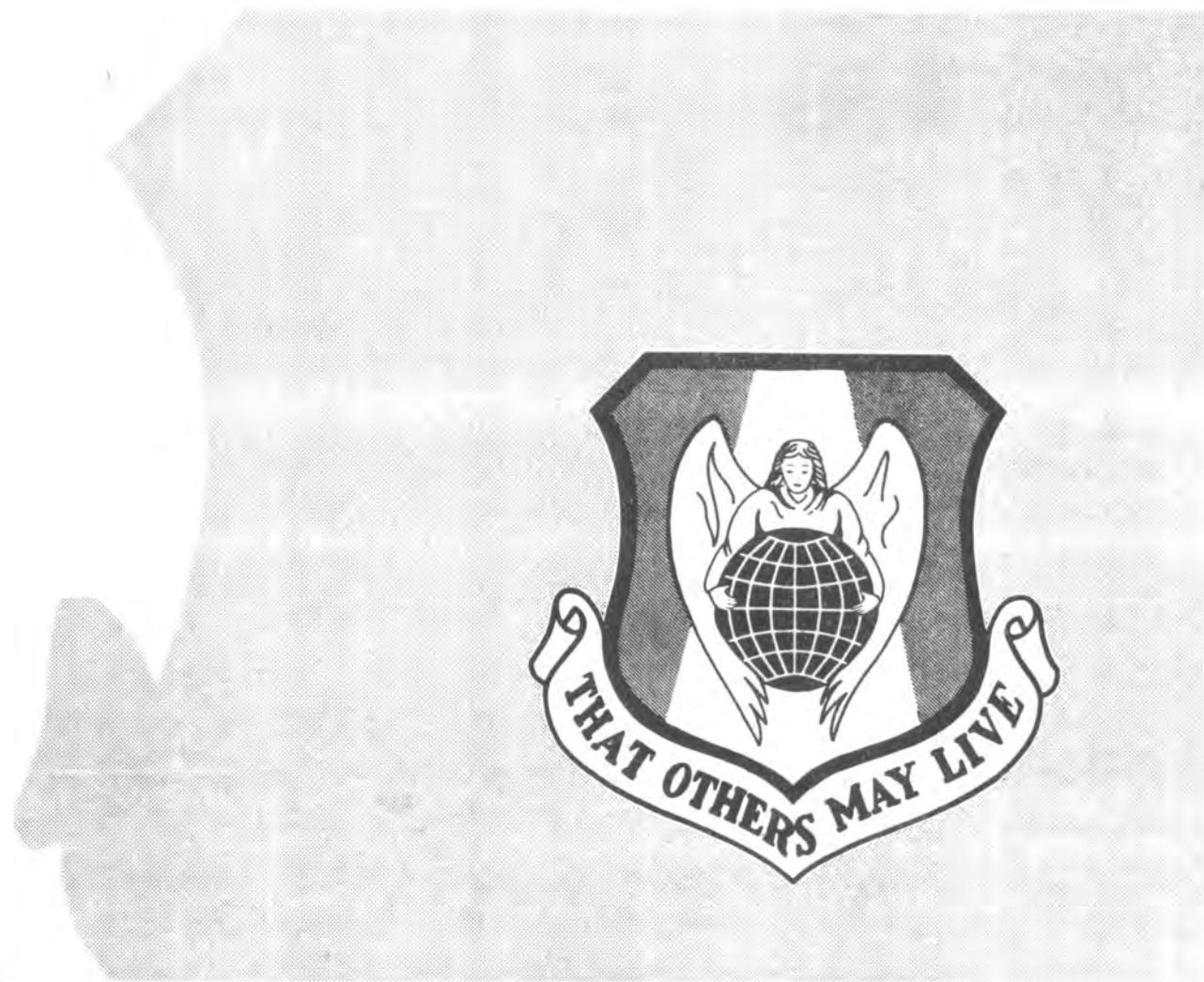


AEROSPACE RESCUE
AND
RECOVERY SERVICE

1946 - 1981

AN ILLUSTRATED CHRONOLOGY



VHPA163

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BY

DONALD D. LITTLE

1983

OFFICE OF MAC HISTORY
MILITARY AIRLIFT COMMAND
UNITED STATES AIR FORCE
SCOTT AFB, ILLINOIS 62225



RESCUE IN THE GULF OF TONKIN

On 17 December 1967, an HH-3 aircrrew assigned to the 37th Aerospace Rescue and Recovery Squadron saw an F-4C on fire and proceeded to the crash scene in the Gulf of Tonkin, 11 miles northeast of Dong Ha, Vietnam. They rescued Colonel (later Lieutenant General) Devol Brett 10 minutes after he landed in the water, and they returned to Quang Tri, Vietnam. Persons in this photograph (left to right) are: Sergeant Charles P. Vogeley, Colonel Devol Brett, and Sergeant Dennis M. Richardson.

DEDICATION

TO THOSE WHO GAVE THEIR
LIVES THAT OTHERS MAY LIVE.

FOREWORD

During 1981 ARRS completed 35 years of service to the nation, and during that year the command attained a cumulative total of 20,000 lives saved. It was therefore a fitting time to pause, reflect, and record a brief but comprehensive summary of our past accomplishments for future reference. Accordingly, I encouraged our historian to compile this information, together with significant photographs, in an illustrated chronology. I also asked him to prepare a comprehensive index in order to facilitate the location of appropriate information. I hope this chronology will serve as a valuable tool for reference and research.



WILLIAM J. MALL, Jr.
Major General USAF
Commander, ARRS

PREFACE

In 1975 I was first asked to prepare a chronology of ARS/ARRS for the celebration of the command's 30th Anniversary in 1976. Since that time, this draft chronology has been reviewed, revised, and updated several times. On the occasion of the 35th Anniversary in 1981, interest was renewed. Generals Saunders, Nugteren, and Mall have all expressed interest and support. Source materials have been examined and reexamined. New entries have been added for balance and comprehensive coverage.

It was particularly hard to decide which of the hundreds of significant rescue missions to mention. I finally decided to include those combat missions wherein a person or persons qualified for the Air Force Cross or the Medal of Honor. Significant peacetime missions involving multiple saves were mentioned. Those organizational changes affecting a wing or higher level organization were included.

Nearly all of the chronological entries have been garnered from the official histories of ATC/MATS/MAC, 1946 through 1981; the histories of ARS/ARRS, 1946 through 1981; and the histories of ARS/ARRS wings, groups, squadrons, and detachments, 1946 through 1981. All of these histories are on file at both the MAC Office of History, Scott AFB, Illinois, and the Albert F. Simpson Historical Research Center, Maxwell AFB, Alabama.

Appreciation is expressed to all the personnel of the Military Airlift Command and the Aerospace Rescue and Recovery Service for their submission of historical data and their review of this chronology. I am especially indebted to Mrs. Patricia Voss, Editorial Assistant, for her countless hours of diligent service in pursuit of the many matters relating to the typing, editing, layout, indexing, and publication of this work. I am also indebted to Mr. Charles Dickens, Chief of the Office of MAC History, for his encouragement and advice.

I hope that this illustrated chronology will serve as a skeletal structure upon which other studies and histories may be constructed. In the meantime, it will serve as a reference work for all persons interested in the history of ARS/ARRS.



DONALD D. LITTLE
7 December 1982

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HIGHLIGHTS OF THE HISTORY OF ARS/ARRS

1946-1981

1946

13 Mar 46 Headquarters Air Rescue Service (HQ ARS) was established at Andrews Field, Maryland, and was assigned to the Air Transport Command (ATC). The primary mission of ARS was search and rescue (SAR) activity within the United States.

29 May 46 Colonel Wallace S. Ford became the first commander of ARS.

Jun-
Aug 46 In response to a request from the United States Forestry Service, ARS aircraft dropped containers filled with water and other liquids on forest fires to test the effectiveness of this technique of fire fighting.

1 Jul 46 HQ ARS moved from Washington DC area to Morrison Field, Florida.

Jul-
Oct 46 ARS helicopters tested the utility of transporting air mail between air terminals and post offices in Los Angeles and Chicago.

Nov-
Dec 46 On two occasions an R-5 (later H-5) was loaded aboard a C-82 and transported long distances for rescue missions.

1 Dec 46 Colonel Richard T. Kight assumed command of ARS.

1947

Feb 47 ARS participated in flood relief along the Mamore River in Bolivia.

11 Mar 47 First B-29s were assigned to ARS. Other aircraft in the ARS inventory were C-47s, B-17s, OA-10s, L-5s, R-5s, and AT-11s.

23 May-
2 Jun 47 A B-17 went down in Nicaragua, and Army and Air Force personnel located 14 of the 15 downed crewmen. During this mission, a paradoctor, Capt P. B. Holliday, jumped from an OA-10 to locate and treat one of the survivors.

14 Jul 47 HQ ARS moved from Morrison Field to MacDill Field, Florida.

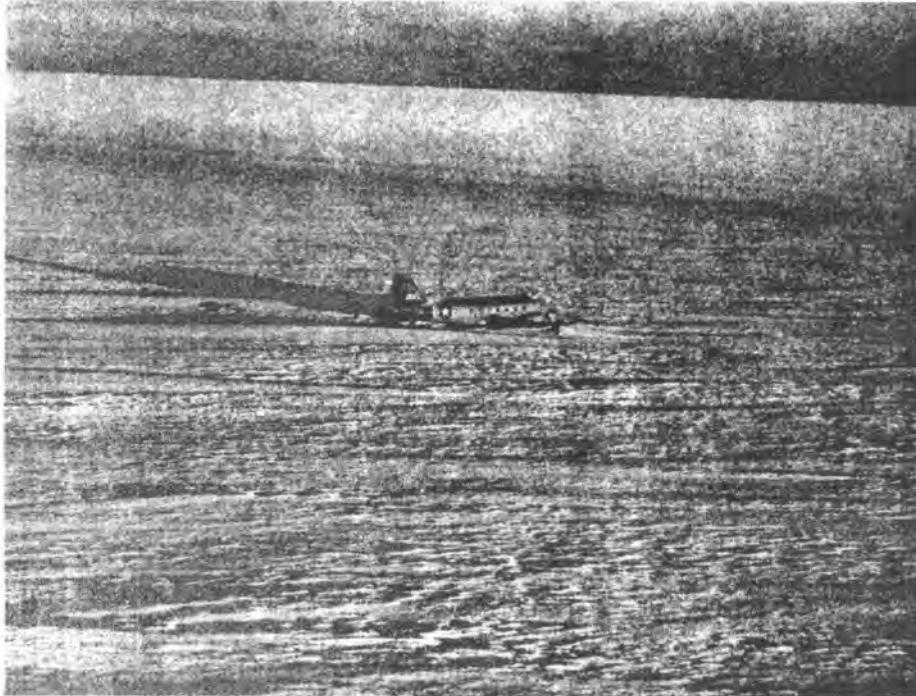
3 Dec 47 HQ ARS moved from MacDill Field, Florida, to Gravelly Point, Washington DC.

1948

1 Jun 48 ARS was reassigned from ATC to the new Military Air Transport Service (MATS).

ARS began to spread beyond the continental area. Flights were organized at Goose Bay in Labrador, Lajes Field in the Azores, Kindley Field in Bermuda, Dhahran Airfield in Saudi Arabia, and Wheelus Field in Libya.

7 Dec On 7 December a C-47 crashed on the Greenland Ice Cap. On
 28 Dec 48 8 December an ARS SB-17 dropped supplies. Several subsequent rescue attempts were unsuccessful, leaving two downed aircraft, two downed gliders, and a total of 12 persons stranded on the Ice Cap. On 28 December a MATS pilot, Lieutenant Colonel Emil G. Beaudry, landed successfully with a C-47 equipped with skis and jet assisted takeoff (JATO) equipment. All personnel were successfully evacuated.



C-47 aircraft which crash landed on the Greenland Ice Cap the afternoon of 7 December 1948 with seven men aboard.

1949

Jan 49 A severe blizzard struck and paralyzed areas of the central and western United States, isolating rural residents and cattle. During Operation Haylift and Operation Snowbound, ARS SC-47s and C-82s dropped 525 cases of "C" rations, over 20,000 pounds of food, 10,000 pounds of coal, and 25,000 pounds of cattle feed to hard-hit areas.

1949 (cont)

1 May 49 The 2d, 3d, and 4th Rescue Squadrons, together with their flights, were reassigned from the Far East Air Forces to MATS, with further assignments to ARS. All three squadrons had served during World War II, but they had not been previously assigned to ARS.

16 Nov-
19 Nov 49 A B-29 ditched in the vicinity of Bermuda, and approximately 150 aircraft, including forces of the 1st, 5th, and 6th Rescue Squadrons, participated in the search. After four days, an ARS SB-17 located survivors in two life rafts. An A-1 lifeboat was dropped, and a Canadian cutter was directed to the scene for the pickup. Eighteen lives were saved.

1950

Jan-
Jun 50 A total of 65 black personnel (1 officer and 64 airmen) were integrated into ARS.

14 Feb-
7 Mar 50 A B-36 flying between Alaska and Texas encountered icing, severe turbulence, and engine trouble in the vicinity of Vancouver Island. All 17 occupants bailed out. Twelve of these were rescued within the next two days, but the remaining personnel were not found. ARS expended about 10,000 man-hours during this search.

25 Jun 50 On the day the Korean War began, at 1330 Korean time, the 3d Rescue Squadron dispatched an SB-17 to Kimpo Airfield, Seoul, for a possible rescue evacuation mission. However, an enemy attack prevented the SB-17 from landing.

Jun 50-
Jul 53 During the Korean War, the 3d Rescue Squadron (later 3d Air Rescue (AR) Group) rescued a total of 9,898 United Nations personnel, including 996 combat saves. In recognition of this

A helicopter from an Air Rescue squadron lands at the Korean front to pick up a wounded GI. Moments later, the wounded GI was loaded into the litter beside the helicopter and flown to a hospital located in the rear.

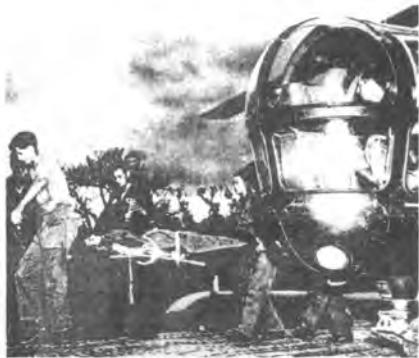


1950 (cont)



H-5 helicopter at forward base in Korea.

service, the 3d AR Group received three Distinguished Unit Citations (DUCs), two Republic of Korea (ROK) Presidential Unit Citations (PUCs), and ten campaign streamers.



(Left photo) Scenes of an H-5 rescue in Korea. Note plasma and blood transfusion which went on uninterrupted during helicopter ride to rear areas. This technique saved countless lives.
(Right photo) Major Robert J. Shelley (center) smiles broadly as he steps safely from an H-5 helicopter of the 3rd Air Rescue Squadron, which rescued him from behind enemy lines on 2 September 1951. First Lieutenant George E. Caldwell (left) was the helicopter pilot and Corporal John R. Lathrop (right) was a crew member.

15 Aug 50 In one of the speediest pickups during the Korean War, a downed F-51 pilot, who bailed out over the Sea of Japan, was rescued by an ARS SA-16 in less than five minutes after he had landed.

1950 (cont)

Aug-Sep 50 All "Rescue Squadrons" were redesignated "Air Rescue Squadrons."

Sep 50 ARS personnel and aircraft participated in the Greenhouse project, a series of tests for atomic weapons at Eniwetok Island in the Pacific Ocean.

21 Sep-
25 Sep 50 ARS aided in a search for a missing B-50 and its crew somewhere between Arizona and Labrador. The 16 crewmen, who had successfully parachuted, were found 95 miles southeast of Goose Bay, Labrador, by a Royal Canadian Air Force (RCAF) aircraft. An ARS H-5 picked up all 16 on 25 September.

21 Oct-
23 Oct 50 During this two-day period of General MacArthur's northern push to the Korean-Manchurian border (15 September-20 November 1950), H-5s and L-5s evacuated 47 injured personnel.

16 Nov 50 Three ARS SA-16 amphibians completed an endurance flight of 2,400 miles between Travis AFB, California, and Hickam AFB, Hawaii. These SA-16s were modified production models with wet floats and droppable fuel tanks.

11 Dec 50 First Lieutenant Donald D. Michaelis, flying an L-5 assigned to the 3d AR Squadron, landed on a frozen rice paddy five miles south of Pyongyang, Korea, and rescued a downed F-80 pilot.

1951

An artist's conception of Captain Daniel J. Miller rescue of a downed pilot in Korea.

1951 (cont)

7 Feb 51 Captain Daniel J. Miller, piloting an H-5 assigned to the 3d AR Squadron, landed in deep snow and under enemy fire behind United Nations lines in Korea and picked up two wounded soliders during each of three separate trips. Another H-5 pilot, First Lieutenant Ernest L. MacQuarrie, picked up two more, bringing the total saves to eight. Captain Miller was later awarded the Cheney Award for 1951.

15 Feb-
16 Feb 51 In two days H-5s and crews from Detachment 1, 3d AR Squadron, evacuated 52 critically wounded American soliders completely surrounded by the enemy in Chipyong-Ni, 20 miles east of Seoul, Korea.

24 Feb 51 Flight D, 11th AR Squadron, dropped an A-3 lifeboat from an SB-29 to 12 survivors of the SS *Florentine*, which sank in the western Pacific Ocean. The survivors had been in the water for three days.

23 Mar-
25 Mar 51 A total of 148 paratroopers, injured or wounded during the second largest paradrop of the Korean War, were rescued by H-5 crews from Detachment 1, 3d AR Squadron. The aircrews flew 77 sorties in two days in the area of Musan, transiting intense mortar and small arms fire.

11 Jun 51 First Lieutenant John J. Najarian successfully rescued a downed fighter pilot, Captain Kenneth M. Stewart, from the Taedong River in North Korea. During this rescue he completed a night water landing and takeoff without lights in his SA-16. He was later awarded the Distinguished Service Cross (DSC) for this feat.

Jul 51 The Kansas-Missouri floods during the summer of 1951 were severe. SB-29s and SA-16s from the 4th and 5th AR Squadrons, together with other United States Air Force (USAF) aircraft, dropped 200 tons of food, blankets, and medical supplies to the victims. An A-3 lifeboat, which was paradropped from an SB-29, saved the lives of 439 persons during one day of the rescue effort.

A-3 Lifeboat (same type used in Kansas-Missouri flood relief mission).



1951 (cont)

Sep 51 A helicopter crew from Flight B, 4th AR Squadron, flew medical personnel to 37 villages and settlements in Costa Rica, resulting in the inoculation of 978 persons, arresting a five-month yellow fever epidemic.

23 Dec 51-
11 Jan 52 The 3d AR Squadron began the evacuation of 218 front-line wounded to the hospital ship *Consolation*, one of the first hospital ships to have a helipad. A total of 134 sorties were completed by the squadron during this period.

1952

12 Feb 52 A B-36 with 17 men aboard crashed in the snow near Goose Air Base, Labrador. A two-man pararescue team parachuted from an SC-47 assigned to the 54th AR Squadron. They landed in eight feet of snow in temperatures dipping to 20 degrees below zero. Staying overnight, the pararescuemen found and cared for the 15 men still alive. A helicopter from the 54th AR Squadron picked up everyone the next day.

11 Apr-
12 Apr 52 Personnel from Flight C, 1st AR Squadron, rescued six persons from the crash of a Pan American airliner at sea near Puerto Rico. The six personnel and a number of bodies were evacuated in an SA-16 aircraft.

9 Jul-
18 Aug 52 Following the departure of Colonel Richard T. Kight, Colonel J. C. Bailey assumed temporary command of ARS, pending the arrival of Colonel Thomas J. DuBose.

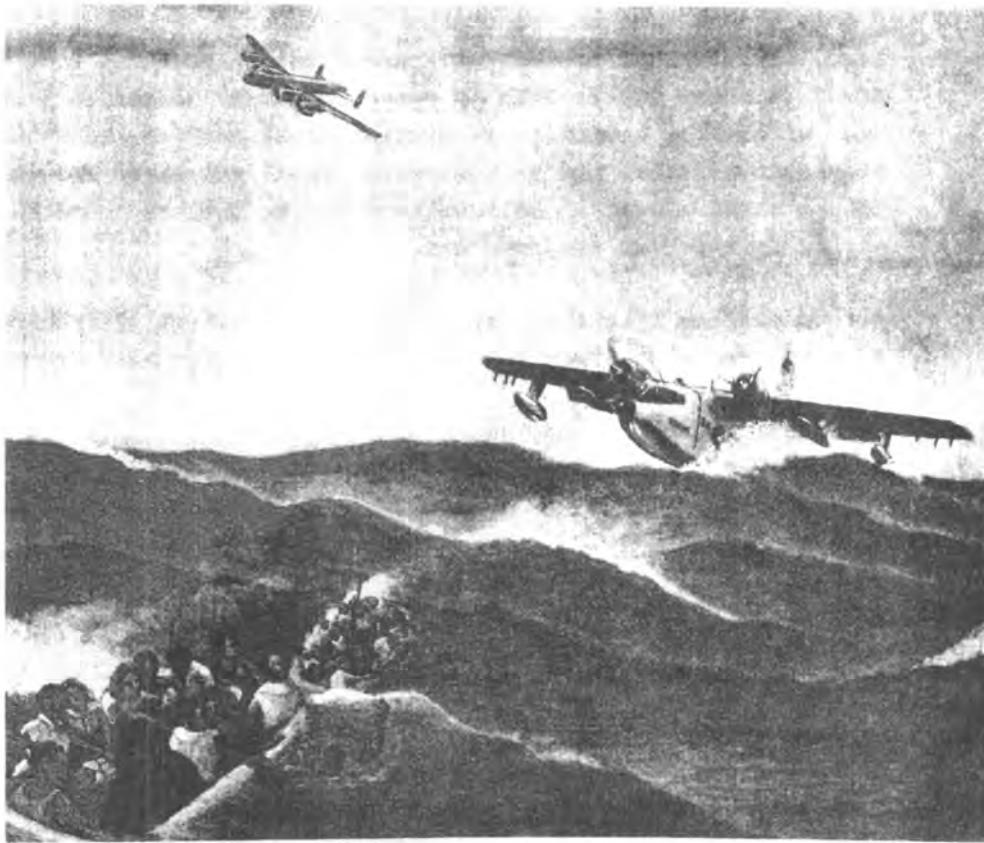


H-19 "Hop-A-Long" (51-3893) and H-19 "Whirl-O-Way" (51-3894) warm up at Westover AFB, Massachusetts, prior to the first helicopter transatlantic crossing.

1952 (cont)

15 Jul- Project Hop-A-Long. Two ARS H-19s completed a transatlantic
 31 Jul 52 helicopter flight, touching down five times en route between
 Westover AFB, Massachusetts, and Prestwick, Scotland. This test
 demonstrated the possibility of ferrying helicopters over long
 distances. Captain Vincent H. McGovern and First Lieutenant
 Harold W. Moore piloted the H-19s.

27 Jul- The crew of an ARS SA-16 from the 58th AR Squadron rescued 32
 30 Jul 52 survivors after the crash of a British DC-3 commercial airliner
 in the Mediterranean Sea between Malta and Benghazi, Libya.



Artist's conception of Mediterranean rescue of 32 persons from a downed British DC-3.

After the SA-16 landed on the water, all 32 survivors climbed aboard, most of whom were seasick. Eventually British destroyers picked up the downed personnel. The SA-16, damaged by contact with a destroyer, was towed to port. Captain Kendrick U. Reeves, pilot of the SA-16, was later awarded the Cheney Award for 1952.

19 Aug 52 Colonel (later Brigadier General) Thomas J. DuBose assumed command of ARS.

1952 (cont)

14 Nov 52 Reorganization of ARS Units. Most of the former ARS squadrons with digits 1 through 12 were redesignated AR groups. Concurrently, the men and equipment of the former ARS flights were assigned to new AR squadrons with digits 26 through 84. These new squadrons were assigned to the aforementioned groups. ARS then consisted of a total of 11 groups and 41 squadrons. The various groups and squadrons outside the contiguous United States were attached to the USAF commanding generals in the appropriate theaters for operational control.



1953

31 Jan 53 During record floods in England, Airman Second Class Reis L. Leming, assigned to the 67th AR Squadron, was directly responsible for saving 27 lives. Although he was unable to swim, he donned an exposure suit and pushed a rubber life raft through flooded areas to pick up stranded persons. Airman Leming later received the George Medal from the United Kingdom.



(Top photo) Airman Second Class Reis Leming pauses during a flood relief mission at New Hunstanton, Norfolk, England, on 1 February 1953. (Bottom photo) Airman Leming receives the George Medal from British Ambassador, Sir Roger Makin, on 15 April 1953.

3 Feb-
17 Feb 53 During floods in the Netherlands, 12 aircraft (SA-16s, H-19s, C-47s, and C-82s) of the 66th, 68th, 69th, 82d, and 83d AR Squadrons flew 198 sorties, evacuating 161 persons and delivering 32,900 pounds of relief supplies.

1953 (cont)

18 Mar 53 The 33d AR Squadron launched SA-16, H-19, and SC-47 aircraft to rescue survivors of the Japanese ship *Ryoshō Maru*, which had run aground on the small island of Tori Shima near Okinawa. ARS personnel, aided by United States Army personnel, rescued 31 of the 38 personnel aboard the ill-fated ship.

12 Apr 53 After shooting down an eighth Mig in Korea, Captain Joseph McConnell felt his F-86 shudder and slow. After radioing for help, he ejected over the Yellow Sea. Within a few minutes, he was rescued by an H-19 from the 3d AR Squadron.

Artist's conception of H-19 rescue.



11 Jul-
23 Jul 53 The 58th AR Squadron rescued 16 survivors from a Royal Air Force (RAF) Hastings aircraft which had gone down in the Mediterranean Sea. An SA-16 landed near two life rafts, gathered up the survivors, and transferred the victims to a British destroyer.

5 Aug 53 An RB-36 declared an emergency over the North Atlantic Ocean south of Iceland. Two engines were on fire, and the crew ditched the plane. The 67th and 68th AR Squadrons responded, located the wreckage, and dropped an A-3 lifeboat to the four survivors. Surface vessels were directed to the scene.

21 Sep-
18 Nov 53 As part of the post Korean War drawdown, eight ARS squadrons were inactivated.

1954

13 Jan-
16 Jan 54 The 12th AR Group provided assistance following an avalanche near Blons, Austria. H-19 helicopters flew 99 sorties and rescued 69 avalanche victims.

1954 (cont)

15 Mar 54 HQ ARS completed a move from Washington DC to Orlando AFB, Florida.

2 Apr-
16 Apr 54 The 59th AR Squadron and its H-19s provided flood relief assistance to people in the Tigris River Valley of Iraq. During 66 sorties, the squadron dropped 30,000 pounds of food to about 4,000 refugees.

3 Apr 54 The 56th AR Squadron rescued 18 men from the deck of a grounded Swedish freighter near the Casablanca harbor. They were hoisted aboard an SH-19.

8 Apr-
8 Sep 54 ARS inactivated four more squadrons during the post Korean War drawdown.

23 Jul 54 A Cathay-Pacific (British) DC-4 airliner was shot down by Chinese Communist aircraft near Hainan Island. An SA-16 crew of the 31st AR Squadron picked up nine of the survivors, one of whom died on the flight to Hong Kong.

29 Jul 54 The 11-man crew of a Navy P2V-5 bomber, forced to ditch 110 miles northeast of Montauk Point, Long Island, was picked up by an ARS HU-16 from Westover AFB, Massachusetts.

5 Sep 54 Third AR Group launched two SB-29s and four SA-16s to aid survivors of a United States Navy P2V which was shot down in the Sea of Japan by aircraft from the Union of Soviet Socialist Republics (USSR). The SA-16s found nine survivors in an inflated raft and returned them to Misawa AB, Japan.

11 Sep-
17 Sep 54 Aircraft from the 56th and 58th AR Squadrons carried earthquake relief supplies to Orleansville, Algeria. The helicopters also evacuated 39 persons from the area.

17 Oct-
24 Oct 54 After Hurricane Hazel hit Haiti, an H-19 assigned to the 28th AR Squadron evacuated 13 persons and delivered two tons of food and medical supplies.

1955

29 Jul 55 An SA-16 from the 58th AR Squadron rescued 19 survivors from a C-47 which had ditched in the Mediterranean Sea. The SA-16 taxied 90 miles to the coast.

18 Aug-
2 Sep 55 Floods in the wake of Hurricane Diane threatened the northeastern United States. ARS forces flew 72 sorties in 176 hours, and evacuated 54 people.

1955 (cont)

Sep 55 The Norwegian vessel *Jopeter* was caught in a North Atlantic ice pack. A large-scale rescue effort was directed by the 55th AR Squadron, and 26 passengers and crewmen were evacuated to the safety of another ship.

22 Dec-
28 Dec 55 The 41st AR Squadron used SA-16s and SH-19s to evacuate more than 500 persons from flooded areas of northern California, particularly Yuba City, Eureka, and Maryville. Some of these people were stranded on rooftops, automobiles, or clinging to debris.

27 Dec 55 The 38th AR Squadron hoist-rescued 14 crewmen from the Japanese coastal steamer *Tanda Maru*, driven aground near Hachinohe in a storm.



SH-19 from the 38th AR Squadron hovers over grounded Japanese vessel Tanda Maru.

1956

Mar 56 National SAR Plan. The first National Search and Rescue (SAR) Plan was published. The object of the plan was to coordinate all United States SAR resources and activities. USAF was responsible for coordinating SAR activities in the contiguous United States (or "Inland SAR Region"). USAF delegated this responsibility to the Continental Air Command (CONAC) and ARS supported CONAC between 1956 and 1961.

25 May 56 Operation Wring Out. HQ USAF announced important forthcoming changes in the organization of ARS. The number of ARS groups and squadrons would diminish, and the number of small detachments,

1956 (cont)

25 May 56 (cont) equipped with lightweight helicopters, would increase. At the same time, these detachments would be spread over a broad area, since studies had indicated that 70 percent of all aircraft accidents occurred within 20 miles of assigned bases.

Jun-
Dec 56 Four ARS groups and nine squadrons were inactivated. At the end of 1956 ARS was comprised of eight groups and twenty-nine squadrons.

18 Aug-
8 Oct 56 Three Air Force Reserve (AFRES) squadrons (the 301st, 302d, and 303d) were activated, and ARS was designated as the intermediate gaining command for the three squadrons.

11 Oct-
19 Oct 56 ARS engaged in an extensive but fruitless search for a MATS Navy R6D (C-118) with 59 servicemen aboard. The aircraft was lost between England and the Azores. A total of 64 aircraft flew more than 4,000 flying hours in a vain effort to locate survivors.



12 Oct 56 SH-19s from the 33d AR Squadron rescued 28 crewmen from a light Army tug LT-578, which was stranded on a reef off of Okinawa.

SH-19 from the 33d AR Squadron rescues crewmen from grounded United States Army LT 578.

21 Oct-
26 Oct 56 The 31st AR Squadron searched for survivors of the Philippine ship SS *Lepus* which was caught in Typhoon Jean off Luzon. Three SA-16s sighted 11 survivors, and guided the USS *Castor* to their position.

1957

27 Jan 57 An SH-21 aircrew from the 71st AR Squadron saved 13 persons from a C-124 which went down on the ice in the Cook Inlet, Alaska.

22 Feb 57 A C-124 with 155 persons aboard crashed on a sandbar in the Han River, 12 miles northeast of Kimpo Airfield, near Seoul, Korea.

1957 (cont)

9 May 57 (cont) MA-1 Kit, and a surface vessel, the *Sanderfjord*, picked up the seven airmen.

27 Aug 57 An H-19 from the 53d AR Squadron rescued 22 seamen from a Norwegian ship, the *Polarbjørn*, trapped in ice near Greenland.

18 Sep-
15 Dec 57 One group and six squadrons were inactivated.

21 Oct 57-
13 Aug 58 The 64th AR Squadron participated in Operation Hardtack, a United States atomic test at the Einiwetok Proving Ground. The SAR element for the test was composed of 31 officers, 131 airmen, and 5 SA-16 aircraft. These aircraft flew 2,168 hours and were involved in 10 SAR missions during the nuclear test events.

17 Nov 57 SA-16 and SH-21 aircrues from the 71st AR Squadron rescued four



Artist's concept of SH-21 rescuing the aircrue of a downed TB-29 north of Anchorage, Alaska.

surviving airmen and six deceased airmen from a TB-29 which crashed in the Talkeetna Mountains north of Anchorage, Alaska.

12 Dec 57 Two SH-19 aircrues from the 56th AR Squadron saved 50 crewmen by hoisting them from the French freighter *Pei-Ho*, which ran aground near Casablanca, Morocco.

1958

8 Jan-
18 Feb 58 Three groups and two squadrons were inactivated.

17 Mar 58 The 56th AR Squadron rescued 13 crewmen from an Italian tanker, *Lisa C*, in distress near Mayagan, Morocco.

May 58 Following an assault by a mob in Caracas, Venezuela, against Vice President Richard M. Nixon, the 2157th AR Squadron moved a helicopter from Eglin AFB, Florida, to Ramey AFB, Puerto Rico, for possible emergency rescue use. However, no further violence occurred.

30 Jun 58 ARS was assigned one group and nineteen squadrons. The command had been cut approximately 50 percent in units and personnel since 1956.

4 Jul 58 An SC-54 of the 76th AR Squadron located wreckage and survivors of a ditched C-124 in the Pacific Ocean. The aircraft directed the USS *Boxer* to the scene.

ARS weasel similar to one used in Greenland during 1958.

25 Jul 58 An SH-21 from the 55th AR Squadron attempted to pick up 13 survivors of a C-54 accident at Polar Research Site #2, Greenland. The first SH-21 experienced engine failure at the research site, and a second SH-21 was dispatched. The second SH-21 crashed near the site, killing five persons. Eventually, the pilot of the downed C-54 was evacuated by an Army L-20, and twelve survivors and five deceased were removed by a weasel train to Thule AB.

8 Aug 58 An SH-19 assigned to the 53d AR Squadron made a night pickup from the atomic submarine *Nautilus* after it had successfully completed a crossing under the polar ice pack.



1958 (cont)

16 Aug 58 The 46th AR Squadron evacuated seven survivors from a civilian aircraft which had crashed at Nantucket Island, Massachusetts.

19 Sep 58 An SH-19 crew from the 57th AR Squadron saved 48 persons from the Portuguese ship *Arnel*, aground off Santa Maria Island, Azores.

An SH-19 rescues crewmen from grounded Portuguese ship, Arnel.



25 Dec 58 SH-19s from the 56th AR Squadron evacuated 37 persons from flooded areas near Tazi, Morocco.

1959

7 Jun 59 The 58th AR Squadron dispatched an SH-19 to rescue seven survivors of a ditched SC-47 in the Mediterranean Sea, approximately 60 miles north of Wheelus AB, Libya. The survivors, located in waves cresting between 15 and 25 feet, were hoisted to the helicopter. Due to total weight, the pilot could only attain an altitude of 200 feet during the return trip.

1 Aug 59 Brigadier General Joseph A. Cunningham assumed command of ARS.

19 Oct 59 The 33d AR Squadron evacuated 29 crewmen from the Japanese vessel *Zenko Maru*, which had foundered on the Tori Shima

Captain Herbert L. Mattox, Jr., pilot of an SH-19 which rescued crewmen of the Japanese vessel Zenko Maru.



1959 (cont)

19 Oct 59 reef. Captain Herbert L. Mattox, Jr., piloting an SH-19, later
 (cont) received the 1959 Cheney Award as a result of this rescue.

1960

18 Mar- Severe Reduction of ARS Units. During 1960 a total of 14 AR
 31 Dec 60 squadrons were inactivated. At the end of 1960 ARS was assigned
 three squadrons and 1,450 personnel. Concurrently, USAF and MATS
 were investigating new missions for ARS, such as the administra-
 tion of the Inland SAR Region and overseas joint SAR centers,
 and a Local Base Rescue (LBR) program involving rescue services
 in the vicinity of local bases.

Jul 60 The 57th AR Squadron participated in a SAR mission over the
 Barents Sea after the USSR shot down an RB-47 transiting that
 area. No trace was
 found of the aircraft
 or aircrew.

14 Jul 60 A civilian DC-7 with
 58 aboard ditched
 off the coast of
 Polillo Island,
 Republic of the
 Philippines. Three
 SA-16s from the 31st
 AR Squadron rescued
 27 survivors. The
 United States Navy
 accounted for 30
 more.

*One of the 27 survi-
 vors of a DC-7 crash,
 deplanes from an ARS
 SA-16 at Clark AB,
 Philippines.*



23 Jul- Detachment 2, 57th AR Squadron, provided rescue support for an
 30 Sep 60 airlift to the Congo area during a period of civil turmoil in
 that country.

1961

1 Feb- The CONAC transferred responsibility for the Inland SAR Region
 16 Feb 61 to ARS. The Rescue Coordination Centers (RCCs) at Robins AFB in
 Georgia, Hensley Naval Air Station in Texas, and Hamilton AFB in

1961 (cont)

1 Feb-
16 Feb 61 California were renamed the Eastern, Central, and Western Air
(cont) Rescue Centers (ARCs), respectively.

12 Apr 61 The 48th AR Squadron was tasked to support contingency recovery operations in connection with the man-in-space programs of the National Aeronautics and Space Administration (NASA).

May 61-
Jul 75 ARS (and later Aerospace Rescue and Recovery Service (ARRS)) supported all of the manned space flights from the Mercury through the Apollo-Soyuz series of missions. The command also supported most of the unmanned space operations.

15 May 61 ARS was assigned the responsibility for planning for the evacuation of military aircraft during hurricanes.

18 Jun-
31 Dec 61 ARS increased from three AR squadrons to ten AR squadrons.

19 Jun 61-
30 Jun 62 ARS authorized personnel increase from 1,500 to 2,700.

2 Jul 61 First Lieutenant William A. Luther and Master Sergeant Lawrence G. Seckley, crewmen on an HH-43, rescued an injured woman mountain climber from the face of Wilmont Peak, Washington. They were later awarded the Cheney Award for 1961.

1 Oct 61 Assignment of the LBR Mission. ARS organized a total of 70 Local Base Rescue (LBR) elements or detachments worldwide, and a total of 148 helicopters were assigned from other commands. Detachments



Pararescuemen prepare for a jump in support of manned space recovery operations. Master Sergeant Nicholas Klinis inspects the gear of Technical Sergeant Joe L. Williams.

1961 (cont)

1 Oct 61 (cont) in the contiguous United States were assigned to the Eastern, Central, and Western ARCs.

An HH-43 crew from an LBR element (ARS Detachment 6, Eastern Air Rescue Center) hoists the survivor of a boating accident from rocks in the Potomac River. (This rescue mission occurred c. August 1964.)

1962

23 Apr 62 Detachment 36, Central ARC, flying out of Laredo AFB, Texas, rescued 43 adults and 35 children from a flood-swollen creek near Colombia, Nuevo Leon, Mexico.

24 May 62 Astronaut M. Scott Carpenter's Aurora 7 Mercury spacecraft landed 250 miles from recovery ships after orbiting the earth three times. Two pararescuemen, Staff Sergeant Ray E. McClure and Airman First Class John F. Heitsch, jumped from an ARS SC-54 and attached an auxiliary flotation collar to the capsule. They remained with astronaut Carpenter until all three were recovered by Navy helicopters from the USS *Intrepid*.

13 Jun 62 Captain Richard H. Coan, piloting an HH-43, established a new record by flying a total of 656 statute miles over a 25-mile closed course north of Mono Lake, California.

5 Jul 62 Captain Chester R. Ratcliffe, Jr., piloting an HH-43B, established a new record for flight in a straight line. He flew a distance of 887 statute miles (from Hill AFB, Utah, to Springfield, New Mexico).

4 Sep-
10 Dec 62 An ARS element provided rescue coverage for Operation Deep Freeze between Christchurch, New Zealand, and McMurdo Sound, Antarctica. Two HC-54s, plus support personnel and equipment, comprised the ARS element, which was stationed at Christchurch.

23 Sep-
25 Sep 62 Atlantic ARC coordinated a major rescue mission for survivors of a civilian C-121 airliner which ditched in the Atlantic Ocean

1962 (cont)

23 Sep-
25 Sep 62 (cont) about 675 nautical miles west of Prestwick, Scotland. SC-54 and SA-16 aircraft of the 67th AR Squadron participated in the mission. Survivors were located about four hours after the ditching, and 48 persons were picked up by ships in the area.

20 Oct-
21 Nov 62 ARS participated in the Cuban Crisis by deploying HH-43, HC-54, and HU-16 aircraft to various bases in Florida. During the one-month period ARS forces flew 935 hours in support of United States contingency operations in the Caribbean area. These resources were from the Eastern, Central, and Western ARCs and the 54th, 55th, 41st, and 48th AR Squadrons. Reserve forces from the 301st AR Squadron also participated.

1963

10 Jan-
13 Jan 63 ARS HH-19s and aircrews from detachments of the Atlantic ARC flew flood relief missions in the vicinity of Sidi Slimane, Morocco. These aircraft transported food and medical supplies, evacuated 249 persons, and saved the lives of 11 persons.

17 Feb-
18 Feb 63 The ARS detachment at Moron AB, Spain, flew flood relief sorties to the town of Ecija on the Genil River. Two helicopters evacuated 69 persons, including 32 saves.

21 Feb-
27 Feb 63 A severe earthquake leveled the city of Barce, Libya. The 58th AR Squadron at Wheelus AB flew HH-19, HU-16, and HC-54 aircraft to deliver personnel, equipment, and supplies to the devastated area. Injured personnel were evacuated by the HH-19s to Benia, near Barce.

23 Feb-
24 Feb 63 HH-19 aircrewmen from Detachment 11, Atlantic ARC, evacuated 90 Turkish citizens from flooded areas along the Ceyhan River near Misis.

19 Mar 63 Captain Glen A. Higginson and First Lieutenant Kenneth E. Glass flew an HU-16 over a 1,000 kilometer closed course near Eglin AFB, Florida, with a 5,000 kilogram load at a speed of 153.7 miles per hour, thereby establishing a new speed record.

20 Mar 63 Captains Henry E. Erwin, Jr., and Luther Brown flew an HU-16 with a load of 5,000 kilograms to an altitude of 19,747 feet. On the same date they also flew to an altitude of 2,000 meters with a load of 5,517 kilograms, thereby establishing new altitude records.

1963 (cont)

22 Jun-
1 Aug 63 Colonel Theodore P. Tatum served as acting commander after the departure of Brigadier General Joseph A. Cunningham and prior to the arrival of Brigadier General Adriel N. Williams.

1 Aug 63 Brigadier General Adriel N. Williams assumed command of ARS.

17 Aug-
18 Aug 63 A ferry, the *Midori-Maru*, with 250 persons aboard capsized 15 miles west of Naha AB, Okinawa. The 33d AR Squadron RCC coordinated the rescue effort, which involved HU-16 and HH-19 aircraft from the 33d Squadron. At first light on 18 August the helicopters lined up 75 yards apart at 300 feet above sea level and swept the entire area. In all, a total of 106 survivors were rescued by surface craft, and 38 were rescued by helicopters from the several military services.

26 Aug 63 An HH-43 aircrew saved the lives of three crewmen involved in the crash and subsequent burning of a B-58 on the runway at Bunker Hill AFB, Indiana. The HH-43, which was airborne at the time of the crash, landed near the burning bomber and effected the rescue.

10 Oct 63 Northern Italy was struck by devastating floods. An HH-43 aircrew from Detachment 10 at Aviano AB succeeded in saving 15 lives, and the detachment airlifted medical personnel and supplies to areas in need.

22 Dec-
24 Dec 63 HC-54 aircraft from the 57th AR Squadron at Lajes Field, Azores, participated in rescuing survivors from the Greek liner, *Lakonia*, when it caught fire and burned approximately 170 miles north of Madeira Islands. Four HC-54s dropped a total of 42 rubber life rafts and 400 blankets to survivors in the water. One aircraft stayed on scene at all times to direct surface vessels to the site and to spot survivors for the surface vessels to pick up. The total effort resulted in the recovery of 896 survivors and 91 deceased persons. Four persons remained missing.

1964

1 Jan 64 ARS assumed the task of recovering atmospheric sampling balloons and their payloads launched by the Air Weather Service (AWS) from Goodfellow AFB, Texas.

2-9 and
23-28
Jan 64 ARS units participated in a massive but unproductive SAR mission for possible survivors of an overdue C-124 with nine persons aboard. It was flying from Wake Island to Hickam AFB, Hawaii, on 2 January. Between 2 and 9 January ARS units flew 528 hours

~~1964~~ (cont)

2-9 and 23-28 and other United States forces flew 3,197 hours. After subsequent sighting of debris, the mission was reopened. ARS flew an additional 354 hours, and other forces flew an additional 980 hours with no positive results.

Jan 64 (cont)

15 Feb 64 An HH-43 aircrew from the ARS detachment at Selfridge AFB, Michigan, saved seven fishermen who were stranded on loose ice three miles offshore on Lake St. Clair, Canada.

16 Mar 64 An HH-43 aircrew from the ARS detachment at Kinchloe AFB, Michigan, saved five fishermen stranded on loose ice in the Whitefish Bay area of Lake Superior.

27 Mar- 4 Apr 64 Following a massive earthquake that shook Alaska on 27 March 1964 and leveled sections of Anchorage and Seward, ARS personnel of the RCC at Elmendorf AFB directed a massive humanitarian effort. Seven ARS aircraft were flown to Alaska from the "lower 48." The ARS aircraft performed a wide variety of missions, including the evacuation of injured and homeless persons, airdropping medical supplies, and performing reconnaissance along the shorelines throughout the quake area.

9 Jun- 13 Jun 64 During floods in Montana, HH-43s and CH-3s of the ARS detachments at Glasgow and Malmstrom AFBs, Montana, respectively, airlifted a total of 59 survivors out of flooded areas.

29 Jun 64 Two ARS aircraft, HC 54 #7290 and HC-97 #22773, collided in mid-air offshore from Bermuda, killing a total of 17 persons.

Two ARS aircraft collided in midair off Bermuda on 29 June 1964.

1 Sep 64 ARS in Southeast Asia (SEA). Soon after the Gulf of Tonkin Incident (2 August 1964), four ARS provisional detachments were organized in SEA. This was the beginning of a comprehensive buildup of combat



1964 (cont)



(Left photo) HH-3 lowering a forest penetrator to hoist a pararescueman.
 (Right photo) Search and Rescue Task Force (SARTAF) over South Vietnam.
 Four A-1s lead an HC-130, which is refueling an HH-3.

1 Sep 64 rescue activity which was to continue for the next 11 years.
 (cont) These ARS detachments were stationed at Bien Hoa and Da Nang ABs in Vietnam, and at Nakhon Phanom Airport and Korat AB in Thailand. All four were attached to Detachment 3, Pacific ARC, which had been located at Saigon since 1 April 1962.

21 Sep-
 22 Sep 64 The ARS detachment at Laughlin AFB, Texas, evacuated eight flood victims from the area of Brackettville, Texas, and 22 flood victims from the areas of Del Rio and Sonora.

19 Nov 64 Secretary of Defense Robert S. McNamara announced a number of economy measures affecting the Department of Defense (DOD). One of these projected actions was the transfer of Orlando AFB, Florida, to the United States Navy in 1967 and the attendant movement of HQ ARS to Scott AFB, Illinois, during 1967.

8 Dec 64 Twenty-five hundred pounds of clothing and Christmas gifts donated by Goose AB personnel were dropped to villages along the Labrador coast by HC-54 crews of the 54th AR Squadron during Operation Reindeer.

1 Dec 64-
 31 Dec 75 Saves in SEA. ARS (later ARRS) personnel saved the lives of 4,120 personnel. Of this number, 2,780 were combat saves.

1965

8 Mar 65 Colonel (later Major General) Allison C. Brooks assumed command of ARS (later ARRS).

23 Mar 65 ARS pararescuemen were the first to reach astronauts Grissom and Young after the splashdown of Gemini 3.

18 Jun 65 Captain Anthony A. Muehling, Jr., pilot of an HU-16, together with his crew, was responsible for saving the lives of survivors of a midair collision of two B-52s over the South China Sea. Five B-52 crewmen were located and brought aboard the HU-16. Turbulent seas prevented a takeoff and eventually caused damage to the plane. A naval vessel arrived on scene and took the survivors aboard. The HU-16 was placed in tow, but it was subsequently lost.

2 Sep-
3 Sep 65 Floods in the area around Aviano, Italy, caused extensive damage. Detachment 10, Atlantic ARC, at Aviano AB, saved the lives of 13 people. Captains Robert S. Henderson and James A. Darden, Jr., later received the 1965 Cheney Award in recognition of this mission.

20 Sep 65-
12 Feb 73 ARS HH-43 #62-4510 was downed by enemy fire about 40 miles south of Vinh, Vietnam, while participating in a SAR mission searching for a downed F-105 pilot. The HH-43 aircrewmen, who became prisoners-of-war (POWs) were: Captain Thomas J. Curtis, pilot; First Lieutenant Duane W. Martin, copilot; Airman First Class William A. Robinson, flight mechanic; and Airman Second Class Arthur N. Black, pararescueman. All four men were awarded the Air Force Cross, in absentia. Later, between 15 and 20 July 1966, Captain Martin was killed while attempting to escape. The other three men remained POWs until 12 February 1973.



General John P. McConnell, Air Force Chief of Staff, presents the Cheney Award for 1965 to Captains James A. Darden, Jr., and Robert S. Henderson.

1965 (cont)

20 Sep 65- 12 Feb 73 (cont) Master Sergeant William Robinson (right) and Captain Jeremiah Denton, Jr. (left), ex-POWs, arriving at Scott AFB, Illinois, 14 February.

22 Oct 65 A HC-54 aircrrew from the 57th AR Squadron, Lajes Field, assisted in the rescue of survivors from the SS *Tradewinds*. The aircrrew dropped MA-1 kits and smoke markers and was credited with five saves.

6 Nov 65- 12 Feb 73 ARS CH-3 #63-9685 was hit by ground fire and crashed 40 miles south southwest of Hanoi, Vietnam, while participating in a SAR mission for a downed A-1E. The crew of the CH-3, who became POWs, were: Captain Warren R. Lilly, pilot; First Lieutenant Jerry A. Singleton, copilot; and Staff Sergeant Arthur M. Cormier, pararescueman. The fourth crewman, Staff Sergeant Berkeley Naugle, was successfully rescued on 7 November 1965.

1966

8 Jan 66 ARS was redesignated the ARRS. The ARCs became Aerospace Rescue and Recovery Centers (ARRCs), and the AR squadrons became Aerospace Rescue and Recovery (ARR) squadrons.

8 Jan 66- 31 Jan 76 The 3d ARR Group was organized at Tan Son Nhut Airfield, Vietnam. It served with honor in SEA, accruing 16 campaign streamers, five Presidential Unit Citations (PUCs), two Air Force Outstanding Unit Awards (AFOUAs), and two Republic of Vietnam Gallantry Crosses with Palm. Individual awards during the War in SEA included one Medal of Honor and 38 Air Force Crosses.

14 Mar 66 HU-16 #51-0071, assigned to the 33d ARR Squadron, responded to F-4 crewmen downed in the Gulf of Tonkin. Captain David Westenbarger landed the HU-16 near the wet crewmen, and shore batteries opened fire and hit the aircraft. Two of the aircrrew, Airmen First Class Robert Hilton and James Pleiman, lost their lives. Captain Donald Price, the navigator, aided some of the survivors to safety aboard Navy helicopters and narrowly avoided capture himself. Captain Price later received the Air Force Cross.

~~1966~~ (cont)

16 Mar 66 The Gemini 8 mission was aborted after only six orbits and made an emergency splashdown about 500 miles east of Okinawa. An ARRS three-man pararescue team jumped from an HC-54 and secured the spacecraft. These pararescuemen were: Staff Sergeant Larry D. Huyett, Airman First Class Eldridge M. Neal, and Airman Second Class Glenn M. Moore. The astronauts were Neil A. Armstrong and David R. Scott. The USS *Mason* picked up the five men.

11 Apr 66 Three HH-43s from Detachment 6, 38th ARR Squadron evacuated wounded survivors from a battle area 33 miles southeast of Bien Hoa, Vietnam. A total of nine casualties were recovered, although the aircraft was hit by ground fire. During the engagement, Airman First Class William H. Pitsenbarger, a pararescueman who had been lowered to the ground to prepare the wounded for evacuation, was fatally wounded when the Army position was overrun by the enemy. Airman Pitsenbarger was the first enlisted man to posthumously receive the Air Force Cross.



Airman First Class William Pitsenbarger

3 May 66 Colonel Allison C. Brooks, Commander ARRS, and Airman First Class Ronald Doll became the first two men to be picked up together by the HC-130H equipped with the Fulton Surface-to-Air Recovery (STAR) system. Captain Gerald T. Lyvere had earlier successfully demonstrated a one-man pickup.

13 May 66 Captain Robert D. Furman, pilot of an HH-3, performed the deepest successful rescue into North Vietnam, to date, when he rescued a downed F-105 pilot, Captain Martin H. Mahot, 80 miles northwest of Hanoi.

26 May 66 The USAF Chief of Staff approved a distinctive uniform for ARRS pararescuemen, featuring a maroon beret and bloused trousers over combat boots.

22 Jul 66 Captain Robert A. Delorenzo, 54th ARR Squadron, pilot of an HC-130, performed the first operational ground-to-air recovery,

1966 (cont)

23 Jul 66 when he flew from Lima, Peru, and snatched a packet on Easter
 (cont) Island.

5 Oct 66 Captains Leland T. Kennedy and Oliver E. O'Mara, both assigned to Detachment 5, 38th ARR Squadron, piloted H-3s during a mission to rescue a downed F-4 crew in Laos. With an escort of "Sandy" aircraft, Captain O'Mara repeatedly attempted to reach the downed airmen, despite intense ground fire. Captain O'Mara's H-3 was damaged, forcing a withdrawal, but Captain Kennedy persisted, and after more unsuccessful attempts, his crew rescued the F-4 copilot.

Air Force Cross Ceremony at Scott AFB, Illinois, in 1967. Officers in foreground are Major Leland Kennedy, Captain Oliver O'Mara, General Howell M. Estes, Jr., and Colonel Allison C. Brooks.

Both Captains Kennedy and O'Mara received the Air Force Cross.

20 Oct 66 Captain Leland T. Kennedy, piloting an H-3, again qualified for another Air Force Cross. On this mission two H-3s attempted to rescue two F-4 pilots downed near Dong Hoi. The first aircraft, piloted by Major A. D. Youngblood, picked up one of the pilots, but the H-3 was damaged and he was forced to land in the vicinity of the pickup site. Then Captain Kennedy descended and rescued the H-3 crew and the F-4 pilot. The crippled H-3 was destroyed by a "Sandy," and another H-3 pilot, Captain Henderson, ultimately rescued the other F-4 pilot.

14 Dec-
 15 Dec 66 First actual in-flight transfer of fuel from an HC-130 tanker to an HH-3 helicopter was accomplished during tests near Wright-Patterson AFB, Ohio.



1967

22 Jan 67 The 57th ARR Squadron participated in a rescue operation about 120 miles southwest of Ferro in the Canary Islands, where a Dutch merchant vessel, *Jacob Verolme*, was sinking. An HC-130 arrived on scene and orbited over the lifeboats. Subsequently two pararescuemen were deployed to aid the injured. A Polish vessel, *Batory*, was directed to the area, and all 49 of the survivors were picked up.

6 Feb 67 Airman First Class Duane D. Hackney, a pararescueman with the 37th ARR Squadron, was lowered from an HH-3 into the jungle in search of a downed fighter pilot. On the second try, he found the pilot, and the two men were hoisted to the aircraft. Moments later the helicopter was hit by antiaircraft fire. Airman Hackney fitted the rescued pilot with a parachute and found another for himself. About that time, the HH-3 exploded. Airman Hackney's parachute opened about 200 feet off of the ground, and he landed in a tree. The helicopter crashed, killing all occupants. Airman Hackney was later rescued by another helicopter crew. He received the Air Force Cross.

14 Mar 67 A new mission statement for ARRS included the task of operating a specialized aircrew training school. This mission was to be conducted by the 48th ARR Squadron at Eglin AFB, Florida, for aircrews of HH-3, HU-16, and HC-130 aircraft and for pararescuemen.

2 Apr 67 The first air-to-air recovery (ATAR) was performed by ARRS. HC-130H aircraft were equipped to "catch" the high altitude sampling device launched by Air Weather Service (AWS). The device was launched on a balloon to a height of between 80,000 and 135,000 feet. Then the package was released from the balloon and it parachuted downward. The HC-130, which was specially equipped with a winch and grappling hooks, snatched the package.



Airman First Class Duane D. Hackney equipped with para-rescue gear.

1967 (cont)

2 Apr 67 Because of the size and shape of this gear, the pickups were
 (cont) called "Ash Can" missions.

31 May-
 1 Jun 67 First Nonstop Transatlantic Helicopter Flight. Two ARRS HH-3Es, assigned to the 48th ARR Squadron, flew nonstop from New York to Paris, with the aid of aerial refueling by HC-130Ps, only one assigned to the 48th ARR Squadron. The aerial route closely paralleled the flight path of Charles A. Lindbergh 40 years earlier. The HH-3s, piloted by Majors Herbert Zehnder and



Standing in front of one of the two HH-3s which completed the nonstop transatlantic crossing are: Major Herbert Zehnder, Mr. Igor I. Sikorsky, and Major Donald B. Maurras.

Donald B. Maurras, completed the 4,270-mile flight in 30 hours and 46 minutes.

2 Jun 67 An HC-130 crew from the 57th ARR Squadron was credited with saving 46 crewmen from the West German ship *Essberger Chemist*, which had been ripped apart by an explosion. Pararescuemen jumped to aid the crewmen, and the Norwegian ship *Tomar* was vectored to the scene.

11 Jun 67 Captain John A. Firse and his H-3 aircrew from the ARRS detachment at Udorn, rescued two downed A-1E pilots in North Vietnam. The first downed pilot was rescued without difficulty, but enemy fire was encountered during the second attempt. The second survivor was pulled into the H-3, but the pararescueman was

~~1967~~ (cont)

11 Jun 67 wounded and the helicopter was heavily damaged before departure.
 (cont) Captain Firse later received the Air Force Cross.

2 Jul- Captain Gregory A.M. Etzel, an HH-3 pilot from the 37th ARR
 3 Jul 67 Squadron, rescued a downed F-105 pilot from a heavily defended
 area in North Vietnam. Captain Etzel located the survivor on
 2 July, but darkness prevented a rescue attempt. On 3 July
 Captain Etzel returned with a rescue task force. After enemy
 ground fire had been silenced, Captain Etzel went down and
 hoisted the survivor aboard. Later Captain Etzel received the
 Air Force Cross.

18 Jul 67 Two HH-3s assigned to the 37th ARR Squadron searched for two
 downed Navy pilots located about 38 miles south of Hanoi. The
 SAR task force, consisting of both Navy and Air Force aircraft,
 located the survivors. A Navy H-3 suffered damage and was forced
 to exit the area. Major Glen P. York and his HH-3 crew went
 down through the enemy fire and hoisted one of the Navy pilots
 aboard. Major York also contacted the second survivor, but fuel
 approached a critical point and he was forced to leave. The
 second ARRS HH-3, piloted by Captain Gregory Etzel, went down
 but failed to locate the second survivor. Major York received
 the Air Force Cross as a result of this mission.

8 Nov- Captain Gerald O.
 9 Nov 67 Young, an HH-3 pilot
 assigned to the 37th
 ARR Squadron, won the
 Medal of Honor while
 participating in a
 combat rescue mission
 to recover a group of
 United States soldiers
 surrounded by enemy
 forces near Khe Sanh,
 Vietnam. Other mem-
 bers of Captain
 Young's crew were
 posthumously awarded
 the Air Force Cross.
 They were: Captain
 Ralph W. Brower, co-
 pilot; Staff Sergeant
 Eugene L. Clay, flight
 engineer; and Sergeant
 Larry W. Maysay,



*Captain Gerald O. Young was awarded
 the Medal of Honor by President
 Lyndon B. Johnson.*

1967 (cont)

8 Nov-
9 Nov 67
(cont) pararescueman. By the time the SAR task force arrived on scene, just after midnight, two friendly helicopters had already been shot down during earlier rescue attempts. The first ARRS H-3,



Secretary of the Air Force, Harold Brown, awards the Air Force Cross to Captain John B. McTasney in Vietnam.

piloted by Captain John B. McTasney (who also won the Air Force Cross), went in and picked up three of the five survivors before being driven off by hostile fire. Due to extensive battle damage, Captain McTasney's H-3 headed for an emergency landing at Khe Sanh. Captain Young then went in with his H-3. While he hovered precariously, the two remaining survivors were loaded aboard. At that point, Captain Young's H-3 exploded into flames. The aircraft, in an inverted position, plunged down a ravine. Captain Young extracted himself from his harness, beat out the flames on his clothing, and looked around for survivors. He found one unconscious man, with his foot still in flames. He extinguished this fire, and hid him in the underbrush. For the next several hours Captain Young moved away from the crashed helicopters in order to spare rescue forces from a "flak trap" set up by enemy forces. Seventeen hours after the crash, and six miles from the crash site, Captain Young established contact with rescue forces and was evacuated. Other rescue forces were later able to land at the crash site, where they found one survivor and the bodies of the H-3 crewmen.

1967 (cont)

13 Dec 67 The 58th ARR Squadron, with HH-43s, recorded 10 saves, rescuing the crew of the Italian freighter, *Zante*, aground in heavy seas off the Libyan coast.

16 Dec-
21 Dec 67 Extremely heavy snows in northeastern Arizona, and related floods around Nogales in southern Arizona, caused emergency conditions. The Western ARRC dispatched a control team, which coordinated relief and rescue efforts by personnel of the Army, Navy, Air Force, and many civilian agencies. The lives of 12 persons were saved, 676 persons were assisted, and 349,000 pounds of food and supplies were delivered.

1968

26 Jan 68-
18 Jun 69 As a result of the seizure of the *USS Pueblo* by North Korea on 23 January, the 305th ARR Squadron (AFRES) was called to active duty, effective on 26 January. The HC-97 aircraft and aircrews of the 305th augmented the resources of other ARRS units for 18 months.

9 Feb-
8 Aug 68 In response to the *Pueblo* crisis, ARRS organized a provisional squadron and three provisional detachments in Korea on 9 February. A fourth det was organized on 29 March. These detachments were discontinued on 8 August 1968.

30 Mar 68 Four H-3s from the 37th ARR Squadron were involved in a mission to recover 14 crewmen from six United States Marine Corps (USMC)



General George S. Brown awards the Air Force Cross
Major Joe B. Green.

1968 (cont)

30 Mar 68 (cont) helicopters downed by hostile fire in the A Shau Valley, Vietnam. Despite friendly support from A-1E, AH-1, and UH-1 gunships and A-37s, the H-3s were under constant enemy fire during the rescue. Leading the H-3s, Major Joe B. Green and his crew picked up four of the surviving Marines on his third approach. A second H-3, piloted by Major Jerry M. Griggs, picked up four more, and a third H-3, piloted by Major Stuart H. Hoag, picked up the remaining six Marines. Majors Green and Griggs later received the Air Force Cross as a result of their actions.

10 Apr 68 Two Philippine fishing boats capsized in rough seas about 400 miles north of Clark AB, dumping 31 fishermen overboard five miles from shore. The 31st ARR Squadron sent an HC-130 to the scene, and two pararescuemen parachuted into the ocean to aid the victims. The pararescuemen rescued about 17 fishermen and put them in life rafts dropped from the HC-130.

22 Apr 68 The Lebanese cargo ship *Alheli*, with 26 crewmen aboard, radioed that they were sinking in rough seas about 900 miles east of Bermuda. An HC-130 from the 55th ARR Squadron, Kindley AFB, Bermuda, orbited the sinking ship, vectored a British ship, the *Megantic*, to the scene, then dropped flares to aid the loading of the survivors aboard *Megantic*.

30 May 68 Sergeant Thomas A. Newman, a pararescueman, rescued a downed F-105 pilot near Savannakhet, Laos. After Sergeant Newman was lowered into the jungle at the location of the survivor, enemy fire threatened his crew and aircraft, and Sergeant Newman requested that they evacuate. Another HH-53 descended and lowered its hoist in the darkness. In response to a tug, the crew reeled up the hoist, but lowered it again because Sergeant Newman was caught in the coiled cable. Finally, they reeled in the pararescueman and the downed



Sergeant Thomas A. Newman

~~1000 (cont)~~

30 May 68 pilot, who had a broken arm and leg. Sergeant Newman was later
 (cont) awarded the Air Force Cross and the Cheney Award for 1968.

20 Jun 68 HQ ARRS moved from Orlando AFB, Florida, to Scott AFB, Illinois.

2 Jul 68 Airman First Class Joel E. Talley, a pararescueman engaged in his first combat mission as a member of the 37th ARR Squadron, distinguished himself during a dangerous rescue mission near Dong Ha, Vietnam. A downed F-105 pilot was injured, and he was quickly surrounded by enemy forces who established a "flak trap" for the

rescue

forces.

Rescue

attempts on

1 July re-

sulted in

battle dam-

age to an

H-3. On

2 July an-

other H-3

was heavily

damaged and

forced to

withdraw,

and an F-105 General Howell M. Estes, Jr., presents the Air Force Cross to Airman First Class Joel E. Talley. was shot

down by ground fire. Finally, an H-3 penetrated the enemy defenses, and Airman Talley descended and found the injured pilot. While Airman Talley and the survivor were being hoisted, enemy fire raked the H-3, leaving more than 40 hits. The aircraft immediately exited, dragging the two men on the hoist. Both were successfully recovered, and Airman Talley was later awarded the Air Force Cross.

4 Aug-

5 Aug 68 Late at night, the 33d ARR Squadron was alerted that a Japanese fishing vessel, the *Miya Maru*, was sinking in the East China Sea with 12 crewmen aboard. An HU-16 was dispatched, and two pararescuemen and a survival kit were parachuted to the survivors. The HU-16 alerted a surface ship, which picked up the sailors and the pararescuemen.



1968 (cont)

16 Aug 68 Heavy rains along the south coast of Korea caused severe flooding, stranding many Koreans. The HH-43 crews from Detachments 4 and 10, Pacific ARRC, saved the lives of 75 Koreans.

5 Oct 68 Two HH-3s assigned to the 37th ARR Squadron were scrambled from Da Nang, Vietnam, to extract a ground party in the vicinity of the A Shau Valley. In the course of the mission one of the HH-3s was disabled and forced to return to base. The other HH-3 was shot down and destroyed. Three more HH-3s were scrambled to recover a total of eight survivors on the ground. Major Don P. Olsen and his crew went into the rescue site, hoisted all eight survivors into the aircraft, and successfully returned to Da Nang. Major Olsen was awarded the Air Force Cross.

29 Oct 68 During a hoist training mission at the 58th ARR Squadron, Wheelus AB, Libya, an HH-3 pilot observed a collision between two F-100s on the runway. The pilot of one aircraft rolled clear. The airborne HH-3 was positioned to direct the smoke and flames away from the engulfed cockpit of the second aircraft, allowing the pilot to escape. The helicopter landed, and pararescuemen aboard administered first aid to the injured pilot, who was placed aboard the HH-3 and taken to an ambulance.

Dec 68 Sergeant Steve M. Northern, a pararescueman, completed 30 months in Southeast Asia (SEA) and personally recorded a total of 51 combat saves. He received two Silver Stars during his tours in SEA. Later, in 1970, Sergeant Northern was killed in an industrial accident in Los Angeles.

Sergeant Steve M. Northern

24 Dec-
25 Dec 68 HH-3 aircrews from Detachment 1, 40th ARR Squadron were engaged in a mission involving the rescue of a downed pilot in Laos. On 24 December a chute was spotted, and on 25 December a rescue task force returned and Airman First Class Charles D. King, a pararescueman, was lowered at the site, where he located the downed pilot and secured him to the hoist. At this point enemy automatic weapon fire was directed at the plane, Airman King, and the pilot on the ground. Airman King transmitted the message, "I'm hit. I'm hit. Pull



1968 (cont)

24 Dec- up. Pull up," and the aircraft immediately exited, (cont) snapping off the hoist cable. Airman King (later Chief Master Sergeant King) was declared missing in action (MIA) until 5 December 1978, when he was declared killed in action (KIA).

Chief Master Sergeant Charles D. King.



26 Dec- Turkish Detachment 84, 29 Dec 68 Atlantic ARRC, provided two HH-43s in support of rescue operations during a flood disaster in the vicinity of Tarsus, Turkey.

During the mission ARRS provided assistance to 416 persons and saved 72 persons.

An ARRS HH-43 lands at Tarsus, Turkey.



1969

22 Jan 69 Three pararescuemen assigned to the 76th ARR Squadron were air-dropped to the Yugoslavian ship *Milo Pracat* at a point about 700 miles southeast of Honolulu, Hawaii. They aided two sailors who were critically burned. Later, the three pararescuemen, Master Sergeant Paul L. Jenkins, Staff Sergeant Robert G. Wheeler, and Sergeant Gregory Wikle, received an award called the annual "Plava Vraca" (or Blue Ribbon) from a Zegreb newspaper.

1969 (cont)

22 Jan 69
(cont)

Master Sergeant Paul L. Jenkins (right) briefs Staff Sergeant Robert G. Wheeler (left) and Sergeant Gregory Wikel (center) prior to jump.

25 Jan-
26 Jan 69 Snow completely covered three-fourths of the village of Arslankoy, Turkey. Detachment 11, Atlantic ARRC, flew HH-43s to the site, carrying medical teams, 1,400 pounds of food and medicine, and 1,100 pounds of fuel oil. ARRS saved 14 lives.

8 Feb 69 The Atlantic and Pacific ARRCs were redesignated the 40th and 41st ARR Wings, respectively.

18 Feb-
19 Feb 69 Sgt Michael E. Fish, a pararescueman from Detachment 11, 38th ARR Squadron, won the Air Force Cross as the result of a rescue mission following the crash of an Army UH-1 in a hostile area about 25 miles southwest of Tuy Hoa, AB, Vietnam. Five persons were reported trapped inside the aircraft wreckage. The HH-43 aircrrew reached the scene and lowered Sergeant Fish and a fire-fighter to the ground. Despite sporadic enemy fire, three of the trapped survivors were quickly freed and hoisted aboard the HH-43. Another survivor and a deceased soldier were picked up by an Army UH-1. One injured man remained trapped, and Sergeant Fish remained with him overnight following the departure of the rescue task force. Early on 19 February the task force returned, encountering small arms fire. The trapped survivor was freed and evacuated from the area. The pilot of the HH-43, Captain Daniel A. Nicholson, was later awarded the annual Helicopter Heroism Award in 1970.

15 Apr-
19 Apr 69 Rescue units of the 41st ARR Wing responded within minutes after notification that a United States Navy EC-121 had gone down in the Sea of Japan about 50 miles from the North Korean coast.

19 (cont)

15 Apr-
19 Apr 69 (cont) ARRS forces flew 33 sorties and 399 flying hours in an effort to locate survivors. On 17 April a United States destroyer recovered two bodies, identified as crewmen from the EC-121. The mission was suspended on 19 April.

31 Jul 69 An HC-130 assigned to the 67th ARR Squadron was launched from Keflavik in response to a request from a Norwegian vessel which was sinking about 200 miles north northwest from Bodo, Norway. When the aircraft arrived on the scene, the ship had sunk and 41 persons were in the water. Life rafts were being dropped from a Norwegian PV2. Although eight persons died due to exposure, the United States-Norwegian rescue effort saved 31 lives.

31 Jul 69 HH-43 aircrews from Detachments 4 and 11, 41st ARR Wing, saved 41 persons from flooded areas in Korea.

8 Oct-
4 Nov 69 Tunisian Flood Relief. The 58th ARR Squadron at Wheelus AB, Libya, was notified that more than half of neighboring Tunisia was under water. Between 8 and 14 October, and again between 25 October and 4 November, the 58th ARR Squadron saved a total



Men of the 58th ARR Squadron pose upon completion of flood relief mission to Tunisia.

of 2,516 Tunisians. HH-3 crews flew around the clock, carrying food, clothing, water, blankets, tents, and medicine, in addition to transporting people out of endangered areas.

24 Oct 69 Two HH-3s assigned to the 37th ARR Squadron were scrambled from Quang Tri to rescue two downed F-100 aircrews in Laos. One

1969 (cont)

24 Oct 69
(cont)

Technical Sergeant Donald G. Smith (left), Brigadier General Frank K. Everset, Jr. (center), and General Jack J. Catton (right) pose after awards presentation ceremony.

of the HH-3s arrived on scene and lowered Technical Sergeant Donald G. Smith to the ground. Enemy fire erupted, and it appeared evident that enemy forces had used the downed F-100 crewmen as bait for a "flak trap." Sergeant Smith found one of the survivors and secured him to the hoist, but enemy fire made the hoist inoperative, and the airborne flight engineer was forced to cut the cable. Subsequently the first H-3 was forced down, but its crew was rescued by another ARRS helicopter. Enemy opposition continued and after four more attempts by an HH-53 from the 40th ARR Squadron, Sergeant Smith and the two F-100 crewmen were successfully rescued. Sergeant Smith was later awarded the Air Force Cross.

5 Dec-
7 Dec 69

"Boxer 22," an F-4C, went down in Laos. During the next two days ARRS coordinated one of the largest SAR missions conducted in



First Lieutenant Woodrow Bergeron, Jr., emerges from an HH-3 after a 51-hour rescue mission in Southeast Asia.

~~1969~~ (cont)

5 Dec-
7 Dec 69 Southeast Asia. The SAR task force flew 336 sorties in support of this mission. Although the F-4C pilot was not recovered, the F-4C navigator, First Lieutenant Woodrow J. Bergeron, Jr., was rescued.

1970

1 Jan 70 The 39th ARR Wing was activated at Richards-Gebaur AFB, Missouri.

15 Apr 70 Major Travis Wofford and Captain Travis W. Scott, Jr., both won the Air Force Cross during a rescue operation near Dak Nay Puey, Vietnam. Two H-3s were scrambled from Da Nang AB, Vietnam, to rescue survivors of a downed UH-1. The first H-3 to go into the rescue area made three attempts, but enemy ground fire downed this aircraft, piloted by Captain Scott, who was killed upon impact. The copilot, Major Wofford, dragged the other two crewmen from the burning aircraft. With his bare hands he extinguished the flames still burning on their bodies. The second H-3 evacuated the survivors of the first H-3 but was unable to rescue personnel in the downed UH-1. Major Wofford later received the Cheney Award for 1970.

22 Apr 70 Brigadier General Frank K. Everest, Jr., assumed command of ARRS.

* 30 Jun 70 Captain Leroy C. Schaneberg, 40th ARR Squadron, qualified for the Air Force Cross as a result of operations on 30 June 1970. Piloting an HH-53, Captain Schaneberg and his crew were attempting to rescue an OV-10 pilot who went down in Laos. Earlier attempts by H-3 aircraft from the 37th ARR Squadron had been unsuccessful. On Captain Schaneberg's second pass, he reported heavy ground fire. The aircraft went out of control and crashed about one-fourth mile from the OV-10 crash site. The OV-10 pilots were later picked up by an H-3, but there were no survivors from the HH-53 crash.

15 Aug-
24 Aug 70 First Transpacific Helicopter Flight. ARRS personnel proved the possibility of ferrying two factory-issued HH-53s from Eglin AFB, Florida, to Da Nang AB, Vietnam, with the aid of ARRS HC-130 refueling. Intermediate stops were: Minot AFB, North Dakota; Fort Nelson, British Columbia; Elmendorf AFB, Alaska; Shemya AFB, Alaska; Misawa AB, Japan; Kadena AB, Okinawa; and Clark AB, Republic of the Philippines. The mission commander was Major James L. Butera.

1 Sep 70 ARRS helicopters at Luke AFB, Arizona, and Mountain Home AFB, Idaho, began participation in the Military Assistance for Safety

1970 (cont)

1 Sep 70 and Traffic (MAST) Program. This program provided emergency transportation from remote areas for victims of accidents whose lives (cont) were endangered.

28 Oct 70 HH-3 aircREW from the 31st ARR Squadron saved 39 persons from the disabled Chinese tanker *Tong Lam*, aground on the Scarborough Reef, 150 miles west of Clark AB, Republic of the Philippines.

20 Nov-
21 Nov 70 Raid on Son Tay Prison. Forty-two men assigned to ARRS, manning one HH-3, five HH-53s, and two HC-130Ps, participated in the daring raid on the POW compound at Son Tay, about 23 miles west of Hanoi, Vietman. These men trained intensively with other Army and Air Force personnel at Eglin AFB, Florida, between August and November 1970. On 20 and 21 November 1970 the raid was carried out as planned, but no POWs were found. One HH-3 was lost due to impact with a tree at the prison, and Technical Sergeant Leroy Wright broke his foot. All personnel returned safely to Udorn AB, Thailand. However, the HH-53s stopped briefly in Laos to pick up two F-105 crewmen whose plane had been shot down by the enemy. Later, five of the ARRS participants received the Air Force Cross: Lieutenant Colonels Warner A. Britton and John V. Allison, Majors Herbert D. Kalen and



President Richard M. Nixon congratulates Technical Sergeant Leroy M. Wright after a presentation ceremony at the White House on 25 November 1970. At rear are Sergeant First Class Tyrone Adderly, United States Army, and Colonel Arthur D. ("Bull") Simons, United States Army.

1970 (cont)

20 Nov- Frederic M. Donohue, and Technical Sergeant Leroy M. Wright.
 21 Nov 70 The other 23 helicopter crewmen received the Silver Star.
 (cont)

1971

10 Mar- Operational Transpacific Ferrying of Helicopters. In a mass
 24 May 71 transpacific ferrying deployment and redeployment of HH-53 heli-
 copters between the United States and Southeast Asia, ARRS per-
 sonnel flew five HH-53Cs from Eglin AFB, Florida, to Udorn Air-
 field, Thailand, and redeployed two HH-53Bs from Da Nang AB,
 Vietnam, to Hamilton AFB, California. This movement was planned
 in four separate flights, two westbound and two eastbound. How-
 ever, the fourth (eastbound) flight did not take place due to
 the war-weary condition of the older HH-53s. Intermediate stops
 along the transpacific route were: McChord AFB, Washington;
 Elmendorf AFB, Alaska; Shemya AFB, Alaska; Misawa AB, Japan;
 Kadena AB, Okinawa; and Clark AB, Republic of the Philippines.
 All flights received en route refueling from ARRS HC-130P/Ns.

1 Apr 71 The 1550th Aircrew Training and Test (ATT) Wing was activated
 at Hill AFB, Utah, and assigned to ARRS. The primary mission
 of the new wing was to operate a consolidated transition and
 combat crew training school for all Air Force helicopter crewmen
 in concert with a specialized training school for HC-130 crewmen,
 pararescuemen, and firefighters.

25 Jun 71 The 39th ARR Wing moved from Richards-Gebaur AFB, Missouri, to
 Eglin AFB, Florida.

30 Jun 71 The Air Rescue and Recovery Training Center (ARRTC) at Eglin AFB,
 Florida, was inactivated. These training functions were acquired
 by the new 1550th ATT Wing at Hill AFB, Utah.

15 Sep- ARRS HH-43s airlifted 91 persons to high ground when Hurricane
 16 Sep 71 Fern caused flash floods in the Rio Salado Valley, approximately
 45 miles south of Nuevo Laredo, Texas.

7 Oct 71 Responding to an SOS during Typhoon Elaine, two helicopters from
 the 31st ARR Squadron at Clark AB, Republic of the Philippines,
 rescued 25 Hong Kong Chinese from their sinking ship, the *Kee
 Lung*.

2 Nov- Another Transatlantic Helicopter Flight. ARRS ferried two
 5 Nov 71 HH-53s from Goose AB, Canada, to Woodbridge RAF Base, United
 Kingdom, with an intermediate stop at Keflavik, Iceland. The
 flight left Goose AB on 2 November and landed at RAF Woodbridge

1971 (cont)

2 Nov-
5 Nov 71
(cont) on 5 November. When the cost was tallied, it was determined that shipment by airlift or sealift would have been less expensive. However, ferrying was a viable option, and airlift or sealift might not be available.

1972

20 Feb 72 Operation Long Flight. ARRS established a new world record for turbo-prop aircraft distance in a straight line for 14,052 kilometers (or 8,732.09 miles) on 20 February 1972. Lieutenant Colonel Edgar L. Allison, Jr., was pilot of the HC-130. The flight originated at Chung Chuan Kang AB, Taiwan, and touched down at Scott AFB, Illinois, after 21 hours and 12 minutes of total flight time. The flight broke the previous distance record as it passed over Portland, Oregon. Later, during 1974, Lieutenant Colonel Allison (Retired) was awarded the Harmon International Trophy in recognition of this achievement.

30 Mar-
31 Mar 72 An AC-130, "Spectre 22," with 15 crewmen aboard was hit by enemy antiaircraft fire near Paksong, Laos, but all crewmen were able to bail out. On the following day the 40th ARR Squadron sent out five HH-53s and brought back all 15 crewmen.

1 Apr-
2 Apr 72 The ARRS detachment at Clark AB, Republic of the Philippines, launched an H-3 and an HC-130 to rescue a scientific expedition of 46 persons, including Charles A. Lindbergh, stranded in a jungle area of Mindanao. The group had been studying a lost tribe in the tropical rain forest. Forty-six saves were recorded.

13 Apr 72 Captain Bennie D. Orrell won the Air Force Cross as a result of a rescue mission in Southeast Asia. Following the enemy spring offensive through the Demilitarized Zone (DMZ) on 30 March, rescue activity increased dramatically. On 13 April the 40th ARR Squadron was tasked to find United States Marine Corps Major Clyde D. Smith who was down between Tchepone, Laos, and the DMZ. Captain Orrell, piloting an HH-53, approached the search area, and Major Smith "popped his smoke" to show his location. The smoke drifted uphill before it emerged from the trees. When Captain Orrell hovered at that spot, Major Smith made a "max effort" run uphill to the hoist. He grabbed it, but Captain Orrell encountered enemy fire and was forced to retract the hoist and didn't know Major Smith was there until the hoist cleared the trees.

~~1 May 72~~ (cont.)

1 May 72 Evacuation of Quang Tri. The 3d ARR Group evacuated 132 persons from the citadel in the besieged city of Quang Tri to Da Nang, Vietnam. Five HH-53s of the 37th ARR Squadron were used for this mission. No one was injured, despite the nearby presence of enemy forces. Staff Sergeant Robert L. LaPointe, a pararescueman in the first HH-53, silenced enemy snipers with a mini-gun. When the plane landed, Sergeant LaPointe organized the evacuees and maintained ground control until the second HH-53 departed.

11 May 72 General John D. Ryan, USAF Chief of Staff, directed that the mission of ARRS be primarily oriented toward combat rescue operations.

1 Jun-
2 Jun 72 The 3d ARR Group, augmented by A-1s and other forces, rescued Captain Roger C. Locher, who had lost his F-4 over North Vietnam on 10 May and had evaded capture for 23 days. Captain Dale E. Stovall, 40th ARR Squadron, and his HH-53 crew successfully evacuated Captain Locher on 2 June. New electronic locator finder (ELF) equipment aided in the success of this operation.

27 Jun 72 Captain Stovall, 40th ARR Squadron, again flew deep into North Vietnam to rescue two downed airmen. After another HH-53 was forced to withdraw from the rescue site due to enemy fire, Captain Stovall's crew descended and retrieved the two survivors. The second HH-53 received more than 16 hits during the engagement, and several personnel aboard both HH-53s were wounded. Later, Captain Dale E. Stovall and Staff Sergeant Charles D. McGrath (pararescueman) were awarded the Air Force Cross.

6 Oct 72 General John D. Ryan, USAF Chief of Staff, ordered a sizeable reduction in the number of ARRS local base rescue elements and detachments during Fiscal Year 1973.

Oct-
Nov 72 The 71st ARR Squadron joined with elements of other agencies in the search for House Majority Leader Hale Boggs, Congressman Nick Begich, and two other men, who disappeared in Alaska during a flight between Anchorage and Juneau. Despite a 40-day search, no trace was found.

2 Dec-
3 Dec 72 Three HC-130s and two HH-3s from the 31st ARR Squadron hoisted 29 Philippine sailors and one pet orangutan from lifeboats after their logging ship, the *San Martin*, sank about 500 miles east northeast from the Island of Luzon. Twenty-nine plus saves.

21 Dec 72 The 40th ARR Squadron performed its first night combat recovery in Southeast Asia by an HH-53 using a new Night Recovery System.

1972 (cont)

29 Dec- Detachment 1, 44th ARR Squadron, aided in a SAR mission 18 miles
 30 Dec 72 west of Miami International Airport. An Eastern Airlines flight
 had crashed in a swampy area at night. ARRS was credited with
 22 saves.

1973

23 Jan 73 HH-3s from Detachment 14, 40th ARR Wing, evacuated 33 medical
 patients from Vestmannaeyjar Island to Reykjavik, Iceland.

12 Feb 73 Following the Ceasefire Agreement in Vietnam, effective
 28 January, six ARRS personnel who had been POWs for more than
 seven years, were released on 12 February. They were:
 Lieutenant Colonel Thomas J. Curtis, Major Warren R. Lilly,
 Captain Jerry A. Singleton, Senior Master Sergeant Arthur Cormier,
 Master Sergeant William A. Robinson, and Technical Sergeant
 Arthur N. Black.

1 Mar 73 Brigadier General Frank K. Everest, Jr., retired from the Air
 Force, and Brigadier General Glenn R. Sullivan assumed command
 of ARRS.

1 Apr- A total of 35 ARRS local base rescue elements or detachments were
 24 Jun 73 inactivated.

30 Jun 73 The 40th ARR Wing was inactivated at Ramstein AB, Germany.

14 Oct- ARRS participated in the Israeli Airlift by maintaining rescue
 17 Nov 73 forces on increased readiness at Lajes AB, Azores, and Rota AB,
 Spain. Fortunately, there was no need to rescue anyone.

1 Dec 73 The 37th ARR Squadron, Francis E. Warren AFB, Wyoming, and its
 detachments, assumed the mission of SAC Intercontinental
 Ballistics Missile (ICBM) missile site security support.

1974

16 Jan- The 48th ARR Squadron evacuated 93 persons from flooded areas
 19 Jan 74 near Pinehurst, Idaho.

7 Jun 74 The 1550th ATT Wing won the Allison Trophy during the annual
 United States-Canadian SAR Competition.

15 Jun 74 The HQ ARRS Air Force Rescue Coordination Center (AFRCC), became
 fully operational. The AFRCC served as a single focal point for
 the coordination and dissemination of rescue information for the

15 Jun 74 (cont) Inland SAR Region, encompassing the contiguous United States. The AFRCC operated on a 24-hour basis. It combined the functions of the previous Eastern, Central, and Western ARRCs. Elements of the Department of Defense (DOD), Department of Transportation (DOT), Department of Commerce (DOC), the National Aeronautics



*The Air Force Rescue Coordination Center (AFRCC),
Scott AFB, Illinois.*

and Space Administration (NASA), and numerous state, local, and independent SAR agencies were involved in the activities of the AFRCC.

1 Aug 74 Brigadier General Glenn R. Sullivan retired from the Air Force and Major General Ralph S. Saunders assumed command of ARRS.

30 Aug-
31 Aug 74 Detachment 13, 41st
ARR Wing, saved 36
Koreans from the flood
waters surrounding
Kwangju, Korea.

27 Sep 74 General Paul K. Carlton
and Major General
Ralph S. Saunders
dedicated the Rescue
Memorial Park in front
of HQ ARRS at Scott
AFB. The park memorial-
ized 278 rescuers who
had given their lives
"That Others May Live."



Dedication of Rescue Memorial Park.

1975

Mar-Jun 75 ARRS personnel assisted in the recovery of bodies and equipment from the crash of a C-141 in the Olympic Mountains, Washington, on 21 March 1975.

12 Apr 75 Eagle Pull. Eight HH-53s and three HC-130s from the 40th and 56th ARR Squadrons, respectively, participated in Eagle Pull, the evacuation of United States personnel from Phnom Penh, Cambodia. One HH-53 inserted a combat control team prior to the evacuation and two HH-53s removed the last 15 military personnel from Phnom Penh following the completion of the evacuation. The Joint Rescue Coordination Center (JRCC) operated by the 3d ARR Group at Nakhon Phanom, exercised operational control of rescue forces. There were no ARRS injuries or casualties although two HH-53s incurred hits from small caliber ground fire.

29 Apr 75 Frequent Wind. Eight HH-53s and three HC-130s of the 40th and 56th Squadrons, respectively, participated in Frequent Wind, the evacuation of United States personnel from Saigon, Vietnam. Two of the HH-53s airlifted 362 evacuees from Saigon to the USS *Midway*. Both aircraft returned enemy ground fire. The HC-130s provided command and control communications and aerial refueling. The 3d ARR Group coordinated rescue operations. No ARRS personnel were injured.



Evacuees from Saigon aboard USS Midway.

13 May-15 May 75 Mayaguez Incident and Assault on Koh Tang Island. In response to the capture of the SS *Mayaguez* and her crew at sea on 13 May, and after diplomatic measures had been ineffective, President Ford initiated military action. ARRS provided seven HH-53s and

105 (cont)

13 May-
15 May 75 four HC-130s in concert with other United States forces, notably
 (cont) the United States Marine Corps. During operations which lasted
 18 hours and 28 minutes, ARRS flew 19 sorties and a total of 70.2



(Top photo) United States Marine and USAF pararescuemen climb aboard an HH-53 during the Assault on Koh Tang Island.

(Right photo) Lifering from the SS Mayaguez is hung at the Rescue Museum, Kirtland AFB, New Mexico, by Major General Ralph S. Saunders (left) and Master Sergeant Bill Willingham.



hours. The HH-53s inserted 69 Marines on the USS *Holt* and 184 on Koh Tang Island. The HH-53s extracted 145 Marines and five downed United States Air Force crewmen from Koh Tang. Two ARRS personnel were wounded-in-action, but no ARRS personnel were killed-in-action. Six of the seven HH-53s sustained battle damage. Later, both Captains Roland W. Purser and Donald R. Backlund were awarded the Air Force Cross.

1975 (cont)

5 Jun 75 The Secretary of the Air Force, Office of Information (SAF/OI) approved the establishment of an Aerospace Rescue and Recovery Service Memorial Museum at Hill AFB, Utah. This museum was later moved to Kirtland AFB, New Mexico, in 1976.

17 Jun 75 Detachment 5, 37th ARR Squadron, flying UH/TH-1Fs, saved 131 flood victims during a flood in a 13-county area of Montana.

Detachment 6, 37th ARR Squadron, transported 36 persons to safety near Peck, Kansas, during a flood along the Minnescah River.

15 Jul-
15 Aug 75 Apollo-Soyuz Test Project. ARRS provided rescue support for Apollo-Soyuz, a joint United States-USSR space project. This was the last space support project until the Manned Space Shuttle Project in 1981.

19 Jul 75 "Buffy," a Malaysian sun bear which had been a mascot of the 40th ARR Squadron in Southeast Asia, was donated to the St. Louis Zoo.

1 Sep 75 The 41st ARR Wing was redesignated the 41st Rescue and Weather Reconnaissance (RWR) Wing. ARRS assumed certain weather reconnaissance functions from Air Weather Service (AWS).

30 Sep 75 The 71st ARR Squadron assumed logistic support functions for a number of United States Air Force sites in Alaska.



"BUFFY"

(Right photo) Staff Sergeant William Dunlop, 53d Weather Reconnaissance Squadron, performs preflight inspection on WC-130 #65-50966 at Keesler AFB, Mississippi.



~~1975~~ (cont)

29 Nov 75 Red Flag. ARRS participated in the first of a continuing series of combat exercises in areas surrounding Nellis AFB, Nevada. The chief sponsor of these exercises was the Tactical Air Command (TAC).

~~1976~~

Jan-
Mar 76 The 1550th ATT Wing moved from Hill AFB, Utah, to Kirtland AFB, New Mexico.

1 Jan 76 ARRS became the intermediate gaining command for the 920th Weather Reconnaissance (WR) Group of Air Force Reserve (AFRES) at Keesler AFB, Mississippi. The 920th WR Group assumed 70 percent of the weather reconnaissance requirements for the Atlantic-Gulf Coast area of the United States.

31 Jan 76 The 3d ARR Group and the 40th ARR Squadron were inactivated in Thailand. These actions marked the termination of ARRS activities in Southeast Asia.

15 Mar 76 ARRS became the intermediate gaining command for the 403d ARR (later RWR) Wing of AFRES, located at Selfridge Air National Guard Base (ANGB), Michigan. The 403d Wing was assigned the 301st, 303d, 304th, and 305th ARR Squadrons of AFRES, all of which had been affiliated with ARRS since 1956 and 1957.

13 May-
1 Jun 76 ARRS assisted during Typhoons Olga and Pamala in the West Pacific area. Detachment 1, 41st RWR Wing, saved 734 Philippine flood



ARRS H-3 crewman drops foodstuffs to victims of Typhoon Olga in Philippines.

1976 (cont)

13 May-
1 Jun 76
(cont) victims. The 54th WR Squadron flew 360 hours and completed 52 "fixes" on the storms.

Jun 76 Following the rupture of the Teton Dam on the Snake River in Idaho, the 37th ARR Squadron conducted 33 SAR sorties in that area.

7 Jun-
9 Aug 76 HH-53 #66-
14433, which
had been
extensively
modified as
a prototype
with Pave
Low III
equipment,
underwent
an Opera-
tional Test
and Evalu-
ation (OT&E)

Pave Low III HH-53 #66-14433.

conducted by the Air Force Systems Command (AFSC). All test objectives were accomplished.



10 Jun-
2 Jul 76 The 67th ARR Squadron participated in the evacuation of United States and friendly foreign nationals from Beirut, Lebanon. HC-130s flew 121.3 hours and HH-53s flew 163.9 hours during this contingency.

1 Jul 76 The Western Pacific (WESTPAC) Rescue Coordination Center (RCC) was activated at Kadena AB, Japan. The facility consolidated the functions of three previously separate RCCs in that area.

1 Aug 76 The 37th ARR Squadron assisted in flood relief missions along the Big Thompson River, Colorado, saving 81 persons.

View from an H-1 of flood victims along Big Thompson River, Colorado.



1976 (cont)

7 Dec 76 The 129th ARR Group, Air National Guard (ANG), passed an Operational Readiness Certification (ORC) and began to perform regular daily rescue missions, as tasked.

1977

Jan-
Oct 77 UH-1 aircraft and aircrews from Detachment 5, 41st RWR Wing, assisted NASA by providing rescue support during the space shuttle orbiter test flights near Edwards AFB, California.

14 Jan 77 An HH-53 aircrew from the 55th ARR Squadron and an H-3 aircrew from Detachment 5, 39th ARR Wing, saved 32 United States Army Rangers who were unexpectedly caught in cold rainy swamps during an exercise near Eglin AFB, Florida.

24 Feb 77 The Air Staff decided to proceed with the Pave Low III system modification for a total of eight HH-53s. AFSC was selected as the project manager. These modified aircraft were to become operational in 1980.

11 Mar-
15 Mar 77 H-1 aircrews from Detachment 3, 37th ARR Squadron, saved 13 persons trapped during a blizzard in South Dakota.

3 Aug 77 The 71st ARR Squadron participated in the rescue of 17 persons from the Skookum Glacier in Alaska.

18 Oct 77 The 106th ARR Group, ANG, passed an ORC and assumed regular daily ARRS missions, as appropriate.

1978

17 Mar 78 Staff Sergeant Robert L. LaPointe, 71st ARR Squadron, was selected as one of the Twelve Outstanding Airmen of the Air Force.

Staff Sergeant Robert L. LaPointe.



1978 (cont)

5 May 78 Chief Master Sergeant Charles D. King, MIA in Southeast Asia since 25 December 1968, was declared KIA. Chief King was the last man from ARRS to be listed MIA in Southeast Asia.

9 Jun 78 Four pararescuemen from the 71st ARR Squadron and one pararescuman from the 303d ARR Squadron, AFRES, climbed to the summit of Mount McKinley, Alaska.

Two pararescuemen atop Mount McKinley, Alaska.



11 Jun-
18 Jun 78 Volant Vault. Three HH-53s flew from Eglin AFB, Florida, across the North Atlantic route to RAF Woodbridge, United Kingdom, touching down at Keflavik. Aerial refueling was provided by ARRS HC-130s.

20 Jun 78 Detachment 13, 33d ARR Squadron, Osan AB, Korea, saved 20 people from flooding along the Tong Bok Cho River in Korea.

23 Oct 78 The 33d ARR Squadron assisted in the rescue of 19 persons from a sinking Indonesian lumber vessel offshore from Luzon, Republic of the Philippines.

Human remains awaiting airlift aboard an HH-53 from Jonestown to Georgetown, Guyana.



1978 (cont)

20 Nov-
29 Nov 78 Guyana Contingency. Three HH-53s, one WC-130 and two HC-130s, deployed to Guyana following the mass death of 914 persons associated with the Peoples Temple religious sect. ARRS flew 30 sorties between Jonestown and Georgetown and evacuated 903 human remains. MAC C-141s airlifted 911 bodies back to Dover AFB, Delaware.

29 Dec 78 The 304th ARR Squadron, AFRES, assisted in the recovery of 163 survivors of a DC-8 crash near Portland, Oregon.

1979

11 Feb-
11 Mar 79 Support for Iranian Evacuation. ARRS forces deployed to Incirlik AB, Turkey, in support of a possible rescue mission into Iran. These forces redeployed without entering Iran. A total of 225 ARRS personnel were involved, and ARRS aircraft expended 534 flying hours.

13 Mar 79 First Pave Low III Production Model, HH-53H #69-5791, was "rolled out" at the Naval Air Rework Facility, Pensacola Naval Air Station (NAS), Florida.

18 Mar 79 Detachment 1, 37th ARR Squadron, Davis-Monthan AFB, Arizona, rescued 17 hikers who had been missing in Sabino Canyon, Arizona.

31 Mar 79 Major James E. McArdle, Jr., and his H-3 crew from the ARRS detachment at Osan, safely evacuated 28 persons from a wrecked ship off the west coast of



(Top photo) First Pave Low III production model, HH-53H #69-5791. (Bottom photo) General Lew Allen, USAF Chief of Staff, presents the 1979 Mackay Trophy to Major James E. McArdle, Jr., at the Pentagon on 17 July 1980.



1979 (cont)

31 Mar 79 (cont) Korea. Major McArdle later received the Mackay Trophy as a result of this mission.

6 Apr 79 The 305th ARR Squadron, AFRES, saved 11 persons from a distressed vessel in Lake Erie.

16 Apr 79 Detachment 13, 33d ARR Squadron, Osan AB, recovered 24 persons from a sinking vessel and delivered them to Kunsan AB.

18 May 79 Master Sergeant Terry L. Wetzel, 71st ARR Squadron, was selected as one of Twelve Most Outstanding Airmen in the Air Force.

7 Jun 79 Major General Ralph S. Saunders, Commander ARRS, dedicated display models of H-19, HH-43, and TH-1F aircraft at the Rescue Museum, Kirtland AFB, New Mexico. A model of an HU-16 had been dedicated at an earlier date.

18 Jun-
3 Aug 79 Nicaraguan Contingency. ARRS forces participated in a contingency deployment to Central America in support of possible rescue evacuation mission



(Top photo) H-3 from Osan AB hovers over aft section of sinking Korean cargo ship during rescue mission.
 (Center photo) Master Sergeant Terry L. Wetzel.
 (Bottom photo) Colonel Bruce Purvine and Colonel Ryland Dreibelbus stand in front of ARS/ARRS display models at Rescue Museum.



1021 (cont)

18 Jun-
3 Aug 79 into Nicaragua. After tension eased, the rescue forces redeployed. A total of 233 ARRS personnel were involved, and 636 flying hours were expended.



(Top photo) ARRS helicopters on the USS Saipan during the Nicaraguan Contingency.
(Right photo) ARRS H-53 aboard the USS Saipan.



12 Jul 79 Detachment 9, 67th

ARR Squadron, Zaragoza, Spain, aided civil authorities in the evacuation of a burning hotel. A UH-1N crew hoistlifted three persons from the hotel roof and one from an upper floor window. Two of the crewmen, Captain Kenneth Rees, Jr., and Technical Sergeant John Pighini were later awarded the Cheney Award for their actions during this mission.



27 Aug-
12 Sep 79

The 53d WR Squadron and 920th WR Group, AFRES, flew 22 fixes against Hurricane David and 39 fixes against Hurricane Frederic. Both hurricanes caused extensive property damage in the southeastern United States.

UH-1N near burning Hotel Corona de Aragon in Zaragoza, Spain.

1979 (cont)

23 Sep-
21 Oct 79 The 55th WR Squadron flew aerial sampling missions in the Southern Hemisphere, including two flights near the South Pole.

28 Sep 79 Major General Ralph S. Saunders retired from the Air Force, and Brigadier General (later Major General) Cornelius Nugteren assumed command of ARRS.

30 Oct 79 ARRS air-to-air recovery (ATAR) mission responsibilities were passed to AFSC.

1980

7 Jan 80 The United States Jaycees announced that Master Sergeant Wayne L. Fisk had been selected as one of the Ten Most Outstanding Young Men in America for 1980. Sergeant Fisk was the first Air Force enlisted man to attain this high honor.



Master Sergeant Wayne L. Fisk

21 Jan 80 A United Airlines DC-8, flying from San Diego, California, to Honolulu, Hawaii, received a bomb threat and was diverted to Colorado Springs, Colorado. Resources from the 303d ARR Squadron and the 1550th ATT Wing provided escort. Fortunately the aircraft landed safely and a "dummy bomb" was discovered.

28 Jan-
24 Feb 80 ARRS provided rescue support for the Winter Olympics at Lake Placid, New York. Four UH-1Ns flew 150 flying hours and 59 sorties, resulting in five saves.

29 Jan 80 The United States Coast Guard (USCG) cutter *Blackthorn* sank after colliding with the oil tanker, *Capricorn*, in Tampa Bay. Resources of the Air Force, Coast Guard, and Army searched for missing crewmen. A total of 27 persons were saved, six bodies were recovered, and 17 persons remained missing.

May 80 Following a mass exodus of refugees from Cuba, about 700 were temporarily quartered at Eglin AFB, Florida. Forty-eight personnel of the 39th ARR Wing and 66 personnel of the 55th ARR Squadron participated in the effort to aid the refugees.

~~1980~~ (cont.)

**14 May-
17 May 80** In the wake of the unsuccessful United States attempt to rescue the hostages in Iran on 24-25 April 1980, the nation's leaders searched for replacement helicopters for use in another joint rapid deployment force in case of future contingency actions. The ARRS HH-53Hs [Pave Low III aircraft] were just becoming operational after a lengthy period of operational testing and evaluation. These aircraft possessed capabilities to fly in adverse weather, at low level, and at night. Therefore, on 14 May 1980, the USAF Vice Chief of Staff ordered the reassignment of the nine HH-53Hs from MAC/ARRS inventory to the 1st Special Operations Wing (SOW) of TAC at Hurlburt Field, Florida. Compliance by ARRS was immediate. On 17 May eight of these aircraft were flown from Kirtland AFB, New Mexico, to Hurlburt Field, Florida. The ninth HH-53H was under modification at Pensacola NAS, Florida.

**May 80-
Jan 81** Support for Project Honey Badger. Significant ARRS resources were allocated to Honey Badger, a joint readiness testing project centering at Hurlburt Field, Florida. In addition to the reassignment of the nine HH-53Hs, six HH-53B/C aircraft were on temporary duty (TDY) with this project and eight HC-130s were modified for special mission activities. More than 300 ARRS personnel were on extended TDY causing significant Military Airlift Command (MAC) funding impacts, and curtailing other important ARRS missions. Supplies and equipment were generously loaned. ARRS expended more than 23,000 man-days on Honey Badger. Colonel Lewis Harrington served as ARRS mission coordinator for this project.

**18 May-
4 Jun 80** Following the volcanic explosion at Mount St. Helens, Washington, on 18 May, UH-1N aircraft and aircrews from the 304th ARR Squadron initiated a large rescue operation. Later, other ARRS units participated. The AFRCC at Scott AFB coordinated rescue operations and recorded a total of 101 saves. Of this number, the 304th saved 61 persons. In all United States Air Force, Coast Guard, Army, and Civil Air Patrol (CAP) forces worked 17 days and flew 932 hours during 568 missions.

**2 Jun-
16 Jun 80** Six ARRS UH-1Ns were airlifted by a C-5 to Indian Springs, Nevada, and participated in combat rescue operations from 6 June to 16 June.

11 Jun 80 Master Sergeant James F. Spears, 1550th ATT Wing, was selected as one of the Twelve Outstanding Airmen in the Air Force.

1980 (cont)

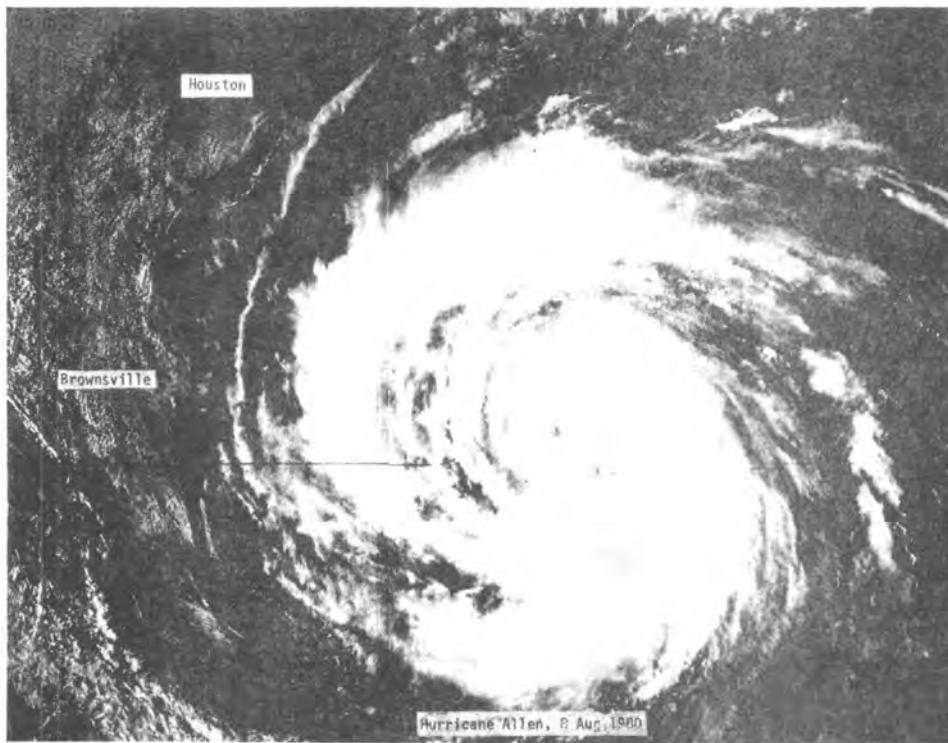


(Top photo) Master Sergeant James F. Spears.
 (Right photo) UH-1N is unloaded at Indian Springs, Nevada.



2 Aug-
 10 Aug 80 The 53d WR Squadron
 and 920th WR Group
 flew 34 "fixes" on
 Hurricane Allen in
 the Caribbean Sea and
 the Gulf of Mexico.

(Photo below)
 Satellite photo of
 Hurricane Allen.



19 (cont)

11 Sep 80 Detachment 13, 33d ARR Squadron, Osan AB, Korea, saved 94 flood victims in the wake of Typhoon Orchid.

19 Sep 80 Following a Titan missile mishap at Damascus, Arkansas, Detachment 4, 37th ARR Squadron at Little Rock AFB, Arkansas, moved personnel and equipment to the area and evacuated injured personnel, resulting in three saves.

4 Oct 80 A fire broke out aboard the *Prinsendam*, a Dutch tourist ship, located approximately 125 miles south of Yukataga, Alaska, in the Gulf of Alaska. The ARRS RCC at Elmendorf AFB coordinated a rescue effort involving forces of the United States Coast Guard and Air Force and Canadian Forces. A supertanker, the *Williamsburg*, was soon on scene. All passengers and crew were successfully evacuated. Resources from the 71st ARR Squadron saved 65 lives. Staff Sergeant John F. Cassidy and Sergeant Joseph M. Rios, both pararescuemen, jumped from an H-3 and helped hoist-lift survivors from lifeboats to the helicopter. One of the survivors, Herr Emil Russ, was so grateful that he sent the 71st ARR Squadron a check for \$1,000. A substitute check was later donated to the Jolly Green Scholarship Fund.

21 Nov 80 Several United States Air Force units, coordinated by the AFRCC, responded to a fire at the MGM Grand Hotel in Las Vegas, Nevada. A total of 79 saves were credited to all units, including 17 saves by the 302d Special Operations Squadron (SOS) of AFRES.

22 Nov 80 Secretary of the Air Force, Hans Mark, approved a Mission Element Need Statement (MENS) calling for procurement of a derivative of the UH-60A, with an initial operational capability (IOC) for ARRS by fiscal year 1986.

1981

26 Mar-
8 Apr 81 Nimble Warrior. ARRS forces participated in Nimble Warrior, a Joint Chief of Staff-directed contingency operation concerning Central America.

10 Apr-
4 Apr 81 An ARRS rescue contingency force of approximately 200 persons and 21 aircraft provided space shuttle support for the *Columbia* during the first United States manned space flight since 1975.

21 Aug 81 Brigadier General (later Major General) William J. Mall, Jr., assumed command of ARRS.

1981 (cont)

10 Sep- 12 Sep 81 Potent Charge III. The 41st RWR Wing hosted a joint service intercommand exercise at McClellan AFB, California, for standardization of wartime and peacetime SAR procedures.

22 Sep 81 ARRS logged its 20,000th Save during a mission to rescue survivors of a beached Philippine destroyer near Laong. A total of 14 Philippine seamen were saved by ARRS forces. President Ronald Reagan passed his personal congratulations as ARRS attained this significant milestone.



(Top photo) ARRS records its 20,000th Save during a mission involving a beached Philippine destroyer escort on Calayan Island. (Right photo) ARRS H-1 helicopter provides support for flight of the Space Shuttle Columbia.

12 Nov- 14 Nov 81 ARRS forces provided contingency support for Space Shuttle II.



ARS/ARRS COMMANDERS



Col Wallace Ford
29 May 46 - 30 Nov 46



Col Richard Kight
1 Dec 46 - 8 Jul 52



Col J. C. Bailey
9 Jul 52 - 18 Aug 52



Brig Gen Thomas DuBos
19 Aug 52 - 31 Jul 59



Brig Gen Joseph Cunningham
1 Aug 59 - 21 Jun 63



Col Theodore Tatum
22 Jun 63 - 1 Aug 63



Brig Gen Adriel Williams
1 Aug 63 - 7 Mar 65



Maj Gen Allison Brooks
8 Mar 65 - 23 Apr 70



Brig Gen Frank Everest, Jr.
24 Apr 70 - 25 Feb 73

ARS/ARRS COMMANDERS (continued)



Brig Gen Glenn Sullivan
26 Sep 73 - 31 Jul 74



Maj Gen Ralph Saunders
1 Aug 74 - 28 Sep 79

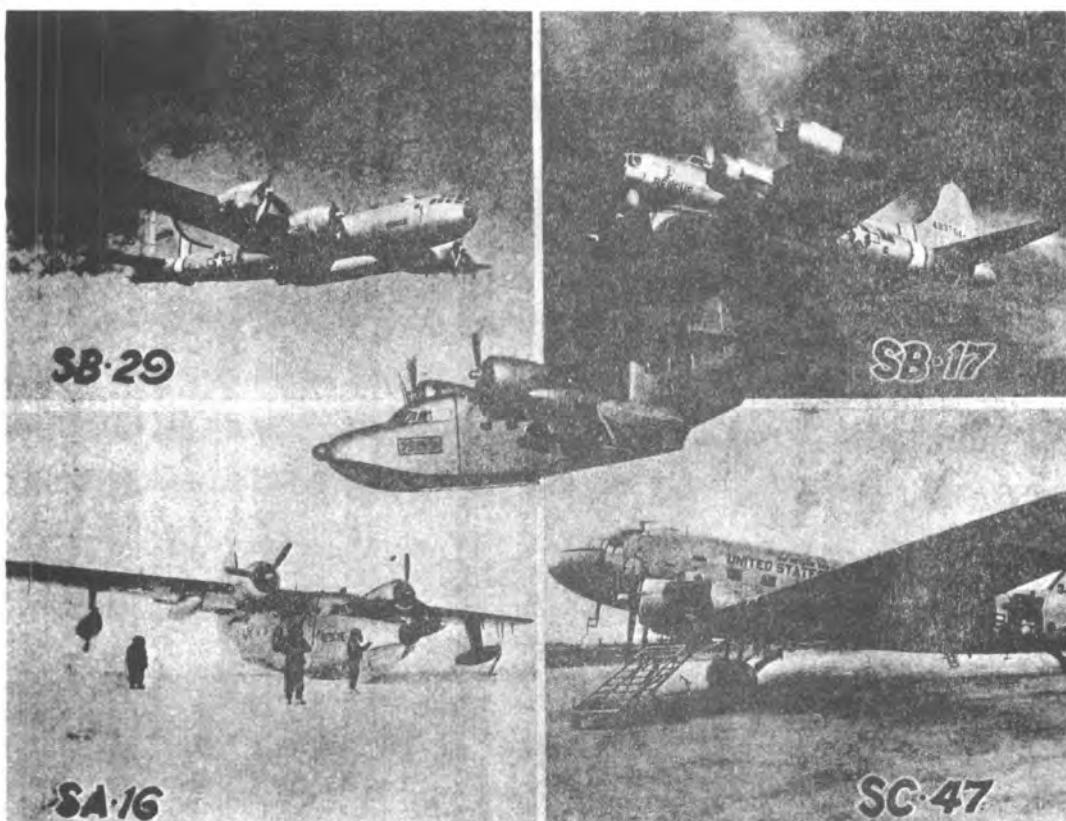


Maj Gen Cornelius Nugteren
29 Sep 79 - 20 Aug 81



Maj Gen William Malt, Jr.
21 Aug 81 -

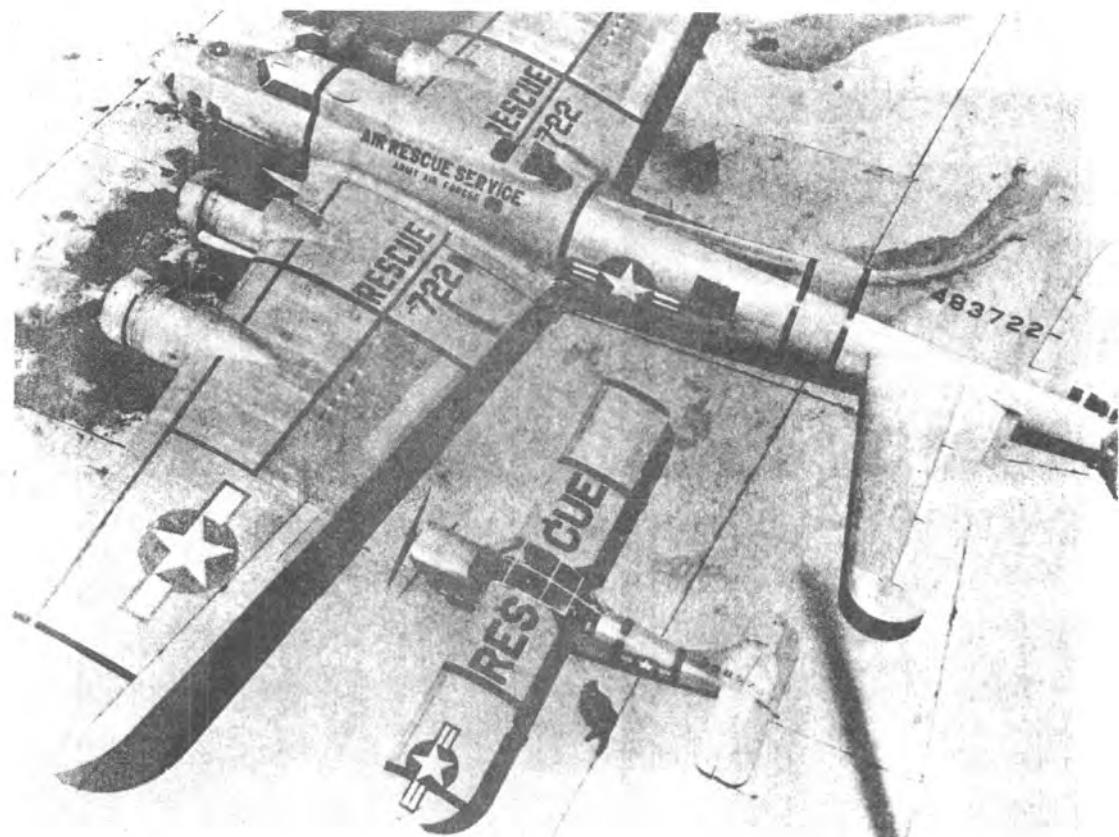
ARS/ARRS AIRCRAFT



(Right photo)
C-82



SA-10 with A-1 lifeboat.

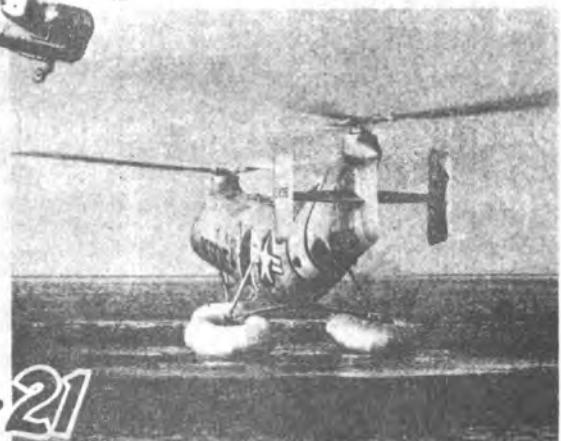


(Top photo) SB-17 (top)
beside L-5 (bottom)

(Left photo) R-5, later
the H-5.



SC-54D.



HH-43

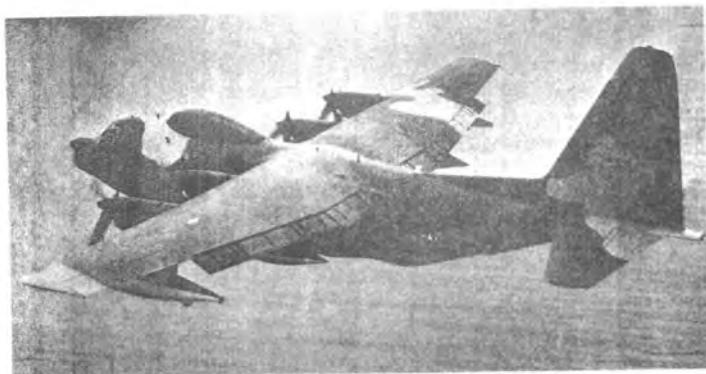


*L-20A (now known as
U-6A).*





HC-130P



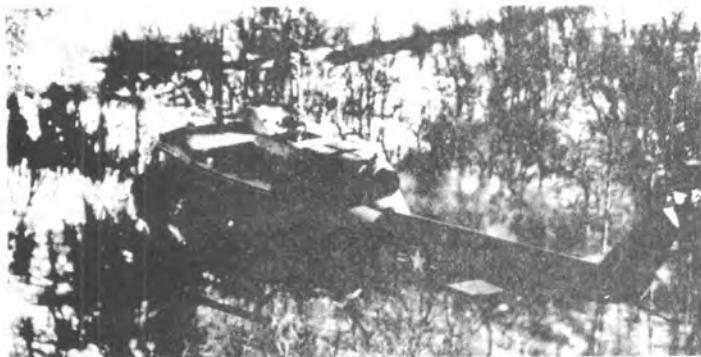
HC-130P



HH-3



HH-53H (Pave Low III)



HH-1H



(Right helicopter)
UH-1P and UH-1N (left
helicopter)



WC-130B



WC-135

ARS/ARRS ASSIGNED AIRCRAFT
As of 31 December (1946-1981)

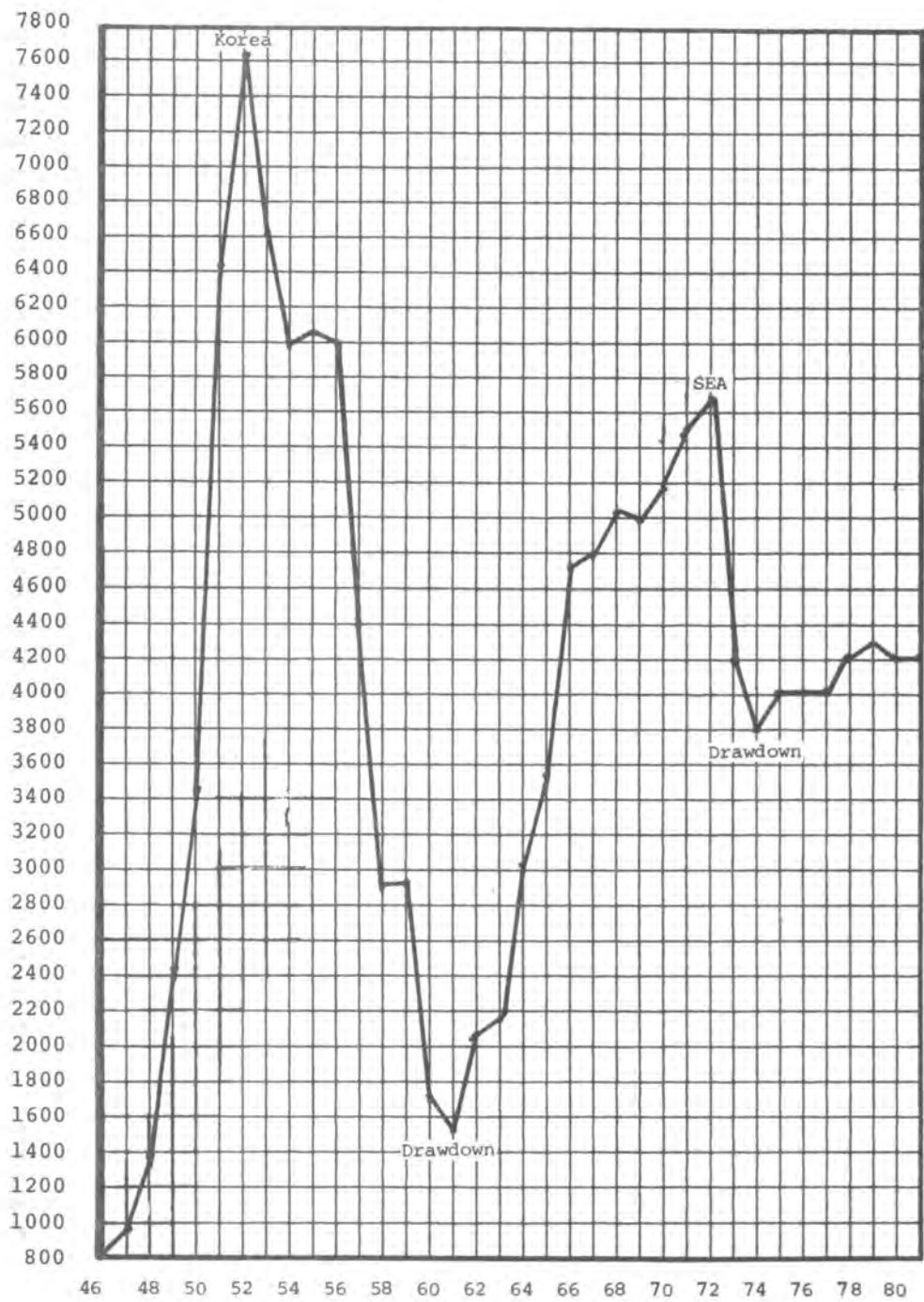
	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63
AT-11	9																	
C-47	33	18	15	8	5	8	10	17	69	79	39	31	1					
C-82		4	6	11	18	18	14											
B-17	13	15	25	66	34	46	20	6	5	4								
B-25		3																
B-29		3	3	3	7	9	19	16	17	14								
C-64		1	1															
L-4		1																
L-5	32	24	23	20														
L-13		15	14	38														
A-10	12	9	19	24	16	12												
R/H-5	17	12	19	40	26	18	19	19	5	1								
C-15		1			8	6												
C-46		2																
A/SA/HU-16			4	22	37	101	123	98	142	77	59	70	72	22	22	31	34	
H-6		2																
C-54				4	4	4	3	3	17	37	35	42	42	39	40	40	40	
C-126				6	5													
H-SH-19							8	42	62	97	61	27	33	32		61	59	19
H/CH-21								1	2			16	12	11		4		
HH-43																94	99	140
U-6A																		
KC/HC-97																		
HC-130 H/N/P																		
CH/HH-3E																		
CH/HH-53 B/C																		
HH-1H																		
UH-1P																		
TH/UH-1F																		
UH-1N																		
WC-130																		
WC-135																		
HH-53H																		
UH-60A																		
TOTALS	116	103	127	219	146	163	195	227	261	354	214	168	158	157	61	221	229	233

ARS/ARRS ASSIGNED AIRCRAFT
As of 31 December (1946-1981) (continued)

	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81
AT-11																		
C-47			1															
C-82																		
B-17																		
B-25																		
B-29																		
C-64																		
L-4																		
L-5																		
L-13																		
A-10																		
R/H-5																		
C-15																		
A/SA/HU-16	34	35	38	23														
H-6																		
C-54	39	24																
C-126																		
H-SH-19																		
H/CH-21	4	4																
HH-43	156	149	148	145	145	140	136	148	102	21	13							
U-6A	1	1																
KC/HC-97	29	29	5															
HC-130 H/N/P	16	49	59	58	57	72	72	62	50	47	32	30	30	30	28	28	28	
CH/HH-3E	2	11	24	24	43	35	33	44	42	40	38	43	39	40	41	38	41	43
CH/HH-53 B/C			2	8	10	13	31	43	39	34	33	33	32	32	32	27	22	22
HH-1H										24	11	11	11	11	11	12	22	22
UH-1P										2	2	2	2					
TH/UH-1F						2	2	21	18	67	43	37	37	39	37	37	27	27
UH-1N									27	30	32	45	45	42	42	45	40	39
WC-130													17	14	14	14	13	13
WC-135													7	7	6	6	6	6
HH-53H																5		
UH-60A																		
TOTALS	266	270	266	259	256	247	274	355	295	270	232	227	214	214	216	206	198	201

ARS/ARRS PERSONNEL ASSIGNED

As of 30 June (1946-1981)



ARS/ARRS RECIPIENTS OF THE MEDAL OF HONOR, DISTINGUISHED SERVICE CROSS,
AND THE AIR FORCE CROSS

MEDAL OF HONOR

Young, Gerald O., Captain (1967)

DISTINGUISHED SERVICE CROSS

Najarian, John J., First Lieutenant (1951)

AIR FORCE CROSS

Allison, John V., Lt Col (1970)	McGrath, Charles D., SSgt (1972)
*Backlund, Donald R., Capt (1975)	McTasney, John B., Capt (1967)
Black, Arthur N. A2C (1965)	Newman, Thomas A., Sgt (1968)
Britton, Warner A., Lt Col (1970)	Olsen, Don P., Maj (1968).
*Brower, Ralph W., Capt (1967)	O'Mara, Oliver E., Capt (1966)
*Clay, Eugene L., SSgt (1967)	Orrell, Bennie D., Capt (1972)
Curtis, Thomas J., Capt (1965)	*Pitsenbarger, William H., A1C (1966)
Donohue, Frederic M., Maj (1970)	Price, Donald S., Capt (1966)
Etzel, Gregory A.M., Capt (1967)	Purser, Roland W., Capt (1975)
Firse, John A., Capt (1967)	Robinson, William A., A1C (1965)
Fish, Michael E., Sgt (1969)	*Schaneberg, Leroy C., Capt (1970)
Green, Joe B., Maj (1968)	*Scott, Travis W., Jr., Capt (1970)
Griggs, Jerry M., Maj (1975)	Smith, Donald G., TSgt (1969)
Hackney, Duane D., A1C (1967)	Stovall, Dale E., Capt (1972)
Kalen, Herbert D., Maj (1970)	Talley, Joel E., A1C (1968)
**Kennedy, Leland T., Capt (1966)	Wofford, Travis, Maj (1970)
*King, Charles D., Jr., A1C (1968)	Wright, Leroy M., TSgt (1970)
*Martin, Duane W., 1st Lt (1965)	York, Glen P., Maj (1967)
*Maysay, Larry W., Sgt (1967)	

* Known to be deceased.

** Captain Kennedy was awarded the Air Force Cross twice.

GLOSSARY OF TERMS

A1C	airman first class
A2C	airman second class
AB	air base
AFOUA	Air Force Outstanding Unit Award
AFRES	Air Force Reserve
AFRCC	Air Force Rescue Coordination Center
AFSC	Air Force Systems Command
ANG	Air National Guard
ANGB	Air National Guard base
AR	air rescue
ARC	Air Rescue Center
ARR	Aerospace Rescue and Recovery
ARRC	Aerospace Rescue and Recovery Center
ARRS	Aerospace Rescue and Recovery Service
ARRTC	Air Rescue and Recovery Training Center
ARS	Air Rescue Service
ATAR	air-to-air recovery
ATC	Air Transport Command
ATT	Aircrew Training and Test
AWS	Air Weather Service
CMSgt	chief master sergeant
CONAC	Continental Air Command
DMZ	Demilitarized Zone
DOC	Department of Commerce
DOD	Department of Defense
DOT	Department of Transportation
DSC	Distinguished Service Cross
DUC	Distinguished Unit Citation
ELF	electronic locator finder
ICBM	Intercontinental Ballistic Missile
IOC	initial operational capability
JATO	jet assisted takeoff
JCS	joint chiefs of staff
JRCC	Joint Rescue Coordination Center
KIA	killed in action
LBR	local base rescue
MAC	Military Airlift Command
MAST	Military Assistance for Safety and Traffic
MATS	Military Air Transport Service
MENS	Mission Element Need Statement
MIA	missing in action
MSgt	master sergeant
NAS	Naval Air Station
NASA	National Aeronautics and Space Administration
NRS	Night Recovery System
ORC	Operational Readiness Certification
OT&E	Operational Test and Evaluation
PJ	pararescueman
POW	prisoner of war
PUC	Presidential Unit Citation
RAF	Royal Air Force
RCAF	Royal Canadian Air Force
RCC	Rescue Coordination Center
ROK	Republic of Korea
RWR	Rescue and Weather Reconnaissance

~~SAC~~ Strategic Air Command
SAF/OI Secretary of the Air Force, Office of Information
SAR search and rescue
SEA Southeast Asia
~~SMSgt~~ senior master sergeant
SOS Special Operations Squadron
SOW Special Operations Wing
SSgt staff sergeant
STAR surface to air recovery

TAC Tactical Air Command
TSgt technical sergeant

US United States
USAF United States Air Force
USMC United States Marine Corps
USSR Union of Soviet Socialist Republics

WESTPAC Western Pacific
WR weather reconnaissance

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