARRSq. at McClellan AFB.

The 9WRS will be deactivated and its functions absorbed by the 41ARRW, which will be redesignated the 41st Rescue Weather Reconnaissance Wing (RWRW). It will have its headquarters at McClellan AFB.

Maintaining their unit designations, locations and missions, the 53rd, 54th, 55th and 11CAMS will be realigned under the 41RWRW.

A new unit, Detachment 3, Headquarters ARRS, will be activated at Hickam AFB, HI, to plan and be liaison for rescue and weather activities for the commander in chief, Pacific Air Forces.

Other changes will also come from the assumption of this new

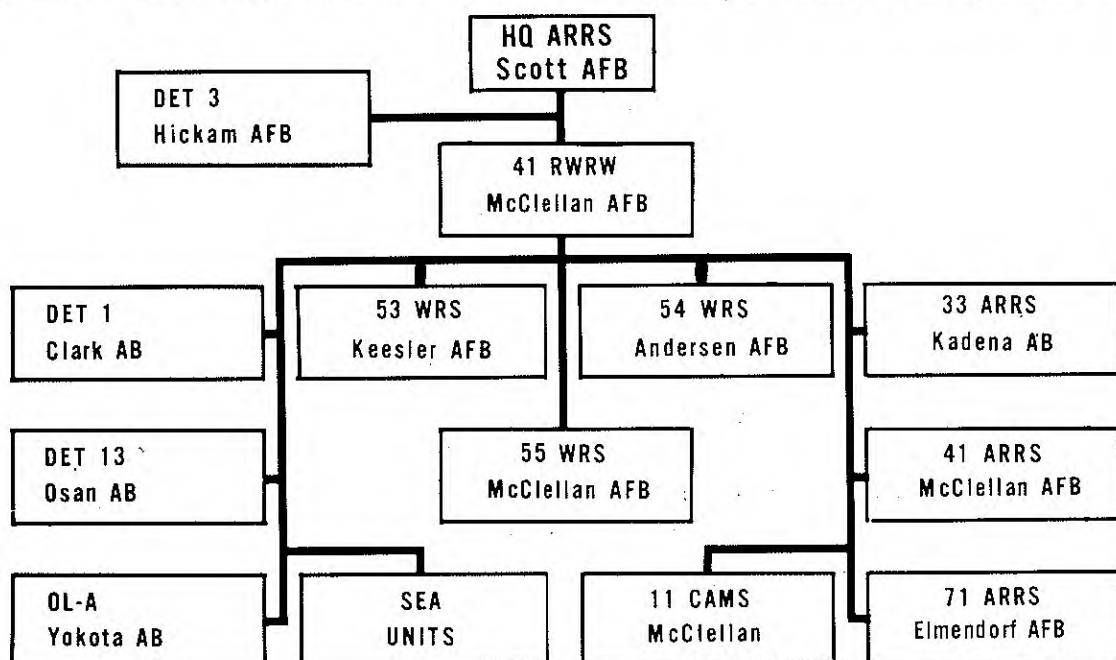


Maj. Gen. Ralph S. Saunders
Commander, ARRS

mission, redesignation and relocation of the 41ARRW. To make a long story short, and following the adage that one picture is worth 10,000 words, the diagram shows the new structure of the 41RWRW and other unit changes.

In order that this new mission may keep continuity of operations in ARRS, AWS people will be assigned to various levels of ARRS at Headquarters, 41RWRW and Detachment 3, where they will lend their expertise. More about these changes will be sent to ARRS units soon.

I want to personally welcome the new units and people to our command. They—we—have a challenging new mission and it will remain separate from that of combat rescue. However I feel it will only add to and amplify our motto, "This we do, that others may live."



AR 75-300 DO

TOM (continued from page one)

"Colonel Tom" interrupted to say, "The VC didn't know I was alone and they were very afraid of our gunships. I knew when I got there they would run away."

Colonel McElhaney went on, "Since he was flying light, with no crew, he went in and, all by himself, pulled out 13 civilians—women and kids. Seven of them were injured in the crash of the first aircraft, but none of them were lost. He got the Army helicopter crew too."

Despite his job hunting, "Colonel Tom" has repeatedly taken time to speak in Atlanta,

GA: Montgomery, AL, and at the Air Command and Staff College on behalf of other refugee families and to warn listeners against trusting Communists to any degree.

The name "Colonel Tom" is used instead of his real name at his request to protect relatives still living in Vietnam.

Several days after the above interview, "Colonel Tom" wrote the following letter to Maj. Gen. Ralph S. Saunders, ARRS commander.

"On behalf of everybody in my family and of myself, I would like

to thank you personally and all of the men and wives of the Aerospace Rescue and Recovery Service headquarters. Your help, which I want to refer to as "Rescue" came to us on the right time. As a refugee in your country, I can't express how much we appreciate your being to our rescue.

We do hope to get a job in Saint Louis area where we will have occasion so that my family can meet your nice and generous wives.

Our wishes to you, sir, and to every member in the ARRS for a great future."

ARRS Saves Data

	1946-1974	Aug	Sep	Oct	Nov	Dec	'74 Total	Jan '75	Feb	Mar	Apr	May	Jun	JUL
Total Civilian	6587	78	36	28	33	28	478	38	38	43	29	37	194	31
Noncombat Saves														
O/A	10384	86	43	37	39	31	524	39	47	46	35	39	196	36
Noncombat Saves														
SEA	1309	4	1	4	3	1	37	8	4	1	2	2	0	2
Combat Saves	3624											131	0	0
Total Saves	15317	90	44	41	42	32	561	47	51	47	37	172	196	38

—One Thru Nine Line—

by CMSgt. Charles T. Walther

During June, July and August many good friends retired after serving the ARRS mission for a great many years. They were commanders, maintenance superintendents, first sergeants, NCOs of various ARRS functions; men who will be hard to replace.

The retirement roll is too large to cite each of them, however, I would like to mention two people most of our enlisted forces have come in contact with at one time or another.

One, a chief master sergeant, has never been in ARRS, but he contributed greatly to our enlisted forces; the other is a colonel who contributed to all facets of the ARRS enlisted corps and provided invaluable guidance to the programs that affect the enlisted people.

CMSgt. Bob White

Sergeant White served many years as an instructor at the MAC NCO Academy and later as Senior Enlisted Advisor to the MAC commander. Bob's contributions to MAC professional military education (PME) and his diligent efforts to enhance the NCO corps are a tribute to his professionalism and dedication.

The other man is Col. Vic Sohle, known to many as "Mr. Rescue". He was a friend and advisor to ARRS enlisted men throughout his career, especially in the last three years as vice commander, ARRS.

A personal friend to me and most of the ARRS senior NCOs, Colonel Sohle is a believer in the saying, "Give an NCO greater responsibility then support him and he will accomplish the mission." A man of great integrity, he earned the respect of officers and enlisted people alike. Colonel Sohle was recently the guest of honor at two farewell get-togethers, one hosted by the enlisted people of Headquarters ARRS and the other by pararescuemen, at which he was made an honorary pararescue airman. Both men will leave giant holes to be filled.

BACK FROM LEAVE

I am repeatedly told that some people report back from leave in civilian clothes, needing haircuts and with mustaches which violate the grooming standards of AFR 35-10.

It is everyone's (and that is YOU) responsibility to report back to a duty station: on time, properly groomed and in the proper uniform.

Some people do not know that they must comply with AFR 35-10, regardless of their duty status. Enjoy your leave, but, when you sign in—be ready for duty.

S.A.R.*

*Stories and Reports

about Rescue people

MEDALS

SMSgt. Kerry Kelly, 33rd Aerospace Rescue and Recovery Squadron, Kadena AB, Japan, received the Meritorious Service Medal for duty with the 76th ARRSq., Hickam AFB, HI.

First Lieutenants William A. Nelson and **Michael P. Boehme** each received the Air Force Commendation Medal for service while assigned to the 76th ARRSq., Hickam AFB, HI. They are now members of the 33rd ARRSq., Kadena AB, Japan.

COMMENDATIONS

The MAC chief of staff congratulated the Aerospace Rescue and Recovery Service for

its outstanding Air Force Association membership drive this year. The 1975 drive exceeded last year's record drive. Project officer was **Col. Joseph Henjum Jr.**, Air Force Rescue Coordination Center director.

Maj. James L. McAfee, HQ ARRS, Scott AFB, IL, was cited by **Wayne L. Wahlquist**, Weber State College chairman, for maintaining a 4.0 grade average for the 80 credit hours earned there toward a geography degree.

Capt. Stuart F. Biggar, Detachment 14, 48th ARRSq., Mac Dill AFB, FL, and **Capt. Channing S. Morse**, 1551st Flying Training Squadron (FTS), Hill AFB, UT,

were congratulated by the Squadron Officer School commandant for having been distinguished graduates in a class of 772 captains and lieutenants.

1st Lt. William Smith, pilot; **Capt. Mike Winters**, copilot; **Sgt. Gerald Beers**, flight mechanic; and **Sgt. Gerald Hill** and **A1C Mike Davila**, pararescuemen; were cited by the Kern County, CA, sheriff for their, "fantastic job of getting us into and out of a very tight place" when searching for a downed aircraft there.

A letter from the commanding general of the Republic of China Combat Air Command lauded ARRS men of the 41st Aerospace Rescue and Recovery Wing for their "excellent techniques and skills."

RECON

The 303rd ARRSq. (AFRES), March AFB, CA, received the Western Air Force Reserve Region's 1975 Resources Conservation (RECON) Award. The unit saved the government more than \$1 million during fiscal year 1975 through active recruiting and using surplus equipment rather than ordering new supply items.

An ARRS RECON Award for savings associated with his unit's mobility equipment went to **1st Lt.**

Chuck Hlavaty, 33rd ARRSq., Kadena AB, Japan.

SERVICE SCHOOLS

Graduates of the MAC NCO Academy's Class 76-1 included: **MSgt. John A. Cook**, 41st ARRSq., McClellan AFB, CA; **TSgt. Roger A. Hagen**, 41st Rescue and Weather Reconnaissance Wing (RWRW), McClellan AFB, CA; **SSgt. Raul B. Losoya**, Det. 8, 37th ARRSq., Vandenberg AFB, CA; **TSgt. Ronald E. Obernier**, 67th ARRSq., RAF Woodbridge, UK; **MSgt. Conception D. Rodriguez**, 55th ARRSq., Eglin AFB, FL; **SSgt. Eric S. Schell**, 11th Consolidated Aircraft Aircraft Maintenance Squadron (CAMS), McClellan AFB, CA; **SSgt. Michael L. Tucker**, 1550th CAMS, Hill AFB, UT; and **MSgt. Michael J. Wood**, Det. 1, 41st ARRW, Clark AB, RP.

SAFETY

The 1551st FTS' **1st Lt. Michael D. Lively**, Hill AFB, UT, recently received the Air Force Well Done Award for "outstanding flying skill and good judgement." It stems from a hoist practice earlier this year. From a 30-foot hover a student pilot tried to move forward when an engine dropped to ground idle, caused by pressure line moisture. As the H-3 helicopter he piloted began to drop onto

boulders below his instructor, **Lieutenant Lively**, took control and maneuvered the craft over a clear area and, using full collective, cushioned the landing.

USAF Flight Safety Certificates were awarded the 53rd Weather Reconnaissance Squadron (WRS) Keesler AFB, MS; 33rd ARRSq., Kadena AB, Japan; and the 67th ARRSq., RAF Woodbridge, UK.

UNIT HONORS

Sgt. Fred Lindstrom was named Kadena AB, Japan, MAC NCO of the Quarter and runnerup for the MAC Pacific title. He is a member of the 33rd ARRSq., Kadena AB.

A1C Leonard Clermont Jr., 33rd ARRSq., is Airman of the Quarter.

SPECIAL HONORS

CMSgt. Charles T. Walther, ARRS senior airman advisor, was recently selected by the MAC NCO Academy, Norton AFB, CA, to be "Honored Chief" at the Class 76-1 graduation. The Honored Chief Program selects sen or NCOs for the title who demonstrate outstanding senior NCO qualities.

COMMAND ASSIGNMENTS

Maj. Eugene H. Boortz, to command Det. 9, 37th ARRSq., Whiteman AFB, MO.

Maj. Donald L. Summers, to command Det. 6, 37th ARRSq., McConnell AFB, KS.

Girl advises commander 'They did outstanding job'

To whom do you say thanks when five nameless, shadow-like men rescue you when you are sick and stranded atop a mountain? This was the question of **Rebecca Rickard**—so she sat down and wrote the Aerospace Rescue and Recovery Service commander.

She said, "On July 31, 1975 I climbed Blue Mountain (New York) with Explorer Post 26 from Mohawk. Upon reaching the top of the mountain I developed severe chest pains and had difficulty breathing."

"Someone immediately got in touch with the Air Force in Plattsburgh. Two pilots and three paramedics were there a short while later. They put me in the helicopter and took me to Placid Memorial Hospital within one half an hour."

"I do not know the names of these men, but my parents and I feel they did an outstanding job. We thought you should know too."

Seventeen-year-old **Rebecca** was at the 3,759-foot level of Blue Mountain when the Detachment 18, 48th Aerospace Rescue and Recovery Squadron from Plattsburgh reached her.

To the "nameless men" it was another chance to professionally do their jobs, but to the young girl and her family, it apparently was an event which demanded that they thank someone—and they couldn't have done better.

Rescue trio, not duo, presented AFSA award

LAS VEGAS, NV—Three rescuemen received the Air Force Sergeants Association (AFSA) Pitsenbarger Award at the organization's annual convention here last month.

Receiving the award were: **TSgt. Rufus B. Russell**, 39th Aerospace Rescue and Recovery Wing, Eglin AFB, FL; **TSgt. Charles Morrow**, 48th Aerospace Rescue and Recovery Squadron, Fairchild AFB, WA; and **SSgt. Michael D. Vogele**, 67ARRSq., RAF Woodbridge, UK.

ARRS unit commanders confer at Elgin AFB

EGLIN AFB, FL—Thirty six commanders from the Aerospace Rescue and Recovery Service, along with representatives of ARRS headquarters, Air Force Reserve advisors, Military Airlift Command and the Air Force Military Personnel Center recently gathered here for the annual ARRS Commander's Conference. During the two-day event the commanders and guests heard briefings related to the progress of the Pave Low III rescue system now being tested, the Air Force Rescue Coordination Center progress report, discussion of the ARRS Mobility Plan 9446, analysis of the combat rescue

mission and other related subjects.

Two of the guest speakers were **Capt. Roland W. Purser** and **Donald R. Backlund**, helicopter pilots. They told of their experiences during the Mayaguez incident (see story on page one for more information on this subject). They were part of the force which went to the rescue of the captured ship and its crew off the coast of Cambodia.

Following the conclusion of the ARRS Commander's Conference, **Sen. Barry Goldwater (D-AZ)** was guest speaker at the Jolly Green Giant reunion, which was held locally.



NO EXCEPTION is made for headquarters people when it came to pararescuemen being revalidated according to the pararescue physical fitness standard. Each ran three miles in under 26 minutes, swam 2,000 yards in under 40 minutes, did eight pullups, 40 situps, 25 pushups, 100 flutter kicks, 20 eight-count body builders and 50 leg spreads. Leading the group, second from left, was **CMSgt. C.T. Walther**, ARRS Senior Enlisted Advisor. (U.S. Air Force photo)



RESCUE Review

AEROSPACE RESCUE AND RECOVERY SERVICE

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Editor



SAFETY MINDED Col. James E. Dalton, Air Reserve Personnel Center commander, Denver, and former commander, 39th Aerospace Rescue and Recovery Wing, Eglin AFB, FL, shows his new MAC Distinguished Individual Safety Award. He received it at the recent Reserve Officers Association Convention in San Diego, CA. The award cited Colonel Dalton for sustained guidance and support of the flying, ground, personal and motor vehicle safety programs during his May 1973-February 1975 assignment as 39ARRW commander. (U.S. Air Force photo)

6 units, 136 saves

ARRS saves climb fast

Six units saved the lives of 136 people in separate locations and aided 70 more recently. Each action demonstrated the effectiveness of Rescue training and experience as well as the dedication of Rescue people.

MALSTROM AFB, MT—Not long ago circumstances forced Detachment 5, 37th Aerospace Rescue and Recovery Squadron (ARRSq.) into situations it never expected. It happened when rain, snow, sleet and winds caused the most expensive flood in Montana's history.

Extra demands were placed on Det. 5 because Montana's entire Army National Guard, with its UH-1B helicopters, was out of the state on maneuvers when the floods came.

During the next three days Det. 5 "raced the stork" to hospitals, pulled Boy Scouts from a river and saved a total of 131 people by landing in backyards, football fields and on mountain peaks.

The floods covered hundreds of square miles and isolated four towns along the Sun River.

KADENA AB, JAPAN—With the 345th Tactical Airlift Squadron here, the 33rd ARRSq. went to the aid of Seaman David Thompson, stricken at sea by a possible hemorrhaging ulcer aboard the U.S. missile destroyer escort USS RAMSEY.

A C-130 Hercules of the 345th, already on a training mission, located the vessel and remained with it until a 33rd HH-3E Jolly Green Giant helicopter arrived. The helicopter hovered above the ship as Seaman Thompson was hoisted aboard, then took him to Camp Kuwae Army Hospital, Okinawa, for medical treatment.

Crewmembers of the HH-3E were: 2nd Lt. George Caldwell, pilot; 1st Lt. Dan Arnett, copilot; SSgt. Larry Morgan, flight

mechanic; and A1C Neil Schaefer, pararescueman.

EGLIN AFB, FL—When a kidney infection threatened the life of a seaman aboard the Polish freighter POWSTANIE, south of Bermuda, the 55th ARRSq. here went to his aid.

Pararescuemen SSgt. Gregory M. Lepley and Sgts. Gregory R. Frandsen and Kevin W. Pullan were picked up by lifeboat and taken to the ship after they parachuted from an HC-130 Hercules.

The ship's cook had not eaten for a week due to the infection and was critically dehydrated. After treating him, the PJs remained at his side during the one and one-half days it took to reach Bermuda. The man, due to the rescuemen's efforts, later walked from the ship. A surprise came when the PJs learned that the ship's captain was one of but four women sea captains in the world.

Other members of the HC-130 crew were: Capt. Walter B. Shull, aircraft commander; 1st Lt. Thomas M. Mish, copilot; Capt. David E. Sterling, navigator; TSgt. Donald L. Wyatt, flight engineer; TSgt. John H. Lacey, radio operator; TSgt. William H. Kinch, loadmaster. They were accompanied by Maj. (Dr.) Donald J. Murdock, flight surgeon.

KORAT RTAFB, THAILAND—The 56th ARRSq. here was recently called to medevac a man injured by a knife to U-Tapao RTAFB.

Members of the HC-130 Hercules crew were: Maj. David A. Holland, pilot; 2nd Lt. Kenneth E. McKenna, copilot; 2nd Lt. Leo J. Torma, navigator; MSgt. Thomas W. Walden, radio operator; SSgt. James M. McGuire, flight engineer; SSgt. Michael D. Arnold, radio operator; Sgt. Denton

AF Announces Regular Officer

USAF recently announced the appointment to Regular officer, three year rated group, of the following Aerospace Rescue and Recovery Service officers:

T.M. Bante Jr., F.R. Brunelle, G.N. Clymer, W.T. Daniel Jr., R.E. Dietz, C.D. Dillard, J.A. Elrod II, M.N. Farage, R.M. Fowler, K.D. Hawkins, T.J. Haynes, W.J. Heitzig, C.W. Hlavaty, C.L. Hutchinson, G.P. Jensen, E.N. Johnson and P.N. Karraker.

R.B. Keller, C.R. Kendall, D.M. Kortum, G.H. Landers, J.R. Lee, M.D. Lively, L.B. Porter, D.T. Rivard, J.L. Schefelker, E.H. Sorola, T.E. Stadler, H. Stevens and H.B. Ward.

C. Gladson, radio operator; and SSgt. Gary L. Planty, loadmaster.

CLARK AB, RP—When the mayor of a small Philippine village 140 miles north of here was stricken by cholera and needed immediate medevacuation, Det. 1, 41st Aerospace Rescue and Recovery Wing, did the job.

Minutes after the initial call, an HH-3 Jolly Green Giant helicopter was on its way through heavy clouds and bad weather.

After picking up the patient, the pilot again worked his way through rain and thunderstorms. This time the aircraft sat down at Wallace AS to refuel, 85 miles north of Clark AB.

Later, at Clark AB, a waiting ambulance took the mayor from the helicopter to the base hospital for treatment.

Crewmembers were: 1st Lt. Ronald Fagan, aircraft commander; 1st Lt. Noel Johnson, copilot; SSgt. Melvin Jones, flight mechanic; and SSgt. Terry Wells, rescueman.

ELMENDORF AFB, AK—When Alaska's worst train wreck occurred 168 miles north of Anchorage, rescue efforts were the only things on people's minds for many hours.

Among the many rescuemen sent to the scene were: TSgt. Howard J. Holloway, SSgts. Robert L. LaPointe and William A. Werber Jr., Sgt. Keith V. Underwood and A1Cs Eric D. Libke, Michael P. Bounaugaro and David G. Bolz, 71st ARRSq. here.

Of the 226 passengers on the train, 70 were injured, many critically, but due to efforts of the rescuemen and others at the scene, only one death came from "the worst train wreck in the history of the Alaska Railroad."

Post-modification flight

Pave Low III tests 'OK'

Wright-PATTERSON AFB, OH—The prototype Pave Low III rescue helicopter successfully completed its first flight after initial modification here. The HH-53 was flown from Wright Field to Patterson Field where it will remain for the flight test program.

The program seeks to develop a

prototype helicopter rescue system to operate at night and in adverse weather over all kinds of terrain.

Early in September the fully operational prototype will take to the air, for the first time providing the Air Force with a rescue capability for darkness and bad weather. (AFSC NEWSREVIEW).



PAVE LOW III's additions to the HH-53 helicopter are: (1) forward looking infrared, (2) terrain following, terrain avoidance radar, (3) inertial measuring unit and solid state doppler. (U.S. Air Force photo)

This is Jake's Corner



"Yes, it could be the Air Rescue Team, but I doubt it."