



SEARCHER



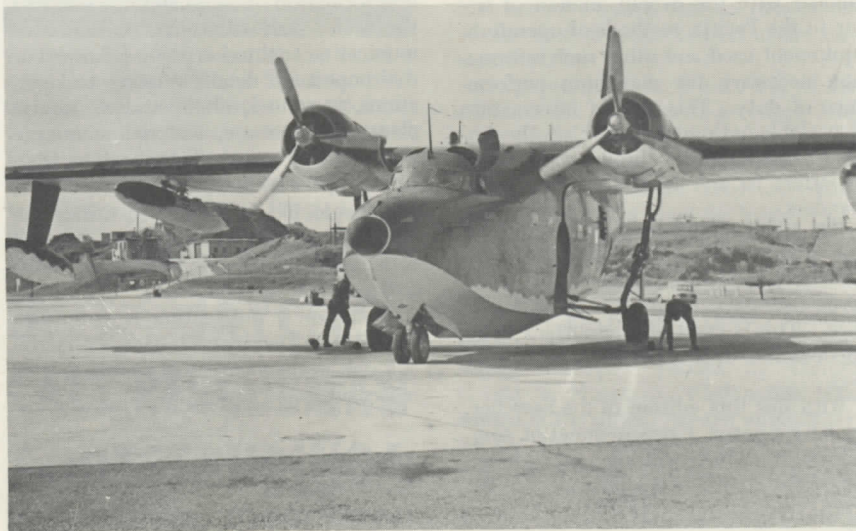
NEWSLETTER OF THE PACIFIC AEROSPACE RESCUE AND RECOVERY CENTER

Vol. 1 No. 1

November 1968

PACAF RP 64-1

RESCUE COVERS PACIFIC, SOUTHEAST ASIA



THE 33rd SQUADRON said goodbye to the last HU-16 Albatross in the Pac ARRC inventory recently at Naha AB, Okinawa. This aircraft was soon to leave the Pacific.

LAST ALBATROSS LEAVES PAC ARRC AFTER 18 YEARS' PACIFIC SERVICE

The amphibious HU-16 Albatross has been retired from the Air Force rescue inventory in the Pacific after more than 18 years service in humanitarian and combat rescue.

The last Albatross recently left the Pacific Aerospace Rescue and Recovery Center's (Pac ARRC) 33rd Squadron at Naha AB, Okinawa, bound for the continental United States.

The old amphibian bows out after supporting flying operations in two Pacific conflicts (Korea and Vietnam) and building an unequalled reputation as one of the great instruments of humanitarian rescue.

In Southeast Asia alone, the HU-16 recorded some 62 combat and non-combat saves in three years of limited service.

The buildup of flying operations at the outbreak of hostilities in Korea brought the HU-16 into the Pacific for the first time in 1950. The Albatross quickly showed its versatility as an aircraft that could touch down on land, rivers, coastal

waters and even on the open sea.

Following the end of hostilities in Korea, the Albatross began a lengthy period of peacetime humanitarian service. One of the most memorable missions early in its career involved a Cathay-

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FIRST EDITION

The SEARCHER is a monthly, eight page newsletter published by the Office of Information, Pacific Aerospace Rescue and Recovery Center.

Copies should reach the field toward the middle of each month.

Deadline for submission of articles is the 15th of each month. Comments on, or contributions to the SEARCHER should be addressed to: SEARCHER, HQ Pac ARRC (PRFOI), APO San Francisco 96553.

(Editor's Note: In a diversified, widely dispersed command such as the Pacific Aerospace Rescue and Recovery Center, it is important that each member understand how he and his unit fit into the overall picture. This article is dedicated to that end.)

In the past few years, the world has focused its attention on the Pacific and Southeast Asia. Much of America's military might has been concentrated in this part of the earth.

With this influx of military men and machines, including aircraft, a large and highly responsive rescue organization took shape to patrol water and land from the coast of California to the Indian Ocean. The command charged with this extensive and important operation is the Pacific Aerospace Rescue and Recovery Center (Pac ARRC).

Pac ARRC, under the command of Colonel Donald T. Smith, is composed of five Pacific squadrons and the 3rd Aerospace Rescue and Recovery Group (3rd ARRCg) with its five squadrons in Southeast Asia. In addition, there are detachments of these units throughout the Pacific. There are more than 2,350 men and 107 aircraft in the command located at 31 different locations.

SAVING LIVES

Statistics do not adequately tell the story of an organization whose mission is the saving of human lives.

But, even so, Pac ARRC's statistics are impressive. Hundreds of persons have been rescued throughout the Pacific and the 3rd Group has recorded more than 1,382 combat and 646 non-combat saves in Southeast Asia.

Pac ARRC's men and machines are noted for being close at hand and responding quickly when help is needed. One of its important missions is escorting single-engine aircraft over the vast stretches of the Pacific in case they should get into trouble.

SPACE RECOVERY

As the name indicates, Pac ARRC is concerned with recovery as well as rescue. Since the early days of the Mercury space

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TWO COLONELS ASSUME RESCUE COMMAND SLOTS

Colonel Thomas L. Shockley recently arrived at Hickam to be the new vice commander of Pacific Aerospace Rescue and Recovery Center.

Colonel Shockley was formerly director of war plans at Military Airlift Command headquarters. He is no stranger to Rescue however, having commanded the 41st ARRS at Hamilton AFB, California and the 59th ARRS in Saudia Arabia. He also served as Deputy Chief



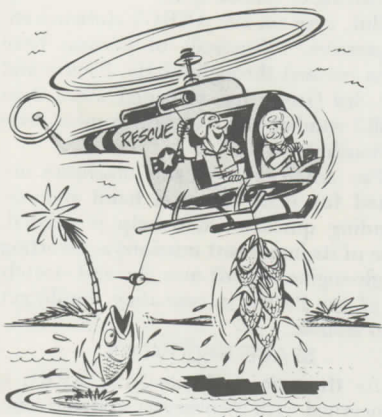
COL. SHOCKLEY COL. BRIDGES of Staff for Plans at ARRS.

New commander for 3d ARRGp is Colonel Hollon H. Bridges who moved up from the group vice commander slot upon the departure of Colonel Paul E. Leske. Colonel Bridges came to 3d ARRGp from a post as Deputy Chief of Staff for Plans at Hq ARRS.

Colonel Rayvon Burleson has also joined the 3d ARRGp, replacing Colonel Bridges in the vice commander position. His last assignment was at the 436th Aerial Port Squadron, Dover AFB, Del.

Lt. Col. John J. Devlin has assumed the post of commander at the 37th ARRS at Da Nang AB, RVN.

Other newly assigned commanders are: Lt. Col. Archie R. Taylor, Det 9, Pac ARRC; Maj. John C. Acton, Jr., Det 1, 38 ARRS; Maj. Delmar G. Worsche, Det 11, 38 ARRS; and Maj. Juan H. Migia, Det 13, 38 ARRS.



"NICE GOIN' ED, WE GOT ANOTHER ONE."

COMMAND MEMO



One of the essential ingredients in the successful management of any organization is effective communication. In a wing organization such as the Pacific Aerospace Rescue and Recovery Center, this communication must reach every member of the command.

It is important for each of us to be familiar with the overall mission of rescue in the Pacific, methods of operation, equipment used and other such information necessary for maximum performance of duty. This type of information is available in Commander's Call, the Aircrew Newsletter and through the monthly letters to and from field unit commanders.

But there are other types of information which are important if a command is to have the cohesiveness and esprit de corps necessary to good duty performance. This is especially important in an organization dedicated to the saving of lives.

With this first edition of the Searcher, we have opened a new channel of communication which will keep every member of Pac ARRC better informed on the

activities of the command. Through the Searcher you will learn of wing policy, achievements of field units, new ideas and equipment for rescue, outstanding rescues and recoveries, and a myriad of other information of general interest.

The Pac ARRC commander will use the Searcher to pass to each of you timely information of command interest. The Pac ARRC staff will utilize this new communication tool to keep you informed on the important details relating to operations, personnel, administration, safety, plans, maintenance, materiel, communications/electronics, standardization, training and space recovery.

I would like each unit to utilize the Searcher by regularly submitting items of command-wide interest to our Pac ARRC Office of Information.

If this new publication is enthusiastically supported by each of us, every rescue unit in the Pacific will benefit from a better informed command.

DONALD T. SMITH, Colonel, USAF Commander

SAFELY SPEAKING

By

Lt. Col. Robert M. Foster
Chief of Safety

This column is dedicated to keeping you constantly aware of the importance of safety in both your jobs and off-duty life.

The Department of Defense and the Air Force think that your safety is of such prime consideration that an entire staff function, the Office of Safety, has been established at every echelon of command to insure you of safe living and working conditions.

The USAF Safety Program is authorized both by public laws and by DOD directive. The latter, Directive 1000.3 charges each military department with the responsibility to maintain "a continuing aggressive accident prevention program..." This directive was implemented by the Air Force through AFR 127-1.

Simply stated, the goal of this vast Air Force program is the preservation of lives and equipment, and thereby the conservation of the combat capability of the United States Air Force.

It should be clearly understood, however, that furthering the goals of the Air Force safety program is a responsibility and duty of each member of this command. Your safety officer will provide guidance and supervision, but the real safety job is **YOURS!**

SOME PEOPLE JUST SHOULDN'T HORSE AROUND



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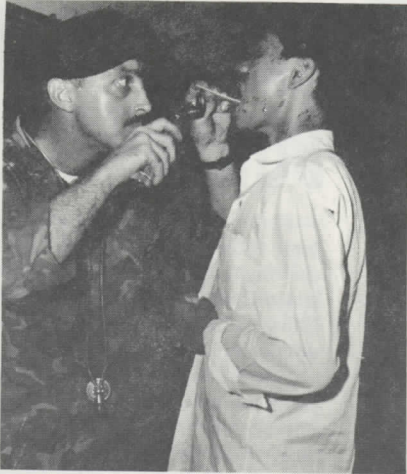
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DA NANG -- Mouth and throat exam -- SSgt James L. Miller, 30, Bancroft, W. Va., closely scrutinizes the situation while examining the mouth and throat of a Vietnamese youth during a recent visit to one of the surrounding hamlets with the Medical Civic Action Program team. Miller is a pararescueman with the 37th Aerospace Rescue and Recovery Sq.

U. S. JAYCEES CALL RESCUERMAN 'OUTSTANDING'

PLEIKU- Captain Derry A. Adamson, Eau Claire, Wis., a rescue crew commander assigned to Detachment 9, 38th Aerospace Rescue and Recovery Squadron, Pleiku, was recently named by the National Junior Chamber of Commerce as one of the "Outstanding Young Men of America."

He earned the honor while assigned to Detachment 5, Western Aerospace Rescue and Recovery Center McChord AFB Washington.

Recipients of the award are chosen by the Junior Chamber of Commerce to be placed in the annual edition of "Outstanding Young Men of America."

The book is distributed to libraries and universities throughout the country. The criteria utilized for the award is 'those men, who by their accomplishments, stand out in their chosen profession as outstanding young men.'

A 1960 graduate of the United States Air Force Academy (USAFA), Captain Adamson was the captain of the varsity swimming team for four consecutive years setting several Rocky Mountain and USAFA records in the process. Upon graduation, he was given the 'Tate Award' as the most outstanding leader-athlete of his class.

FROM THE COMBAT ZONE

JOLLY GREEN CREWS RISK MORTARS TO SAVE PILOTS

DA NANG, RVN- An ARRS pararescueman swimming through storm-tossed seas while pulling two life rafts behind him helped execute, late last month, one of the most dramatic rescues in the Vietnam War.

Sergeant Steve T. White, 24, of Los Altos, Calif., the son of a retired Navy commodore, joined the lengthening list of heroes who have served with the 37th Aerospace Rescue and Recovery Squadron, located at Da Nang Air Base.

Hit by enemy fire while on a mission over North Vietnam, an F-4 phantom was downed about 4½ miles southeast of Tiger Island, off the North Vietnam shore. At 7:20 a.m., a "Jolly Green" rescue helicopter piloted by Captain Gerald W. Moore, 31, Washington, D.C., landed at the scene. Almost immediately enemy shore batteries opened fire. The first hit blew the chopper's tail off. All four crew members immediately joined the F-4 pilots in the Gulf of Tonkin, hurriedly paddling from the scene in their life rafts. The sole exceptions were White, the injured aircraft commander, and the "Jolly Green's" flight engineer, Staff Sergeant Robert T. Anderson, 26, of St. Louis, Mo.

Anderson joined the downed pilot, bringing his own life raft astride. While he helped the Air Force pilot, who suffered serious back injuries, remove his gear, White dived into the sea and tied a line to the two rafts.

Just as they cleared the floating helicopter a direct hit from an enemy shore battery bowled the aircraft over onto its side.

For almost an hour White continued to pull the two rafts, while Anderson, who had been with the 37th ARRS only ten days, aided the pilot. The fourth "Jolly Green" crew member, Captain Laurens C. Davis Jr., 29, Fort Worth Texas, (the co-pilot) and the others rowed against the mounting seas.

By 8:14, when the first of two more "Jolly Green" rescue choppers arrived on the scene, the seas had mounted to ten foot swells.

In the meantime Air Force A-1 "Spads" and a HH-130P "Crown" aircraft of the 39th Aerospace Rescue and Recovery Squadron (Tuy Hoa AB), joined the action.

With seas too heavy to land on, the first "Jolly Green" lowered its hoist to rescue two survivors. Making the pickup was Sergeant Steven N. Northern, 21, Riverside, Calif., who has now saved 51 people while serving in Vietnam for more than two years.

Meanwhile, despite continuing small arms and artillery fire from Tiger Island, White continued to swim with the two rafts behind him. With the enemy fire suppressed by the fighter cover, a smoke screen was laid so that the island gunners would be obscured from the rescue helicopters. Zigging and zagging to the scene, as had the earlier "Jolly Green", the "Jolly Green" pilot, Major Charles E. Wicker, 34, Baltimore, brought the aircraft to a hover over the remaining four survivors.

"Each time we went into a hover the people on the island started zeroing in on us. We were only about one and a half miles from the island when we finally made the pickup," Wicker said.

Despite their efforts to pull away the heavy tides continued to bring them closer to the waiting enemy.

"I've never made a faster pickup in my life..." sighed Wicker. "The enemy was just walking them [shells] up to the chopper. Some were really hitting close."



'OK, so the Giant *does* need a scarecrow, but what's Capt. Whirly gonna fly in?'



DURING A MISSION, Capt. Charles Colvin, Pac ARRC chief of space recovery, gives directions to ARRS aircraft from his console at the Pacific Recovery Control Center in Hawaii.



PARARESCUEMAN TSgt James W. Watson (left) will hit the silk on his jumpmasters signal.

RESCUE UNITS GET READY FOR APOLLO 8 IN

Following 11 days of alert duty at strategic locations throughout the Pacific for the flight of Apollo 7, the Pacific Aerospace Rescue and Recovery Center's HC-130 squadrons are looking toward the upcoming launch of Apollo 8.

Apollo 8, scheduled for December, is programmed for a Pacific splashdown. For Apollo 7, which concluded its historic flight in the Atlantic, Pac ARRC units were standing by to support a contingency landing.

Aircraft were stationed, two to a location, at Perth, Australia; American Samoa; Tachikawa AB, Japan; Andersen AFB, Guam; and Hickam AFB, Hawaii, for Apollo 7.

Extensive Apollo training was conducted at Hickam AFB, Hawaii, prior to Apollo 7. Participating were Pac ARRC's 31st Squadron, Clark AB, Philippines; 36th Squadron, Tachikawa AB, Japan; 76th Squadron, Hickam AFB; and the 79th Squadron Andersen AFB, Guam.

Apollo training is designed to keep the rescue crews proficient in responding to a contingency spacecraft landing.

If the spacecraft is forced to come down outside the planned recovery area, special electronic equipment aboard each HC-130 would track the Apollo craft to its landing point.

To stop the floating spacecraft, the aircraft drops two packages (one containing a flotation collar and the other a life raft and survival equipment) attached by a length of cable via parachute into the water downwind of the spacecraft. It will engage the cable, stopping dead in the water with the parachutes acting as sea anchors.

Pararescuemen jump, one on the first pass and two on the second, to the spacecraft below. Each plane carries three

pararescuemen parachuting. Special medical aid is available.

They are trained to handle the bell-bouy and to deflate it. If necessary, the plane will be picked up by the

The fully equipped aircraft has some 150 pararescuemen jumps out of the plane. This equipment includes a main and a full wetsuit, life flares, medical supplies, a radio and a spacecraft hatch.

STORK

While a pararescueman on earth recovers from a landing at sea, a member of the recovery forces.

Captain Colvin's crew, stationed at Andersen AFB, became the first to recover a five-ounce can of food. His wife, Jill, and his daughter, Jill Davis, California.

Captain Colvin is alert before the launch. He is a member of the 76th Squadron.



HITTING THE WATER, the pararescueman disengages himself from the spacecraft. Here, he signals he is okay. (USAF Photo)

S GET READY IN DECEMBER

pararescuemen, who are trained in parachuting, SCUBA diving, survival and medical aid in addition to space recovery.

They attach the flotation collar around the bell-bottom of the spacecraft and inflate it. If the astronauts need no assistance, the pararescuemen then wait for pickup by the nearest ship.

The fully clad-pararescueman carries some 150 pounds of equipment when he jumps out the side door of the HC-130. This equipment includes two parachutes (main and reserve), twin SCUBA tanks, full wetsuit with mask, snorkel and fins, flares, medical kit, one-man life raft, radio and a tool which can open the spacecraft hatch.

STORK BEATS APOLLO

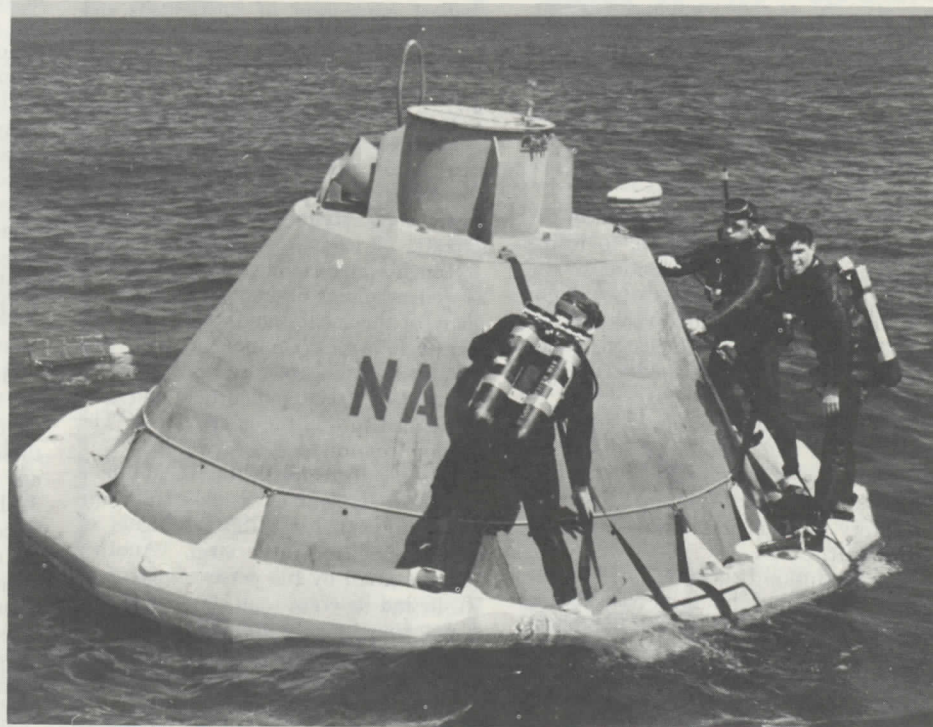
While Apollo 7 was orbiting the earth recently, the stork made a landing at the home of an Air Force member of the Pacific space recovery forces.

Captain David L. Schmatjen, rescue crew commander of an HC-130 stationed at Samoa to cover a contingency landing of the spacecraft, became the father of a six-pound, five-ounce girl on Wednesday, Oct 16. His wife, Judy, and new daughter, Jill, are doing fine at their Davis, Calif., home.

Captain Schmatjen, who was on alert before the launch of Apollo 7, is a member of the Pacific Aerospace Rescue and Recovery Center's 76th Squadron at Hickam AFB.



AIR FORCE SPACE RECOVERY involves an HC-130 Hercules and its crew, including pararescuemen. The Hercules makes a pass over the pararescuemen who only moments before had parachuted from the aircraft to the mock-up of the Apollo spacecraft. This scene occurred during recent space recovery training. (USAF Photo by SSgt J. Richie)



CHECKING THE FLOTATION COLLAR is the final task for the pararescuemen before being picked up by a Navy ship with the spacecraft. The collar stabilizes the spacecraft and prevents any worry that it will tip over in high seas. (USAF Photo by SSgt J. Richie)



disengages his chute and begins his swim. (USAF Photo by SSgt J. Richie)



BRIEFING A FELLOW JUMPER, Pararescue NCOIC MSgt. Paul L. Jenkins explains pararescue procedures and equipment to Lt. Gen. James V. Edmundson, who is jump-qualified and once jumped with pararescuemen in Tripoli, as he visited the 76th ARRS. Accompanying him was Pac ARRC Commander Col. Donald T. Smith (far right). Clad in a "tree suit" for the general's benefit is Sgt. Michael J. Sherman.

AMPHIBIAN EXITS PACIFIC THEATRE

Continued from Page 1

Pacific British airliner shot down on July 23, 1954, by Communist planes as the airliner was flying to Hong Kong. The Albatross landed and rescued nine of the airliner's 18 passengers. The others aboard had been killed in the crash.

When fighting began in Vietnam, the Albatross was called on once again to serve in a combat role. For three years the flying boat was a familiar and welcome sight to downed aircrew members in the Tonkin Gulf.

In September 1967, the HU-16 was withdrawn from direct combat support and it appeared the vintage aircraft would lead a relatively quiet existence until its retirement date came.

But the Albatross was destined to return after 18 years absence, to Korea -- the site of its first introduction to the Pacific Theatre. Beginning early in 1968, the Albatross was on hand to support the buildup of American forces in South Korea following the capture of the Pueblo and its crew.

When the HU-16 left Korea for the second time, it had seen its last hostile environment in the Pacific. By October, 1968, the last Albatross in the Pac ARRC inventory was winging its way home for retirement.

HH-43 Huskie helicopters, twin-rotor choppers designed for local base rescue, replaced the HU-16s in Korea. HH-3 helicopters, long range aircrew recovery helicopters, soon will perform the duties formerly held by the HU-16s at the 33rd Squadron.

The more recent rescue helicopters, such as the HH-3 have maximum speeds comparable to the Albatross, water land-

ing capability and a lengthy range increased by in-flight refueling.

The Albatross did yeoman's duty in two conflicts, but to most people in the Pacific the aircraft was a friend to be called on when help was needed.

Ryukyuan civilians especially benefited from the 33rd's amphibious aircraft. Missions flown by these HU-16s included medical evacuation of ill civilians and servicemen, pickup of downed aircrew members and rescuing of sea and air disaster victims.

More often than not life hung in the balance when the Albatross was called on. And many times rescues were accomplished in spite of obstacles which might have stymied a less versatile aircraft.

Rough water landings were common, as well as landing on improvised strips on many of the small islands which dot the Okinawan area. On one mission, the Albatross landing gear became mired in the mud of a dirt landing field and local trucks had to pull the aircraft free. The mission went on to success.

Another flight found the HU-16 touching down at night on a make-shift runway illuminated by the headlights of automobiles lining the strip. Another life was saved by the perseverance of an HU-16 and its crew.

But sometimes more than lives were saved, as in the case of a group of American scientists shipwrecked while studying ocean life in the Tonkin Gulf. An HU-16 and crew landed and recovered the scientists as well as their valuable records containing two years of research data.

RESCUE WATCHES OVER VAST AREA

Continued from Page 1
program, Pacific rescue units have supported the recovery of returning space vehicles and their astronauts.

RESCUE AIRCRAFT

The prime fixed-wing aircraft for Pac ARRC is the rescue-modified Lockheed HC-130 Hercules, a four engine turbo-prop plane used for escort, space recovery, air-to-air refueling of helicopters and rescue.

For local base rescue, the Kaman HH-43 Huskie is utilized throughout the Pacific and Southeast Asia. These helos carry fire suppression kits for landing or take-off accidents and they are often used for rescue of downed airmen.

The HH-3 "Jolly Green Giant" and HH-53 "Super Jolly Green" are rescue's prime aircrew recovery helicopters. At present used in Southeast Asia, other Pacific squadrons are slowly acquiring the HH-3.

PARARESCUEMEN

One of the best known members of the rescue team is the pararescueman, an airman specially trained in parachuting, SCUBA diving, survival, space recovery techniques, medical aid and other rescue skills. Outside Southeast Asia, they are mainly used as crewmembers aboard the HC-130. They can parachute from the Hercules to aid downed aircrew members or victims of sea disasters and are used in the space program to parachute to the aid of returning astronauts.

In Southeast Asia, the pararescuemen are becoming legendary for their exploits. They are crew members aboard the aircrew recovery helicopters, which will go almost anywhere to rescue a downed flyer or evacuate troops from hostile areas. Often they must ride the jungle penetrator down from a hovering helicopter to aid an injured flyer at great risk to their own lives.

COMBAT RESCUE

Heroism has been the rule rather than the exception as rescue crewmen go to almost any length to save a life. But these achievements have not been without cost to Air Force Rescue. For every 32 lives saved by Aerospace Rescue and Recovery Service men, one member of the rescue team has given his own life.

In terms of pilots alone, the men of rescue in Southeast Asia have already saved the equivalent of six and a third aircrew wings (based on 25 pilots per squadron and three squadrons per wing).

This selflessness has resulted in the award of every possible decoration from the Medal of Honor on down, to members of the command.

By Lt. C...

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NOTES from the PAC ARRC STAFF

PERSONNEL

By Lt. Col. Lawrence J. Fergus
Chief of Personnel

A flood of recent inquiries indicate that many people have the mistaken idea that an individual is barred from promotion unless he is serving in a job which is authorized an airman in a higher grade. A good many also believe that holding down a job that calls for a higher grade airman will help them earn promotion into that grade. Not true, say Pac ARRC Personnel people!

It should be obvious that not everyone can be assigned to a nine level position, for example, nor is everyone qualified to perform at that level. "But I can't make E-8" says the frustrated Master, "because I'm in a 7 level job". Wrong again, says the personnel specialist. After the man is promoted he will be placed in a position commensurate with his new grade. If such a position does not exist in his unit, this will occur with his next assignment. The only way the higher level job can help a man with promotion is indirectly, in that it can help to demonstrate his ability to hold the higher grade.

The promotion objective of the Air Force provides for a promotion system based on the "whole man" concept, with these factors being considered: Duty performance, especially in the *current grade*, experience and seniority, education, training, awards and decorations, off-duty military and civic functions, and favorable communications.

Under the experience factor several points are taken into consideration: breadth of experience, how it was gained, how long did the man perform at each skill level, was he supervised, have his assignments been varied in scope, is the man mature and can he train others?

The assignment of an individual to a job that is authorized a higher skill level *WILL NOT* speed his promotion to the higher grade.

TRAINING

By Maj. John C. Wright
Chief of Training

Winners of the Third Quarter 1968 On-the-Job-Training plaques are 38 ARRS and Det 2, Pac ARRC. The plaques were awarded to these units for maintaining the best OJT program in their respective size categories. The plaques will be ret-

ained by the unit permanently.

Information concerning scoring factors and categories can be found in Pac ARRC Regulation 50-5.

MAINTENANCE

By Capt. David M. Lucas
Chief of Maintenance

Pride and appearance are two words we hear a lot about these days. Pride in personal appearance is important and this is doubly true of aircraft appearance.

On the flight line your reputation is tied to the appearance of your birds. You might have the best maintained equipment in the Air Force, but if they are oil-stained outside and dirty inside no one is about to believe it. Take pride in the appearance of your unit's aircraft. A sharp airplane is the calling card of sharp maintenance.

PRIDE AWARDS

UNITS

36 ARRS
40 ARRS
76 ARRS
Det 3, Pac ARRC
Det 4, Pac ARRC
Det 6, Pac ARRC
Det 10, Pac ARRC
Training Branch, Hq Pac ARRC

GOLD AWARDS

Capt. John R. S. Daughters, Hq Pac ARRC; TSGT William I. Fogleman, Naha AB, (for support to 33 ARRS)

SILVER AWARDS

TSGT V. W. Hill, 76 ARRS; TSGT C. E. Inman, Det 7, Pac ARRC; SGT H. W. Fannin, Det 4, 38 ARRS

BRONZE AWARDS

TSGT A. Motley, Hq Pac ARRC; TSGT C. F. Gullatt, Hickam AFB (for support to Hq Pac ARRC); TSGT R. W. Kloppenberg, 31 ARRS; TSGT R. L. Tanko, 36 ARRS; SSGT B. W. Hardy, Det 8, 38 ARRS

DETS APPLAUDED FOR RESCUING FLOOD VICTIMS

Three of Pac ARRC's Korean detachments received congratulations from Korean officials and the commanders of MAC, ARRS and Pac ARRC for saving 76 persons endangered by flooding in mid-August.

Heavy rains along the south coast of Korea caused severe flooding and stranded many Koreans. Asked to help, three Pedros responded, working in an area extending from Pusan to 60 miles westward.

Detachment 3, Osan AB, a Joint Search and Rescue Center, coordinated the rescue effort. Detachment 4, Taegu AB, sent Capt. Charles E. Mays, co-pilot Capt. Paul R. Schildgen and pararescue-man SSGT John F. Tobey.

Detachment 10 sent Maj. William F. Cunningham, Capt. Charles S. Purviance, TSGT Arthur R. Reed and SSGT William J. Flower as one crew; Capt. Frederick T. Dikes, Capt. Earl A. Kelly, SSGT Dennis J. Kraft and SGT Douglas M. Moore were the other.

These crews rescued the stranded Koreans during heavy rains, ceilings from 300 to 400 feet with minimum visibility.

100% RE-UP

MISAWA AB -- Det 7, Pac ARRC, Misawa AB, Japan, has set what appears to be a Pac ARRC record in successful career motivation by reenlisting every one of their first term airmen.

Detachment commander Major James Jansa reports that both first termers in his 10 man Local Base Rescue unit have reenlisted, giving Det 7 a 100% score.

New reenlistees are SGT Allyn L. Mathieson and SGT Thomas E. Powers, Jr.

USN RESCUES RESCUE CHIEF

Colonel Donald T. Smith, Pac ARRC commander recently found himself in the unusual position of being rescued -- by the Navy!

The Colonel and Mrs. Smith were guests aboard the Hickam AFB pleasure boat that ran afoul of a reef in the middle of Pearl Harbor. The Navy, noting the predicament, dispatched two craft to remove the passengers from the slowly sinking boat.

The Hickam craft was later recovered, but not before Air Force pride suffered a dunking.

A WORD TO OUR CUSTOMERS

by Capt. Keith H. Ricks,
Detachment 9, 38 ARRSq

Almost every day, the men and equipment of ARRS participate in the rescue of someone in SEA who faces imminent death or capture.

Those who have been "saved" weren't just lucky. ARRS equipment is good, rescue personnel are highly trained, and those who received a ride home in a Jolly Green, an HH-43 Husky, or with the aid of a Rescue HC-130, knew something about the capabilities and operation of the equipment ARRS uses.

Quite naturally, combat aircrew rescue and recovery is a most important mission of ARRS. Combat aircrews are given intensive training in survival and the use of rescue equipment. But it should be realized that in a combat zone, *anyone*, ground personnel as well as aircrews could come in need of ARRS specialties. It boils down to the fact that if you are familiar, even roughly, with recovery operations, you will enhance your chances of getting out of a 'tight' spot safely. So let's start off by talking about some of the things which require special attention.

ROTOR HAZARD

Helicopter operations present several potential hazard areas. Helicopter rotor wash is an important one. The rotors of a hovering helicopter can produce winds which gust up to 50 miles per hour. This wall of wind from an approaching helicopter could knock you flat if you aren't braced. But the big item to remember is to *protect your eyes* when a helicopter



THE JOLLY GREEN GIANT looks like this to the person being rescued.

approaches. Dust, small rocks, pieces of wood, etc. become dangerous projectiles when propelled by the rotor wash.

You can expect winds of over 50 miles per hour while the helicopter is in a hover. This is enough to cause the small limbs of any trees in the hover area to thrash about and break off; so keep your helmet on *and fastened* during a hoist rescue. Protect your face as much as possible. After the helicopter is hovering over you the wind blast lessens considerably.

A second big hazard in ground operations is rotating semi-visible rotor blades, especially those of the HH-43 Husky. These blades swing mighty low on both sides of the helicopter and a man approaching from the side could get himself a *BIG* headache. Safe clearance from the rotor blades is attained only in front of the HH-43, and approaching from the front allows the pilot to keep you in sight. Keep your head down, *approach* and *depart* only from the front. Keep this in mind and you won't lose your head.

Other choppers may be approached from the right front, but make sure the pilot (who sits on the right) is watching you as you approach. He can take action to keep proper clearance, if you get too close to the rotors or viceversa.

The same story applies in the operation of ramp vehicles around operating helicopters. Remember, the rotors are only semi-visible at best, so don't drive too closely. Also look both ways before driving across a known helicopter scramble route. The HH-43 can offer valuable firefighting services to a crashed, distressed, or emergency landing aircraft. The helicopter pilot, when scrambled, will be fairly rushed; this is no time to have to wait for a fuel truck or ramp vehicle to pass. Besides, the fire suppression kit, which is slung beneath the helicopter, weighs 1000 pounds and a mid-air collision between a ground vehicle and a helicopter with its load could be devastating. Attempting to race a scrambling helicopter across the ramp is dangerous play!

HOISTING

Now something about the helicopter hoist and the procedures which should be used to assure safe hoisting operations. If you need hoist pickup, the success of the operation could depend on your own familiarity with the hoisting equipment. Used properly, the hoist can give you a ride which is just as thrilling as any at the County Fair, but a lot safer.

So here are some pointers:

† Get yourself to as large a clearing as you can find. This will allow the helicopter to hover at a relatively lower altitude and this is to everyone's advantage.

† In combat, a long hover in one position is undesirable, so don't make the helicopter wait while you gather up your equipment. Be ready, and get into the rescue device quickly. You will be hoisted fairly rapidly, usually about 100 feet per minute and maybe even on the fly.

† When the rescue device is lowered, allow it to touch the ground *before* you touch it, in order to dissipate static electricity. The helicopter rotors act as big generators, especially in rain or dust, and large amounts of static electricity can build up and be dissipated into the ground through the hoist. It could give you an uncomfortable jolt when you take hold, if you don't remember to ground it first.

† After you are hoisted up beside the helicopter don't get overly anxious and attempt to climb into the cabin unaided. The hoist operator will turn you around, so you face outward, then he will put you in seat first. Allow him to do what he has to in order to get you inside. This is a case where your trying to help may be a hinderance to the operation.

QUESTIONS

We have touched lightly on a few important points that might affect a successful rescue operation. If you have questions, stop in at one of the many ARRS detachments or squadrons in Southeast Asia. Ask questions and get answers. Take a look for yourself and see why the motto of ARRS is:

"THAT OTHERS MAY LIVE".

(Reprinted from 7 AF's "Combat Safety")



THE WIND BLAST from the HH-43's rotors is clearly evident in this rescue.