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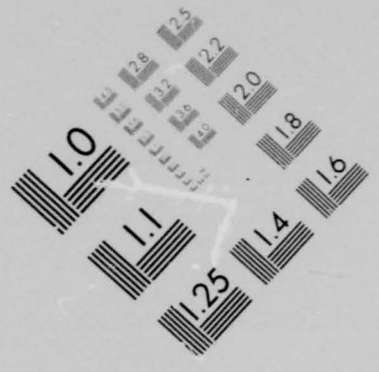
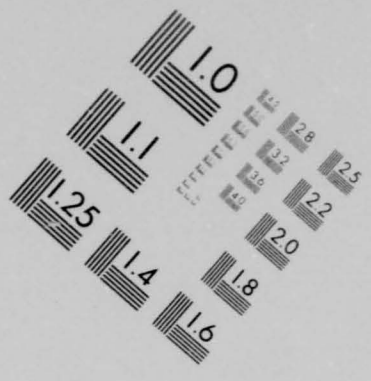
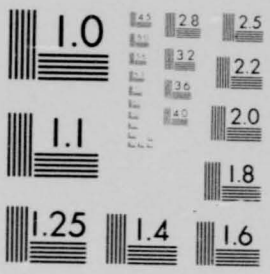

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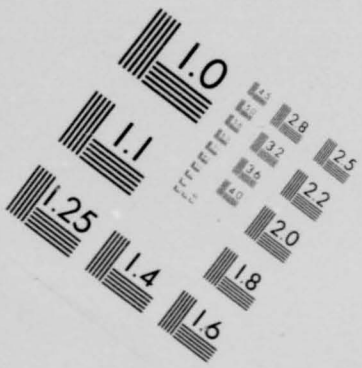
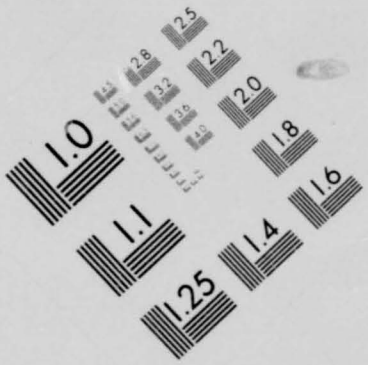

HISTORY

of



1 January - 30 June 1963

RGS: AU-D5

K-SQ-RESC-304-HI
1 Jan - 30 June 1963

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

HISTORY OF

304TH AIR RESCUE SQUADRON (RESERVE)

Portland International Airport

Portland, Oregon

1 January - 30 June 1963

RCS: AU-D5

SIXTH AIR FORCE RESERVE REGION
CONTINENTAL AIR COMMAND

APPROVED BY:

JOHN A FORSYTHE
Lt Colonel, AFRes
Commander

5-A144-2

FOREWORD

This is the seventh semi-annual historical publication of the 304th Air Rescue Squadron (Reserve).

ROGER G KNIGHT
Captain, AFRes
Historian

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1. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

Mission and Responsibilities

The mission of the 304th Air Rescue Squadron is:[4]

To organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation of other countries in accordance with international civil aviation organization procedures and policies of the Department of Defense.

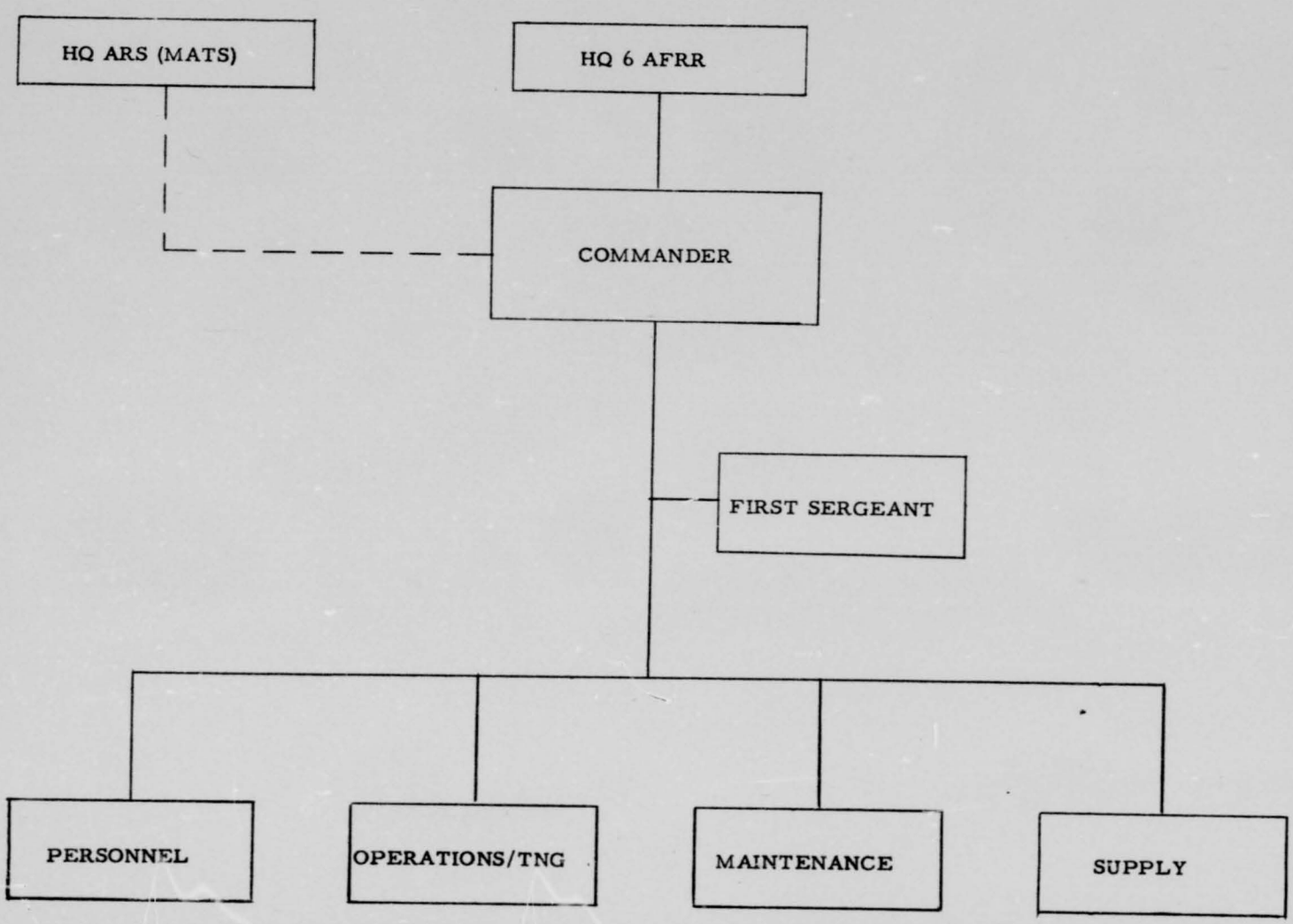
Organization

The 304th Air Rescue Squadron remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support. The 337th Fighter Group, Air Defense Command, possessed host base jurisdiction.

---

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq Sixth AFRR Ltr, 5 Apr 61, Mission Stmt.

Lt Colonel John A. Forsythe, AO 67 3134, continued as Squadron Commander.


HQ ARS (MATS)
HQ 6 AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL
OPERATIONS/TNG
MAINTENANCE
SUPPLY

II. RESOURCES

Air Reserve Technician Element

As of 1 January 1963	Authorized	Assigned
Officers	5	5
Airmen	34	23
Civilians	1	3
Status Quo	0	6
As of 30 June 1963		
Officers	5	5
Airmen	28	22
Civilians	3	3
Status Quo	0	6

During the reporting period the ART element was decreased in total airman strength from 34 to 28. This was caused by two positions being converted to CSC positions--one in the Operations and Training Division and one in the Maintenance Division; one position, which was occupied by a status quo, was abolished in the C & E function. The remaining 3 positions were lost due to the implementation of the BEMO concept. Of these three, one position was completely abolished in the Unit Supply and the other two were detailed to the Host BEMO until 30 June 1963, at which time they were lost from this unit. The impact of the loss of these positions in the Supply area has already been realized due to the limited support received from the Host Base Supply in the research and parts expediting functions.

Although the unit lost one "status quo" through a RIF, we gained one due to individual being unable to pass his physical examination.

In March 1963, the unit received a revised CONAC Manual 20-2. A major structural change in the Maintenance Division was noted, however,

implementation of this manual was not effected due to reduction in grade for several individuals. Had this new Manual been implemented, these individuals could have exercised their seniority rights into the Reserve troop carrier unit. In view of a new CONAC Manual 20-1 being published, it was directed by Hq CONAC that the 20-2 would not be implemented until such time as the 20-1 was in the field and a comparison made of all grade reductions within both units assigned to this base.

All authorized ART positions were filled during the reporting period and turn-over of personnel was at a minimum. The unit lost the individual assigned to the Military Personnel position; however, the position was filled through the Merit Promotion System.

Key Air Reserve Technician Personnel were:

Lt Colonel John A Forsythe	Commander
Lt Colonel Norman H Happel	Operations & Training Officer
Major Stanley A Ellis	Instructor Pilot
Captain William S Manning	Navigator
Captain Taylor M Brookshier	Maintenance Officer
Mr. David D Davidson	Aircraft Components Repair Foreman (Line Chief)
MSgt Rodman B Brumley (Replaced SMSgt Clinton L Kinch in April 1963)	Military Personnel Assistant (First Sergeant)
Mr. Lester R Kern	General Supply Supervisor

Reserve Manning

As of 1 January 1963	Authorized	Assigned
Officers	26	25
Airmen	93	76
As of 30 June 1963		
Officers	26	24
Airmen	90	82

The unit was reorganized during the period by Special Order G 92, Hq CONAC, dated 22 Oct 1962, to a total strength of 26 officers and 90 airmen. This change decreased the airman strength by 3 and had no effect on the total authorized officer positions.

During the reporting period, the unit enlisted 5 non-prior service airmen. One individual enlisted for a space which will require 44 weeks of Active Duty training at Tech school. A visit by Hq CONAC personnel indicated that this unit could expect very few, if any, non-prior service quotas in the future because of the high percentage of manning. Although the unit has experienced a high manning rate during the reporting period, the ultimate goal of 100% manning will be prolonged without non-prior service quotas. In addition, retention in the lower grades has been a problem area in the past and will continue to be one in the future unless Non-Prior Service quotas are furnished.

Two mandatory assignees were assigned to the unit; however, one no longer lived within the Portland area and was reassigned to ARRC.

Aircraft

During the reporting period the unit possessed four SA-16B aircraft, serial numbers 51-5293; 51-7155; 51-7185; and, 51-0471. Aircraft 51-7185 returned from IRAN 18 Jan 1963 following an 8 Nov 1962 input date. Aircraft 51-7155 was in IRAN during period 25 Feb to 30 Apr 1963, and, #51-5293 was still in IRAN at the close of the period following an input date of 30 May.

Unit Budget

On 28 January 1963, the FY 63-1 Revised Approved Financial Plan was received in the amount of $407,744.00 which was $23,483.00 less than the amount programmed in the FY 63-1 First Revision to Financial Plan. Major areas receiving a cut in funding were: Civilian Pay and Benefits, TDY Per Diem and Travel, Telephone Tolls and Supply. The Third Quarter allotment totalling $77,791.00 was received 15 Feb 1963.

In March 1963, the Revised Approved Financial Plan FY 63-2 was received which raised the Annual Budget Authorization (ABA) to $308,222.00 a gain of $778.00 for civilian pay and benefits. In April, Revised Approved Financial Plan FY 63-3 was received which lowered the ABA to $307,098.00 a decrease of $1,124.00 in civilian pay and benefits.

On 22 April 1963, 4th Quarter Allotment in the amount of $71,668.00 was received as well as Budget Authorization reflecting ABA of $307,098.00.

May was a busy month for Budget. On 16 May, a revised Budget Authorization was received which raised ABA to $308,598.00, a gain of $1,500.00 to be used in Contractual Services and in TDY and Travel. On 20 May, Budget Authorization was received which decreased ABA by $950.00. Civilian Pay was reduced by $1,200.00 and TDY was increased by $250.00.

June was the last month of FY 63 and many adjustments in ABA were made. On 14 June, Budget Authorization was received which decreased ABA by $493.00; further reduction in civilian pay of $633.00 was incicated, and telephone tolls were increased by $140.00. On 25 June, Budget Authorization was received which again decreased ABA by $1,034.00. Decreases in funding were reflected in civilian pay, $308.00; TDY, $459.00; and, Contractual Services, $267.00. Final Budget Authorization, received 30 June, reduced ABA by $45.00, with the loss reflected in civilian pay, leaving a total ABA for FY 1963 of $306,076.00.

Report of Commitments and Obligations, CNC-C19, 30 June, reported total obligations of $306,073.00 which left only $3.00 surplus. Total obligations for FY 63 were as follows:

Civilian Pay and Benefits	$282,532.00
TDY and Travel	4,574.00
SARTEL and Telephone Tolls	993.00
Contractual Services	958.00
Other Misc Contractual Services	1,392.00
Supply	15,624.00

The loss of four ART positions during 4th Quarter FY 63 was primarily responsible for lowered requirements in civilian pay and benefits. Austere funding in TDY and Travel did not permit necessary trips to higher Hq, attendance at conferences nor provide sufficient funds to cover necessary expenditure for IRAN trips.

The First Call for FY 64/65 Annual Financial Plan/Budget Estimate was received during Christmas Holidays and Supplemental Instructions were received 9 January 1963 advising that further BEMO implementation would lower submission requirements for hand tools, expendable supplies and personal/organizational/administrative equipment. FY 64/65 Financial Plan Requirements were airmailed to CONAC 26 Feb 1963 with a copy to 6AFRR as directed under new funding policy. An amendment to this unit's financial plan was submitted requesting additional funds for the purpose of hiring 6 mess attendants and renting 4 vehicles for use during Summer Encampments of the 302d, 303d and 304th Air Rescue Squadrons. Additional funds were also requested for a new requirement in OCC 2332 for a Maintenance Expediter Radio.

Total Requirements were estimated at $307,928.00 and programmed as follows:

Civilian Pay and Benefits	$277,113.00
TDY and Travel	8,453.00
Communications & Telephone Tolls	2,046.00
Minor Construction	11,300.00
Supply	9,200.00

The Approved Financial Plan for FY 64 was not received prior to 30 June 1963, but the usual authority to obligate against FY 64 funds was received.

III. MISSION TRAINING

Flying Training

Aircrew operational ready figures for the reporting period were:

1 Jan 1963	3
31 Mar 1963	3
30 Jun 1963	3

The bottom of the decline in operationally ready crews, as previously reported, was reached during 3rd Quarter FY 63. By 30 Jun 1963, 100% aircrew manning was again realized, and five ops ready crews were forecast for 2nd Quarter FY 64.

Flying hour distribution was:

	Unit Authorized	Advisor	Add	Total
3rd Quarter FY 63	274	23		282.2
4th Quarter FY 63	321	22	30.8	373.8

Average flying time break-down by crew position for the six month period was:

Pilot	101 hours
Navigator	84 hours
Radio Operator	83 hours
Aircraft Mechanic	113 hours

Mission Accomplishment Figures:

	Phase I	Phase II	Phase III	Total
3rd Quarter FY 63	6	3	212	221
4th Quarter FY 63	17	13	254	284

Flying training facilities utilized by the squadron were the same as previously reported.

Aircrew and Support Personnel Training

The Ground Training program was considered satisfactory. All requirements of MATS Manual 55-10 (General Military Training) and MM 50-5 (Aircrew Ground Training) were satisfied for FY 63.

A vigorous and highly effective flying safety program was continued, as evidenced by the suadron's safety record.

Active duty tours totalled 12 officer and 242 airman mandays as follows:

	Officer	Airman
Air Rescue Training & Overwater Flights	17	13
Manning Improvement	7	3
Aircraft Ferrying	10	4
Military Personnel Appropriations	42	26
Emergency Procedures Training	20	12
Aircraft Maintenance Training		30
Orientation Tours with Advisory Unit	10	
Water Transition SA-16B	15	
Smoke Jumpers School		8
HU-16 Ground School		5
AZR 92170 (Medical School)		34
ABR 43231 (Reciprocating Engine Mech School)		57

Evaluation of On-The-Job Training was a continuous process through oral and written phase testing. In the event evaluation results were unsatisfactory, necessary specific training was accomplished prior to re-evaluation.

Special Missions

On 4-5 February 1963, the squadron flew two sorties in support of WARC-35 search for a missing Beechcraft Be-45. Twelve flying hours were expended in search areas assigned by the Oregon State Board of Aeronautics with negative results.

On 3 May 1963, a B-47 Jet Bomber out of Mountain Home AFB had a mid-air collision with a KC-135 over Yellowstone National Park during refueling operations. Lt Colonel John A Forsythe, Squadron Commander, and, Lt Colonel Norman H Happel, Squadron Operations Officer, were requested by Western Air Rescue Center to assume on-scene mission command of this mission, which they did. (WARC 120-3 May 1963).

Two of the unit's aircraft and crews were assigned to the search for the missing B-47. The crash site and one surviving crew member were located on 5 May 1963 by a 41st Air Rescue Squadron Aircraft. The 304th ARSq flew 4 sorties and in excess of 40 hours during the search.[5]

Lt Colonel Happel was subsequently to receive a CONAC "Certificate of Recognition for Meritorious Achievement" for his role as mission controller.[6]

Between 27 June and 30 June 1963, two squadron aircraft and crews flew 9 sorties totalling 40 hours in search for a missing Piper Colt out of Helena, Montana.

5. Supporting Document #1
6. Supporting Document #2

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance

With an average of 3.5 aircraft[7] possessed, the 304th ARSq Maintenance Section maintained a six-month In-Commission and Operational Ready rate of 75%. A total of 656 airframe hours were flown by the unit.

Beginning 1 June 1963, the phased inspection concept was implemented with no reported difficulties. Nine periodic and/or phased inspections were performed during the period, and six technical order changes were complied with.

Seven engine changes were accomplished. Of the seven, two changes were in compliance with a CONAC Directive requiring removal and shipment to depot for modification. Engines were available from Base Supply for installation. Two additional engine changes under the directed modifications were accomplished by Squadron and Base installations.

On 14 March 1963, a letter was received from MOAMA requiring fuel cell inspection by specific stock number. Fuel cell inspections requiring 231.5 manhours were accomplished. A second letter was received 27 March 1963 which explained a misinterpretation of technical orders and cancelled any requirement for inspection.

On 27 March 1963, Major Riley of 6AFRR visited the Maintenance Section to make a follow-up inspection of progress against the ORI discrepancy list.

7. Aircraft, Page #7

A CONAC inspection team commanded by Colonel Harrington, Director of Maintenance, visited the Squadron on 12 April 1963. Purpose of the visit was to check implementation of new CONAC supplements to AFM 66-1.

An Inspection team from Headquarters ARS, headed by team chief Colonel Jones, visited the squadron during the May Unit Training Assembly.

Section manning and work load remained compatable and support was considered satisfactory.

Supply

The supply section continued to provide satisfactory support of unit requirements. The NORS rate, based on 3.5 aircraft possessed, was 2.6% totalling 24 days. Items causing the grounding rate were:

Control Prop - FSN 1610 373 8994	7 Days
Cell Assembly Fuel FSN 1560 474 1095	7 Days
Cell Assembly Fuel FSN 1560 474 1096	3 Days
Bushing, FSN 3120 662 0953	7 Days

Spare part requisitions totalled 917, with 104 not completed, for an 87% fill rate. In addition, there were 242 requests submitted for organizational equipment, and 167 for miscellaneous items.

Transfer of individual tool kits to BEMO was completed 1 February 1963, and a similar transfer of AF Forms 538 on 1 March 1963. However, AF Form 538 records were still being maintained by reserve personnel during unit training assemblies.

Flying equipment requisitions were not being filled as quickly under the BEMO concept, but it appeared such problems would be solved by 1966.

Organizational equipment status as of 30 June 1963 was:

Category	Percent
UAL Use	93.7
UAL UME	97.7
AF Forms 538	93.2
ECL Kits	99.0
Enroute Kits	96.0

The deletion of ART position 27A as of 29 April 1963, and the transfer of the supply records clerk to BEMO left one ART position to perform the unit supply function.

Facilities

The squadron administration and operations and training sections returned to Building T-731 and the flight line during June 1963 following two years of dislocation. With the exception of separation from Base facilities and loss of the new Rescue Control Center installation, the move was a distinct improvement.

Prior to the 1961 move to Building T-406, the 304th ARSq had shared Building T-731 with the 313th TCS. With the June shuffle, however, the 304th took sole possession of 731, and the promise of improved maintenance/operations and training coordination as well as flight dispatch was welcomed.

In April, further consolidation was realized with the move of specialist shop personnel from the 313th TCS area to the squadron maintenance

building. On 1 April, Base had completed wiring of Buildings T-766 and T-769 in support of the move.

During the month of May, Base awarded a private concern a contract for painting the maintenance building.

Warehousing and ramp space remained inadequate, as previously reported.

V. PUBLIC RELATIONS AND INFORMATION

Increased community relations activities and participation in a major aircraft search by squadron aircrews highlighted this unit's information program.

Squadron visitations by beauty contest entrants from nearby Camas and Washougal, Washington and a static display and orientation flight for Scappoose, Oregon Civil Air Patrol Cadets, comprised community relations activities.

On April 7th, 24 CAP members and senior advisors received an orientation flight in a squadron HU-16B aircraft. Parents were invited to view the aircraft at a static display located at Scappoose airport.[8]

Young beauties from the neighboring state of Washington visited the 304th at Portland International Airport on June 22 and June 23. One of them, Miss Christine Reeves, was named Miss Sea-Air Rescue for 1963.[9]

The 3 May crash of a B-47 in Yellowstone National Park, Wyo., following a mid-air collision with a KC-135 resulted in a major search mission for the 304th.

Considerable newspaper space was devoted to the search. Accounts were published in the New York Times' Western Edition, the Portland Oregonian, Los Angeles Times, The Salt Lake Telegram, Oregon Journal, Spokane Spokesman Review, the Idaho Falls Post Record and others.[10]

Strategic Air Command personnel assisted unit personnel with press relations at the search operations center at Idaho Falls, Idaho.

8. Supporting Document # 3

Major Curtis T. Fallgren, a St. Helens, Oregon poultry farmer and 304th Rescue crew commander was the subject of Portland press stories after he concluded an 89-day tour of active duty with the U.S. Military Assistance Group in Bangkok, Thailand. Due to the nature of his mission, his story was withheld from immediate release following his return until this unit obtained USAFOI approval. Highlights of his tour of duty and a picture of a 304th HU-16B aircraft were detailed in the May 1963 issue of The Air Reservist. [11]

11. Supporting Document # 5

VI. SUPPORTING DOCUMENTS

1. News releases of mid-air collision in Idaho
2. Certificate of Meritorious Service presented to Lt Col Norman H. Happel
3. Static display at Scappoose, Oregon
4. Tour of facilities to Washougal-Camas beauty queens
5. News release on Major Curtis T. Fallgren's Special Tour

The Oregonian

MONDAY, MAY 6, 1963

Survivor Spotted At Bomber Crash Site



IF-1 Rexburg, Idaho May 4--Plot Search For Downed B-47--Lt. Col. N.H. Happel, 304th Air Rescue Squadron Portland, Ore., goes over last minute search procedures with other U.S. Air Force pilots at Rexburg Saturday morning prior to the start of an extensive air search for downed B-47 with four crewmen aboard. The plane disappeared Friday night after a midair collision over West Yellowstone, Mont. during a practice refueling operation. Lt. Col Happel is is the center looking towards an unidentified group of pilots. (AP Wirephoto)

SUPPORTING DOCUMENT # 1

Portland Air Rescue Unit Used

YELLOWSTONE NATIONAL PARK, Wyo. (AP) — A B47 jet bomber which crashed Friday after colliding with a refueling tanker was found Sunday with a survivor beside it, the Air Force said.

An Air Force helicopter was dispatched from Idaho Falls, Idaho, to pick up the tiger in the rugged Amphitheater Mountain, at Yellowstone National Park.

[illegible]

Ground Party Set

Forsythe, of the U.S. Air Force Reserve 304th Air Rescue Squadron from Portland, Ore., said a ground party would be sent into the area to search for other possible survivors.

"It's quite a rugged country, and it may take some time to get in there by vehicle and on foot," he said.

The wreckage was spotted by an Air Force search plane in the southwestern section of the sprawling park, about seven miles southwest of Shoshone Lake.

The downed plane was based at Mountain Home Air Force Base in Southwestern Idaho. It crashed after colliding with a KC135 tanker from Larson Air Force Base, Wash.

The tanker, with a crew of five, circled the area for a time, then they back safely to Mountain Home. Its only damage was to a wing.

Bomber Refueling

[illegible]

The Los Angeles Times SUN. MAY 5 1963

Storm Halts Search for Missing Bomber

[illegible]

Continental Air Command

Certificate of Recognition

awarded to

LIEUTENANT COLONEL NORMAN H. HAPPEL, A0775341, AFRES

for

MERITORIOUS ACHIEVEMENT

LIEUTENANT COLONEL NORMAN H. HAPPEL, A0775341, AFRES, DISPLAYED OUTSTANDING SERVICE AS ON-THE-SCENE MISSION [illegible] CONTROLLER OF AIR RESCUE SEARCH MISSION WARC 120-3 MAY 1967. [illegible] OUTSTANDING COORDINATION AND DIRECTION OF PARTICIPATING [illegible] AND CIVILIAN AGENCIES, RAPID ASSIMILATION OF DATA, AND [illegible]VE AND EFFECTIVE CONTROL OF THE OPERATION, WAS DIRECTLY [illegible]SIBLE FOR THE HIGHLY SUCCESSFUL COMPLETION OF THE MISSION. LIEUTENANT COLONEL HAPPEL'S UNTIRING EFFORTS, [illegible] TO DUTY, AND PROFESSIONAL ABILITIES REFLECT GREAT [illegible] UPON HIMSELF, THE AIR RESCUE (RESERVE) MISSION, AND [illegible] CONTINENTAL AIR COMMAND.

JACK A. GIBBS
Brigadier General, USAF
Commander, Sixth AFRes Region

SUPPORTING DOCUMENT # 2

Continental Air Command

Certificate of Recognition

awarded to

LIEUTENANT COLONEL NORMAN H. HAPPEL, A0775341, AFRES

for

MERITORIOUS ACHIEVEMENT

LIEUTENANT COLONEL NORMAN H. HAPPEL, A0775341, AFRES, DISPLAYED OUTSTANDING SERVICE AS ON-THE-SCENE [illegible] CONTROLLER OF AIR RESCUE SEARCH MISSION WARC 120-3 MAY 1963. [illegible] OUTSTANDING COORDINATION AND DIRECTION OF PARTICIPATING [illegible] AND CIVILIAN AGENCIES, RAPID ASSIMILATION OF DATA, AND [illegible] AND EFFECTIVE CONTROL OF THE OPERATION, WAS DIRECTLY [illegible] FOR THE HIGHLY SUCCESSFUL COMPLETION OF THE MISSION. LIEUTENANT COLONEL HAPPEL'S UNTIRING EFFORTS, [illegible] TO DUTY, AND PROFESSIONAL ABILITIES REFLECT GREAT [illegible] UPON HIMSELF, THE AIR RESCUE (RESERVE) MISSION, AND [illegible] CONTINENTAL AIR COMMAND.

JACK A. GIBBS
Brigadier General, USAF
Commander, Sixth AFRes Region

SUPPORTING DOCUMENT # 2



THIS U.S. AIR FORCE plane, a HU16B Gruman Albatross, was at the Scappoose airport Sunday afternoon to enable members of the local Civil Air patrol to learn more about planes. Major Curtis Fallgren of Warren was the commander for the day. The plane, which is from the Portland Air Base, carried a crew of five. It has a range of over 2000 miles.



LEARNING FIRST HAND ABOUT the HU16B Gruman Albatross Sunday afternoon were members of the local CAP. The plane is part of the 30th Air Reserve Rescue Unit from the Portland air base. Major Curtis Fallgren of Warren took groups from the CAP up in the plane for short trips around the area. Shown here from left to right are: Dan Moss, Dennis Larsen, Gary Bolieu, Major Elmer Heaberlin, Cheryl Ackerson, Kristi Granger and Traek Whitbeck.

THE COLUMBIAN

Wednesday, June 26, 1963 Section 3



The candidates for Washougal's Fourth of July queen and princesses are dwarfed by a jet at the U.S. Air Force base at Portland on a Saturday tour. Shown (left to right) are JoAnn Woodman, Patti Baldwin, Sherry Barnes, Sheila Prince, Tana Lively, Janne Driver and Vicki Isaman. One candidate, Barbara Lamb, is not shown.

July Fourth Court Feted at Air Base

WASHOUGAL — Seven of the eight candidates for the title of Miss Fourth of July here didn't actually go up in an airplane at the U.S. Air Force base at Portland Saturday, but they were flying high just the same.

The seven—Janne Driver, Vicki Isaman, Sheila Prince, JoAnn Woodman, Tana Lively and Sherry Barnes — not only were shown around the headquarters of the 304th Air-Sea Rescue Squadron at the base, but they got a special treat.

That was a dinner at a Portland restaurant, with Air Force officers as escorts. There were about 20 people on the restaurant excursion.

"One officer picked up the check for the bill . . ." one of the girls said with a gasp. "$76."

Today marks the end of the hectic work and planning for the field of eight, which also includes Barbara Lamb. This is the official closing of booster button sales for the show, the method by which the queen and her two princesses are chosen.

The court will be crowned Saturday night, with a coronation banquet at 7 p.m. at the Washougal High School cafetorium. Last year's queen, Ada Hoodman, will crown the winner.

SUPPORTING DOCUMENT # 4

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

MAY 1963



The high degree of professionalism achieved by the officers and men of the Reserve Air Rescue squadrons was epitomized when the Air Force called upon Maj. Curtis Fallgren to become the first Reservist sent overseas to instruct Thai pilots.

This unusual phase of the Air Rescue mission came to light recently in an article submitted to The AIR RESERVIST magazine by well known aviation writer and author, Lt. Col. Leverett G. Richards, AF-Res. Colonel Richards currently holds an M-Day assignment with the Magazine and Book Branch of Air Force's Office of Information.

Major Fallgren is a member of the 304th Air Rescue Squadron (Res.) at Portland, Oregon's International Airport. He went to Bangkok last September for 89 days to instruct the members of the new Royal Thailand Navy's air arm. There, he and one Regular Air Force pilot had six Thailand pilots to check out in the two HU-16's, acquired from the U.S.

Two more of the planes are programmed in 1963 and two in 1964, to form the nucleus of the RTAF. They will be used for coast and sea patrol, and for support of ground troops inland.

"Thailanders are a proud, self-sufficient, freedom-loving people with a good standard of living. There is no room for Communism there," said Major Fallgren, "and their pilots are eager, alert and hard-working."

Major Fallgren flew more than 100 hours in the 89 days, and made 140 water landings while checking the Thai pilots. "We never had an emergency, or put a dent in a bird," the Major said, adding that the Thais really take care of their aircraft.

The Thailanders expressed a high opinion of the Major, in return.

The training program was conducted by USAF pilots, supported by the Navy section of the Joint U. S. Military Advisory Group at Bangkok.

The course included a rendezvous with a U. S. submarine at sea and drops to Thai Marines on maneuvers.

The budding Thai Navy Air Force also was called out when a typhoon struck Thailand last October, killing about 2,000 persons. Tidal waves driven by the storm washed over whole villages. The Thai pilots, under instruction from the American pilots, made a number of landings to assess damage and need of relief.

Admiral Damri Palkavongae na Ayudhaya, new commander-in-chief of the Royal Thai Navy, took a special interest in the training of his pilots. He was sold on the value of his new air force when he had to investigate an incident occurring on one of his ships at sea.

Major Fallgren and a Thai pilot flew him out to the vessel as it steamed on patrol. Landing alongside, they put the admiral aboard and waited while he finished his investigation. Within an hour he was returning to the capital.

He recalled that Admiral Damri asked why the U. S. Navy had pilots in Air Force uniform instructing Thai Navy pilots. "I told him it was even more cosmopolitan than that. I said I wasn't even a Regular Air Force pilot, just a chicken farmer who flew in the USAF Reserves. He laughed and called me his favorite chicken farmer after that," Fallgren said.

Maj. Gen. Joseph A. Cunningham, commander of MATS Air Rescue Service, recently paid the following tribute to these dedicated Reservists: "In the recent Cuban crisis Air Rescue Reservists again demonstrated, as they have time and again over the years, their high degree of combat readiness and their willingness to lay it on the line and sacrifice for our country's good. It is a source of pride and confidence to our active rescue units to have these competent selfless men on our team."

SUPPORTING DOCUMENT # 5

K-SQ-RESC-304 HI
JUL - DEC 1963
RETURN TO

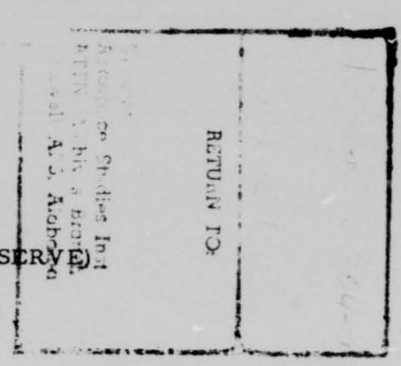
HISTORY OF

304TH AIR RESCUE SQUADRON (RESERVE)

Portland International Airport

Portland, Oregon

1 July - 31 December 1963



HISTORY OF

304TH AIR RESCUE SQUADRON (RESERVE)

Portland International Airport

Portland, Oregon

1 JULY - 31 DECEMBER 1963

RCS: AU - D5

SIXTH AIR FORCE RESERVE REGION

CONTINENTAL AIR COMMAND

APPROVED BY:

John A Forsythe

JOHN A. FORSYTHE
Lt Colonel, AFRes
Commander

FOREWORD

With this eighth semi-annual historical publication of the 304th Air Rescue Squadron (Reserve), a new unit historian makes his humble entrance into the field of history writing.

The assistance of former unit historian, Captain Roger G. Knight, is gratefully acknowledged.

Edwin K. Engelstad

EDWIN K. ENGELSTAD
1st Lt, AFRes
Historian

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1. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

Mission and Responsibilities

The mission of the 304th Air Rescue Squadron is:[4]

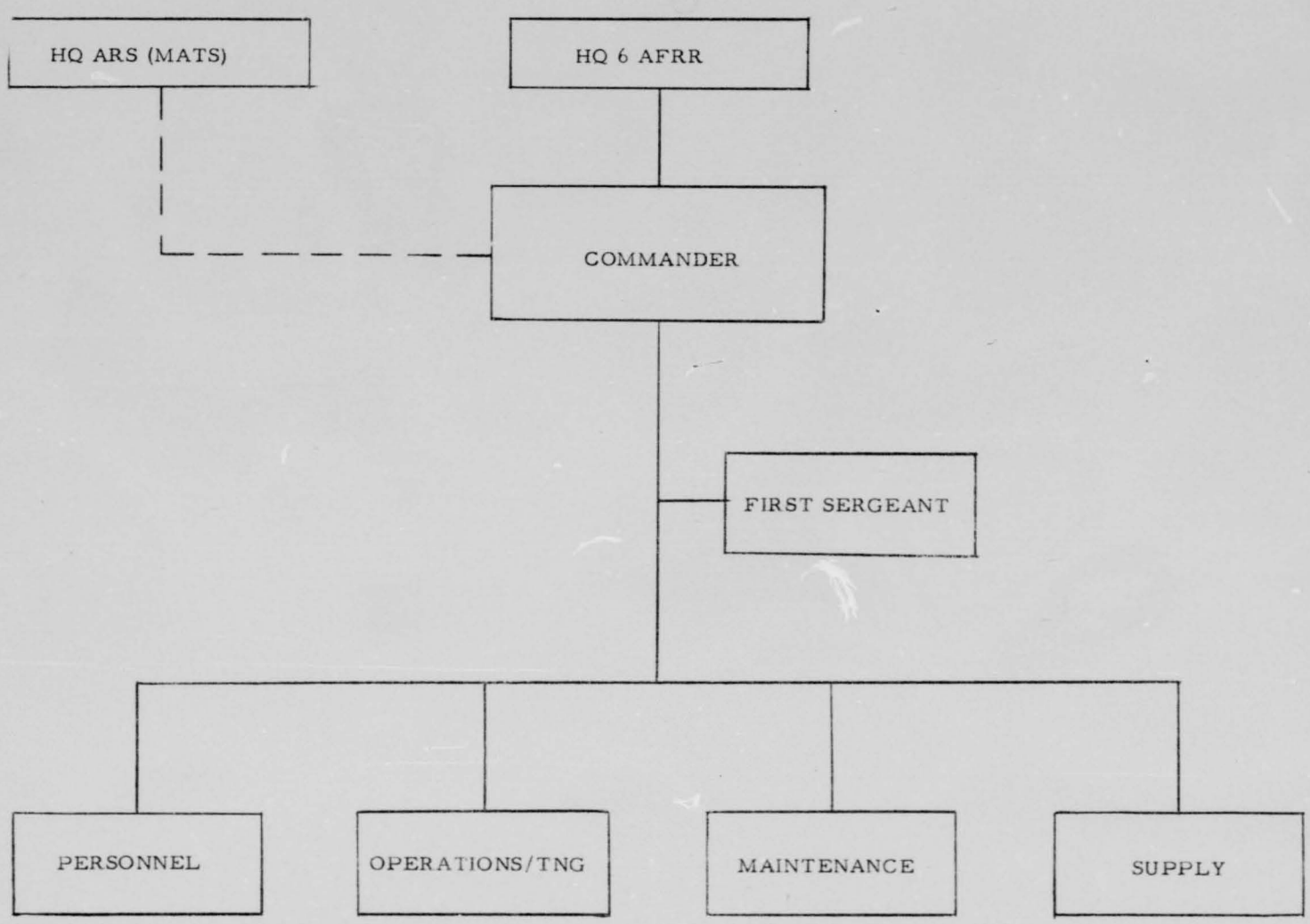
To organize, attain and maintain standards of proficiancy which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation of other countries in accordance with international civil aviation organization procedures and policies of the Department of Defense.

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq Sixth AFRR Ltr, 5 Apr 61, Mission Stmt.

Organization

The 304th Air Rescue Squadron remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support. The 337th Fighter Group, Air Defense Command, possessed host base jurisdiction.

Lt Colonel John A. Forsythe, AO 67 3134, continued as Squadron Commander.


HQ ARS (MATS)
HQ 6 AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL
OPERATIONS/TNG
MAINTENANCE
SUPPLY

II. RESOURCES

Air Reserve Technician Element

As of 1 July 1963	Authorized	Assigned
Officers	5	5
Airmen	28	22
Civilians	3	3
Status Quo	0	6
As of 31 December 1963		
Officers	5	5
Airmen	29	21
Civilians	3	3
Status Quo	0	6

During the reporting period the ART element was increased in total airman strength from 28 to 29. A new position was authorized in the Supply area, however the position had not been filled at time of this report due to late date of authorization and time required to establish a register. One Flight Line Mechanic resigned to re-enter college and his position had not been filled during period of this report.

In October 1963, the implementation of the new CONAC Manual 20-2 was started, however, due to down-grading of several positions, was not completed by 31 Dec 1963.

Two authorized ART positions remained vacant as of date of this report. There was no change in the "status quo" element.

Key Air Reserve Technician Personnel were:

Lt Colonel John A. Forsythe	Commander
Lt Colonel Norman H. Happel	Operations & Training Officer
Major Starley A. Ellis	Instructor Pilot
Captain William S. Manning	Navigator
Captain Taylor M. Brookshier	Maintenance Officer
Mr. David D. Davidson	Aircraft & Systems Overhaul General Foreman(Line Chief)
MSgt Rodman B. Brumley	Administrative Assistant (Personnel & Office Svcs) (First Sergeant)
Mr. Lester R. Kern	Stock Control Clerk

Reserve Manning

As of 1 July 1963	Authorized	Assigned
Officers	26	24
Airmen	90	82
As of 31 December 1963		
Officers	26	25
Airmen	90	83

During the reporting period, the unit received a total of 6 non-prior service quotas. Three of these were OJT quotas and three were technical school quotas. Two of these quotas were filled and final selection had been made to fill the remaining four promptly with the best of the applicants. Retention of non-prior service airmen remained the primary area which makes 100% manning difficult. Continuing non-prior service quotas will be necessary to maintain the high percent of manning now realized.

Aircraft

During the reporting period the unit possessed four HU-16B aircraft, serial numbers 51-5293, 51-7155, 51-7185, and, 51-0471. Aircraft 51-293 returned from IRAN 7 August 1963 following a 30 May 1963 input date.

Unit Budget

The FY 64 Approved Financial Plan was received 8 July 1963, in the amount of $279,659.00 which was $28,269 less than estimated requirements with all areas reflecting reductions in funding. Budget was apportioned as follows:

Civilian Pay and Benefits	$ 268,133.00
TDY Per Diem and Travel	3,532.00
Telephone Tolls and Communication	994.00
Supply	7,000.00

Reprogramming limitations were placed on TDY and Travel and Rental of Passenger Vehicles. In addition, ceiling on overtime was reduced from 1% to 0.5% of total base pay. Strong emphasis was placed on necessity for close monitoring of supply, telephone, and TDY useage. The management of expendable supplies during FY 64 remained under the control of BASO instead of being controlled by BEMO during FY 64-0 Financial Plan submissions. In later communications, CONAC advised that plans should be developed to effectively use additional supply and equipment funding if it became available. In addition, USAF advised that

not more than 20 percentum of the appropriations which are limited for obligations during FY 64 shall be obligated during the last two months of the FY. (Obligations for this unit as of 31 December were 52.4% of total FY Approved Financial Plan).

Tentative Call for FY 64-1 Revised Financial Plan was received on 16 August 1963 and Supplemental Instructions requesting additional special schedules to support estimates was received 16 September 1963. FY 64-1 Financial Plan was airmailed to CONAC 4 October 1963 with total requirements estimated at $301,693.00, programmed as follows:

Civilian Pay and Benefits	$ 279,002.00
TDY & Tvl & Rental of Vehicles	7,317.00
Telephone Tolls & Communications	1,128.00
Misc Contractual Services	192.00
Supply	14,054.00

CONAC letter, 11 Dec 1963, advised that initial FY 64 Allotment had been tentatively established in the amount of $139,890.00 and directed they be advised if amount was in excess of estimated commitments through 31 December 1963. Estimated commitments for this unit were $6,650.00 more than tentative Allotment and CONAC was so advised. Allotment for 1st and 2nd Quarters, FY 1964 was issued in the amount of $146,540.00 as requested.

CONAC Regulation 172-3, 22 Aug 1963 established the requirement for a new financial report, RCS: AF-C31, Supplemental Data-Status of

Allotment Report, which replaced the old C-19 Report. AF-C31 Report for month ending 31 December 1963 reflected obligations in the amount of $146,540.00.

The Tentative Call for FY 65/66 Financial Plan/Budget Estimate was received on 20 December 1963 with suspense date of 17 February 1964.

Revised Approved FY 64-1 Financial Plan and 3rd Qtr Allotment were not received prior to 31 December 1963 but CONAC advised that FY 64-1 Revised Financial Plans had been dispatched to Hq USAF and that AF reaction was not anticipated prior to January 1964. Usual authority to obligate pending 3rd Qtr Allotment was received.

III. MISSION TRAINING

Flying Training

Operational ready aircrews during the reporting period were:

1 July 1963	3
30 Sep 1963	2
31 Dec 1963	4

Five operationally ready crews had been forecast for 2nd Quarter, FY 64. The unforseen loss of one RCC during the 1st Quarter FY 64 resulted in an estimated six-month delay for realization of that goal.

Flying hour distribution was:

	Unit Authorized	Additional	Total
1st Qtr FY 64	416	108.3	523.3
2nd Qtr FY 64	289	16.8	305.8

Average flying time by crew position for the six-month period was:

Pilot	118.25 hours
Navigator	75.07 hours
Radio Operator	91.15 hours
Aircraft Mechanic	144.35 hours

Mission Accomplishment Figures:

	Phase I	Phase II	Phase III	Total
1st Qtr FY 64	68	32	384	484
2nd Qtr FY 64	21	7	188	216

Flying Training facilities utilized by the squadron were:

Water Transition	Fern Ridge Reservoir, Eugene, Oregon U.S. Naval Air Station, Seattle, Wash.
MA-1 Kit Drop	U.S. Coast Guard, Astoria, Oregon
Pararescue Drop	Portland Parachute Drop Zone, Hillsboro, Oregon Columbia River - Assorted tree and water areas
Pyrotechnics	46-20N 125-00W Off-shore, Oregon Coast

Aircrew and Support Personnel Training

The ground training program was a satisfactory one. No major discrepancies were noted in the squadron's ORI which was conducted by ARS personnel during this period.

Active duty hours, with the exception of summer encampment totalled 75 officer and 125 airman mandays as follows:

	Officer	Airman
Air Rescue Training & Overwater Flights	8	39
Manning Improvement	5	4
Aircraft Maintenance Training	0	11
Advance & Rear Cadre	1	10
Aircraft Ferrying	12	0
Emergency Procedures Training	4	4
Military Personnel Appropriations	10	3
HU-16B Ground School	0	30
Survival Course 140000	0	24
HU-16B Flying Transition Training	35	0

Summer Encampment

Active duty training was conducted at U.S. Naval Air Station, Seattle, Washington from 17 August 1963 to 31 August 1963.

The 1963 encampment was one of the most productive experienced by the squadron and available facilities were excellent in all respects. It was the second consecutive year of training at the U.S. Navy site, and the third time the unit had been there for summer training.

Main deficiency noted was a lack of installation BEMO/CEMO organization and general lack of supply facilities for Air Force organizations. No serious supply shortages were encountered, but the Navy was unable to offer much support in that area.

The new "phased inspection" system of aircraft inspections received a field training trial and results were excellent. The end result was a maximum of aircraft availability and retention of a quality maintenance program.

Bulk of support equipment and personnel was moved by surface transportation, in contrast to the previous year's move via military aircraft. It was determined that both transportation methods provided an effective means of mobility for a move of that 185-mile distance.

Of the 25 officers assigned at that time, 23 attended summer camp. Of the 83 airmen assigned, 70 were on active duty.

A total of 196 flying hours was flown. Ground training completed included 133 classroom hours, 101 hours of OJT and 111 hours of other types of training. Fifteen pararescue jumps were made.

In qualification testing, 89 per cent of the camp personnel qualified in the 5BX program and 93 per cent qualified at the completion of small arms training.

Special Missions

Unit aircraft and/or personnel participated in several actual SAR Support missions. Participation varied from actual search to providing "Duckbutt" aircraft and operational ready aircrews in support of 25th AD missions.

On 13 July 1963, WARC contacted the 304th Commander via ATC communication facilities and the training flight in progress was immediately diverted to return to Portland Air Base. WARC's request for support of WARC 181 with one aircraft and operational ready crew was complied with and dispatched immediately. The subject of the mission was a civilian aircraft missing in the Princeton BC, Canada, area and it was located prior to 304th ARSq arrival on scene. Following official release crew and aircraft returned home to Portland.

On 27 August 1963, a telecon from WARC requested possible SAR assist of 304th. As the unit was accomplishing its annual 15-day active duty tour an affirmative was relayed to WARC and an operational ready aircraft and crew were placed on standby alert status. The following day an overwater search was initiated offshore of Hoquiam, Washington by a 304th aircraft and crew. The subject of this WARC mission was the possible location and recovery of a mid-air collision of a B-57 and a T-33. Negative results were obtained.

On 25 September 1963, an operational ready unit aircraft and crew provided "Duckbutt" support for an ADC/AAC aircraft movement.

On 14 November 1963, WARC requested 304th ARSq support of WARC 300, 14 November 1963. Aircraft and crew departed Portland for Spokane, Washington early on 15 November 1963. An F-89J pilot and RO had ejected from their aircraft over rugged mountainous terrain north of Spokane, Washiagton. 304th Ops Officer, Lt Col N. H. Happel, assumed Mission Commander duties upon arrival at Geiger Field, Washington ANG Headquarters, and, following mission briefing, 304th aircraft and crew departed for assigned search coordinates. Radio signals were utilized as DF steers and survivor was located. One survivor was recovered by an on-scene helicopter and Canadian Pararescue Team. Negative results for remaining crew member.

On 10 December 1963, unit aircraft and crew transferred a local mountain search and rescue expert and two bloodhounds to Grants Pass, Oregon in support of WARC 316. Victim walked to safety prior to bloodhound participation.

304th Air Rescue Sq (Res) participation in actual SAR activities as outlined above include the following statistics:

Unit aircraft used	5
Total Man-days used	32
Sorties flown	9
Number of Flying Hours	30:35

IV MAINTENANCE, SUPPLY AND FACILITIES

Maintenance

Fourteen TCTO's were accomplished. Breakdown of total TCTO's per aircraft is as follows:

Aircraft	TCTO's
51-0471	3
51-5293	4
51-7155	4
51-7185	3

A total of 34 phase inspections was performed on unit aircraft. Total number per aircraft were:

Aircraft	Total Phase Insp Completed
51-0471	10
51-5293	6
51-7155	7
51-7185	11

Active Duty Encampment:

Maintenance workload was extremely heavy since an acceptance check and first phase inspection was due on A/C 51-293. A/C 51-0471 was also due for phase inspection a short time after arrival at U.S. Naval Air Station, Seattle, Washington. (NEJ).

A/C 51-5293 was flown on to NEJ from IRAN. The acceptance inspection was performed there by non-Air Reserve Technician personnel which resulted in a valuable training session for those personnel.

During active duty at NEJ an operational ready status of 93.3 per cent was realized. Only 12.5 hours of unscheduled maintenance was performed.

Cooperation between operations and maintenance improved during this encampment. Some changes of flight plan scheduling and a temporary breakdown in exchange of scheduling information caused minor difficulties.

Supply

The Supply section continued to provide satisfactory support of unit requirements.

NORS grounding rate, based on average of 3.8 aircraft possessed, was 8.9% totaling 50 days.

Spare parts requisitioned totaled 922 items with 29 not completed for 96.9%. W.R.M. (Enroute Kit) requirements were brought up to date on 19 October 1963, with few items excepted.

Organizational equipment status as of 31 December 1963 was:

UAL USE	93.7%
UAL UME	97.7%
AF Form 538	93.2%
E.C.L. Kits	99.0%
Enroute Kits	99.0%

Captain Clarence R. Mahan transferred from 9410 Air Rescue Sq, Vancouver Barracks, Wash., and assumed position of Supply Officer with our unit beginning with December UTA.

Base Supply went under RAMAC Machine processing of requisitions on 19 October 1963.

Flying equipment orders are not being filled as quickly as desired as yet under the new BEMO concept and more difficulties are being experienced in issuing personal items such as uniforms and clothing.

Facilities

All squadron sections remained in buildings T-731, T-766 and T-769, providing centralized location of all primary squadron functions. Supply storage located in warehouse A-2 remained inadequate although some relief was obtained through lease arrangements for off base storage for some items. The off base warehouse aids but is very time consuming of both man hours and vehicles because of the several mile trip to the facility. It is also not suitable for storage of certain types of materiel because of lack of heat and excess moisture. Within the main squadron complex, additional space is needed for the pararescue section and the flight line branch. A majority of aircraft maintenance is performed outside with the joint used hangar being utilized mainly for gear retractions. Ramp space is adequate for the assigned aircraft although congestion exists because of the several units using the ramp.

V. PUBLIC RELATIONS AND INFORMATION

Major information effort was focused on squadron summer camp activities at U.S. Naval Air Station, Seattle, Wash. Home town releases were prepared for every man and mailed to news media in his area.

Newsmen from three local newspapers were flown to the unit's summer camp location by squadron aircraft to observe a major water jump training exercise by pararescue technicians.

Newspapers represented included: The Portland Oregonian, Portland Oregon Journal and Camas, Wash., Post-Record. Pictures and accompanying narratives appeared in all three papers as a result.[5]

News releases were distributed to Seattle, Wash., and Portland media concerning the summer camp visit of Maj.Gen. Albert T. Wilson, Vice Commander of CONAC.

Two search missions occasioned publication of newspaper reports.[6]

A visit of active pararescue technicians from Bermuda and Honolulu also resulted in publication of squadron news releases.[5]

5. Supporting Document # 1
6. Supporting Documents # 1 and #2

VI. SUPPORTING DOCUMENTS

1. News clippings of Spokane, Washington, Search, Summer Camp activities, and, local pararescue jumps.

2. News clippings of Montana search and "Miss Air Sea Rescue."

Final Fireside Edition

Spokane Daily Chronicle

The Weather
Partly cloudy with scattered showers through tomorrow occasionally mixed with snow tonight. Expected low tonight, about 27; high tomorrow near 42. Highest temperature yesterday, 49 at noon; low today, 32 at 7 a.m.; 44 at 11:59 a.m.; 44 at 1:30 p.m. at the Airport Weather Station.

78TH YEAR. NO. 48. 22 PAGES 2 SECTIONS • SPOKANE, WASH., FRIDAY, NOV. 15, 1963. PRICE TEN CENTS PHONE MADISON 6-1221.

AIR GUARDSMAN ALIVE; PILOT HUNTED

Searchers Find Man in Wilds

One of two Spokane men aboard an Air National Guard plane that crashed yesterday in a remote area of north central Washington was rescued uninjured today.

Officials said the radar observer of the wrecked FH8J jet fighter from Spokane International Airport, 1st. Lt. Rollin J. Deschane, 27, was contacted by an Air Force L20 Beaver search craft.

Later Lt. Deschane was picked up by helicopter and flown to Penticton, B.C., Airport.

The Lt(pilot said Deschane contacted him through his survival radio. It was not known whether the pilot of the plane, 1st Lt. Robert J. Boucher, 25, also had ejected from the downed craft.

American and Canadian search planes reported this afternoon that the crashed plane is believed to have been found a few miles northwest of Palmer Lake, Wash., and five miles south of the U.S.-Canadian border.

Air searchers reported to search headquarters at Spokane International Airport that a dark spot in the snow, with sheared-off trees nearby, spotted at midday was believed to be the plane.

Lt. Deschane was found and later picked up a little more than a mile north of where the plane later was believed seen.

Planes were circling over that general area this afternoon in the hope of hearing "beeps" from Lt. Boucher's survival kit radio and homing in" on it as was done with Lt. Deschane.

Lt. Deschane was being flown back to Spokane this afternoon, Air Guard officials here said.

Contact Loss Told

A wing spokesman said both radar and radio contact with the FH8J Scorpion were lost about 7:40 p.m. and the last blip seen on the radar control screen placed the aircraft 80 miles due west of Oroville in rugged North Central Washington.

He said the jet was under Othello Radar Station control and was reported at 27,000 feet when contact was lost. Mountain peaks as high as 8,000 feet dominate the area of jagged cliffs and dropoffs, and bad weather was restricting the search to some extent today.

The plane was flying a routine intercept training mission. Both men regularly fly in the guard's active-duty alert status, officials said. It had been airborne about half an hour when contact was lost.

19 Planes on Hunt

Nineteen planes from the local wing, Fairchild Air Force Base, McChord Air Force Base, Tacoma, and Royal Canadian Air Force planes were searching the area today under control of the Portland Air Force Search and Rescue Group, which set up headquarters at the wing's combat operations center here.

Both men are students at Eastern Washington State College.

Sandpoint Naval Air Base Among Most Beautiful, Well Managed Military Bases

By VIRGIL HUGHES

With what do the people in the Camas-Washougal and Portland areas associate the word Sandpoint? A sand bar in the river, a hill of sand, or is it just a name to hear, read and forget?

To this writer the word Sandpoint is the key to memories of a week of associations with some of the finest people I have ever met, a week of visiting one of the most beautiful, well managed military bases ever encountered in many thousands of miles of travel with the military.

As the huge 24th Reserve Air-Sea Rescue Squadron plane landed on the Sandpoint Naval Air Station runway, I expected to be greeted by the usual bleak array of hangars and barracks buildings.

Instead, sturdy red brick buildings formed the base horizon framed with sprawling green lawns edged with rose petaled flower beds. Streets were lined with well-pruned green trees. Soft blue waves cast their white spray upon the sandy Lake Washington shoreline that composed the north side of the base. How can a form of military composite prevail in such a garden of the world, I asked myself. The answer to this question was not long in coming.

In the distance the sound of a bugle drew everyone to stiff attention and only when the last note drifted away did the normal base atmosphere return.

As uniformed men passed one another sharp salutes were in order. Armed guards patrolled base streets and byways. Groups of white-capped men drilled relentlessly. Sleek planes of various types roared continuously into the air. Helicopters rose and descended in formation patterns. It was not hard to see that along with the beauty a strict code of naval order was in force.

During my visit there was a change in base command and I was invited to attend the ceremonies.

As the band played the national anthem, scores of naval officers rose to attention wearing gold-braided uniforms with medals that told of many years of brave, faithful and dedicated service to the Navy and the country they served so much.

After the ceremonies, a reception and banquet were held at the base officers club. Along with many impressive and personal introductions I was introduced to many of the naval officers. Only then was it known that to be a leader in the military a man must have a wife that also is dedicated and has an interest in military life, one that is willing to hold above all else the love and faith of both her husband and her country.

The primary purpose of the Sandpoint Naval Base is to provide facilities for not only its own internal program but two other branches of the service. It is but one of a base network of installations throughout the country that provides reservists an opportunity to train and participate in naval exercises that not only help them enjoy a more rounded life as a civilian but to prepare them to serve their country should the need arise.

In this age of rockets, naval aviation stands ready to protect our nation's interest and if necessary to meet any threat to our freedom and security.

THE OREGON JOURNAL

Airmen Try Local Trees

HILLSBORO — Five Air Force "para-medics" traveled more than 2,500 miles so they could jump into the tall timbers near here.

The men are from Okinawa and Hawaii Air Force bases and are required to make one tree parachute jump annually. The swaying palms of the South Pacific are impossible for this type of training, according to Air Force officials.

Coordinating the local exercise were officers and airmen from the 304th Air Rescue Reserve Squadron which is based at Portland.

Jumps were made Oct. 26, by Staff Sgt. James Souza, Fall River, Mass., Phoenix News, Orlando, Fla., and Leon Fullerton, Southport, N.C., Tech. Sgt. Raymond R. Brown, [illegible], N.Y., and A.1.C. Robert Randall, Nor[illegible], Va.

THE OREGONIAN

State Trees Aid Airmen

Five Air Force Reserve pararescue technicians this week came to Oregon looking for a tree.

With the aid of the 304th Air Rescue Reserve Squadron they found plenty of them and jumped into the tallest and thickest grove they could find. Then they went home.

Four of the five were from Hickam Air Force Base, Hawaii, and one from Naha Air Field, Okinawa. They have trees in Hawaii, the jumping rescue experts explained, but not tall enough to put a pararescue technician to the test.

At least once a year pararescue experts must jump into timber so tall they get hung up on the tallest branches and have to lower themselves to the ground with ropes. Oregon is full of "hang-up" trees.

Among those who flew 2,500 miles to get hung up in Oregon firs were S. Sgt. James Souza, Policeman Reese and Lieut. Fullerton. A.1C. Robert Randall and T. Sgt. Raymond R. Brown.

THE POST-RECORD

Emotions Vary While Flying With Air Rescue Squadron

By Virgil Hughes

Flying with the 304th Air-Sea Rescue squadron stationed at Portland Air Base brings adventures of color and daring with emotions of happiness, sadness, smiles and tears.

A few weeks ago I wrote of a flight that took me into the wilds of Montana mountains to search for a Denver lawyer and his beautiful secretary, who was Miss San Diego in 1958. They were flying a small plane and were last heard from via radio. Our search was fruitless, but the plane and both bodies were later found. The plane had crashed into a mountainside, upside down, with the fuel tanks empty. Both must have been killed instantly. The bodies were returned to civilization and heart-broken parents.

Two weeks later I was a passenger on a navigational flight to North Dakota with the same pilot, Major Curtis Fallgren, who had controlled the plane during the search in the hazardous windswept Montana Bigs n mountains.

Navigator training is most important to a rescue squadron for the places they may be called upon to go may not have radio guide signals, radar controlled airports or established ground markers as do commercial airlines. Their missions may take them over unmarked prairies, mountains and oceans.

It was on this flight that I learned that courtesy, smiles that come from the heart and good old - fashioned hospitality still exist.

We landed near Dickinson, N. D. The night was still pitch black. As the huge load and rescue plane came to a stop we were welcomed by a group of government professional and volunteer men who were also members of the National Guard.

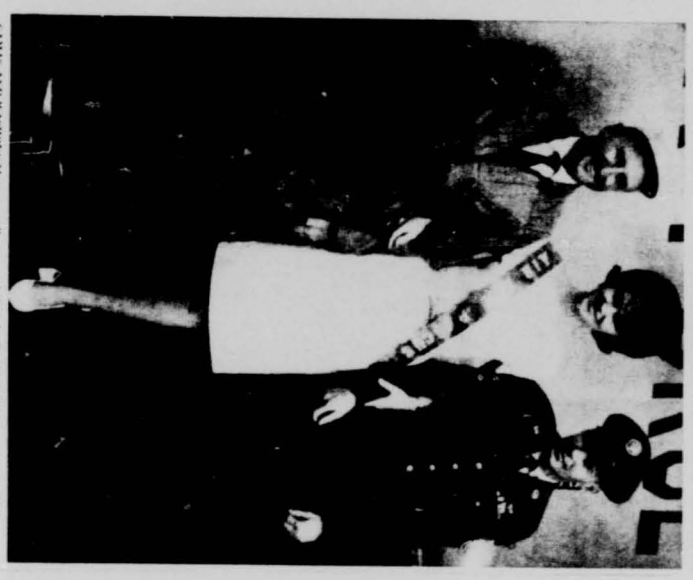
I was taken to the home of Mr. and Mrs. Walter Engen, where I was received and treated like a member of the family. The next morning I was taken on a tour of the North Dakota Badlands State Park by Mr. Ray Calver, Dickinson's postmaster.

Yes, flying with a rescue squadron brings one in close association with the tragedy of a life being lost and the glory and happiness of a life being saved by planes of the finest design and of men trained and licensed in rescue work.

Second Section

THE POST-RECORD

CAMAS-WASHOUGAL, WASHINGTON, THURSDAY, AUGUST 22, 1963



CAMAS AND WASHOUGAL were well represented at the Portland Air Base as the 304th Reserve Air Sea Rescue Squadron prepared to leave for annual summer camp (training maneuvers) at the Sandpoint Naval Air Station in Seattle. Christine Reeves, of Camas, the squadron's Miss Air Sea Rescue, was present to bid farewell to Virgil Hughes (left), Post-Record correspondent, and Master Sergeant Fred Wohlsein of Washougal, squadron aircraft technician.

THE POST-RECORD

Air-Sea Rescue Crew Scans Montana Mountains In Search For Missing Denver Lawyer And Secretary

(Editor's Note: "Roving Correspondent" Virgil Hughes, who has been covering military activities and other events for the Post-Record for several years, has maintained excellent public relations for himself, the Post-Record and all of Camas-Washougal with military men, especially those of the 304th Air Sea Rescue Reserve unit, based at Portland. As a result, he was assured a hearty welcome when he took the Miss Fourth of July candidates to the Portland Air Base two weeks ago. Other local girls competing for various honors have been as well received by the airmen due to the efforts of our public-spirited correspondent. The latest fruits of Virgil's public relations was the opportunity to participate in the rescue attempt he tells about in the following article.)

By VIRGIL HUGHES

A young Denver lawyer, a beautiful California secretary, a last radio call and the presumed crash of a small plane were all part of a chain of events that brought about the ringing of my telephone, shaking me from my easy chair, while I was thinking about festivities, food and pretty girls last Friday.

My thoughts about the Miss Fourth of July crowning the next night were jarred by the officer of the 304th Air Sea Rescue Squadron on the other end of the line. His terse words were:

"Plane down in Big Horn country of Montana. Be at base at 5 a.m. Wheels up at 6 a.m."

By 5:30 a.m. I was at the Portland Air Base with my parachute, flight jacket and ear phones on. By a quarter til six, with the roar of two mighty engines in my ears, I saw the outlines of Camas and Washougal fade in the distance. The huge land and sea plane sped on its mission of mercy up the Columbia Gorge and thousands of feet in the clouds.

Soon all visibility was gone. Ice formed on the wings, only to break off and hit the side of the fuselage.

Three hours later, voices from Montana radio stations crackled over the ear phones. The clouds opened up and a landing was made at the Malmstrom Air Force base near Great Falls, Montana.

The plane was refueled while [illegible]



AIR-SEA RESCUE CREW, which flew Post-Record correspondent Virgil Hughes over the mountains of Montana and the Dakotas in recent search, are (from left) James D. Purkerson, radio operator; Norman R. Adams, flight engineer; Capt. Gordon C. Sloan, co-pilot; Capt. Richard L. Hoy, navigator, and Major Curtis T. Fallgren, pilot.

6-1781-6

K-SQ-RESC-304-HI
Jan-Jun 1964

RETURN TO:

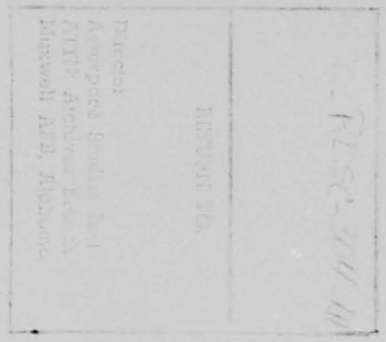
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

HISTORY OF

304TH AIR RESCUE SQUADRON (RESERVE)

Portland International Airport

Portland, Oregon



1 January - 30 June 1964

RCS: AU-D5

SIXTH AIR FORCE RESERVE REGION
CONTINENTAL AIR COMMAND

APPROVED BY:

JOHN A. FORSYTHE
Lt Colonel, AFRes
Commander

FOREWORD

Two significant changes in the 304th Air Rescue Squadron (Reserve) organizational structure took place due to readjustments outlined in Air Rescue Squadron organizational table O/T R2215M, dated 1 June 1963 and implemented 1 January 1964.

The communications (avionics) and supply sections lost their status as major squadron sections and were merged into the maintenance section. This reduced the number of major squadron sections from five to three.

The reduction did not result in any major manpower changes, however.

Cause of an elusive engine malfunction which manifested itself by persistent backfiring was located and corrected.

Mr. Lester Kern, unit stock control clerk, left the squadron on 20 February 1964. His loss is noteworthy since he joined the 304th when it was activated in 1957 and was the supply NCOIC until health problems forced his retirement from the active reserve. He was a valuable ally in all unit supply and related problems.

Edwin K. Engelstad

EDWIN K. ENGELSTAD
1st Lt, AFRes
Historian

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I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 September 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

Mission and Responsibilities

The mission of the 304th Air Rescue Squadron is:[4]

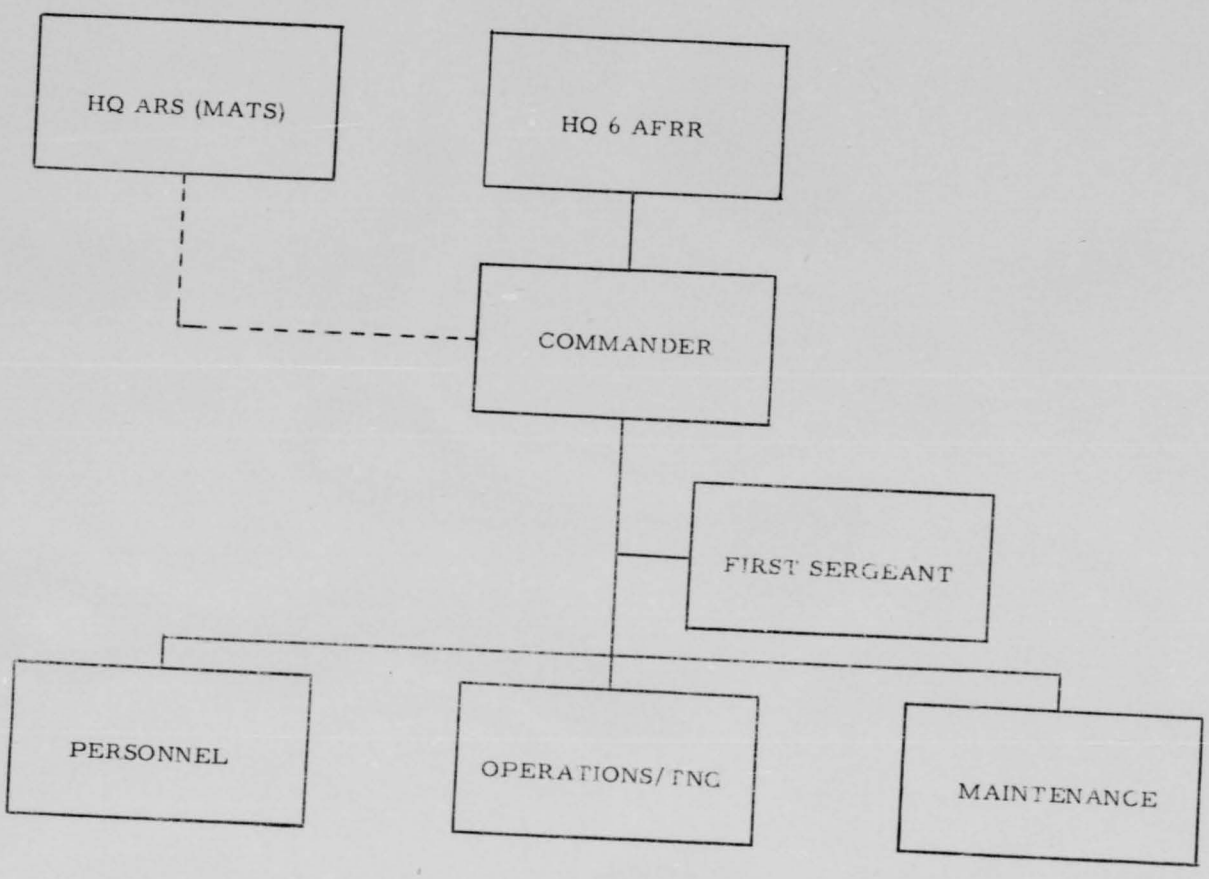
To organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation of other countries in accordance with international civil aviation organization procedures and policies of the Department of Defense.

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization:

The 304th Air Rescue Squadron remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support. The 337th Fighter Group, Air Defense Command, possessed host base jurisdiction.

Lt Colonel John A. Forsythe, AO 67 3134, continued as Squadron Commander.


HQ ARS (MATS)
HQ 6 AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL
OPERATIONS/ TNG
MAINTENANCE

II. RESOURCES

Air Reserve Technician Element

As of 1 Jan 1964	Authorized	Assigned
Officers	5	5
Airmen	28	21
Civilians	3	3
Status Quo	0	6
As of 30 June 1964		
Officers	5	5
Airmen	29	22
Civilians	3	3
Status Quo	0	5

During the reporting period the ART element authorized strength remained at 34 officers and airmen. The new position, AR 252, Parts Router-Light Vehicle Operator in the Supply area, was filled on 3 Feb 1964. One Flight Line Mechanic position, vacant at the beginning of the reporting period, was filled on 16 Mar 1964.

Significant losses were felt during February. The Operations & Training Officer and the Administrative Assistant (First Sergeant) transferred to the 303rd Air Rescue Squadron. The Aircraft Materiel Controller Position, (AR 25A), was established and CONAC ruled this as a new position, therefore our "Status Quo" Stock Control Clerk was ineligible for promotion, thereby creating another loss.

The Operations and Training Officer position was filled through a transfer from the 349th Troop Carrier Wing on 18 May 1964. Our Parts Router-Light Vehicle Operator was promoted to Aircraft Materiel Controller and the Military Personnel Clerk was promoted to the Administrative Assistant (First Sergeant). These promotions still left 2 vacancies in the ART element at the close of the reporting period, however, the registers had been called for and both positions were committed.

Two authorized ART positions remained vacant as of date of this report. The "Status Quo" element was reduced by one during this period as described above.

Key Air Reserve Technician Personnel were:

Lt Colonel John A. Forsythe	Commander
Major James H. Barnard	Operations & Training Officer
Major Stanley A. Ellis	Instructor Pilot
Captain William S. Manning	Navigator
Captain Taylor M. Brookshier	Maintenance Officer
Mr. David D. Davidson	Aircraft & Systems Overhaul General Foreman(Line Chief)
SMS Clifford G. Huyck	Administrative Assistant (Personnel & Office Svcs) (First Sergeant)
MSgt Robert E. Powell	Aircraft Materiel Controller

Reserve Manning

As of 1 January 1964	Authorized	Assigned
Officers	26	25
Airmen	90	81
As of 30 June 1964		
Officers	26	25
Airmen	87	83

During the reporting period, the unit received 3 non-prior service quotas for technical school training -- all were filled. On 13 Mar 1964, a non-prior service airman departed for Lackland AFB to begin his training which is scheduled to return him to the unit on 13 Aug 1964 as a qualified Para-Rescueman. Considerable coordination between this unit, CONAC and USAF was required to get spaces in the three schools required for the award of the AFSC.

The unit failed to make its goal of 100% manning, but with the added emphasis on retention, success should be realized during the next reporting period.

Aircraft

During the reporting period the unit possessed four HU-16B aircraft, serial numbers 51-5293, 51-7155; 51-7185; and, 51-0471. Aircraft 51-0471 was delivered to IRAN on 11 Feb 1964 and returned 15 Apr 1964.

Unit Budget

FY 64-1 Revised Approved Financial Plan was received 15 January 1964, with all areas reflecting reduced funding. The total ABA was $286,072.00 and was apportioned as follows:

Civilian Pay and Benefits	$	274,054.00
TDY Per Diem and Travel		3,039.00
Rental of Vehicles		493.00
Telephone Tolls and Communications		994.00
Miscellaneous Contract Services		192.00
Supply		7,300.00

Reprogramming limitations were placed on TDY and Travel and Rental of Passenger Vehicles. Strong emphasis was placed on the necessity for close monitoring of expenditures and careful analysis of cost trends.

FY 1965/66 Financial Plan was prepared and forwarded on 17 Feb 1964, with total requirements estimated at $325,511.00, programmed as follows:

Civilian Pay and Benefits	$	296,714.00
TDY Per Diem and Travel		9,615.00
Rental of Passenger Vehicles		108.00
Telephone Tolls and Communications		1,122.00
Alteration Project		1,200.00
Misc Contractual Services		192.00
Supply		16,560.00

Object Class Code changes in TDY Travel and Per Diem required the submission of a "Conversion Table" which was prepared and forwarded 27 Feb 1964.

A special report, RCS: CNC-Z8(OT), on custodial services was forwarded 13 Mar 1964 showing requirement in footage and furnishing copies of previous correspondence regarding need for custodial services.

In April 1964, the CONAC CNC-C31 Report was changed back to the CNC-C19 Report, and requirement for break-out of civilian benefits into applicable sub-object class codes was eliminated.

On 7 April 1964, a letter was sent to CONAC requesting additional funding in the supply area and advising that without additional funding this unit would not be able to support its mission.

On 8 April 1964, this unit advised CONAC that the Rescue Mission Scramble Horn had been installed and that installation charge of $26.00 had been obligated in OCC 2334.

FY 64-2 Approved Financial Plan was received 5 May 1964 in the total amount of $288,212.00, an increase of $2,200.00. Civilian Pay and Benefits were reduced by $146.00 and Supply area was increased by $2,286.00.

In May, the Accounting and Finance functions in the civilian pay area were transferred from Portland International Airport to McChord Air Force Base, under the centralized accounting concept. Graded personnel pay functions were transferred effective 17 May and functions for Wage Board personnel were transferred 24 May. The transfer caused an additional workload since it became necessary for unit budget clerk to

furnish accrual figures for civilian pay and benefits to Base Accounting and Finance. In addition, CONAC imposed a requirement for an additional report - Addendum to RCS: CNC C-19 and AF-C4 Reports (Supplemental Data-Status of Allotment and Analysis of Civilian Personnel Services, respectively).

The usual "close to end of Fiscal Year" reports were required. The special reports bore RCS: AF-C28 designation. Initial report, 18 May 1964, reported additional requirement for PCS move of new Operations and Training Officer; the second report, showed status of obligations as of 3 June; the third report, 11 June, reported excess funds in civilian area of $500, and added requirement in travel of $681.00. On 16 June, CONAC reduced our total ABA by $2,105, with following adjustments: Reduced Civilian area by $2,200; added $330 in Travel; reduced communications $150; and, Services by $85. On 19 June, CONAC again adjusted ABA with an increase of $351.00 in Travel. On 22 June the 4th AF-C28 Report was prepared showing an additional requirement of $1,370.00 in the civilian area. On 24 June, this unit called CONAC to indicate the very urgent requirement in civilian area of $1,370 and on 26 June, CONAC adjusted ABA with the requested increase which gave as a revised net amount, $287,828.00 for total ABA for FY 1964.

The FY 65 Approved Financial Plan was received on 25 June, reflecting a total ABA of $309,108.00 which was apportioned as follows:

Civilian Pay and Benefits	$ 288,637.00
TDY and Travel	4,500.00
Rental of Passenger Vehicles	110.00
Communications	1,069.00
Misc Contractual Services	192.00
Supply	14,600.00

A change to AFM 170-7 revised object class codes in supply areas and a subsequent change completely revised the object class codes in the civilian area. The new changes in both supply and civilian areas provide for more detailed assignment of codes to permit more accurate analysis of costs in these areas.

The final financial report showed total obligations for FY 64 of $287,828.00.

III. MISSION TRAINING

Flying Training

Operational ready aircrews during the reporting period were:

1 Jan 1964	4
31 Mar 1964	4
30 Jun 1964	5

Flying hour distribution was:

	Unit Authorized	Additional	Total
3rd Qtr FY 64	264	107	371
4th Qtr FY 64	290	104	394

Average flying time by crew position for the six-month period was:

Pilot	111.9 hours
Navigator	85.1 hours
Radio Operator	93.6 hours
Aircraft Mechanic	98.1 hours

Mission Accomplishment Figures:

	Phase I	Phase II	Phase III	Total
3rd Qtr FY 64	11	18	183	211

(Reporting criteria change during 4th Qtr FY 64)

Flying training facilities utilized by the squadron were:

Water Transition	Fern Ridge Reservoir, Eugene, Ore. U.S. Naval Air Station, Seattle, Wash.
MA-1 Kit Drop	U.S. Naval Air Station, Seattle, Wash. U.S. Coast Guard, Astoria, Oregon
Pararescue Drop	Camp Bonneville, Washington McMinnville Airport, Oregon U.S. Naval Air Station, Seattle, Wash.
Pyrotechnics	46-20N 125-00W Off-shore, Oregon Coast

Aircrew and Support Personnel Training

Active duty mandays totalled 1,4 officer and 95 airman as follows:

	Officer	Airman
Air Rescue Training & Overwater Flights	77	57
Formulation of Operation Plans	5	0
Manning Improvement	5	10
Reserve Training Support	14	12
Aircraft Maintenance Training	0	9
Aircraft Ferrying	13	4
Emergency Procedures Training	0	3

During the period, officers and airmen completed the following schools:

	Officer	Airman
Survival Course, Stead AFB	0	4
AZR 9[illegible]70 (Medical School) Gunter AFB	0	2
HU-16 RCC/CP Course, Eglin AFB	1	0
USAF Recruiter Course, Lackland AFB	1	0

Special Missions

One unit aircraft and crew alert in support of WARC 32 ASSIST, 8 Feb 1964.

One aircraft and crew participated in precautionary orbit in support of 41st ARS #41-17-2 (ADC Exercise "Big Blast Whiskey" on 2 Apr 1964.

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance

An Air Rescue Service advisory team comprised of MSgt Roberts and TSgt Varge J. Lennon, visited the maintenance section on 14 January.

During a 27 January preflight inspection of aircraft #185, a crack was discovered in the lower portion of #5 cylinder of #2 engine. A dye check was used to confirm this. During cylinder removal, a cylinder hold-down stud was found in the intake pipe of #5 cylinder. Judging from the condition of the intake pipe, the bolt had been there since overhaul. Previous engine operating malfunctions were attributed to the bolt holding the intake valve open intermittently.

On 30 January, Major Donald Clark, former ARS advisor to the 304th, visited the unit while on leave and assisted Major Brookshier in a functional check flight on A/C 155.

A/C 293 engine #2 malfunction plagued this organization since June of 1963. The A/C was in IRAN during July and August 1963. Upon arrival at IRAN, #2 engine was backfiring and the carburetor was changed at that facility. While ferrying the A/C back to home station, a backfire condition existed at intermittent periods. Upon arrival at home station, the engine was completely conditioned, finding no malfunction in any system. The backfire condition continued through the

next six months. Finally the same condition was noted in engines of other assigned A/C. A/C 293 was placed on a red cross status for engine backfire on 6 March 1964. This unit had exhausted all its capabilities for corrective action other than changing the engine. Being reluctant to change the engine for fear that a minor detail was being overlooked, Mr. Davidson, Aircraft Repair Foreman, placed a call to area depot assistance, McClellan AFB, Sacramento, Calif., requesting any assistance or suggestion for corrective action.

On 13 March, Mr. Davidson received a telephone call from SAAMA and discussed the problem with Mr. Pumphry. Mr. Pumphry informed this unit that he had experienced a carbon build-up in valve guides on valve stems which caused the type of malfunction we were experiencing. Mr. Pumphry arranged for an engine maintenance man to be dispatched to the unit from McClellan AFB to assist us in our problem.

Mr. Frank Mither arrived from McClellan AFB on 24 March and showed unit engine maintenance personnel how to clean valve guides and stems without removing the cylinders. This cleaning proved to correct our backfiring malfunction. The unit has experienced the same malfunction on all possessed A/C and to date there are 3 engines remaining to be processed through the valve cleaning procedures.

Two engine changes were accomplished, both on A/C 51-7155. #1 engine was changed for valve failure and metal in the oil sump. #2 engine was changed because of stripped threads on one stud of oil pump mounting pad.

The following tech orders were complied with by this unit during the reporting period:

	T.O. No.	DATE C/W
A/C 51-0471	1U-16H-516	30-03-4
	1U-16H-517 #1 Engine	26-06-4
	1U-16H-519	30-03-4
A/C 51-5293	1U-16H-516	23-04-4
	1U-16H-519	13-03-4
A/C 51-7155	1U-16H-516	23-04-4
	1U-16H-517	08-06-4
	1U-16H-519	16-03-4
	2R-R1-528 #1 Engine	07-05-4
A/C 51-7185	1U-16H-516	28-04-4
	1U-16H-517	24-06-4
	1U-16H-519	13-03-4

Technical orders to be complied with at end of reporting period are as follows:

A/C 51-0471	1U-16H-517 #2 Engine
	1U-16H-509C
A/C 51-5293	1U-16H-509C
A/C 51-7155	1U-16H-509C
A/C 51-7185	1U-16H-509C

Supply

The supply section (Materiel Control) continued to satisfactorily support unit requirements together with fine support from host base supply.

Flying clothing and equipment orders are not being filled satisfactorily but no serious shortages were experienced.

Additional funds totaling $3,286.00 were received for expendable supply items. The funds were required to expedite conversion of non-funded items to funded items.

Facilities

All squadron sections remained in buildings T-731, T-766 and T-769.

V. PUBLIC RELATIONS AND INFORMATION

Community relations activities overshadowed other information programs during this reporting period.

From 29 April to 6 May, unit survival equipment and colored slides of unit activities were on display at the Fox Theater, one of Portland, Oregon's major downtown area theaters. The display was placed in conjunction with the motion picture film, "Flight From Ashya," which depicted Hollywood's version of the Air Rescue Service.

Two "Tell-a-Story" projectors were utilized in the lobby of the theater to exhibit slides. Squadron information brochures were located on adjacent tables.

Survival equipment was displayed in a street window which faced S.W. Broadway, an avenue with heavy daily pedestrian traffic. The effort was a major community relations accomplishment.

Armed Forces Day activities on 16 May found squadron HU-16B aircraft on static display at two host base locations. Aside from the main base display of various types of aircraft, a special display was placed in the squadron area and all personnel were encouraged to invite their friends and families to view it.

Several hundred visitors toured through both display locations.

A "Miss Air-Sea Rescue" was named by the squadron during this period. She visited the squadron area during the 28 June UTA with her chaperone.

Other information activities featured publication of news releases issued by this unit, particularly in preparation for the annual summer encampment.

HISTORY, 304TH AIR RESCYE SQ (RESERVE)
JULY-DECEMBER 1964

K-SQ-RESC-304-H
JUL-DEC 1964

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

6-2313-9

HISTORY OF

304TH AIR RESCUE SQUADRON (RESERVE)

Portland International Airport

Portland, Oregon

1 July - 31 December 1964

RCS: AU-D5

SIXTH AIR FORCE RESERVE REGION

CONTINENTAL AIR COMMAND

APPROVED BY:

John A. Forsythe

JOHN A. FORSYTHE
Lt Colonel, AFRes
Commander

FOREWORD

The most outstanding occurrence during this reporting period was the movement of squadron personnel and aircraft to Elmendorf AFB, Alaska for annual summer active duty training for the two-week period of 25 July to 8 August.

While at Elmendorf, unit aircraft flew five actual missions under direction of the Alaskan Air Command. One of these included a mercy lift of injured military dependents from Northway, Alaska to Elmendorf.

Crew professionalism exhibited by squadron personnel on 3 August resulted in a "well done" message from General Howell M. Estes Jr., COMATS.

As the result of efforts of 304th personnel, the reserve air rescue came to Alaska for the first time.

The unit was found to be operationally ready during its annual inspection held in October.

Edwin K. Engelstad

EDWIN K. ENGELSTAD
1st Lt., AFRes
Historian

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1. MISSION AND ORGANIZATION

Lineage

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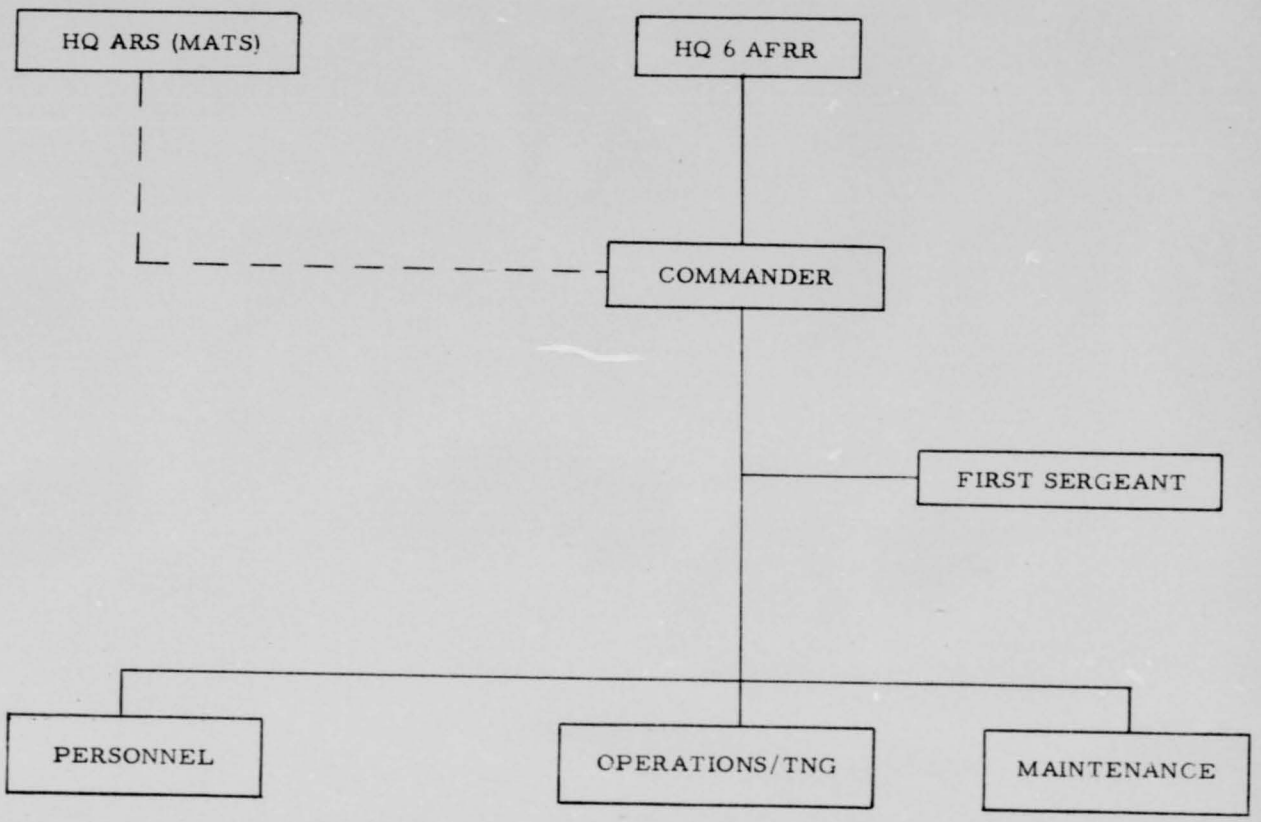
Organization

The 304th Air Rescue Squadron remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support. The 337th Fighter Group, Air Defense Command, possessed host base jurisdiction.

Lt Colonel John A. Forsythe, AO 67 3134, continued as Squadron Commander.


HQ ARS (MATS)
HQ 6 AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL
OPERATIONS/TNG
MAINTENANCE

II. RESOURCES

Air Reserve Technician Element

As of 1 July 1964	Authorized	Assigned
Officers	5	5
Airmen	29	21
Civilians	3	3
Status Quo	0	5
As of 31 December 1964		
Officers	5	5
Airmen	29	25
Civilians	3	5
Status Quo	0	4

During the reporting period the ART element authorized strength remained at 34 officers and airmen. Parts Router-Light Vehicle Operator vacancy was filled on 19 July and the Military Personnel Clerk position was filled on 9 November 1964.

The death of Mr. Fred Birchman, a status quo employee filling the position of Instrument and Control Systems Mechanic created a vacancy which was filled on 9 November 1964.

Two temporary overhire positions were authorized by Hq CONAC, one for a clerk-typist and one for janitorial service. The clerk-typist position was authorized from 5 October to 31 December and the janitorial position from 6 November 1964 through 22 March 1965.

Key Air Reserve Technician Personnel were:

Lt Colonel John A. Forsythe	Commander
Major James H. Barnard	Operations & Training Officer
Major Stanley A. Ellis	Instructor Pilot
Captain William S. Manning	Navigator
Major Taylor M. Brookshier	Maintenance Officer
Mr. David D. Davidson	Aircraft & Systems Overhaul General Foreman(Line Chief)
SMS Clifford G. Huyck	Administrative Assistant (Personnel & Office Svcs) (First Sergeant)
MSgt Robert E. Powell	Aircraft Materiel Controller

Reserve Manning

As of 1 July 1964	Authorized	Assigned
Officers	26	27
Airmen	87	85
As of 31 December 1964		
Officers	26	26
Airmen	87	82

Aircraft

During the reporting period the unit possessed four HU-16B aircraft, serial numbers 51-5293; 51-7155; 51-7185; and, 51-0471. Aircraft 51-7185 was delivered to IRAN on 16 Aug 1964 and returned 15 Oct 1964. Aircraft 51-7155 was delivered to IRAN on 1 Dec 1964.

Unit Budget

Tentative Call for FY 65-1 Financial Plan (RCS: AF-C28) was received on 7 Aug 1964 and Supplemental Instructions attaching formats for special schedule requirements and additional reporting requirement, were received on 4 Sep 1964. FY 65-1 Financial Plan was airmailed to CONAC 3 Oct 1964 with total requirements estimated at $325,594.00, an increase of $16,486.00 over FY 65 Approved Financial Plan.

Programming of FY 65-1 Estimate was as follows:

Personnel Compensation	$ 277,118.00
Personnel Benefits	23,049.00
TDY Tvl & Rental of Vehicles	6,154.00
Contract Billeting	351.00
Telephone Tolls & Communications	1,089.00
Printing & Reproduction	25.00
Minor Construction	1,200.00
Misc Contractual Svcs	1,602.00
Supply	16,006.00

Allotment for 1st and 2nd Quarters FY 65 was received on 5 October in the amount of $159,499.00, and was apportioned among the many object class codes.

FY 65-1 Approved Financial Plan was received 27 Nov 1964 with approved financing of $312,184, an increase of $3,076.00 over FY 65 AFP, reflecting apportionment as follows:

Civilian Pay and Benefits	$ 293,168.00
TDY and Travel	4,500.00
Rental of Passenger Vehicles	90.00
Communications	859.00
Printing & Reproduction	25.00
Contractual Services	1,542.00
Supply	12,000.00

Major changes in approved FY 65-1 plan were:

Increase in Civilian area	4,531.00
Decrease in Communications	210.00
Increase in Contractual Services	1,350.00
Decrease in Supply	2,600.00

Increase in Contractual Services provided funding for Crash Boat and Operator for use in connection with unit's water training.

Request for additional allotment was submitted and on 29 Dec 1964, an additional $2,800.00 was received to provide funding for 1st and 2nd Qtrs for a total allotment of $162,299.00. RCS: CNC-C-19 Report as of 31 Dec 1964 reflected total obligations for 1st and 2nd Qtrs in the amount of $162,293.00.

A new reporting system for RCS: CNC C-19 Report involving the use of a six-part paper listing reflecting Approved Financial Plan amounts issued to the unit and all authorized object class codes used by this unit. The purpose of the new reporting format was to reduce report processing workloads.

The Tentative Call for FY 66/67 Financial Plan/Budget Estimate was received 16 Dec 1964 with due date at Hq CONAC established for 15 Feb 1965. Format for Financial Plan revealed no appreciable changes in reporting requirements.

The change of responsibility for civilian pay and benefits from Portland International Airport, Oregon to McChord AFB, Washington, as reported in previous History, caused no major problems. Good coordination and cooperation existed between McChord Accounting and Finance personnel and this unit. The forecast for moving all accounting and finance functions to McChord was changed and responsibility for all other areas of budget and accounting remained at Portland. Relations with host base showed marked improvement during this reporting period.

III. MISSION TRAINING

Flying Training

Operational ready aircrews during the reporting period were:

1 Jul 1964	5
30 Sep 1964	5
31 Dec 1964	4

Flying hour distribution was:

	Unit Authorized	Additional	Total
1st Qtr FY 65	445	0	445
2nd Qtr FY 65	316	13:55	329:55

Average flying time by crew position for the six month period was:

Pilot	111.5 hours
Navigator	106.0 hours
Radio Operator	88.2 hours
Aircraft Mechanic	139.8 hours

Flying Training facilities utilized by the squadron were:

Water Transition	Lake Mead, Nevada Skilak Lake, Alaska Fern Ridge Reservoir, Eugene, Oregon U.S. Naval Air Station, Seattle, Wash. Clear Lake, California
MA-1 Kit Drop	U.S. Naval Air Station, Seattle, Wash. U.S. Coast Guard, Astoria, Oregon Skilak Lake, Alaska Fern Ridge Reservoir, Eugene, Oregon

Pararescue Drop	Camp Bonneville, Washington McMinnville Airport, Oregon U.S. Naval Air Station, Seattle, Wash. Rooster Rock State Park, Oregon Clackamas River, Oregon Fort Richardson, Alaska
Pyrotechnics	46-20N 125-00 W Off-shore, Oregon Coast

Aircrew and Support Personnel Training

Active duty mandays totalled 112 officer and 112 airman as follows:

	Officer	Airman
Air Rescue Training & Overwater Flights	42	38
Formulation of Operation Plans	19	0
Manning Improvement	4	7
Reserve Training Support	29	11
Aircraft Maintenance Training	0	38
Aircraft Ferrying	13	0
Emergency Procedures Training	5	18

During the period, officers and airmen completed the following schools:

	Officer	Airman
Survival Course, Stead AFB	0	1
HU-16 RCC/CP Course, Eglin AFB	1	0
Physiological Training	1	3
TAC Sea Survival School	0	1

Special Missions

One unit aircraft and crew alert in support of WARC. 17 Sep 1964.

One aircraft and crew participated in precautionary orbit in support of 41st ARS (ADC Exercise Chinook Leader XI). 21 Sep 1964.

One aircraft and crew strip alert in support of 41st ARS (ADC Exercise Modoc Dance XX) 5 Oct 64.

One aircraft and crew with Paramedic to assist Helicopter in recovery of injured mountain climber on Mount Hood. 10 Oct 64.

One air craft and crew alert for mercy mission to fly serum to Medford Oregon. 28 Oct 64.

One aircraft and crew alert in support of 41st ARS (ADC Exercise Modoc Brave XIII) 11 Nov 64.

One aircraft and crew to provide Communications assistance at crash site between sending units and coordinating center. Assisted in locating crash site. 23 Dec 64.

One aircraft and crew scrambled to place Para-rescue team at crash site, in support of WARC 296-29. 24 Dec 64.

One aircraft and crew in search of light aircraft. Para-rescue team alerted. 29 Dec 64.

Overall Active Duty Training

The annual field training proved especially beneficial this year because of several easily recognizable factors. One, the opportunity to participate in actual rescue activities in a highly operational theater and, two, the accomplishment of a major portion of the unit's annual collateral training requirements by highly competent and experienced instructors of Alaskan Air Command units. Additionally, as a test of the squadron's mobility capability, the move, as

accomplished by UE Aircraft with MATS support was a valuable test of the squadron's Mobility Plan and capability.

1. Pertinent remarks follow chronologically:

a. Aircraft departures, including MATS support were as scheduled with the exception that loading of the cargo aircraft took approximately 4 hrs instead of 2.

b. The refueling stop for UE aircraft at Annette Island Coast Guard Facility was easily accomplished as scheduled with fine cooperation and support by the base.

c. Arrival at Elmendorf and off-loading was without incident. The first day in place was used to set up shop in the operating area and a briefing by AAC personnel was scheduled for 3 hours during the morning. The briefing was thorough and beneficial, covering operating areas, facilities and cooperating units.

d. The Squadron went on 24 hour alert status on the 2nd day and 8 hours of collateral training for all personnel was scheduled and accomplished.

e. The first of five actual alert missions occurred on the first day of alert status and the alert crew was airborne 30 minutes after scramble was received from Alaskan Air Command Rescue Control Center.

f. The following 10 days were used in conducting ground training proficiency and area familiarization for aircrews, and routine operational activities. The Squadron maintained a 24 hour alert status from 0800 27 July through 1430 6 August.

g. On 6 Aug AAC conducted an arctic indoctrination class and at 1400 the aircrews were given an intelligence briefing in the AAC Command Post. Packing and loading for the return to Portland was accomplished during the afternoon and evening of 6 Aug and U.E. Aircraft departed starting 0545 7 Aug. MATS airlift of personnel on 7 Aug and cargo on 8 Aug was accomplished with minor coordination difficulties as covered in the following paragraphs.

h. A general debriefing of Squadron personnel at home station completed annual field training on 8 Aug.

2. Training Accomplished:

a. Flying hours - 184:15

b. Upgrade missions flown - none.

c. Pilots completing phase - none.

d. Ground Training:

(1) Academic - 961 man-hours.

(2) OJT - 398

(3) Other - Survival, field: 850 hours (all aircrews and pararescue, some non/fly personnel).

e. Pararescue drops - live: 19/Cargo: 35.

f. Small Arms Training (scored by Elmendorf Range Personnel)-

(1) Non Fly (Carbine): 3 Officers (1 Sharpshooter/2 Expert)
43 Airmen (1 Marks./20 Sharp./22 Exp.)

(2) Fly (122): 11 Officers (3 Exp./8 Sharp.)
7 Airmen (5 Sharp./2 Exp.)

3. Personnel Facilities:

All training aids were adequate and wing/base cooperation in their use was excellent.

4. Personnel Facilities:

Housing and messing facilities were good for both officers and airmen. Operational facilities and work spaces were adequate and in good repair although joint use of office spaces, latrine and telephones in Bldg 575 (Special Projects Hangar) by more than one reserve unit created some minor difficulties because of the number of people using them. Clothing sales, BX, and other off-duty facilities were good.

5. Logistical Support:

Since this was a complete unit move and most bench stock and supply items were unit supplied, logistical support was no problem. Airport facilities including a nearby water area (Lake Skilak) were entirely satisfactory and flight clearance and weather information support was good. Transportation was adequate and fairly well controlled.

6. Operational Facilities:

Drop zones, pyrotechnic support areas and survival training areas were good except that as previously mentioned, multiple use was

a minor complication in that a great deal of inter unit coordination was required.

7. Major Problems:

There were no major problems.

8. Positions Restricted from Manning:

None.

9. Airmen Upgraded:

None.

10. Personnel Statistics:

	Authorized	Assigned	In-Attendance
Officers	26	25	20
Airmen	87	86	64

IV. MAINTENANCE, SUPPLY AND FACILITIES

Unit aircraft and personnel departed PIA, Ore., on 25 July for two weeks active duty training at Elmendorf AFB, Alaska. A major amount of training of all personnel was accomplished.

Aircraft #185 experienced carburetor malfunction while in flight from Kodiak NAS to Elmendorf AFB. The aircraft made an emergency landing at Kodiak. It was recovered 1 Aug., after a carburetor exchange was accomplished by section personnel.

Squadron returned to PIA, Oregon on 7 Aug.

On 3 Oct., Mr. Fred Birchman, a civilian instrument & control systems mechanic, died as the result of a coronary. Squadron personnel collected a total of $190 for his widow.

The Operational Readiness Inspection team arrived 6 Oct. Team members included personnel from Hq Air Rescue Service, Hq CONAC, and Hq 6 AFRR.

At the conclusion of the ORI, the maintenance section was rated C-2, based on 91 per cent fleet time for 208 possible assigned aircraft operations hours, and 112.2 actual operational ready hours.

During the ORI two section personnel were deployed to U.S. Coast Guard Station, Astoria, Ore., for repair work on aircraft #293 which experienced malfunction of the #2 engine while in flight, 11 Oct. Large amounts of metal found in the engine sump and screens indicated an engine change was necessary.

Engine change and carburetor repair was completed on 15 Oct., and the aircraft returned to station.

At the close of calendar year 1964, the section completed another accident free year.

The following tech orders were complied with by this unit during the reporting period:

Tech Order #	Aircraft	Date C/W
T.O. 1U16(H) 5096	293	08-10-4
" " "	471	26-09-4
" " "	185	28-10-4
" " "	155	27-10-4
T.O. 1U16(H) 521	293	26-10-4
" " "	471	26-10-4
" " "	185	26-10-4
" " "	155	26-10-4
T.O. 1U16(H) 517	471	22-07-4
" " "	185	08-07-4
T.O. 2R-R1-528	293	16-10-4

The following engine changes were accomplished because of failure:

#2 Engine	Acft 155	08-02-4
#2 Engine	Acft 185	30-07-4
#2 Engine	Acft 293	14-10-4

Supply

The supply section (Materiel Control) continued to satisfactorily support unit requirements together with fine support from host base supply.

Improved BEMO support during this reporting period resulted in a more satisfactory filling of flying clothing and equipment orders. No major shortages were experienced and it was anticipated that all flying clothing and equipment required by unit would be on hand within a very short time.

Facilities

All squadron sections remained in buildings T-731, T-766 and T-769.

V. PUBLIC RELATIONS AND INFORMATION

This segment of squadron activity hit its stride during the two weeks active duty period from 25 July to 8 August.

A total of 17 news releases were directed to news media during this period. All of them were well received by Oregon news media, and several articles submitted to Anchorage, Alaska area sources were also accepted and published.

Several rescue activities of squadron aircraft and personnel generated their own news stories in the Alaska area.

While located at Elmendorf, 304th activities were the subject of an Air Photographic and Charting Service film unit, which recorded MA-1 Kit deliveries at Lake Skilak; and the National Geographic Magazine.

Pictures and text obtained by National Geographic staff members are scheduled for publication in June 1965.

In the community relations field in Alaska, George Sharrock, Mayor of Anchorage, was made an honorary member of the 304th Air Rescue Squadron. He received a squadron cap together with a letter from Portland, Ore., Mayor Terry D. Schrunk, in appropriate Anchorage City Hall ceremonies.

Squadron personnel and aircraft took part in four static displays during the reporting period. Four different student groups also toured unit facilities during the period.

POST-RECORD

CAMAS AND WASHOUGAL

VOL. 56, No. 28 PRICE 10c CAMAS-WASHOUGAL, WASHINGTON, THURSDAY, JULY 9, 1964

Washougal Beauty Honored



PATRICIA (PATTI) BALDWIN, daughter of Mr. and Mrs. Homer Baldwin, Washougal, has been named Miss Air-Sea Rescue by the 304th Air-Sea Rescue Squadron at Portland Air Base. The chic queen of the airways will represent the squadron waving greetings from a convertible during the Twin City Rodeo parade July 25.

U. S. Air Force—Aerospace Power For Peace

Sourdough SENTINEL

An Award Winning Newspaper

ublished by Anchorage Printing Company, Inc., a private firm. Opinions expressed herein by the publishers and riters are their own and are not to be considered an official expression by the Department of the Air orce. The appearance of advertisements in this publication does not constitute an endorsement by the Department of the Air Force of the products or services advertised. The Sourdough Sentinel is an unofficial newspaper published weekly in the interest of Elmendorf AFB and Alaskan Air Command personnel.

Vol. 5, No. 30 ANCHORAGE, ALASKA Friday, July 24, 1964

Reserve Unit To Aid RCC

Four HU-16 amphibian aircraft are expected to touch down at Elmendorf this week, bringing the 304th Air Rescue Squadron (Reserve) up from the lower 48 for two weeks active duty with Detachment 1, Western Air Rescue Service.

The Portland, Oregon based 304th will actually participate in rescue activities under the famous Rescue Control Center at Elmendorf . . . which serves all Alaska.

Rescue Control Center, which has endeared itself to many Alaskans due to its tremendous number of "Saves" is directed by Lt. Col. Wilbur M. Hackett Jr. The 304th Air Rescue Squadron is commanded by Lt. Col. John A. Forsythe.

One hundred crew members and support personnel will accompany the four Grumman amphibian aircraft for the two week training period.

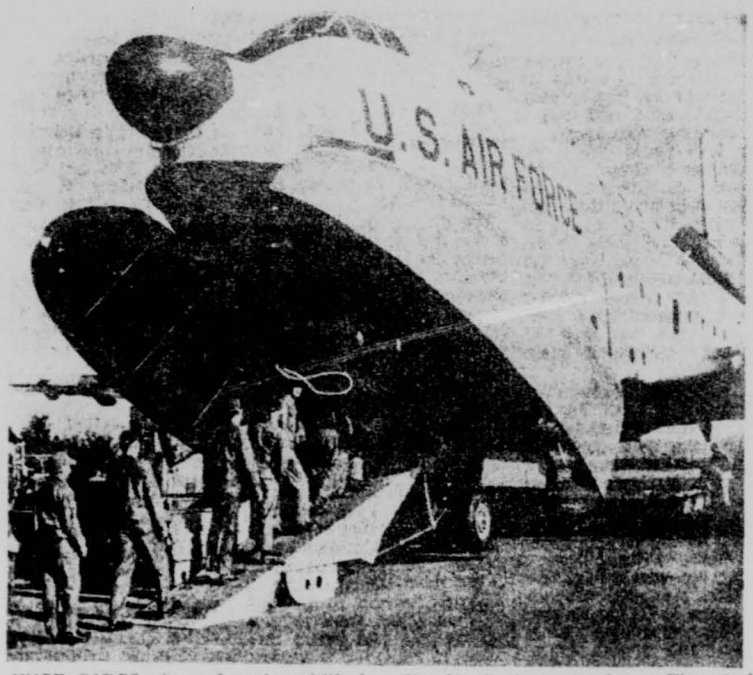
Two Sighted On Island Near Kodiak

Two persons have been sighted by an Air Force rescue plane on West Amatuli Island in the Barren Island chain off the northeast top of Kodiak, the Air Force reported early today.

The Coast Guard cutter Bittersweet attempted to reach the area last night but was unable to do so because of high winds.

Identity of the stranded persons was unknown. Air Force authorities said no boat or plane was reported missing at the time.

The persons were sighted by an Air Force Albatross from the 304th Air Rescue Squadron, a Reserve unit from Portland, Ore., on two weeks' training in Alaska. The plane was on a routine training mission when the sighting was made.



HUGE CARGO planes Saturday airlifted members of 304th Air Rescue Squadron to Alaska for two weeks' active duty training. About 100 men and 27,440 pounds of cargo were transported in two giant C124 Globemaster planes, flown here from Kansas City, Mo. During active duty at Elmendorf Air Force Base in Alaska, 304th is participating in actual rescue missions. It is the Pacific Northwest's only Air Force rescue squadron.

OREGON JOURNAL 25 July, 1964



AIRESCUE

INFORMATION NEWSLETTER

December 1964

* * *

Professional response of a 304th Air Rescue Squadron aircraft crew during a critical in-flight emergency has received the personal congratulations of Gen. Howell M. Estes Jr., MATS commander.

The four-star MATS commander wired his "well done" to Capt. John C. Lewis and other crew members of the Portland-based reserve aircraft for an Aug. 3 flying incident at Kodiak Naval Air Station, Alaska.

Captain Lewis, of 7915 S.W. 83rd Ave., explained the emergency occurred during a routine training mission while flying one of the unit's HU-16B Grumman Albatross rescue planes.

While enroute to Elmendorf Air Force Base, 35 miles north of Kodiak, Captain Lewis was forced to feather one of the two aircraft engines due to fuel pump failure. He declared an emergency and changed course to Kodiak.

Immediately after crossing the Kodiak runway threshold, he lost power on his remaining engine and glided in with no propellers turning. It was later determined that the second engine quit because of carburator failure, Lewis added.

The Portland Air Rescue unit was based at Elmendorf AFB, Alaska, from July 25 to Aug. 7 for its annual summer training. A few days before the Kodiak emergency, Captain Lewis and his crew had flown three injured members of an Air Force family from Northway, Alaska, to Elmendorf in a special mercy mission.

Lewis is the owner of a Vancouver, Washington, propane gas firm.

General Estes' message read in part:

"Loss of one engine at cruise altitude followed by loss of the remaining engine during the landing flare eliminated all margin for error and attests to superb skill and judgement."

Other members of Lewis' reserve crew were co-pilot, Capt. Richard L. Taylor, Milwaukee; navigator, Capt. James C. George, Vancouver, Washington; flight mechanic, SSgt. Norman R. Adams, 536 S.E. 80th Ave.; and radio operator, A2C James Kent Ferguson, 2915 N.E. 59th Avenue.

Reservists Fly Real Rescue Flights

(Oregon AN)

Portland reservists on two weeks duty with the 304th Air Rescue Squadron in Alaska this week flew their first for-real rescue mision, according to Portland headquarters.

A reserve crew, commanded by Maj. Merwin E. Hornshuh, Oregon City, standing alert at Elmendorf, located a private aircraft with four aboard overdue on a wilderness flight.

The craft was found safe and sound on Lake Chelatna, 85 miles from Elmendorf, Maj. Hornshuh reported.

Crews not on actual alert status are being dropped in the bush country 100 miles from civilization for survival training with M. Sgt. Eugene V. Ingram, Portland, as instructor.

Maj. Hornshuh's crew included Maj. Edgar W. Hole, Dayton, copilot; Maj. James S. Lunan, Portland, navigator; A.C. James D. Purdeson, Portland, radio operator and S. Sgt. Daniel E. Entwistle, Portland, flight engineer.

THE OREGON JOURNAL, WEDNESDAY, JULY 29, 196[illegible]

Portland Rescuers Locate Lost Airplane

By KURT ENGELSTAD
Journal Staff Writer

ELMENDORF AFB, Alaska — Rescue crew members of a Portland-based Grumman Albatross located a private plane and its passengers this week as the 304th Air Rescue Squadron responded to its first scramble call after arrival here. The Air Force Reserve squadron from Portland Air Force Base is taking summer active duty training in Alaska.

The private craft, pilot and three passengers were found on Lake Chelatna, located 85 miles from Elmendorf AFB, where the 304th is stationed for two weeks.

The civilians were all safe and well. According to a report from aircraft commander Maj. Merwyn E. Hornshuh, Oregon City, they responded with an "OK" signal after a message was dropped to them from his rescue craft.

The Oregon unit arrived here Saturday and immediately was attached to the Alaskan Air Command. Rescue crews stand 24-hour alerts in case of emergency calls such as the Lake Chelatna operation. In this case, the private plane was overdue at its destination.

Air crew members not on alert status are being transported via helicopter to Alaskan bush country some 100 miles from this Air Force installation for survivival training.

The survival course is being conducted by 304th pararescue technicians who already have received such training at the Stead AFB, Nevada, school. NCO in charge is M. Sgt. Eugene V. Ingram, Portland.

Other crew members of the Lake Chelatna rescue plane crew were co-pilot Maj. Edgar W. Hole, Dayton; navigator Maj. James S. Lunan, Portland; radio operator A.I.C. James D. Purkeson, Portland; and flight engineer Staff Sgt. Daniel C. Entwistle, Portland.

Rugged Men Learn Survival in Rugged Terrain



VIRGIL HUGHES, Camas writer and photographer, was able to gather first-hand material for his stories and pictures when the Para Medic team of the 304th Air-Sea Rescue Squadron, Portland Air Base, took him on a survival mission into the Alaskan wilderness where a week of survival instruction was given to the squadron's flight crews. From left are Sergeants Robert Earle, Joe Schmidt, Hughes, Evan Hale and team leader Sergeant Eugene Ingram. Instructions were given on setting snares for small game, travel, shelter, food preparation, what kind of berries and plant life to eat, how to tell distance by studying the stars, to fully utilize the carcass of a big game animal, the cooking of wild fowl in mud ovens, meat preservation, water purification, improvising weapons, fishing gear and making emergency signals.

This Is The Way It Feels Waiting For A Rescue Plane

By VIRGIL HUGHES

You are sitting comfortably in a reclining seat with no particular thoughts in mind. You are at peace with the world.

All of a sudden the steady roar of the motors is interrupted by an unfamiliar sound and you begin to smell smoke and see flames appear in the plane. Three alerts are sounded on the intercom bell. You adjust your parachute harness, step to the now-open door.

A long ring is sounded on the alert bell and you dive from the plane with hand on the ripcord ring jerking it to an arm's length. There is a terrific jerk and your parachute bellows out above, down, down, soon to land in thick trees and brush. Your muscles are wrenched and skin torn by briers.

You are in the heart of a remote wilderness, alone in the middle of nowhere and many miles from another human. Soon there is the realization that there is no food to give you strength. No fire or shelter to keep you warm and dry.

Thoughts of your wife, children and friends pass through your mind. Then the stark realization that you could die right where you are. Your first thoughts are to build a signal for the search plane you know will come.

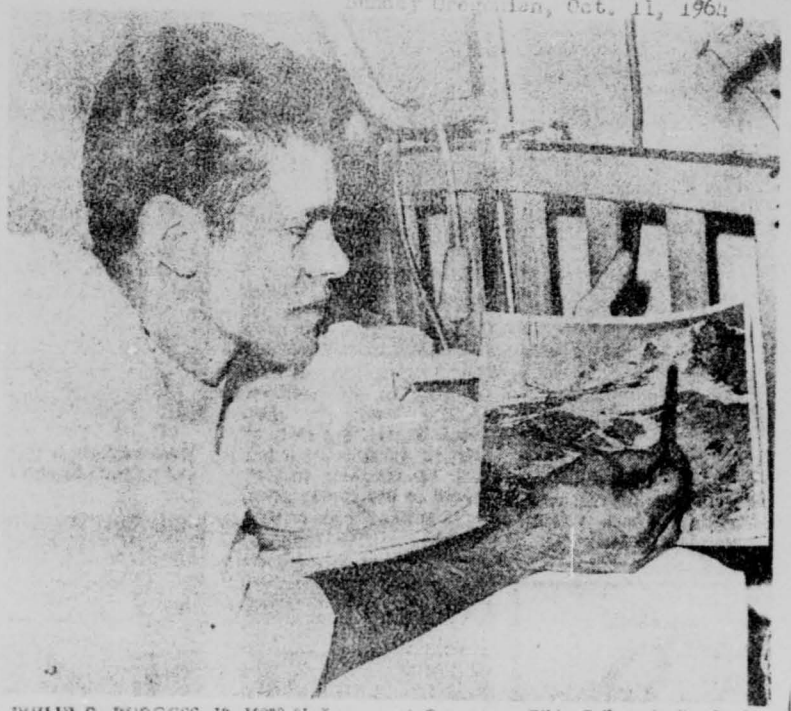
Time passes, hunger gnaws at your insides, blood drips from your wounds. Cold numbs your body. When life seems to lose its grasp and the door of death begins to open, you hear the unmistakable roar of an airplane.

A two-motored amphibious type land and sea plane appears on the horizon. As it is directly over you a man leaps from an open door of the plane. A bright parachute bellows out above him as he floats to earth soon to be at your side with packets of food, medicine and other life-saving equipment strapped to his body.

Soon you realize that this is not an ordinary man that is beside you. He is a para medic of the 304th Air-Sea Rescue squadron, highly trained in the art of first aid, survival and rescue methods. One who has years of experience in warding off the cruelties of nature, a man who will shield you with his own body if necessary, and one that has risked his own life that yours may be spared, "a man of mercy from the sky above."

Young Bible Student Breaks Pelvis In Pre-Dawn Fall Down Hood Slope

Sunday Oregonian, Oct. 11, 1964



PHILIP D. BURGESS, 19, 1038 N. Lombard St., points to spot on picture of Mount Hood where he fell Saturday, fracturing his pelvis. The picture was taken earlier during the rescue mission by an Air Force helicopter. Burgess, a student at Conquerors Bible College in Portland, is in satisfactory condition at Good Samaritan Hospital. The accident occurred on the south side of Mount Hood, near "Hog Back."

A 19-year-old Conquerors Bible College student, who said he wanted to get some pictures of the sun coming up on Mount Hood, tumbled off a glacier and down a 500-foot embankment Saturday, suffering a broken pelvis.

Philip D. Burgess, a native of Eau Claire, Wis., said he had just taken a picture on the south side of Mount Hood near "Hog Back" and was walking out on a glacier when the accident occurred.

"About half way out, the ice started to crack and when I turned around to go back I lost my footing. I was convinced it was the end and I called out for my savior, Jesus Christ," said the young Bible student, a junior at Conquerors College.

Burgess said he slid about 200 feet and then fell off a small, 15-foot cliff onto some rocks. "I guess I fell on my legs. I lost my watch, but some people climbing with me found my camera," he said.

Burgess, who left Timberline Lodge by himself at 2:45 a.m. Saturday, was about half way to the top when he decided to join another party. "I never intended to make a summit climb and didn't have sufficient equipment to make such a trip . . . my gear was adequate, but I didn't have enough stuff really. I was just trying to get some good pictures, but when I joined the other climbing party I decided to go all the way up," he said. He said the other members of the climbing party were from Portland, but he didn't know their names.

Burgess said he never had much mountain climbing experience, but added, "I'm familiar with Hood, but none of the other slopes. I guess this was the third time I've climbed on Mount Hood."

Burgess was rescued by an Air Force search and rescue squad and was brought to Portland by helicopter. He was taken by Air Force ambulance to Good Samaritan Hospital where his condition is listed as satisfactory.

A lot of things went through my mind when I fell," he said. "I fell off forward and could see what seemed like an eternity below. Heavy clothing saved me from getting too chewed up on the rocks, and I'll always believe that God saved me from death.

"There was another glacier below where I fell and I could have very easily fallen off that and plunged to my death.

"I did learn one important lesson up there today . . . Mount Hood looks a lot better from the bottom."



RETURN TO:

304TH

AIR RESCUE SQUADRON



SQ-RESC-Cd.

RETURN TO:
Office of
Aerospace Studies Inst
AFRS Archives Branch
Maxwell AFB, Alabama

K-SQ-RESC-304-HI

HISTORY OF
304TH AIR RESCUE SQUADRON (RESERVE)

Portland International Airport

Portland, Oregon

1 January - 30 June 1965

RCS: AU-D5

SIXTH AIR FORCE RESERVE REGION
CONTINENTAL AIR COMMAND

APPROVED BY:

John A Forsythe

JOHN A. FORSYTHE
Lt Colonel, AFRes
Commander

6-26-14-16



FOREWORD

Of particular significance during this reporting period was receipt of the MATS Outstanding Unit Safety Award which was presented personally by ARS Commander Col Allison Brooks.

Further reflecting credit upon the professionalism and dedication of squadron personnel was a successful emergency mission in which a special drug was airlifted 268 miles to a patient who needed it in order to survive.

Personnel losses were also of note because of the handicap which they inflicted.

The unit's remaining Air Rescue Service Advisor, MSgt William A. Robertson, was reassigned to overseas duty and his replacement MSgt George W. Stubbs, reported for duty in April. MSgt Stubbs departed to attend HU-16E School at Eglin AFB, Florida on 15 Jun and was not scheduled to return until 18 Aug 1965.

Two reserve RCC's and one operationally ready co-pilot were forced to leave the squadron because of demands of their civilian occupations.

Net losses upset what had been a stable manning situation.

An April search mission carried out by squadron aircraft and personnel drew a "well done" message from CONAC Commander.

During the reporting period, the unit moved ahead in fulfillment of its mission and continued as a significant representative of the Air Force Reserve in the Pacific Northwest.

Edwin K. Engelstad

EDWIN K. ENGELSTAD
1st Lt, AFRes
Historian

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I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Oregon.[1] It was relieved from assignment to the 2346th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 September 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

Mission and Responsibilities

The mission of the 304th Air Rescue Squadron is:[4]

To organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation of other countries in accordance with international civil aviation organization procedures and policies of the Department of Defense.

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq Sixth AFRR Ltr, 6 Apr 61, Mission stmt.

Organization:

The 304th Air Rescue Squadron remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

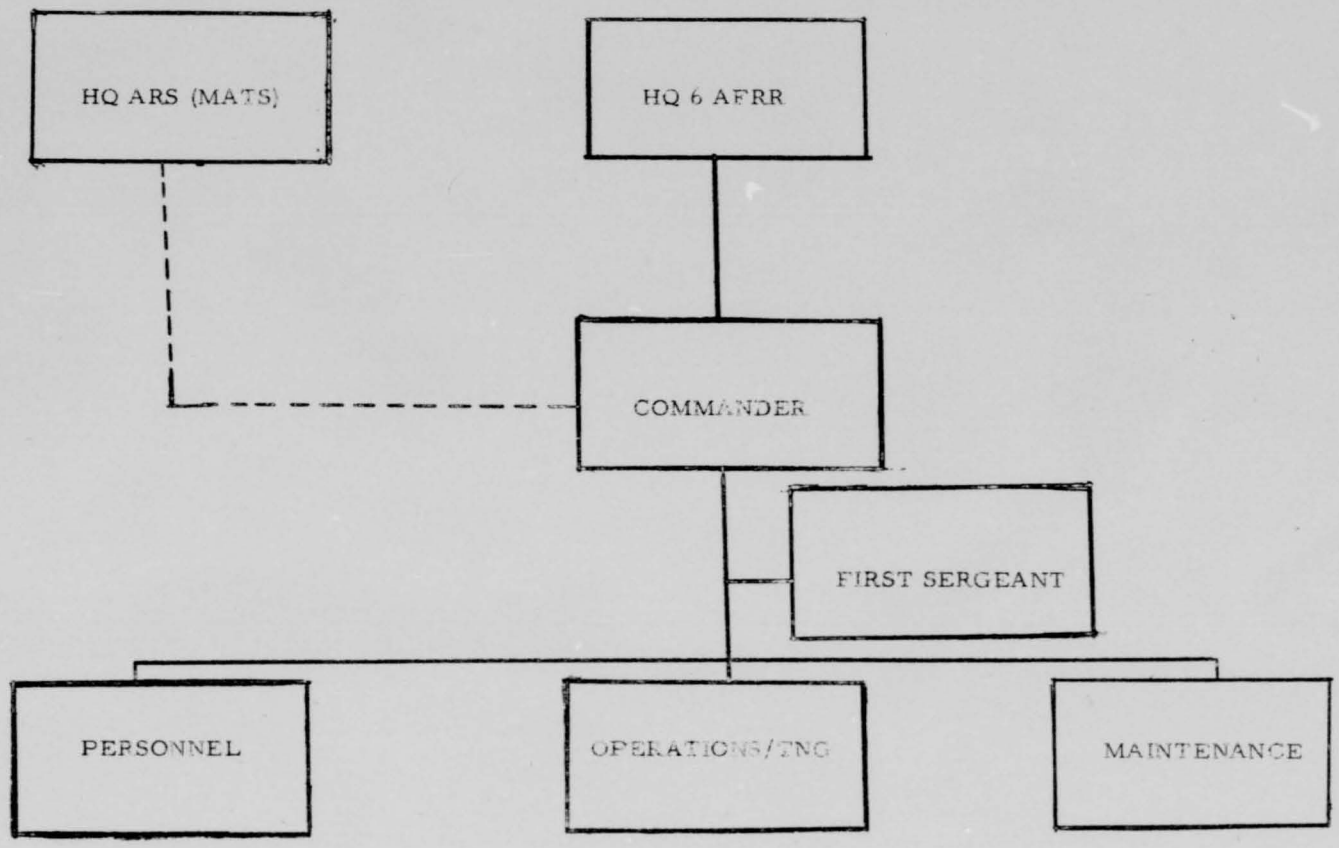
Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Air Rescue Service and Military Air Transport Service remained the gaining command for wartime operations.

The 337th Fighter Group, Air Defense Command, continued to function as host base organization.

Lt Colonel John A. Forsythe, AO 673134, remained Squadron Commander.


HQ ARS (MATS)
HQ 6 AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL
OPERATIONS/TNG
MAINTENANCE

D. RESOURCES

Air Reserve Technician Element

As of 1 Jan 1965	Authorized	Assigned
Officers	5	5
Airmen	29	25
Civilians	3	5
Status Quos	0	4
	37	39

As of 30 Jun 1965

Officers	5	4
Airmen	29	25
Civilians	3	3
Status Quos	0	4
	37	36

During the reporting period the ART element authorized strength again remained at five officers and twenty-nine airmen. However, Stanley A. Ellis, our Airplane Pilot, GS-12, AR 35, transferred to 303rd Air Rescue Squadron, March AFB, California, on 27 Mar 1965, and his position remained vacant at the end of the reporting period. Also, our Administrative Assistant (Pers & Off Svcs), GS-7, AR 11B, left this unit for a position with the 939th Troop Carrier Group, Portland. Clifford G. Huyck also served as our First Sergeant. This position was filled on 6 Jun 1965 by Edward H. Carlson, formerly with the 905th Troop Carrier Group of Bradley Field, Connecticut. Earlier in the reporting period, 20 March, Gilbert D. Schaffer, our Radio Radar Repairer Leader, W-11, AR 112B, resigned to accept a position in private enterprise. He was replaced by Arthur L. Morrison, who transferred from the 939th Troop Carrier Group, Portland, on 26 April.

The temporary overhire position for Janitorial service terminated on 22 Mar 1965. No other temporary positions were in effect for the balance of the reporting period.

KEY PERSONNEL

AIR RESERVE TECHNICIANS

Commander: AR1B	Lt Colonel John A. Forsythe
Operations & Trng Officer AR31A	Major James H. Barnard
Airplane Instructor Pilot: AR34	Major Stanley A. Ellis -until 27 Mar
Maintenance Officer: AR51	Major Taylor M. Brookshier
Airplane Navigator: AR42	Captain William S. Manning
Military Personnel Asst: AR11B	SMS Clifford G. Huyck-until 3 Apr SMS Edward H. Carlson-after 6 Jun
A/C Components Rep Foreman: AR70B	MSgt Leslie E. Dunbar
Flight Line Mechanic Foreman: AR60C	MSgt Donald L. Beevers
A/C & Systems Overhaul Gen'l F'man: AR88B	David D. Davidson(Status Quo)
Radio and Radar Rep Leader: AR112B	MSgt Gilbert E. Schaffer-until Mar MSgt Arthur L. Morrison-fm 26 Apr
A/C Materiel Controller: AR25A	MSgt Robert E. Powell

Reserve Manning

As Of 1 Jan 1965	Authorized	Assigned
Officers	25	26
Airmen	87	82
As Of 30 Jun 1965		
Officers	25	21
Airmen	87	80

In the six-month reporting period, the unit experienced 13 losses (five were officers and eight were airmen, three of whom were discharged); 8 Reenlistments; 14 promotions (including two ART promotions); and, 7 gains (two prior service and five non-prior service enlistments).

One position, which was occupied by Captain Millard J. Forell, was deleted from the UMD. He was Avionics Officer until March 1965, when he was reassigned to 939th Troop Carrier Squadron, Portland.

In February, our Regular Air Force NCO Advisor, MSgt William A. Roberts was transferred to Clark Air Force Base, The Philipines. He had been with the unit since 1960. His replacement was MSgt George W. Stubbs.

Two of our ART NCOs completed courses during the reporting period. MSgt Eugene V. Ingram attended Arctic Survival Training School at Elmendorf AFB, Alaska for one week, 25 Jan 1965. SSgt Larry G. Stivers attended Combat Survival Training, Course 140000, at Stead AFB, Nevada for 24 days in January 1965.

Of our reservists, SSgt Evan N. Hale attended Course 140000, Survival Training, at Stead AFB, Nevada, for 22 days from 3 to 24 March 1965. Also, A1C Dennis W. Lambie attended three schools in a row: Course AZR 92170, Rescue & Survival Technician-Medical, at Gunter AFB, Alabama, for 27 days from 12 April to 8 May 1965; Course AZA 60000, Airborne (Parachutist), at The Infantry School, Fort Benning, Georgia, for 20 days from 9 to 28 May 1965; and Course 140000, Survival Training, at Stead AFB, Nevada, for 22 days from 2 to 23 June 1965.

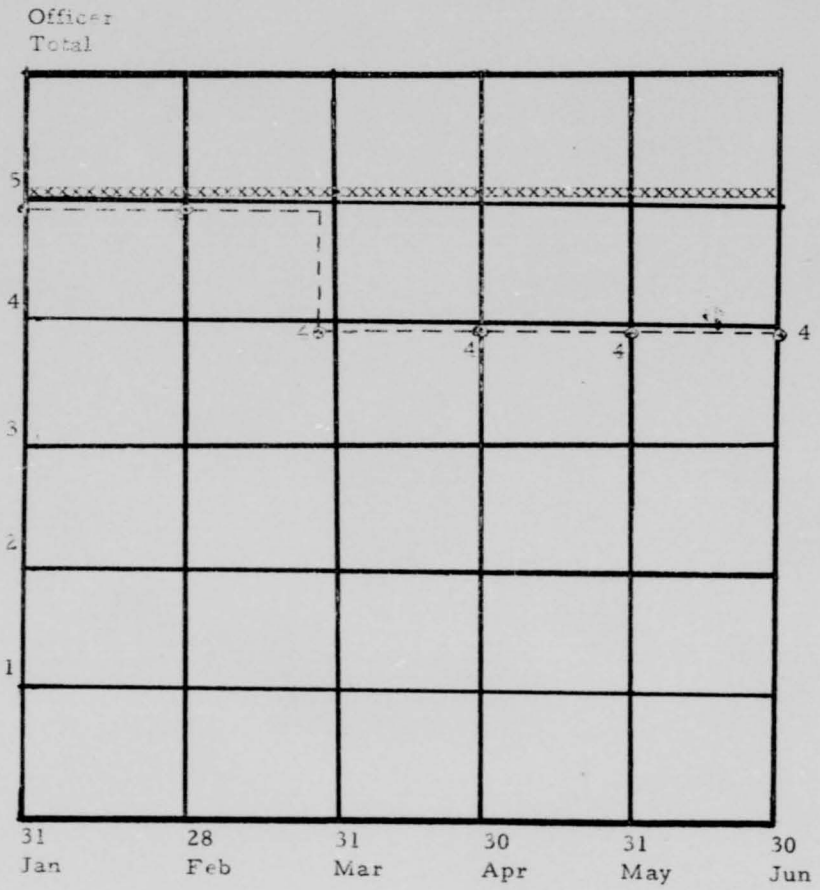
KEY PERSONNEL

RESERVES

Commander:	Lt Colonel John A. Forsythe
Personnel Officer:	1st Lt Edwin K. Engelstad
Operations Officer:	Major James H. Barnard
Asst Operations Officer:	Major Stanley A. Ellis-until 27 Mar Major Charles M. Williams
Supply Officer:	Captain Clarence R. Mahan
Maintenance Officer:	Major Taylor M. Brookshier
Comm & Electronics Officer:	MSgt Arthur L. Morrison
First Sergeant:	SMS Clifford G. Huyck-until 3 Apr SMS Edward H. Carlson-after 6 Jun

ART MANNING
OFFICERS

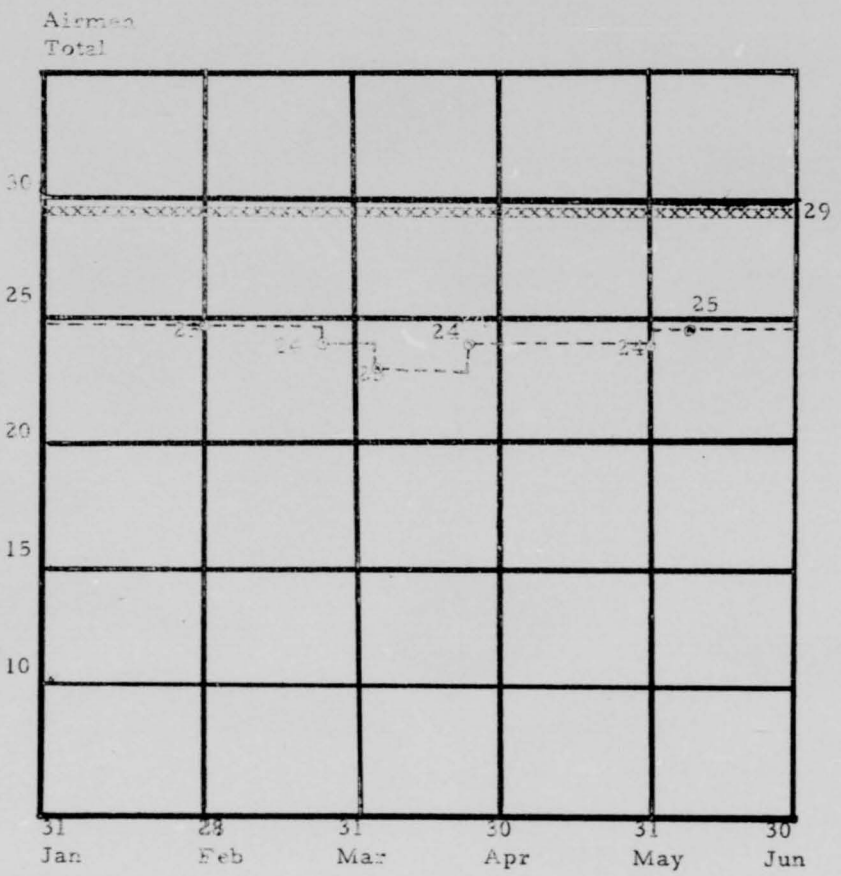
1 Jan - 30 Jun 1966



xxxxxTotal Authorized
-----Total Assigned

ARC MANNING
AIRMEN

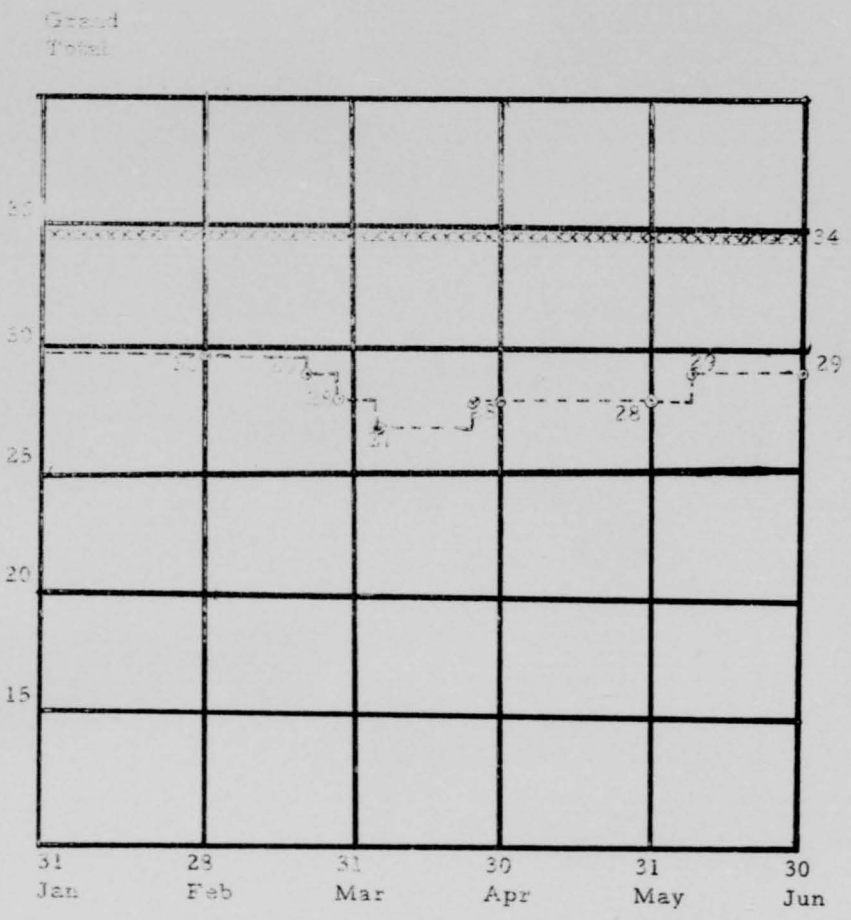
1 Jan - 30 June 1965



xxxxxTotal Authorized
-----Total Assigned

ART MANNING
TOTAL

1 Jan - 30 Jun 1945



xxxxxTotal Authorized
-----Total Assigned

Unit Budget

Unit's USAF FY 65-2 Financial Plan Revision (Status Report-RCS: AF-C-28) requested by CONAC Ltr(CBU) 6 January 1965, was forwarded 8 January 1965 reflecting obligations from 1 July through 31 December 1964 for Civilian Pay in amount of $138,982 and for Civilian Benefits in amount of $10,768.

FY 66/67 Financial Plan/Budget Estimate (RCS: AF-C-39) was forwarded on 11 February 1965 with total requirements estimated at $335,991, and increase of $23,802 over FY 65-1 approved financial plan. Requirements were apportioned as follows:

Civilian Pay	$ 286,497
Civilian Benefits	22,918
TDY and Travel	5,990
Motor Vehicle Rental	180
Communications	931
Contract Billeting	468
Printing	25
Misc. Contractual Svcs	2,456
Supply	16,526

Approved Financial Plan for FY 66 was received 21 June 1965 in the amount of $331,049, a decrease of $4,942 from amount requested in above plan. Approved amounts were apportioned as follows:

Civilian Pay	$ 286,744
Civilian Benefits	22,918
TDY and Travel	4,820
Rental of Motor Vehicle	180
Communications	931
Printing	25
Misc. Contractual Svcs.	1,600
Supply	13,831

The decrease in the approved plan was primarily caused by the disapproval of estimates in TDY and Travel, Misc. Contractual Svcs and Supply for entrance fees, TDY and travel and supplies for the small arms competitions.

C-19 Report for 30 June 1965 reflected total obligations for FY 65 in the amount of $316,052, broken out as follows:

Civilian Pay	$ 272,115
Civilian Benefits	20,963
TDY and Travel	5,267
Rental of Motor Vehicle	161
Minor Construction	1,483
Communications	797
Misc. Contractual Svcs.	265
Supply	15,000

III. MISSION TRAINING

Operations & Training

Very often, the half-year history of an Air Force squadron is composed of routine training, operational activities and administrative functions, the bulk of which are repeated endlessly as recurring currency and reporting requirements.

During the period of this report, these repetitious activities did in fact comprise the bulk of our activity. The scheduling of aircrew training, in the air and on the ground, the conduct of this training as well as OJT and general military training, was, as always, our primary mission and it was in this area that the majority of our on-duty time was spent. The statistical portion of this report contains a recap of these accomplishments as well as our operational flying activities.

There were, however, incidents of an operational air rescue nature which were not routine, as well as several personal factors involving aircrew, that had a major effect on the squadron.

Early in the year, one of our most experienced Rescue Crew Commanders, Captain Bryce Piper was promoted in his civilian occupation to a position of responsibility which made such increased demands upon his time that he was forced to give up his reserve participation. He reluctantly departed and was sorely missed by his friends and fellow workers.

At about the same time, 1 April 1965, Major Stanley Ellis, a most experienced IP and FE transferred from the ART Instructor Pilot position in our squadron to the Operation's Officer job in the 303rd ARS in California. His exceptional knowledge, energy and skills are a considerable asset to any squadron and constituted a great loss to us. Near the end of the period, another RCC, Captain William Dugan graduated from dental college and moved from the area to enter private practice; Captain Douglas Clayton, an operationally ready co-pilot, had to leave because of the ever increasing demands of his civilian employer.

These losses represented one-third of our operationally ready crews and more than 20% of our total pilot strength. Obviously, this had a serious, adverse effect on the squadron's C-Rating. In fact, it was not until the concentrated training of summer camp in the next historical reporting period that upgrade training efforts successfully replaced the RCC and IP losses. Note is made at this time that during four months of this period, Major Curtis Fallgren, a non-ART reservist and RCC of Crew # 6, not only maintained his own currency and accomplished upgrade training for his crew members, but was the only IP, FE in the squadron and administered all flight examination check rides, flew all the upgrade IP check rides and conducted all co-pilot emergency procedure training flights for the entire squadron.

The operational statistics section of this report covers the support rendered to active duty squadrons such as orbits and strip alerts.

In April, the following message was received from CONAC, Unclassified, COMDR, Personal from Timberlake. "I followed with great interest your conduct of the search mission on 24 and 25 April 1965, which resulted in your location of the crash site of a DC-6 aircraft in the vicinity of Mt Ranier, Washington. I was particularly pleased with the readiness of your response to a request for assistance and the highly professional manner in which your aircrews accomplished their mission. Please convey my congratulations to all of your personnel for a job exceptionally well done." The mission concerned is also covered as 304th ARS Mission 012 in the statistics.

In summary, although much of our activity was routine, the fact that a squadron can experience a staggering loss of operationally ready aircrew, upgrade train replacements, maintain a constant C-2 Combat Rating, or higher, render considerable support to the active establishment, participate in actual rescue and mercy missions at any hour of day or night, and, through it all, maintain a record qualifying for receipt of the MATS Outstanding Unit Safety Award

which was received during this period, represents a most encouraging picture of the capability of an Air Force Reserve Squadron and reflects credit upon the whole program.

Statistical Data

Date	Hours Flown	Sorties	Activities Supported	Strip/ Alert Hrs	Remarks
25 Jan			41st ARS	1+00	Strip Alert ADC Exercise
8 Feb			41st ARS	4+00	Strip Alert ADC Exercise
12 Feb			WARC	24+00	Strip Alert ADC Exercise
18Feb			41st ARS	9+00	Strip Alert ADC Exercise
19Feb	4+00	1	WARC		Search
25Feb	1+50	1	WARC		Search
20Mar	5+50	1	CONAC C P		ADC No Notice ORI Spt
25Mar			Coast Guard	2+00	Strip Alert
2Apr			41st ARS	4+00	Strip Alert
6Apr			337 FGp		Scramble-101 Down-USFS Helicopter on scene prior to our takeoff
19Apr			41st ARS	4+00	Strip Alert
22Apr	7+40	1	41st ARS		Orbit
22Apr	6+40	1	41st ARS		Orbit
24Apr	19+05	6	WARC		304th ARS Mission 012 WARC #71-Missing Logair
26Apr			Canadian Dept of Transport	48+00	Strip Alert
3May			41st ARS	4+00	Strip Alert
5May	40+00	1	CONAC CP		Bermuda-Operation Power Pack
17May			41st ARS	4+00	Strip Alert
20May			41st ARS	4+00	Strip Alert
4Jun	8+00	2	41st ARS		Orbit
7Jun			41st ARS	4+00	Strip Alert
10Jun			41st ARS	4+00	Strip Alert
11Jun	4+00	1	Oreg. State Police		Serum Flight
21Jun			41st ARS	4+00	Strip Alert
30Jun			337 FG	1+00	Mission Alert

Hours Flown:	637
Instrument Approaches:	401
Water Landings:	487
Pers Cargo Deliveries:	109
Training Sorties:	166
Operational Sorties:	15
Stan/Eval Flight Checks:	27
Strip Alerts	15
Training Periods Accomplished:	640

School Tours

Title	No. of Officer/Airmen		No. of Days
HU-16 School	1	0	7
Rescue/Survival Medical	0	1	5
Airborne (Parachutist)	0	1	20
Flying Transition (HU-16)	6	4	11/9
Survival (Crse 140000)	0	1	22
Special Tours			
Emergency Proc Tng	0	2	2
Reserve Tng Support	8	4	19/14
Manning Improvement	4	2	4/3
Aircraft Maint Tng	3	3	3/4
Aircraft Ferrying	3	1	11/5
Air Rescue Tng & Over-Water Flights	3	2	21/14

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance Control

The Maintenance Section supported 687.3 flying hours, with an average in commission rate of 81.6% during January - 30 June.

At the end of the reporting period, four HU-16B aircraft were possessed and authorized.

Aircraft Numbers

51-0471
51-5293
51-7155
51-7185

The Port of Portland Fire Department conducted a familiarization training period for their personnel on rescue procedures and emergency entrance into HU-16 aircraft in event of accidents.

Major Joe Mayer arrived in the squadron 22 March for a two week training period. Major Mayer came from the Portland area, having his own business as a building maintenance engineer in the Portland-Vancouver area. Major Mayer assisted Major Brookshier in attaining the unit's cost reduction program goals during this tour of duty.

Colonel Brooks, Commander, ARS, and his staff made a quick tour through Maintenance area on 17 April, escorted by Major Brookshier, reviewing the squadron facilities.

During this reporting period major maintenance difficulties encountered were two engine cylinder changes, one caused by low compression, the other was due to loose cylinder cooling fins. One integral oil control assembly number two prop on A/C 51-5293 and one new propeller assembly #2 engine on A/C 51-7185.

Quality Control

There were a total of eight TCTOs complied with during this period:

ACFT S/N	T.O. NUMBER	DATE C/W
51-0471	12R5-2ARN21-514	05-01-5
51-0471	1-1-648 #1 Engine	10-02-5
51-0471	1-1-648 #2 Engine	22-05-5
51-5293	1-1-648 #1 Engine	04-03-5
51-5293	1-1-648 #2 Engine	14-05-5
51-7155	1-1-648 #1 Engine	14-05-5
51-7155	1-1-648 #2 Engine	22-05-5
51-7185	1-1-648 #1 Engine	05-05-5
51-7185	1-1-648 #2 Engine	08-03-5

Technical orders not complied with at end of reporting period are as follows:

51-0471	1U-16(H)B-510
51-5293	1U-16(H)B-510
51-7155	1U-16(H)B-510
51-7185	1U-16(H)B-510

"B" Kits for T.O. 1U-16(H)B-510 have not been received through automatic distribution.

Quality Control completed conversion of aircraft records in accordance with Section II, T.O. 00-20-4. All applicable significant historical data transcribed from DD 829 forms to new AFTO 95 forms, 22 Jun 1965.

A/C 51-7155 was processed thru IRAN facilities at Hayes Aircraft Corporation, Hondo, Texas. The IRAN on A/C 7155 was a big improvement over the former IRAN performed at Fairchild facilities located at Crestview, Florida.

Material Control

This section had the following 5 NORS items for 11.8 days and a NORS rate of 9.8 for the six months reporting period:

a. Propeller Assembly

b. Sump, Oil, Engine, front

c. Cylinder and Piston assembly

d. Vacuum Pump, engine driven

e. Carburetor

The section continued to satisfactorily support unit requirements in aircraft supplies and bench stocks. Excellent support from host base supply was received during this reporting period. BEMO support during this period was greatly improved with squadron flying personnel being issued all required items of flying equipment.

No major equipment changes were experienced and the Supply Section facilities remained in the same area. Office and tool crib remained in Bldg 766, arms room in Bldg 402, and the warehouse in Bldg 705 (A-2) and leased off-base warehouse area.

The Supply Section retained its full authorized strength with no personnel changes during this reporting period.

Avionics

Mr. Gilbert E. Schaffer resigned his position as C&E Section Chief and accepted a position with AMF Corporation located in the Portland area. Mr. Arthur L. Morrison was hired to replace Mr. Schaffer. Mr. Morrison was formerly employed by the 939th Troop Carrier at PIA in the C & E Section.

During the months of May and June, the Avionics Section applied any available time to the corrosion control problem areas. None of our assigned aircraft had developed any major corrosion since the initial prevention treatment. The latter part of June was spent preparing for our annual training period. All of the necessary equipment was available and in order.

V. COMMUNITY RELATIONS AND INFORMATION

Community Relations

This unit participated in six community relations events. In addition, Lt Col John A. Forsythe, Commander, 304th Air Rescue Squadron (Res) was selected to make the presentation of the Reserve Officers Association Award for the University of Portland AFROTC Det 695. *

The news coverage activities of civilian newsman, Virgil Hughes, were the topic of a special article in the Crown Zellerbach Corporation's Camas, Washington Division Management report. A color photo of a unit HU-16B against the backdrop of Oregon's Mt. Hood, which was taken by Mr. Hughes, now appears on a recruiting postcard, published and distributed throughout the U.S. by the Air Force. **

Miss Jo Anne Gail Ritter, 18, of Camas, Washington was named Miss Air Rescue for 1965. She was a guest of the squadron 24 April and was treated to a luncheon and tour of the squadron area and also was able to see the squadron's efficiency as it met a call to participate in a search mission for a MATS DC6, four-engine, cargo plane downed and presumed lost. ***

A local Explorer Scout unit of 15 members was given an orientation flight aboard squadron aircraft during the last weekend in May.

* Exhibits 1 and 2
** Exhibit 3
***Exhibits 4 and 5

More than 8,000 persons visited two squadron aircraft during static displays, 26 and 27 June, at Pendleton, Oregon. The displays were in conjunction with the Pendleton Air Races. One squadron aircraft was on static display at Portland International Airport, Oregon during Armed Forces Day observances of the host base.

Major James Barnard, Squadron operations officer, and MSgt Eugene V. Ingram, NCOIC of the pararescue section, made two speaking appearances during the reporting period. In February, they appeared before the Transportation Club of Oregon and in March a presentation was made to the Aircraft Owners and Pilots Association of Oregon. They showed the film, "That Others May Live," and described survival procedures and techniques in Oregon.

Information

Location of a plane crash on rugged Mt. Ranier, Washington and receipt of the 1964 Air Rescue Service Flying Safety Award proved to be major news events upon which the unit's information section capitalized.

In other news activities, the squadron received local coverage of its participation in January of "Operation Cartwheel," at Nellis AFB, Nevada and pictures of pararescue personnel sporting their recently acquired SCUBA suits.

A picture of 304th pararescue technicians was published in the May edition of the Air Reservist magazine. *

Pictures with accompanying captions were released to local news media on the SCUBA suits and Air Rescue Safety Award news items. A release was also dispatched to local media at the conclusion of Operation Cartwheel, that detailed the unit's participation in the event.

Assignment of primary search and rescue responsibility for the 23 April crash of a MATS contract carrier DC 6 generated considerable press interest. ** The event occurred during a Unit Training Assembly, so the squadron information officer was able to handle all local press inquiries after establishing liaison with mission directors at McChord AFB, Washington.

The crash site was subsequently sighted by personnel aboard unit aircraft.

Special Mission

A wonder drug called DMSO and a hospital patient 268 miles away who needed it resulted in a mercy mission being carried out by the 304th Air Rescue Squadron.***

* Exhibit No. 6
** Exhibits 5 and 7
*** Exhibits 8 and 9

On June 11, the squadron was notified that a Grants Pass, Oregon hospital patient was in urgent need of the drug which was in supply at the University of Oregon Medical School in Portland.

An emergency mission was quickly organized with squadron commander, Lt Col John A. Forsythe as Rescue Crew Commander.

An Oregon State policeman picked up the drug at the medical school and raced across town with sirens screaming to the Portland International Airport. The drug was carefully placed aboard the unit's Grumman Albatross and after a routine flight to Grants Pass, the drug was delivered to waiting officials and rushed to the ailing patient.

Quick delivery of the drug was credited with saving the patient's life and was responsible for her recovery.

The mission created ample press coverage in both communities and earned the gratitude of medical and police officials in the State.

LIST OF EXHIBITS

Exhibit No. 1	Picture of Lt Col John A. Forsythe presenting ROA Medal
Exhibit No. 2	Letter of thanks from AFROTC Det 695 to Lt Col Forsythe for making presentation of ROA Medal
Exhibit No. 3	Picture "A Guy and his Camera" and article about Virgil Hughes
Exhibit No. 4	Crown Zellerbach Corporation Letter of Thanks to Lt Col Forsythe concerning Miss Air Rescue 1965
Exhibit No. 5	Picture of JoAnne Ritter, Miss Air Rescue of 304th Air Rescue Sq (Res); article and picture of unit aircraft participating in search for downed DC6
Exhibit No. 6	Picture of pararescue technicians in new Scuba gear as published in The Air Reservist for May 1965
Exhibit No. 7	News release concerning downed DC 6 and search mission performed by unit aircraft
Exhibit No. 8	Picture of crew members of unit aircraft receiving wonder drug DMSO prior to takeoff on mercy mission
Exhibit No. 9	Article concerning mercy mission



Exhibit No. 1

ANNUAL PORTLAND DAY CEREMONY, 20 MAY 1965,
UNIVERSITY OF PORTLAND, PORTLAND, OREGON.
RESERVE OFFICERS ASSOCIATION MEDAL, SPONSORED
BY RESERVE OFFICERS ASSOCIATION, PRESENTED BY
LT. COL. JOHN A. FORSYTHE, COMMANDER, 304TH
AIR RESCUE SQUADRON, PORTLAND INTERNATIONAL
AIRPORT, TO CADET 2E LT. EMIL T. MICHAUD, JR.

MANAGEMENT REPORT



A GUY and his CAMERA . . .

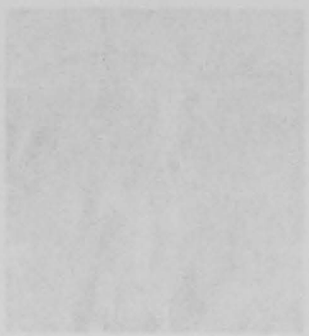






Exhibit No. 8




17144
U.S. AIR FORCE

HISTORY OF

[illegible] AIR RESCUE SQUADRON (RESERVE)

[illegible] Portland International Airport

Portland, Oregon

1 July - 31 December 1965

RCS: AU-D5

[illegible] AIR FORCE RESERVE REGION
CONTINENTAL AIR COMMAND

APPROVED BY:

John A Forsythe

JOHN A. FORSYTHE
Lt Colonel, AFRes
Commander

FOREWORD

As the 304th completed this reporting period, the unit recorded its 8th consecutive aircraft accident-free year.

The unit received an additional HU-16B aircraft. It marked the first time that five aircraft were assigned to the 304th since 1962.

Several additions in key personnel positions were noted, but operationally ready aircrew manning remained a problem.

The unit welcomed a new first sergeant, the fifth in the past four years. Other additions included an Air Rescue Service advisor and an Air Reserve Technician instructor pilot.

For the second consecutive year, the 304th moved to Elmendorf Air Force Base, Alaska for two weeks active duty training, making significant contributions in actual search and rescue situations.

One squadron aircraft and necessary crew members supported Air Force Rescue in Bermuda during a crisis generated by political upheaval in the Dominican Republic.

Official statements released to the local press in December indicated that the military facility here would be deactivated on 1 April 1966 and would revert to CONAC control as a Reserve facility.

Edwin K. Engelstad

EDWIN K. ENGELSTAD
1st Lt, AFRes
Historian

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I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 September 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

Mission and Responsibilities

The mission of the 304th Air Rescue Squadron is:[4]

To organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation of other countries in accordance with international civil aviation organization procedures and policies of the Department of Defense.

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq Sixth AFRR Ltr, 6 Apr 61, Mission stmt.

Organization:

The 304th Air Rescue Squadron remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

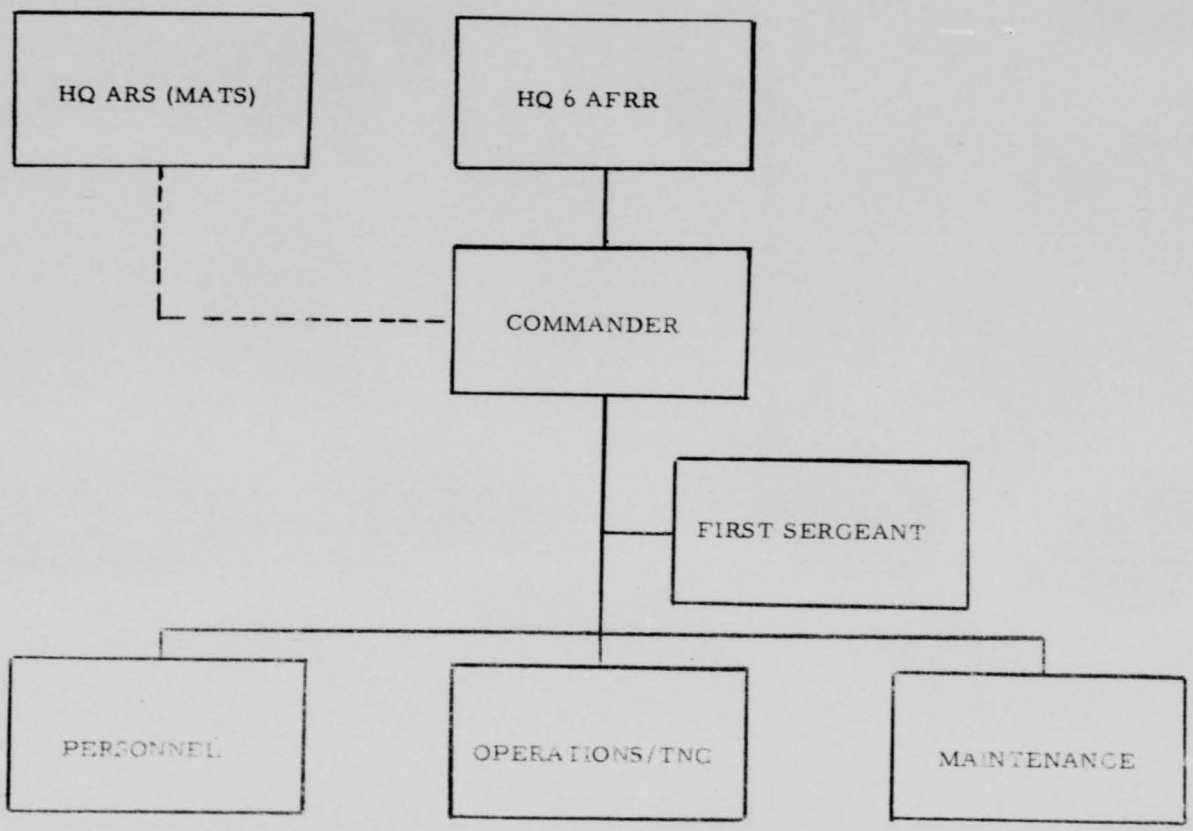
Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Air Rescue Service and Military Air Transport Service remained the gaining command for wartime operations.

The 337th Fighter Group, Air Defense Command, continued to function as host base organization.

Lt Colonel John A. Forsythe, FV 673134, remained Squadron Commander.


HQ ARS (MATS)
HQ 6 AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL
OPERATIONS/TNG
MAINTENANCE

II. RESOURCES

Air Reserve Technician Element

As of 1 Jul 1965	Authorized	Assigned
Officers	5	4
Airmen	29	24
Civilians	3	4
Status Quos	0	4
	37	36

As of 31 Dec 1965		
Officers	5	5
Airmen	29	26
Civilians	3	4
Status Quos	0	3
	37	38

The section survived the General Inspection 12-17 Oct 1965 with a helpful assist from TSgt Eldon D. Kinart and SSgt John W. Reardon from 2477th AFRS, Vancouver, Washington; SSgt Wilbert C. Hicks, Jr., from Hq 6 AFRR; and, SMSgt Charles V. Jackson from the 302d Air Rescue Squadron, Luke AFB, Arizona. Assigned personnel were well qualified and conscientious.

On 2 July 1965, a temporary employee was hired against the AR 252, Parts Router, position and was converted to ART, 7 Dec 1965.

On 17 August 1965, a temporary employee (Clerk-Typist, GS-2) was hired against the vacant AR 11B position and the incumbent was retained on permanent overhire authority # 566.

SMSgt Charles V. Jackson transferred from 302d Air Rescue Squadron, Luke AFB, Arizona, on 1 Nov 1965, taking over as our First Sergeant (ART). He replaced SMSgt Edward H. Carlson who was reassigned to Standby Reserve 25 Aug 1965, but vacated his AR 11B position on 6 Aug 1965.

On 30 Nov 1965, the Status Quo incumbent of the AR 113A position, Roy J. Miller, retired. The position was filled by TSgt Eric L. Dyer, on 6 Dec 1965.

The AR 34, Airplane Pilot, position which had been vacant since 27 Mar 1965, was filled on 12 Dec 1965 by Major William L. Siegel who transferred from the 305th Air Rescue Squadron (Reserve), Selfridge AFB, Michigan.

During this reporting period we also had two other temporary Clerk-Typist GS-3 civilians authorized for the periods 13 Sep - 8 Oct 1965 and 12 - 29 Oct 1965 against the AR 34 position.

Captain Larry E. Smith was assigned as the Air Rescue Service Advisor (OL 5, Hq ARS) on 21 Aug 1965. MSgt George W. Stubbs remained with the unit as NCO Advisor.

Four cash awards were made under the Civilian Suggestion Program totalling $70.00.

SSgt Norman R. Adams (ART) received an award of $15.00 for his suggestion that plexiglass be used in cockpit windown to reduce breakage and subsequent replacement costs and manpower.

SSgt Kenreth L. J. Bullard received a cash award of $25.00 for his suggestion for a cover for the "J" Box on aircraft that would waterproof the Box and thereby reduce costs of replacement of components and maintenance costs.

AIC Kenton F. Hamman received $15.00 cash award for his suggestion of a propellor snap ring to facilitate removal of propellors for maintenance thereby effecting savings in man hours formerly required under old method.

SSgt Richard A. Porter received an award of $15.00 for his suggestion for a starter switch guard to prevent accidental starting of engines resulting in improved ground safety.

SSgt Larry G. Stivers was placed on TDY for 18 days to perform Strip Alert duties at Homestead AFB, Florida on 14 Aug 1965.

MSgt Robert E. Powell and Mrs. Gladys D. Hamilton attended a Budget Conference at Hamilton AFB, California for 3 days, 1 - 3 Sep 1965.

Lt Col John A. Forsythe attended the CONAC Commanders' Conference at Washington D.C., 12 - 22 Sep 1965.

SSgt Norman R. Adams attended the Arctic Survival School at Eielson AFB, Alaska, 29 Nov - 4 Dec 1965.

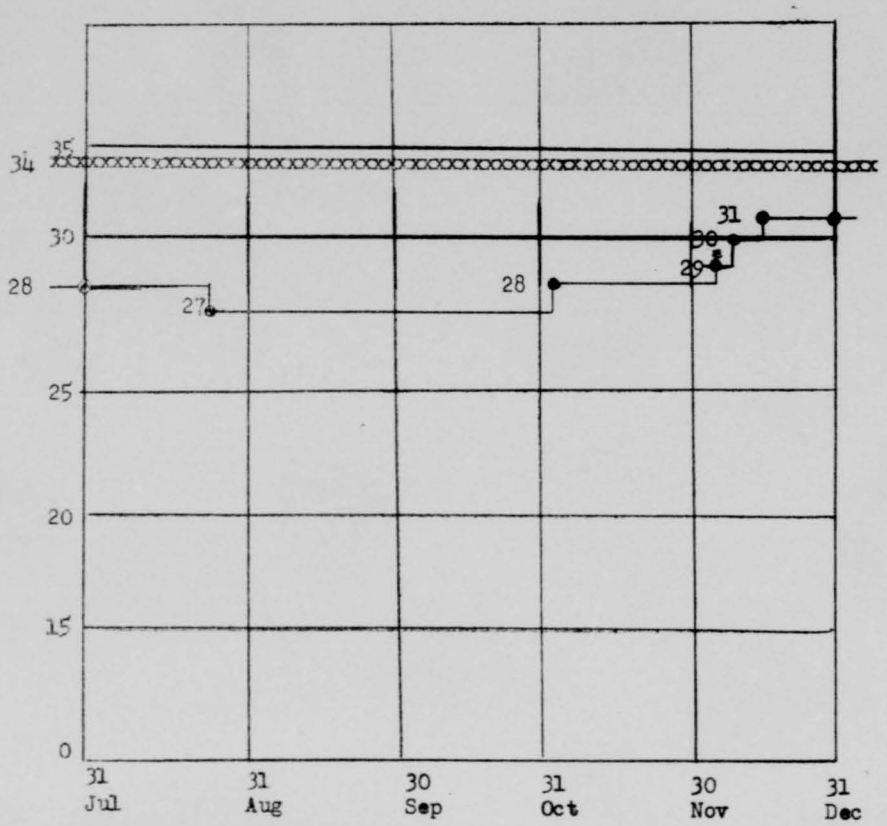
KEY PERSONNEL

AIR RESERVE TECHNICIANS

Commander: AR 1B	Lt Colonel John A. Forsythe
Operations & Trg Officer: AR 31A	Major James H. Barnard
Airplane Instructor Pilot: AR 34	Major William L. Siegel -after 12 Dec
Maintenance Officer: AR 51	Major Taylor M. Brookshier
Airplane Navigator: AR 42	Captain William S. Manning
Military Personnel Asst: AR 11B	SMS Charles V. Jackson after 8 Nov SMS Edward H. Carlson until 25 Aug
A/C Components Rep Foreman: AR 70B	MSgt Leslie E. Dunbar
Flight Line Mechanic Foreman: AR 60C	MSgt Donald L. Beevers
A/C & SYS Overhaul Gen'l F'man: AR 88B	David D. Davidson (Status Quo)
Radio and Radar Rep Leader: AR 112B	MSgt Arthur L. Morrison
A/C Materiel Controller: AR 25A	MSgt Robert E. Powell

ART MANNING
TOTAL

1 Jul - 31 Dec 65



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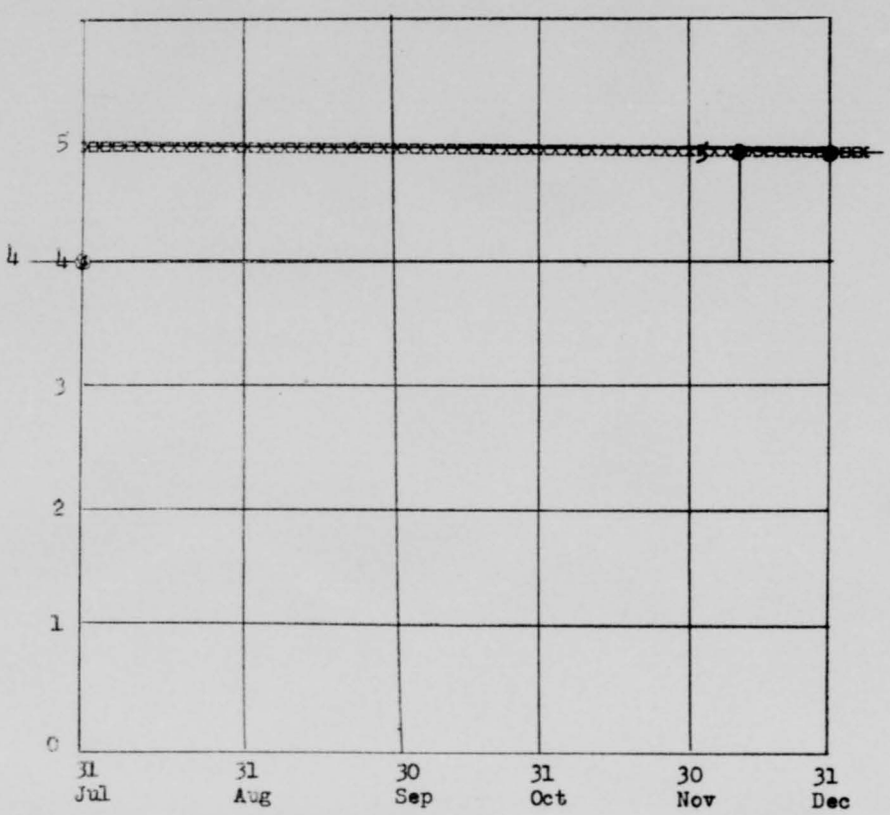
——Total Assigned

ART MANNING
OFFICERS

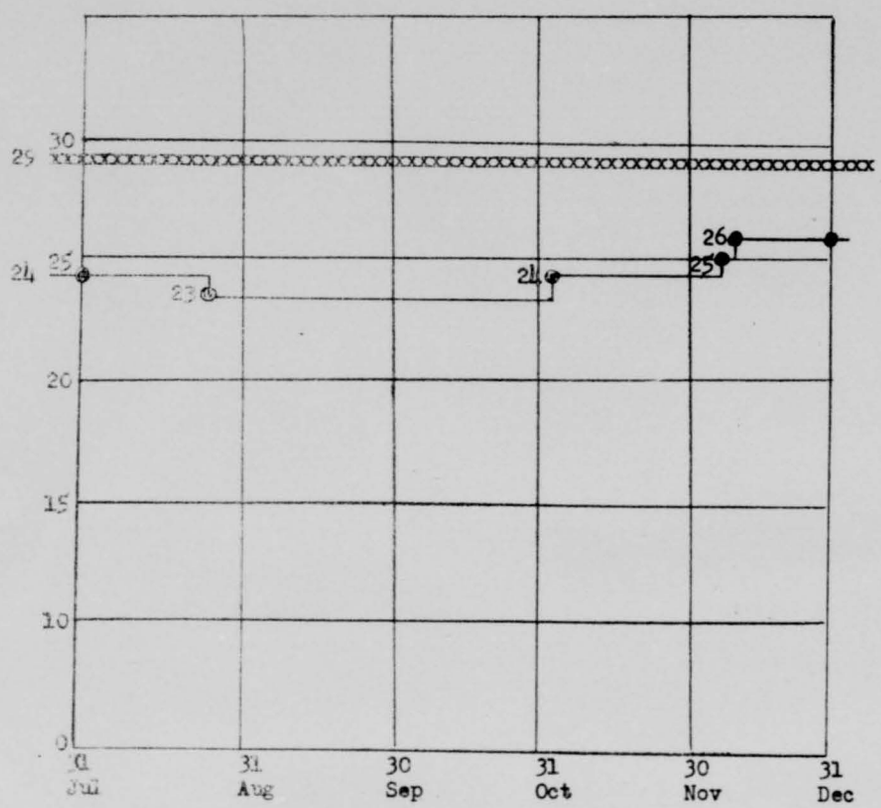
1 Jul - 31 Dec 65



xxxxxxTotal Authorized (5)
------Total Assigned

ART MANNING
AIRMEN

1 Jul - 31 Dec 65



xxxxxxTotal Authorized (29)
——Total Assigned

Reserve Manning

	Authorized	Assigned
As Of 1 Jul 1965		
Officers	25	25
Airmen	87	82
	112	107
As Of 31 Dec 1965		
Officers	25	28
Airmen	87	90
	112	118

Reserve manning remained fairly stable during this period with gains offsetting losses. On 20 Oct 1965, we received Hq CONAC (PRP-AA) letter, dated 18 Oct 1965, authorizing us to initiate recruiting actions to attain 100% manning of positions as reflected on our 4/66 UMD. Results of these actions are reflected in the airmen and officer assigned figures shown above at the end of the period.

Orders Published 1 Jul - 31 Dec 1965

304 Reserve Orders	59
304 "A" Series Reserve Orders	76
304 Aeronautical Orders	4
6 AFRR Special Orders ("XJ" Series)	17

Promotions (8)

TO:	A2C	Frank E. Watkins III, 20 Aug 1965, RO 77
	A1C	James K. Ferguson, 20 Aug 1965, RO 77
	SSgt	John A. Rehr, 20 Aug 1965, RO 77
	A2C	Thomas L. Berkey, 17 Sep 1965, RO 91
	A1C	Craig A. Bakker, 17 Sep 1965
	SSgt	William E. Steverson, 17 Sep 1965, RO 91
	A2C	Allan C. Ibach, 1 Nov 1965, RO 103
	A2C	Gary W. Kemper, 1 Nov 1965, RO 103

Enlistments (11 Non-Prior Service, 1 - Prior Service)

AB	Charles D. McAllister, 1 Jul 1965, RO 58
AB	John W. Anderson, 20 Jul 1965, RO 63
AB	Wilbur S. Gragert, 21 Jul 1965, RO 65
AB	Bruce K. Walker, 26 Jul 1965, RO 67
AB	Eugene B. Gott, 27 Jul 1965, RO 68
AB	Kurt L. Sundahl, 2 Aug 1965, RO 70
AB	Larry G. Haffner, 14 Sep 1965, RO 88
A1C	William C. Harold, Jr., 16 Oct 1965, RO 101 (Prior Svc)
AB	Jack F. Valberg, 9 Nov 1965, RO 105
AB	Frank E. Anderson, 19 Nov 1965, RO 108

Discharges (5)

A1C Larry L. Holmgren, 6 Jul 1965, RO 59

A3C William E. Epperly, 8 Jul 1954, RO 60

TSgt Roger A. Jepson, 16 Jul 1965, RO 62

A1C Michael K. Baker, 17 Aug 1965, RO 74

TSgt John O. Roisum, 14 Sep 1965, RO 81

Discharges with Reenlistment (6)

SSgt Walter L. Jones, 9 Jul 1965, RO 61

SSgt Roger A. Johnson, 19 Jul 1965, RO 64

SSgt James M. Nelson, 25 Sep 1965, RO 96

MSgt Frank Ivy, 6 Oct 1965, RO 98

SSgt Patrick Y. Riggs, 21 Nov 1965, RO 110

SSgt John A. Rehr, 15 Dec 1965, RO 114

Reassigned (3)

SMSgt Edward H. Carlson, 25 Aug 1965, RO 75 (NARS-A)

A2C Ramon A. Prichard, 21 Aug 1965, RO 78 (NARS-A)

Capt Richard L. Taylor, 1 Oct 1965, RO 92 (NARS-A)

Assigned (2)

TSgt Eric L. Dyer, 5 Dec 1965, RO 113, designated ART

SSgt Virgil L. Pierce, 7 Dec 1965, RO 113, designated ART

Non-Prior Service Schools Completed

Name	Type of Training	Entered ACDUTRA
AB Sidney D. Kenney	ABR 42330-1	23 Jul 1965
AB Charles D. McAllister	ABR 33231	13 Aug 1965
AB John W. Anderson	ABR 43131A	23 Jul 1965
AB Wilbur S. Gragert	ABR 43131A	30 Jul 1965
AB Bruce K. Walker	BMT/OJT 43131A	13 Aug 1965
AB Eugene F. Gott	ABR 02230	20 Aug 1965
AB Kurt L. Sindahl	ABR 53430	22 Oct 1965
AB Larry G. Haffner	AZR 92170 and Crse 140000	15 Oct 1965

The unit is justifiably proud of the fact that three of our Non-Prior service enlistees distinguished themselves by their scholastic achievements while attending training courses.

A3C John W. Anderson received the Airman's Honor Graduate Certificate and was the outstanding student in his class, ABR 43131A, Aircraft Mechanic, Reciprocating Engine Aircraft Course.

A3C Eugene F. Gott graduated from the ABR 92230 Personal Equipment Specialist Course as an honor student.

A3C Wilbur S. Gragert received the Airman's Honor Graduate Certificate and was the outstanding student in his class, ABR 43131A, Aircraft Mechanic, Reciprocating Engine Aircraft Course.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3750TH TECHNICAL SCHOOL (ATC)
SHEPPARD AIR FORCE BASE, TEXAS 76311

DEPARTMENT OF AIRCRAFT MAINTENANCE TRAINING

REPLY TO ATTN OF: TSA

SUBJECT: Outstanding Achievement

TO: 304 Air Rescue Squadron
Portland Intl Aprt
Portland Oreg 97218

1. I am pleased to inform you that Airman Third Class John W. Anderson, AF19787407 who attended ABR43131A, Aircraft Mechanic, Reciprocating Engine Aircraft Course, from 8 September through 17 December 1965, attained a final course grade of 95 and was the outstanding student in his class.

2. This airman maintained an outstanding efficiency and conduct record while attending this course, and he should prove to be a valuable asset to your organization.

Warner M. Brundrett

WARNER M. BRUNDRETT, Lt Col, USAF
Chief, Dept Acft Maint Tng

1 Atch
Airman's Honor
Graduate Certificate

DEPARTMENT OF AIRCRAFT MAINTENANCE TRAINING

TSA

Outstanding Achievement

304 Air Rescue Sq
Portland International Arpt
Portland Oregon 97218

1. I am pleased to inform you that Airman Third Class Wilbur S. Gragert, AF19787410 who attended ABR43131A, Aircraft Mechanic, Reciprocating Engine Aircraft Course, from 15 September through 23 December 1965, attained a final course grade of 93 and was the outstanding student in his class.

2. This airman maintained an outstanding efficiency and conduct record while attending this course, and he should prove to be a valuable asset to your organization.

WARNER M. BRUNDRETT, Lt Col, USAF
Chief, Dept Acft Maint Tng

1 Atch
Airman's Honor
Graduate Certificate

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3345th TECHNICAL SCHOOL (ATC)
CHANUTE AIR FORCE BASE, ILLINOIS 61868

REPLY TO ATTN OF: TSDT

9 December 1965

SUBJECT: Honor Graduate of Personal Equipment Specialist Course

TO: 304th Air Rescue Squadron

1. It is my pleasure to inform you that A3C Eugene F. Gott, AF19707412 assigned to your command, graduated from the AFSC 22230 Personal Equipment Specialist Course as an honor student.

2. Airman Gott completed the course with a final ATC standard score grade of 91 and while in technical training maintained an excellent efficiency and conduct record.

3. Although Airman Gott was commended for his outstanding performance in the course at the time of his graduation, I feel that you and his immediate commander should be made aware of his achievement.

DONALD C. BAUT, Lt Col, USAF
Chief, Dept of WSST

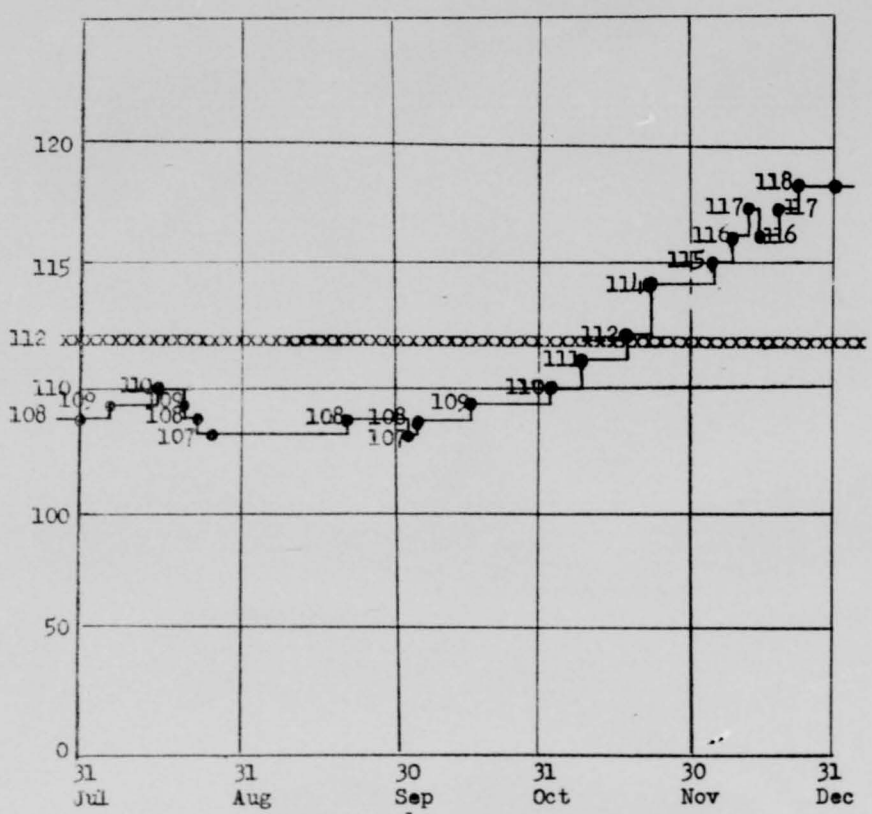
KEY PERSONNEL

RESERVES

Commander:	Lt Colonel John A. Forsythe
Personnel Officer:	1st Lt Edwin K. Engelstad
Operations Officer:	Major James H. Barnard
Asst Operations Officer:	Major William L. Siegel after 12 Dec 1965 Major Charles M. Williams
Supply Officer:	Captain Clarence R. Mahan
Maintenance Officer:	Major Taylor M. Brookshier
Comm & Electronics NCOIC	MSgt Arthur L. Morrison
First Sergeant:	SMS Edward H. Carlson until 25 Aug 1965 SMS Charles V. Jackson after 1 Nov 1965

RESERVE MANNING
TOTAL

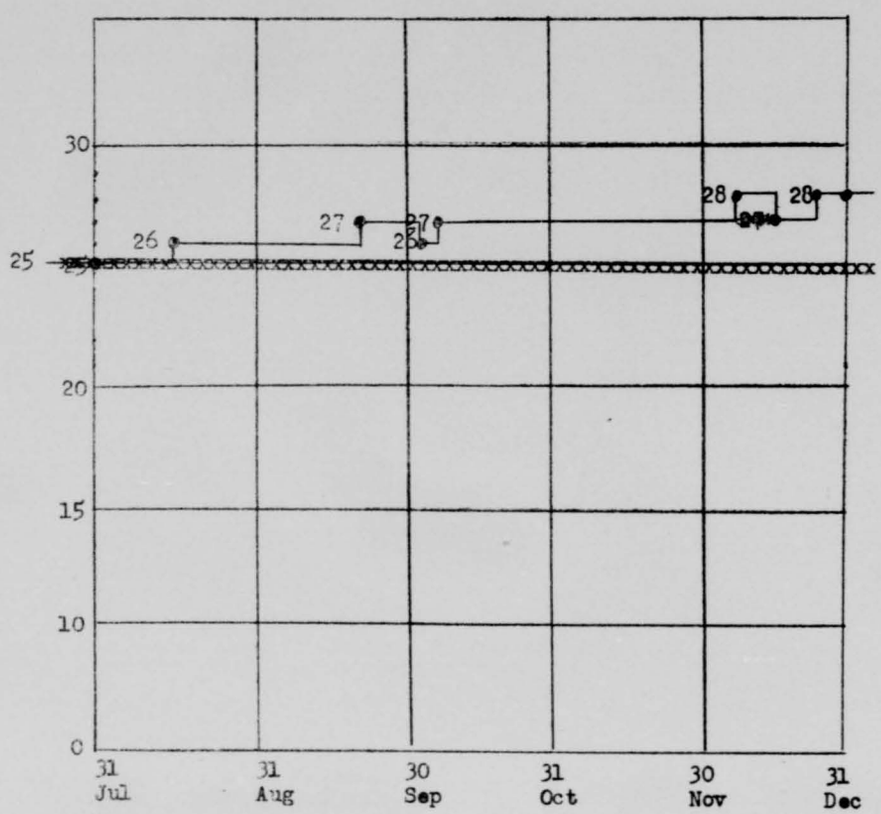
1 Jul - 31 Dec 65



xxxxxTotal Authorized (112)
——Total Assigned

RESERVE MANNING
OFFICERS

1 Jul - 31 Dec 65



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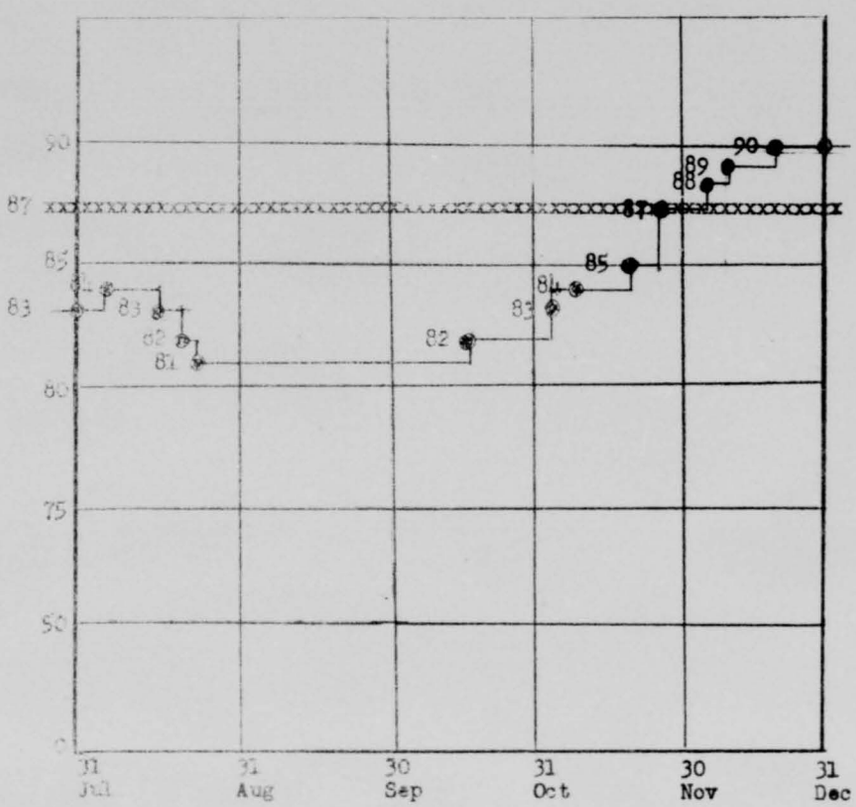
——Total Assigned

RESERVE MANNING
AIRMEN

1 Jul - 31 Dec 65



xxxxxxTotal Authorized (87)
------Total Assigned

Unit Budget

Call for FY 66-1 Financial Plan Revision was received on 3 Aug 1965. Estimate was submitted on 27 Sep 1965 reflecting total requirements of $336,818, apportioned as follows:

Civilian Pay	$ 285,463
Civilian Benefits	22,545
TDY & Travel	7,430
Motor Vehicle Rental	180
Transportation of Household Goods	850
Communications	1,861
Printing	25
Misc. Contractual Services	1,600
Supply	16,864

Allotment in the amount of $163,000 was received 17 Nov 1965 to meet obligations for 1st and 2nd Qtrs FY 66. Additional allotment was requested and received 13 Dec 1965 in amount of $1,645; total allotment for 1st and 2nd Qtrs was $164,645. AF-C31 report for period ending 31 Dec 1965 showed total commitments of $164,622.79 leaving a balance of allotment in amount of $22.21.

The call letter for FY 1967/68 Financial Plan/Budget Estimate was received 15 Dec 1965, with due date of 10 Feb 1966.

FY 66-1 Revised Approved Financial Plan was not received prior to end of this reporting period.

III. MISSION TRAINING

Operations & Training

The greatest single activity accomplished during the period was annual summer encampment which was again performed at Elmendorf AFB, Alaska, in July.

175:55 hours of flying and 175 hours of ground training were accomplished. Squadron reaction time to actual alerts was exceptionally good and the training accomplished, as in all periods of concentrated activity, resulted in a marked increase in squadron capability. Productive support for the Air Force was realized through mission accomplishment and a creditable amount of upgrade training was completed.

In September, three pilots were recruited and one scheduled for HU-16 school at Eglin AFB, Florida, in October. The General Inspection was scheduled but postponed by ARS.

In October, the existing ART vacancy in standardization was tentatively filled with the acceptance of the position by Major A. Milana from Memphis, Tennessee.

The General Inspection was rescheduled for the October UTA, 12 - 17 October 1966, and the results were satisfactory but much improvement was indicated as necessary, especially in manning and aircrew standardization.

A strip alert was performed in October, with no sorties flown, in support of an ADC exercise.

In November, the ARS Hq Standardization/Evaluation Team arrived and wiped us out. Three pilots and two radio operators had to be requalified and this was accomplished by the end of the month with the exception of one pilot who was requalified early in December. Major Milana accepted a position with FAA so the Standardization Pilot ART position remained vacant. One pilot attended HU-16 school at Eglin AFB and one started local upgrade transition training in the unit.

December showed some good progress in the areas of FM training and standardization, primarily because of the efforts of the Advisors who expended every effort to compensate for our vacancies and shortages.

After operating with only one IP/FE, and that one a Reserve pilot who had a heavy commitment on his time by his employer, it was a real relief to gain a qualified IP in the Air Advisor. When the ART Ops Officer also was upgraded to IP/FE following summer encampment, the major limiting deficiency was solved and the prospects for maintaining aircrew readiness and conducting upgrade training looked more promising.

Toward the end of the year, things picked up as all personnel, ART and Non-ART, made special efforts toward increased effectiveness. Recruiting activities helped with the acquisition of several needed bodies in key Reserve slots.

The new First Sergeant quickly made his presence known in the administrative support area, and the arrival of a well qualified Instructor Pilot in December to take hold of the Stan Eval program should further improve the unit's capability to perform properly.

The lack of availability of qualified personnel in the Pilot and Radioman aircrew positions was a serious obstacle in the struggle for a C-1 condition. However, a small net increase in aircrew manning is expected to gradually overcome our one remaining serious problem.

For the 8th consecutive year, this unit was the recipient of the MAC Flying Safety Award, which is a source of great pride to all members and serves to remind everyone of the importance of constant vigilance in the areas of flight and ground safety. It also points out the fine degree of performance of the support personnel of this unit as well as that of the aircrews.

The squadron maintained a C-2 rating during the reporting period and on the last day of the year, the status of operationally ready personnel was as follows:

RCC	6
1st Pilot	3
Navigator	6
FM	6
RO	4
PJ	6

During the reporting period, the unit recorded a total of 696 hours flown. Training accomplished was:

Total Landings	774
Total Instrument Approaches	416
Total Water Landings	430

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance Control

The following figures were extracted from the 1-AF-A1 Report for the reporting period:

A/C possessed hours:	17,424
Unscheduled Mtn hours:	1,216
Phase Inspection hours:	1,049
Awaiting Maintenance:	71
TCTO hours:	4
Total Flying hours:	767.1
Avg hours per A/C	28.07
Operationally ready:	81.36
NORS:	34.39
No. NORS items:	10 ea

During the month of August, Brig. General Gibbs, Commander, Sixth Air Force Reserve Region and his staff visited 304th maintenance facilities.

MSgt George Stubbs, the ARS Advisor assigned this squadron, returned from Eglin Field, Florida 18 August after attending the HU-16B Flight Engineer Course at Eglin.

14 October 1965, the inspection team from Hq ARS arrived to conduct a general inspection of this unit.

The last day of November, a retirement party was given for Mr. Roy Miller. Roy vacated the Radio-Radar Repair position (technician in the capacity of status quo) which he had filled since the organization began. Mr. Miller completed more than 34 years of military and civil service time combined. The communication section regretted the loss of a most capable man in his field of work.

On 11 December 1965, aircraft 51-5293 departed P.I.A., Oregon for IRAN facilities located at Harlingen, Texas, with Major Brookshier (ART), Major Koenig (Reserve) and SSgt Adams (ART) as ferry crew.

Aircraft 51-7195 arrived on 23 December 1965 from IRAN with the same ferry crew that ferried aircraft 51-5293 returning to P.I.A.

An organization buffet lunch was sponsored by the supervisors of the 304th on 23 December for all assigned technicians. A good time was enjoyed by all in attendance.

The Maintenance section acquired a new tractor towing (Ford manufacture) and lost the 1 ton Ford truck. The truck was replaced with a Ford Econoline.

Maintenance personnel submitted four suggestions during this reporting period:

Mr. Norman R. Adams submitted a suggestion for installation of straps on the head piece of the radio receiver headset for the purpose of hanging the headset up. The suggestion greatly reduces the possibility of damage from heavy objects being placed on them in seats or on the floor and eliminates the possibility of the head set being stepped on or misplaced.

Mr. Richard A. Porter submitted a suggestion for a switch guard on the starter switch to prevent someone from bumping the switch inadvertently.

Mr. Hamman suggested a tool for the purpose of retaining the snap ring in position in the hub of the propeller during propeller removal. Mr. Hamman also suggested that all bow pendent lines be laced with neoprene lacing in lieu of the cotton cord. The lacing reduces the number of replacement requirements greatly.

Quality Control

This section reported the following TCTOs for this reporting period:

T.O. 1U-16(H)-522	Inspection of Landing Gear Retraction Lug.	
51-0471	Date Completed:	16 Aug 1965
51-5293		16 Aug 1965
51-7185		16 Aug 1965
51-7155		16 Aug 1965

T.O. 12R5-2ARN18-503 Modification of AGC and Flag Alarm Circuits, ARN-18

51-5293	Date Completed:	16 Nov 1965
51-7155		23 Nov 1965
51-7185		22 Nov 1965

Quality Control performed 10 spot checks with approximately 12 discrepancies per inspection.

Material Control

The Material Control (Supply) Section continued to support the squadron in a satisfactory manner. The aircraft NORS rate was 7.3% for the past quarter due to 8 NORS grounding items being required by the Maintenance Department.

The Unit Mission Equipment was 91.4% complete with the major shortages still being life rafts.

Host Base BEMO has continued to satisfactorily support the unit flying personnel with flight clothing requirements.

The Air Reserve Technician personnel changes of the loss of SSgt Paul F. Miller on 2 Jul 1965 and the addition of SSgt Virgil L. Pierce on 3 Jul 1965 were the only gains and losses during this reporting period.

At the end of the reporting period, five HU-16B aircraft were possessed and authorized. Aircraft No. 71-7195 was received on

23 December 1965 to increase the total number of aircraft assigned to five for the first time since March 1962. Previously assigned aircraft remaining in unit possession were: 51-0471, 51-5293, 51-7155 and 51-7185.

Facilities

The facilities of the unit remained the same during this reporting period. Buildings occupied were:

Bldg No.	Use
765	Flight Line
766	Maintenance Control, Quality Control, Materiel Control, Instrument Electrical, and Communications
769	Specialist Shop
731	Administrative Offices and Operations
732	Hangar and Chief of Maintenance
702 (680 Sq Ft)	A-2 Warehouse

In addition, the unit utilized a portion of Bldg 402 for Arms storage, 780 Equipment was stored in Bldg 1508 and 3,000 sq ft of leased off-base warehouse space was used.

V. COMMUNITY RELATIONS AND INFORMATION

Community Relations

Only one event of a community relations nature was carried out during the reporting period.

On 25 Sep 1965, SSgt Evan Hale, a pararescue technician, gave a survival presentation to a group of about 40 YMCA Indian Guides and their fathers at YMCA Camp Collins near Portland.

Information

Actual search and rescue activities resulting from our second annual summer encampment at Elmendorf Air Force Base, Alaska, attracted considerable news media interest in both Oregon and Alaska. (Exhibit 1).

Sixteen home town news releases were sent to local newspapers of squadron personnel.

Copies of news photos and stories of all Alaska activities were provided to the information office of the Alaskan Air Command for coordination and for use by the Elmendorf Base paper, "The Sourdough Sentinel." (Exhibit 2).

The Elmendorf Base paper provided excellent coverage of our arrival and subsequent rescue activities. (Exhibit 3).

The emergency airlift of an injured Alaskan youth to Anchorage medical facilities and the sighting of a lost private float plane generated extensive local news coverage and was carried in the Pacific Northwest press. (Exhibit 4).

An arctic familiarization flight to Point Barrow was also of news interest. (Exhibit 5).

Releases were printed on mimeograph equipment made available by the Operations section, which proved to be adequate. Photo support was good as the NCOIC of the Operations section handled all photo requirements with equipment borrowed from P.I.A., Oregon facilities.

Elmendorf Air Force Base made supporting photo facilities available. The base would also provide a photographer with adequate advance notice.

Due to CONAC Sup 1 to AFR 190-13, 19 Oct 1964, the squadron had to obtain, through channels, permission of USAF to transport Mr. Virgil Hughes of the Camas, Washington Post-Record with us to Elmendorf. (Exhibit 6).

Permission was obtained with a minimum of additional effort and Mr. Hughes traveled with us to Alaska. He provided excellent local coverage of our active duty activities. (Exhibits 7 and 8).

Lt Colonel John A. Forsythe, squadron commander, was a special guest of the Salem Area Chamber of Commerce at a luncheon honoring General J. P. McConnell, Chief of Staff, USAF, on 11 Nov 1965 (Exhibit 9).

Special recruiting releases were distributed to local news media in December 1965 as a squadron program of increased recruiting activity was initiated to fill a number of additional aircrew position openings made necessary by assignment of additional aircraft to the unit. (Exhibits 10, 11, 12, 13, 14).

LIST OF EXHIBITS

Exhibit No. 1	Newspaper article concerning Rescue mission
Exhibit No. 2	Newspaper article covering unit's departure from Portland International Airport, Oregon to Elmendorf AFB, Alaska
Exhibit No. 3	Newspaper articles published in "Sourdough Sentinel" concerning arrival of the unit at Elmendorf AFB, Alaska and the unit's rescue operation .
Exhibit No. 4	Newspaper article concerning mercy airlift performed by unit during summer camp
Exhibit No. 5	Newspaper article concerning the drama of Point Barrow and unit's flight there
Exhibit No. 6	Copy of message from 6 AFRR requesting permission for unit to transport Mr. Virgil Hughes with unit to Elmendorf AFB, Alaska
Exhibit No. 7	Newspaper article concerning unit written by Mr. Virgil Hughes after unit returned from summer encampment and picture of Mr. Hughes boarding unit aircraft.
Exhibit No. 8	Picture of some of the squadron's supply and maintenance personnel
Exhibit No. 9	Invitation for Col Forsythe to be special guest at luncheon honoring General McConnell
Exhibits No. 10, 11, 12, 13 and 14	Recruiting releases distributed to local news media

SURVIVE LIGHT PLANE CRASH

Overnight Hunt Locates Trio On Kenai Peninsula

Two Anchorage pilots and a woman passenger were picked up by Air Force helicopter today at the scene of the crash of their light plane on the Kenai Peninsula.

The trio — who apparently escaped serious injury — had been the object of a widespread aerial search after their plane vanished Monday evening following take off from Anchorage.

Aboard the missing plane were Ronald Bergt, pilot-owner; Robert McKinney, instrument instructor; and Mrs. John Gillespie, all of Anchorage.

Bergt, an employe of Western Steel Buildings here, was taking an instrument training flight. McKinney, the instructor, is a co-pilot for Pacific Northern Airlines.

The missing craft was spotted about 10:30 a.m. today, by an Air Force Plane from the 304th Air Rescue, nosed over in the Moose Point area on the Kenai Peninsula about 40 air miles southwest of Anchorage.

The rescue plane radioed back to Elmendorf that two persons were standing near the crashed aircraft. The third member of the party was spotted a short time later walking near the point.

An Air Force helicopter was dispatched to the scene and radioed that the trio had been picked up at about 11:35 a.m. for the return flight to Anchorage.

The plane, a Cessna 180 on floats, had taken off about 8 p.m. from Lake Hood.

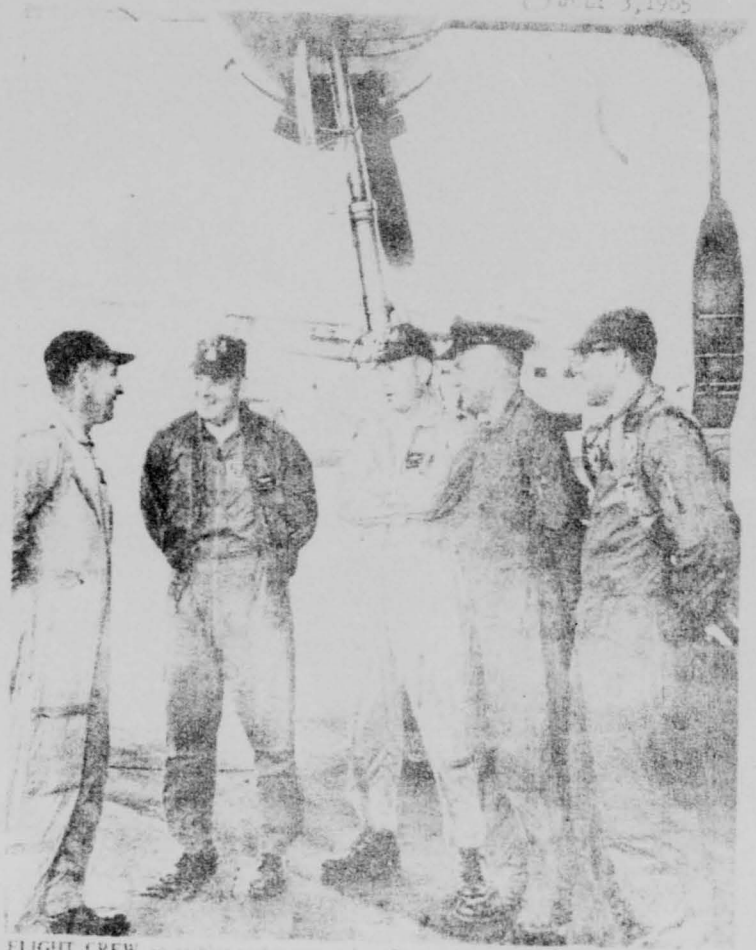
The Air Force said no flight plan was filed but the plane was observed heading north. The flight had been expected to last about one hour and when the craft had not returned by midnight the rescue center was notified.

The 304th Air Rescue Squadron — a Portland, Ore. Air Reserve group on two-week training duty here — was alerted and sent aloft an HU16 Albatross for a night search. The plane searched a wide area without results returning to Elmendorf this morning.

This morning the Anchorage Civil Air Patrol squadron put aloft four light planes and an observation plane from Elmendorf also entered the search. Additional planes from the Kenai and Soldotna CAP squadrons also helped in the search.

Alaska Beckons Oregon Men

SEP 3 1965



FLIGHT CREW

Portland Reservists Go North

U.S. Air Force—Aerospace Power For Peace

Sourdough Sentinel

An Award Winning Newspaper

Published by Anchorage Printing Company, Inc., a private firm. Opinions expressed herein by the publishers and writers are their own and are not to be considered an official expression by the Department of the Air Force. The appearance of advertisements in this publication does not constitute an endorsement by the Department of the Air Force of the products or services advertised. The Sourdough Sentinel is an unofficial newspaper published weekly in the interest of Elmendorf AFB and Alaskan Air Command personnel.

Vol. 6, No. 27 ANCHORAGE, ALASKA Friday, July 9, 1965

THE OREGON JOURNAL, FRIDAY, JULY 16, 1965

Portland Plane Aids In Rescue

An airplane from the 304th Air Rescue Squadron based in Portland and on two weeks' active duty in Alaska, this week completed a successful rescue operation which involved three Anchorage residents.

The three persons were recovering from minor injuries after their light float plane apparently had crashed on takeoff at Moose Point in the Kenai Peninsula, according to aircraft commander Maj. Robert Keenig, Woodburn, who first sighted the wreckage.

Maj. Keening radioed the craft's location to other search units. Airlifted from the crash site by an Elmendorf Air Force Base helicopter were Ronald Berg, pilot, and passengers Robert McKinney and Mrs. John Gillespie.

Members of Maj. Keenig's crew include copilot Maj. Charles Williams, 1830 NE 141st Ave., Portland; radio operator Sgt. Wolfgang C.M. Schudawa, 4015 SE 149th Ave.; flight engineer S.Sgt. Patrick Y. Riggs, 16715 NE Couch St., and spotter S.Sgt. Harold O. Knudsen, Troutdale.

One 304th rescue plane participated in a brief air search in the Fairbanks, Alaska area, but the missing plane was spotted by other searchers.

304th Arrives To Take Active Duty Training

More than 100 Air Force reservists from the Portland, Ore., area are currently undergoing their annual active-duty training at Elmendorf for the second consecutive year.

The 304th Air Rescue Sq's four HU16B Grumman Albatross rescue aircraft flew from Portland International Airport to Elmendorf, via Annette Island, according to unit commander, Lt. Col. John A. Forsythe.

Maintenance, supply and other support personnel and equipment were lifted north aboard two C-124 Globemasters from 442nd Troop Carrier Wing (Reserve) at Richard-Gebaur AFB, Mo.

The unit's 1500 mile move to Alaska involves 27,500 pounds of cargo and is the eighth summer encampment since the unit was organized at Portland in 1957.

The active duty training is part of the 304th's mission to be immediately available in case of national emergency and to provide search and rescue recovery in support of other Air Force units.

During its 1964 assignment at Elmendorf, the 304th participated in five major missions, including three rescue assignments and one mercy mission.

Professional response of a crew to an in-flight emergency near Kodiak last year drew praise from MATS Commander, Gen. Howell M. Estes Jr.

EXHIBIT # 3

Reserve Unit Performs Mercy Mission

July 16, 1965

Critically Injured Youth Airlifted to Anchorage Hospital

A critically injured native Alaska youth was airlifted from Gulkana to medical facilities in Anchorage this week, aboard a 304th Rescue Squadron (Res.) aircraft.

Larry Gregoriess, 22, was injured severely in a traffic accident at Gulkana, 100 miles northeast of Elmendorf Air Force Base where the 304th is currently on two weeks active duty. His car struck a moose.

The mercy lift request was made by the USAF Rescue Coordination Center at Elmendorf AFB. A reserve crew, made up of members of the Pacific Northwest Squadron, was airborne within one and a half hours after the 3 a.m. scramble call.

Medical officials in Gulkana requested the airlift so that Gregoriess could receive proper care at the native hospital in Anchorage.

Two medically-trained para-rescue technicians accompanied the flight to administer first aid and oxygen to the injured man during the flight. They were A2C James L. Cramer, 2043 Onyx Ave., Eugene, Ore.; and A1C John A. Rohr, 7505 Carolina Lane, Vancouver, Wash.

The 304th will depart here July 17, when the 100-man unit will return to its permanent station at Portland Air Force Base. The rescue squadron consists of four HC16B Grumman Albatross aircraft.

Other mercy lift crew members included aircraft commander Robert Koenig, Woodburn, Ore.; co-pilot Richard Armony, 13305 SW Havencrest, Beaverton, Ore.; navigator James G. Justin, 310 Shreveport Way, Vancouver Wash.; flight engineer Larry G. Stivers, 748 SE 112th Ave., Portland, Ore.; and radio operator Walter L. Jones, 3122 SE Tibbetts St., Portland, Ore.

Dramas Of Point Barrow Are Not Forgotten

By VIRGIL HUGHES

To those forty years of age and younger the name Point Barrow, Alaska, means little. But to those over forty the name brings back memories of headlines that wrote a great chapter in American history. For it was at this outpost of the North American continent that Admiral Byrd based his camp for his historic assault on the North Pole one thousand and eighty miles away. It was here that two of the most famous men in American history, Wiley Post and Will Rogers, lost their lives thirty years ago as they were trying to take off in the "Winnie Mae," the plane in which Post had recently completed the first flight around the world.

Yes, this far north pinpoint of land, now a link in the radar defense system of the North American continent, is a place where Eskimos continue to live as they did a hundred years ago harpooning seals and walrus, traveling via the dog sled route and deriving their livelihood from the ice flows of the Arctic Ocean. It is also a place where the U. S. Government is undertaking a program of Arctic research in weather and other geological phases that will benefit and help you more to understand the land near the top of the world.

It was this writer's privilege to spend the two weeks of July 3 to July 17 with the 304th Air Rescue Squadron of the Portland Air Base in Anchorage, Alaska, where they received rugged training in the land of cold and gold, constantly participating in the search of crashed air craft and rescue of their victims.

Also it was during this training program that this writer was aboard one of the Squadron's HU 16 Albatross land and sea planes that flew to Point Barrow, Alaska on a rescue survey flight with the commander of the squadron Colonel Jack Forsyth as pilot and Colonel Bud Hohenschuh as co-pilot. Both men knew that with the darkening of war clouds the area over which we were flying could well be the next battlefield of a terrible war. If so, the 304th Air Rescue Squadron would again be flying over the mountainous, bitter cold, death-dealing part of North America on missions of mercy to rescue shot down pilots and flight crews, to drop the Squadron's trained medics to give aid to the wounded and suffering and to back up the fighting forces.

Also aboard the plane was Lt. Colonel James E. Benton of the Continental Air Command, Robbins Air Force Base, Georgia.

They Jump to Save Lives



PARAMEDICS of the 304th Air Rescue Squadron of Portland Air Base try out jump gear during recent maneuvers in the Arctic. From left are William Lambie, John Rehr, Tim Doyle and James Cramer.

Exhibit #5

304

PTTU JAW RUWJEWA1496 1671723-UUUU--RUWMBVA
ZNR UUUUU
P 161700Z
FM 6AFRR HAMILTON AFB CALIF
TO RUKDAG/AAC
INFO RUWTMDA/CONAC
RUWMBVA/304AIRRESCSQ PORTLAND INTL APRT OREG
BT
UNCLAS 01 00205 JUN 65
FOR AAC 01. INFO CONAC 01, 304 ARS 01. SUBJ: NON-LOCAL TRAVEL OF NEWS MEDIA PERSONNEL. OSAF HAS APPROVED NON-LOCAL AIRLIFT OF MR VIRGIL HUGHES, CAMAS, WASHINGTON NEWSMAN, ABOARD AIRCRAFT TRANSPORTING 304 AIR RESCUE SQUADRON (RESERVE) TO SUMMER ENCAMPMENT AT ELMENDORF AFB, ALASKA, DURING PERIOD 3-17 JULY 65 SUBJECT TO PRIOR COORDINATION OF YOUR COMMAND. MILITARY TRAVDL FOR MR. HUGHES IS AN INTEGRAL PART OF THE NEWS STORIES TO BE COVERED. MR. HUGHES HAS ACCOMPANIED THIS UNIT TO ITS SUMMER ENCAMPMENTS FOR THE PAST THREE YEARS AND HAS DONE AN EXCELLENT JOB OX REPORTING THE UNITS ACTIVITIES TO THE PUBLIC. REQUEST THE COORDINATION OF YOUR COMMAND.
BT

NNNN

Exhibit #6

Men Of 304th Air Rescue Training In Frozen Artic

J 7 21, 62

Confident Plane Jockey



MAJOR ROBERT KOENIG, pilot, seems pleased as he studies a flight manifest before taking off for points above the Arctic Circle.

By VIRGIL HUGHES

Alaska, the Call of the Wild, color, adventure, romance.

How many of us can react to the soul stirring emotional feelings these words once brought to the readers of Jack London stories of the gold fields, telling of heart tearing miseries, joy and complete exhilaration that once was the reward of the strong and intrepid who chanced to go forth into the cold, treacherous, bleak, Northern unknown?

Are the above lines descriptive of a by-gone age. Have the days of red blood and untamed spirit gone? Have we let the knowledge of missiles, moon shots, and men orbiting around the earth lure us into the belief there is no need for the rugged ground and air defense of our country?

Perhaps the "let George do it" attitude applies to many who crawl into their little self centered worlds to experience fear, frustration and indecision that only a lack of interest can bring.

The men of the 304th Air Rescue Squadron, based at the Portland Air Base Portland, Oregon, show no signs of these weak and apathetic feelings.

They are men who realize the next horrible conflict, spread from man's emotions, greed and conflicting thoughts could well be decided in the rugged lands of the cold north.

They are part-time soldiers, sometimes fondly called "weekend warriors," dedicated to the cause of defense of our great nation. They could well be called Minute Men for they are ambitious farmers, mill workers, and professional workers such as bankers and lawyers who spend two weeks of their time every Summer to train in radio, electronics, supply, aircraft maintenance and the actual flying of huge aircraft capable of landing on sea or land.

The men of the 304th are not trained to kill but to save lives, to give mercy support to those who do go into battle. Their squadron has been highly trained in survival first aid and medical application ready to jump to the aid of downed pilots and flight crews, command personnel who understand the operations of a rescue squadron and many others trained in the phases that it takes to keep a rescue squadron in operation.

The squadron recently returned from a two week training program in the Arctic.

To Top of World



VIRGIL HUGHES, Post-Record armed forces reporter, climbs aboard the plane that took him to Point Barrow and other arctic points with the 304th Air Squadron in mid-July.

Exhibit #7

They Keep Operation Operating



S/SGT. WELCH, Airman Second Class Vanderzanden and S/Sgt. Guest (from left) maintain strict vigilance over maintenance and supply for the 304th. The squadron recently spent two weeks in northern Alaska.

Exhibit A-8

EM AREA CHAMBER of COMMERCE

220 COTTAGE ST. N.E.
POST OFFICE BOX 231
Telephone Area Code 503: 581-1466
SALEM, OREGON 97308

October 25, 1965

Lt. Colonel John A. Forsythe
Commander, 304th Air Rescue Squadron, USAFR
Portland Air Force Base
Portland, Oregon

Dear Colonel Forsythe:

You are cordially invited to be our special guest at a luncheon honoring General J. P. McConnell, Chief of Staff, United States Air Force, on Thursday, November 11, 1965, at 12:30 p.m. at the Kopper Kitchen North restaurant, 3400 Portland Road, Salem, Oregon.

We hope you will take this opportunity to come and meet General McConnell, who is appearing in Salem in observance of Veteran's Day.

Sincerely,

Dewey W. Rand, Jr.
Chairman, Military Affairs Committee
Salem Area Chamber of Commerce

R.S.V.P.

RECRUITING OFFICE
304TH AEROSPACE RESCUE AND RECOVERY SQUADRON (RES)
Portland International Airport
Portland, Oregon 97218

RADIO SPOT ANNOUNCEMENT ESTIMATED TIME: 30 SECONDS

ON SOME WEEKENDS, AIR CREW MEMBERS OF THE 304TH AEROSPACE AND RECOVERY SQUADRON SPEND THEIR [illegible] ON LAKE WASHINGTON NEAR SEATTLE OR PARACHUTING INTO DROP ZONES AT MC MINNVILLE. IT MAY BE DIFFERENT THAN MOWING THE LAWN OR WATCHING A SPORTS EVENT, BUT AIR FORCE RESERVISTS WHO BELONG TO THE SQUADRON, DO IT TO REMAIN READY. OF COURSE THEY ARE COMPENSATED FOR THEIR TRAINING WITH FULL RESERVE PAY AND BENEFITS. FIND OUT ABOUT IT BY CALLING 288-3611, EXTENSION 401.

##################

EXHIBIT 7, 12

RECRUITING OFFICE
304TH AEROSPACE RESCUE AND RECOVERY SQUADRON (RESERVE)
Portland International Airport
Portland, Oregon 97218

RADIO SPOT ANNOUNCEMENT ESTIMATED TIME: 30 SECONDS

MR. AND MRS. JAMES FINNEGAN OF ANCHORAGE, ALASKA, OWE THEIR LIVES TO THE TRAINING AND DEDICATION OF THE MEN OF THE 304TH RESERVE AEROSPACE RESCUE AND RECOVERY SQUADRON OF PORTLAND. DURING A ROUTINE TRAINING FLIGHT IN A REMOTE ALASKA AREA, A 304TH AIRCREW SPOTTED THEM NEAR THE WRECKAGE OF THEIR LIGHT AIRPLANE AND DIRECTED A SEA RESCUE VESSEL TO THEIR CRASH SITE. THE PORTLAND AIR FORCE RESERVE UNIT NEEDS MORE LIVESAVERS. TO FIND OUT IF YOU QUALIFY, CALL 288-5611, EXTENSION 401.

# # # # # # # #

EXHIBIT #11

RECRUITING OFFICE
304TH AEROSPACE RESCUE AND RECOVERY SQUADRON (RESERVE)
Portland International Airport
Portland, Oregon 97218

RADIO SPOT ANNOUNCEMENT ESTIMATED TIME: 30 SECONDS

TO MEET THE NEEDS OF ITS EXPANDING AIR FORCE RESERVE MISSION, THE 304TH AEROSPACE RESCUE AND [illegible] IS SEEKING PILOTS TO BECOME A PART OF THE AIR RESCUE TEAM. THE PORTLAND-BASED UNIT HAS BEEN SAVING LIVES IN THE PACIFIC NORTHWEST SINCE IT WAS ORGANIZED IN 1957. RESERVE AIR CREW MEMBERS RECEIVE FLIGHT AND TRAINING PAY AND RETIREMENT BENEFITS. IF YOU ARE A FORMER AIR FORCE PILOT, YOU MAY QUALIFY. FOR FURTHER DETAILS CALL THE 304TH AT 288-5611, EXTENSION 401.

# # # # # # # # # # # # #

RECRUITING OFFICE
304TH AEROSPACE RESCUE AND RECOVERY SQUADRON (RESERVE)
PORTLAND INTERNATIONAL AIRPORT
PORTLAND, OREGON 97218

RADIO SPOT ANNOUNCEMENT ESTIMATED TIME: 60 SECONDS

SAVED A LIFE LATELY? EACH YEAR SINCE 1957, AIR FORCE RESERVISTS OF THE 304TH AEROSPACE RESCUE AND RECOVERY SQUADRON HAVE TAKEN THEIR RESCUE KNOWLEDGE AND PROFESSIONAL SKILLS TO THE AID OF PERSONS WHO NEEDED HELP. AN EMERGENCY FLIGHT OF A MIRACLE DRUG, A MERCY LIFT OF AN INJURED PERSON, A SUCCESSFUL SEARCH FOR A MISSING AIRCRAFT ARE EVENTS THAT HAVE BEEN INCLUDED IN THEIR FLYING DIET. NOW, AS THE PORTLAND UNIT IS PREPARING FOR AN EVEN BIGGER RESCUE ROLE IN THE PACIFIC NORTHWEST, IT IS SEEKING PILOTS AND OTHER RESCUE TEAM MEMBERS. TO TAKE ADVANTAGE OF THE TRAINING, PAY AND OTHER BENEFITS OFFERED BY THIS UNIQUE AIR FORCE RESERVE SQUADRON, FORMER COMMISSIONED AND ENLISTED MEMBERS OF THE U. S. MILITARY ARE URGED TO CALL 288-5611, EXTENSION 401, AT PORTLAND AIR FORCE BASE. YOUR SKILLS MAY BE NEEDED TO SAVE A LIFE.

# # # # # #

EXHIBIT #13

RECRUITING OFFICE
304TH AEROSPACE RESCUE AND RECOVERY SQUADRON(RESERVE)
Portland International Airport
Portland, Oregon 97218

RADIO SPOT ANNOUNCEMENT ESTIMATED TIME: 60 SECONDS

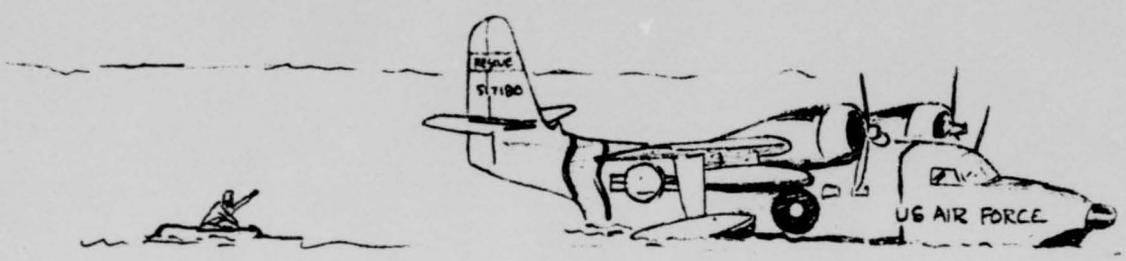
FROM BERMUDA TO ALASKA, THE 304TH AEROSPACE RESCUE AND RECOVERY SQUADRON HAS BEEN FLYING MISSIONS TO KEEP OTHERS ALIVE. TO MAINTAIN ITS IMPORTANT LIFESAVING ROLE, THE 304TH NEEDS PILOTS AND AIRBORNE RADIO OPERATORS AS CREW MEMBERS FOR ITS GRUMMAN ALBATROSS RESCUE PLANES. BECAUSE THE 304TH IS THE ONLY AIR FORCE RESERVE RESCUE SQUADRON IN THE PACIFIC NORTHWEST, IT IS RECEIVING ADDITIONAL AIRCRAFT TO MAINTAIN ITS EXPANDING NEEDS. AIRCREW TRAINING INCLUDES WATER LANDINGS AND TAKEOFFS AND DELIVERY OF PARARESCUE PERSONNEL AS WELL AS STANDARD FLIGHT PROCEDURES ON LAND. FORMER PILOTS, INCLUDING MEN HOLDING THE RESERVE RANK OF MAJOR AND LIEUTENANT COLONEL, MAY QUALIFY. ALTHOUGH THE ACTIVE AIR FORCE IS LEAVING PORTLAND AIR FORCE BASE, THE 304TH WILL CONTINUE ITS OPERATIONS THERE. IF YOU WANT TO BE A RESCUEMAN, CALL 288-5611, EXTENSION 401.

###############

30[illegible]th AEROSPACE RESCUE AND RECOVERY SQUADRON

HISTORY

1 JANUARY ~ 30 JUNE 1966



RCS AUDS

HISTORY OF

304TH AEROSPACE RESCUE & RECOVERY SQ (RES)

Portland International Airport

Portland, Oregon

1 January - 30 June 1966

RCS: AU - D5

SIXTH AIR FORCE RESERVE REGION

CONTINENTAL AIR COMMAND

APPROVED BY:

JOHN A. FORSYTHE
Lt Colonel, AFRes
Commander

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FOREWORD

For the first time since the creation of the 304th ARS at Portland International Airport, Oregon, there was a major change in host base jurisdiction.

During the reporting period, the ADC host was deactivated and the base was transferred to CONAC, with the 939th TCGp (Res) becoming the host to this unit. As detailed in other sections of this history, the transfer was accomplished smoothly with a minimum of problems arising. While fewer facilities are available in some functions under the CONAC "civilianized" concept, all major items for operation of the unit were still available.

Of outstanding significance was a June rescue mission in which two unit pararescue technicians jumped to a remote mountain crash site of a light civilian aircraft. While dodging falling rocks on a steep incline, the men removed a mother and her infant daughter from the wreckage and moved them to a helicopter pick-up site.

Physicians who later cared for the mother and daughter credited MSgt Eugene V. Ingram and SSgt Evan Hale for saving their lives. The rescued pair were pinned in the wreckage 48 hours before being located and removed.

Also during this period, two pararescue personnel were awarded their parachutist ratings after successfully completing a local U.S. Forest Service Smoke Jumper School. The unique qualification method is a continuation of a program initiated by this unit, with Air Force approval, in July 1962.

Manning expansion was initiated as the unit received an additional HU-16B for permanent assignment.

EDWIN K. ENGELSTAD
1st Lt, AFRes
Historian

I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

On 18 January 1966, official designation of the unit was changed to 304th Aerospace Rescue & Recovery Squadron.

Mission and Responsibilities

The mission of the 304th Air Rescue Squadron is:[4]

To organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense.

---

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization

The unit was redesignated to 304 Aerospace Rescue and Recovery Squadron on 18 Jan 1966 per Ltr DAF (AFOMO 512n) 12 Jan 1966, subject, "Redesignation of Air Rescue Squadrons to Aerospace Rescue and Recovery Squadrons."

The 304 ARRSq was reorganized effective 1 Jun 1966, per Hq CONAC Special Order G-52, 5 May 66. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

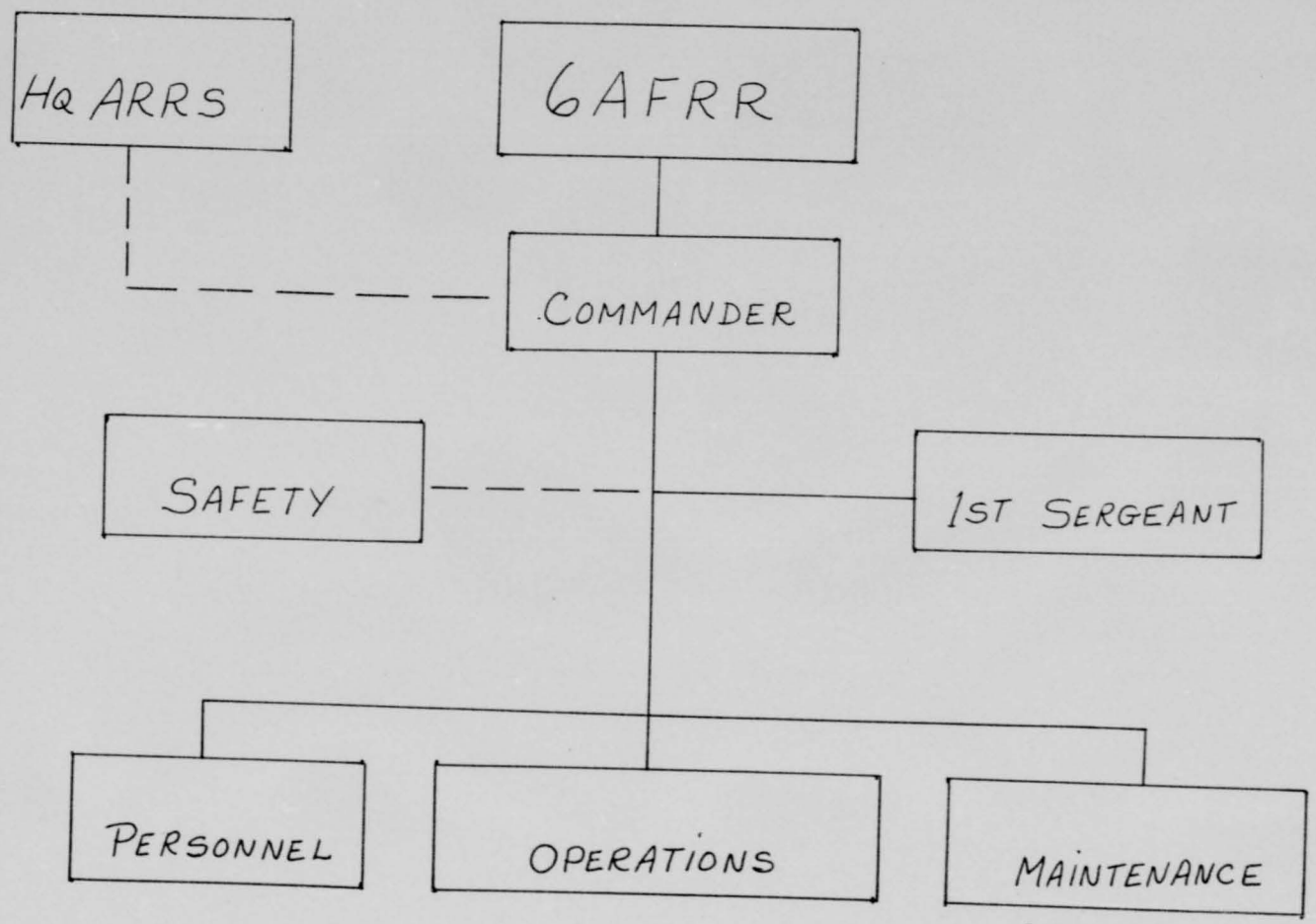
Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

On 1 Apr 1966, the 337th Fighter Group, Air Defense Command, was deactivated and ceased to function as the host base organization and the 939th Troop Carrier Group (CONAC) assumed command of the base.

Lt Col John A. Forsythe, FV 673134, remained Squadron Commander.


HQ ARRS
6AFRR
COMMANDER
SAFETY
1ST SERGEANT
PERSONNEL
OPERATIONS
MAINTENANCE

II. ROSTER OF 304TH ARRSq KEY PERSONNEL

NAME	TITLE	EXT
Lt Col John A. Forsythe*	Commander	400/401
Major James H. Barnard *	Ops & Training Officer	404/405
Major Taylor M. Brookshier*	Maintenance Officer	430/432
Major Clarence R. Mahan	Supply Officer	409
1st Lt. Edwin K. Engelstad	Personnel Officer	400/401
Mr. David D. Davidson (Status Quo)	A/C & Systems Gen'l F'man	438/435
SMS Leslie E. Dunbar*	A/C Comp Repair Foreman	438/435
MSgt Donald R. Beevers*	Flight Line Mech Foreman	411
MSgt Eugene V. Ingram*	Pararescue Technician	404/405
MSgt Arthur R. Morrison*	Radio, Radar Rpr Leader	410
MSgt Robert E. Powell*	A/C Materiel Controller	409
TSgt Felix J. McLarney*	NCOIC - Training	404/405
SSgt Jan A. Watkins*	Personnel Clerk	400/401
SMS Charles V. Jackson*	First Sergeant (Admin Ass't)	400/401

* ART

II. RESOURCES

Air Reserve Technician Element

As of 1 Jan 1966

	Authorized	Assigned
Officers	5	5
Airmen	29	26
Civilian	3	4
Status Quo	0	3
	37	38

As of 30 Jun 1966

Officers	5	5
Airmen	35	32
Civilians	5	4
Status Quo	0	2
	45	43

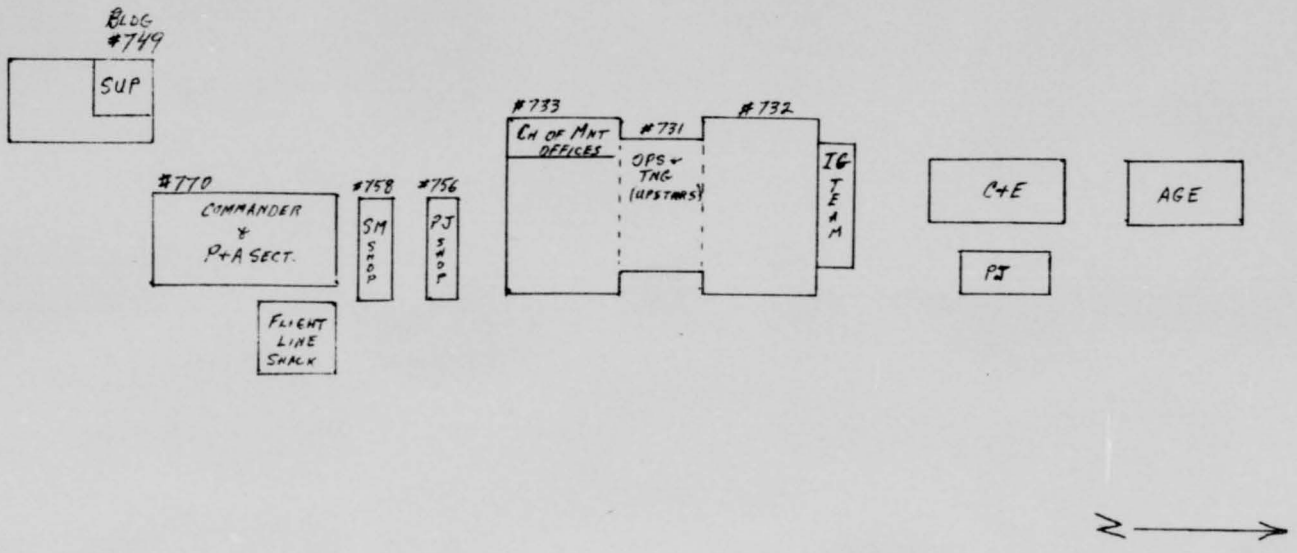
On 1 Apr 1966, Mr. Ross Welsick (Status Quo-Eng Mech) transferred to a civilian position with the 939th Trp Carr Gp on base. On 21 Mar 1966, Capt William S. Manning (Navigator-AR42) was reassigned to the 349th Trp Carr Wg at Hamilton AFB, Calif. Capt Robert I. Carter was reassigned from the Oregon ANG to our unit, filling the Navigator-AR 42 position on 11 Apr 1966. SSgt Roger A. Johnson vacated the AR 95 Hydraulic Mech position and was reassigned to an AR 63 Flight Mechanic position on 8 May 1966. SSgts John R. Alden, William L. Kinsey and A1C Gerry N. Skaurud joined the ART program as Engine

Mechanics (AR 76) on 11 Apr 1966, 4 Apr 1966 and 18 Apr 1966 respectively. SSgt Jack N. Glass was enlisted into the ART program as Flight Line Mechanic (AR 64) on 21 Feb 1966. SSgt Earl E. Edwards, a unit Reserve member, changed to ART (Flight Mech AR-63) on 21 Feb 1966. SSgt Phillip A. Sperl was enlisted to fill the Hydraulic Mech (AR95) position on 16 May 1966. Mrs. Carolyn McCarty was converted to career-conditional status as a CSC clerk in the Personnel Section on 6 Mar 1966. Mrs. Sally I. Hof vacated the clerk position in the Operations Section on 28 May 1966.

The Commander, Personnel and Administrative offices were moved from Bldg 732 to Bldg 770 in May 1966 thus beginning the exodus of many squadron sections from less adequate quarters to newly acquired areas vacated by the 939th Trp Carr Gp.

Reserve Manning

	Authorized	Assigned
As of 1 Jan 66		
Officers	25	28
Airmen	87	90
	112	118
As of 30 Jun 66		
Officers	34	31
Airmen	105	96
	139	127



ORGANIZATIONAL LAYOUT

Our 4/66 UMD authorized the increased manning noted above, and we were striving to attain 100 percent manning by the end of this reporting period. However, most of our gains were negated by losses, i.e., personnel moving from this area, failure to qualify for return to flying status, promoted out of position, etc.

Portland Air Base changed to a Reserve operated base on 1 Apr 66 with the deactivation of the 337 Fighter Group (AD). This presented many problems for our unit. The greatest impact that this had on our Personnel and Administration Section was that we had to find other sources to administer physical examinations and to attach and process individuals on their initial tours of active duty (Non-Prior Service).

Also during this period, the conversion over to a centralized personnel system was completed. In addition to maintaining the Field Personnel Records, the Air Reserve Personnel Center and AFAFC in Denver, Colo., took over preparation of all vouchers for Inactive Duty Training and an "off" Fiscal Quarter pay quarter was established.

The impact of increased flying activity in support of the Active Establishment was felt by the Administrative Section in the form of increased issuance of orders for active duty tours.

The following Non-Prior Service personnel entered(E) or completed (C) Basic Military Training and schools, as indicated, during this period:

AB Jack K. Valberg - ABR 43131A (E) 19 Feb 66

A3C Frank E. Anderson - ABR 70230 (C) 23 May 66

A3C Dennis B. Seibert - ABR 70230 (C) 17 Jun 66

2Lt Johnny L. Tyler - Officer Training School (C) 30 Mar 66

A3C Larry G. Haffner - AZR 92170 (C) 25 Feb 66

A2C Douglas J. Barnard - ABR 30131 (C) 24 Feb 66

A2C John P. Verd Jr. - ABR 30131 (C) 5 Feb 66

AB Duane A. Vandehey - ABR 43131A (E) 23 Apr 66

AB George L. Nielson-ABR 43131A (E) 14 May 66

The unit arranged for a class at the U.S. Forest Service Smoke Jumper School during May 66. Attending were personnel from the 301st and 303rd ARRSquadrons as well as two from the 304th. A1C William C. Harold Jr., and A1C Roger A. Maxfield (304th) received their parachutist ratings upon successful completion of the school. (Exhibits 5, 6 and 7).

TSgt James M. Clark (P&A Section) and SSgt John A. Rehr (Para-rescue Section) were voluntarily recalled to EAD.

AIR TRAINING COMMAND

United States Air Force

To all to whom these presents shall come ... Greeting.

Whereas

AIRMAN THIRD CLASS DENNIS B. SEIBERT
• AF19787417

Is awarded this certificate for

GRADUATING WITH HONORS FROM THE ADMINISTRATIVE SPECIALIST COURSE, ABR70230,
AT 3320TH TECHNICAL SCHOOL, USAF, AMARILLO AIR FORCE BASE, TEXAS.

Whereupon, by virtue of authority, this recognition is conferred this 5TH day of MAY in the year of our Lord one thousand nine hundred and SIXTY-SIX.

RAYMOND L. HEBERLING, Lt Col, USAF
Chief, Dept Admin and Sup Training

T. G. HARRIS, JR., Colonel, USAF
Commander, 3320 Technical School

ATC FORM [illegible], AUG 62

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AMARILLO TECHNICAL TRAINING CENTER (ATC)
AMARILLO AIR FORCE BASE, TEXAS 79111

REPLY TO ATTN OF: TS-DS

1 JUL 1966

SUBJECT: Letter of Congratulation

TO: A3C Dennis B Seibert, AF19787417
304 Air Rescue Sq

1. It is with utmost pleasure that I extend my personal congratulations to you for having attained the distinction of being an "Honor Graduate" from Course ABR70230, **Administrative Specialist.**

2. As a result of your outstanding academic accomplishment in this course of training, coupled with your record of excellent personal conduct while a student, you have earned the distinction of this "Honor Graduate" award.

3. Your achievement is a credit to your family and yourself, as well as to the United States Air Force. I have confidence that your demonstrated knowledge, professionalism, and initiative will be assets to you and the Air Force. I wish you continued success throughout your military career.

FOR THE COMMANDER

RAYMOND L. HEBERLING, Lt Col, USAF
Chief, Dept Admin and Sup Training

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3750TH TECHNICAL SCHOOL (ATC)
SHEPPARD AIR FORCE BASE, TEXAS 76311

DEPARTMENT OF AIRCRAFT MAINTENANCE TRAINING

REPLY TO ATTN OF: TSA

SUBJECT: Outstanding Achievement

TO: 304 Air Rescue Squadron
Portland Intl Aprt
Portland Oreg 97218

1. I am pleased to inform you that Airman Third Class John W. Anderson, AF19787407 who attended ABR43131A, Aircraft Mechanic, Reciprocating Engine Aircraft Course, from 8 September through 17 December 1965, attained a final course grade of 95 and was the outstanding student in his class.

2. This airman maintained an outstanding efficiency and conduct record while attending this course, and he should prove to be a valuable asset to your organization.

Warner M. Brundrett

WARNER M. BRUNDRETT, Lt Col, USAF
Chief, Dept Acft Maint Tng

1 Atch
Airman's Honor
Graduate Certificate

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3345th TECHNICAL SCHOOL (ATC)
CHANUTE AIR FORCE BASE, ILLINOIS 61868

REPLY TO ATTN OF: TSDT

9 December 1965

SUBJECT: Honor Graduate of Personal Equipment Specialist Course

TO: 304th Air Rescue Squadron

1. It is my pleasure to inform you that A3C Eugene F. Gott, AF19787412 assigned to your command, graduated from the AFSC 22230 Personal Equipment Specialist Course as an honor student.

2. Airman Gott completed the course with a final ATC standard score grade of 91 and while in technical training maintained an excellent efficiency and conduct record.

3. Although Airman Gott was commended for his outstanding performance in the course at the time of his graduation, I feel that you and his immediate commander should be made aware of his achievement.

DONALD C. BAUT, Lt Col, USAF
Chief, Dept of WSST

14 DEC REC'D

Unit Budget

The Call Letter for FY 67/68 Financial Plan Estimate was received during last historical reporting period and Estimate was submitted on 15 Feb 1966 with requirements as follows:

Civilian Pay & Benefits	$ 375,045
TDY & Travel	9,262
Part Time Veh Rental	180
Transp of Household Goods	1,295
Communications	2,421
Printing	25
Misc Contractual Svcs	730
Supply	24,860
Total	413,818

Transfer of accounting from McChord AFB, Wash., to 934 TCGp Minneapolis, Minn., was accomplished effective 31 March 1966, with our Annual Budget Authorization and Allotment apportioned to leave $207,489 at McChord AFB to provide for paid obligations for 1st, 2nd and 3rd Qtrs, and with $131,133 transferred to 304th for funding for 4th Qtr, FY 66 obligations.

This "split" accounting in FY 66 presented only minor problems and excellent cooperation from both McChord AFB and 934th TCGp Assisted 304th budget personnel to resolve any problems encountered.

Final status of funds for FY 66 as of 30 June 1966 showed total obligations in amount of $339,092.

Approved Financial Plan for FY 1967 was received on 28 June 1966 with funding apportioned by Hq CONAC as follows:

Civilian Pay and Benefits	$ 373,290
TDY & Travel	3,860
Communications	2,222
Printing	25
Misc Contractual Svcs	730
Supply	16,200
Total	$ 396,327

Conversion to a six-digit coding system for TDY & Travel was directed by Hq CONAC Ltr (CBU), 3 May 1966, "FY 67 Coding of TDY Data by Sub-Category".

CONAC Ltr (CBU) 28 Jun 1966, "FY 67-0 Approved Financial Plans," Atch 1, "Special Instructions" emphasized the importance of unit-level financial management efforts to monitor accounting records. It also emphasized that overtime costs must be closely controlled. Hq CONAC assumed responsibility for funding for Conferences and Meetings, therefore no TDY funds were issued to units in Approved Financial Plan, for that purpose.

III. MISSION TRAINING

Operations and Training

During the month of January, the squadron performed a training mission into the Alaskan area. The routine training and currency flights took place without any significant problems and as of the end of the month, all assigned personnel were current with 5 aircrews formed and 4 operationally ready.

Manning continued to be a problem of primary concern with the radio operator position being a limiting factor. The section was 100% manned but 2 personnel were students in training.

Through the efforts of the Air Force Advisor, considerable study material was obtained from the HU-16 school at Eglin AFB, Fla., and the squadron standardization section established a comprehensive ground training program for newly assigned (and further) pilots.

The operationally ready rate on assigned aircraft was good and there was good supply support of the flying schedule.

Pararescue section was 54.6% operationally ready.

In February, the pending host base closeout of active duty personnel began to affect the unit's operations since some key support personnel were transferred with no replacement.

The squadron benefitted greatly from a visit by Col Brooks, ARRS Commander who briefed on current status and future plans in ARRS.

With 5 pilots in transition and 3 radio operators, 3 pararescue and 1 flight mechanic under instruction, the primary efforts of the operations section were in the area of transition training.

One operationally ready pararescueman left for extended active duty and one student was upgraded to qualified pararescueman. One unit flight mechanic and the Air Force Advisor Flight Mechanic were upgraded to instructor.

In March, base supply support became a significant problem with the departure of more active duty personnel preceding closeout. The NORS rate of 7.9% began to affect scheduling and aircraft support. However, with the upgrading of the 5th radio operator, the squadron attained C-1 status.

One crew participated as instructors for the Idaho Air National Guard at Boise to assist the fighter unit in their survival training.

The ART Navigator transferred to Hamilton AFB on 21 March leaving a significant gap in the operations section.

April operations were basically a continuation of the emphasis on recruiting and training aircrews. 3 cop-pilots, 4 navigators, 1 flight mechanic, 1 radio operator and 3 pararescuemen were in training for aircrew positions and a new ART navigator was hired and sent to HU-16 school at Eglin AFB, Fla.

One crew was sent TDY to ferry an aircraft from Crestview, Florida to NAHA, Okinawa. (See Exhibit 4).

Good weather helped in the flying program and a zero NORS rate was a welcome assist.

At the end of the month, 2 crew members had been qualified. However, a pararescueman who had been grounded for some time with a broken leg was transferred from the section.

In May, 2 strip alerts and one search in support of the RCAF in the White Horse and Ft. Nelson area of Canada indicated an increased need for Reserve support of the active units. Flying training was intensive with 2 flight mechanics, 3 co-pilots, 1 radio operator and 4 navigators undergoing transition.

The ARRS Standardization team visited the unit 14 thru 21 May and was very helpful; commenting very favorably on the improvement of records in the Standardization area.

With 171.4 hours, 2 strip alerts and two extensive searches, June capped off a busy 6 months. Training continued to demand heavy emphasis and 2 pararescuemen completed jump school. 3 pilots were in transition training. However, transfer and retirement depleted the operationally ready aircrew ranks. (See Exhibits 5, 6 and 7).

Two aircraft with 12 squadron aircrew flew 14 sorties for 33 + 55 hours in support of the RCAF in Kamloops, Canada with the mission being sadly closed with no results. However, on 24 June 1966, the squadron's assistance was requested in a search for a light aircraft reported missing in Southern Washington. 3 sorties were flown by this unit and after the missing aircraft was located on Mt. St. Helens by an Army helicopter, 2 squadron pararescuemen jumped into a snowfield at the 5500 foot level. The jump was perfect and they effected the successful rescue of a young mother and her 4 month infant. A careful medical examination disclosed that the mother had a probable fractured spine. Using a litter, the men brought the mother and child out for helicopter airlift to a hospital. The attending doctor highly praised the efforts and precautions taken and successful recovery was the very praiseworthy result. (See Exhibits 8, 9, 10 and 11).

DEPARTMENT OF NATIONAL DEFENCE
ROYAL CANADIAN AIR FORCE

CANADA

MINISTÈRE DE LA DÉFENSE NATIONALE
AVIATION ROYALE DU CANADA

977-2 (SAR Gertz)
(OC RCC)

4050 West 4th Ave.
Vancouver 8, BC
4 July 1966

Commanding Officer
304th ARRS
Portland International Airport
Portland 18, Oregon 97200

Dear Sir:

As Officer Commanding the Pacific Rescue Coordination Centre, may I extend our sincere thanks and appreciation for the assistance rendered by you and members of your Squadron during SAR Operation Gertz.

Your provision of an aircraft greatly assisted our operation, particularly during the days when weather conditions placed the available search time at such a premium. In this regard, we wish to comment on the willingness of Major Barnard and his crew, appearing to fly as requested despite the hour, and perservering with the search as long as conditions would allow.

We are grateful indeed for this fine example of cooperation and would appreciate very much your passing along our thanks to those personnel involved.

Yours sincerely,

R.H. Strouts
Squadron Leader
Officer Commanding
Rescue Coordination Centre Pacific Area

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance

On 3 January 1966, Mr. Hamman received a suggestion award of $15.00 for wrapping the bow pendant cable with neoprene lacing. Use of the neoprene lacing has reduced maintenance requirements for wrapping approximately 75%.

Mr. Richard A. Porter received a $15 award for suggesting use of a safety cover over the engine start switch while the Aircraft is in maintenance dock or any time maintenance is being performed on the aircraft.

Aircraft 51-7180 arrived this station for permanent assignment to this unit from the 303rd ARRSq on 7 Jan 1966 at 1340 hours, with unit aircrew ferrying the aircraft.

On 19 January, aircraft 51-7185 departed this station for Alaska to survey the Jan 1967 encampment facilities.

On 21 Feb 1966, SMSgt Leslie E. Dunbar was detailed into the Maintenance Control position relieving Mr. Davidson from that position and assigning him to the Specialist Chief position for a six-month detail.

SSgt Jack N. Glass was accepted into an AR 64 position on 21 Feb and assigned duties with the phase inspection dock area. Sgt Glass came from the post office department here in Portland having completed

14 years 3 months creditable civil service status.

SMSgt George Stubbs, the ARRS Advisor, went on TDY during March to support the 41st ARRSq in ferrying an HU-16B aircraft to Okinawa and returning another HU-16B for IRAN requirements. Mr. Kenneth Bullard volunteered for flight engineer duty in support of the 41st ARRSq for ferry duty aboard HU-16B 51-7192 being ferried to Okinawa and return of HU-16B 51-7292 for IRAN requirement.

Mr. Eric G.P. Guest was on 10 day TDY status in March to attend a corrosion control course at Amarillo AFB Technical School.

On 31 March, Mr. Ross Welsick accepted a position at base supply, vacating an AR 76 position within this unit. Prior to his departure, Col Forsythe presented him with a 20 year service pin.

The following personnel, all technicians, were presented 10 year service awards: Kenton F. Hamman, Richard A. Porter, Floyd W. Gaston, Larry G. Stivers, Charles E. Welch and Johnny V. Hilbert.

SSgt William L. Kinsey transferred to the 304th ARRSq on 4 Apr. He formerly worked for the Army Reserve at Vancouver Barracks, Washington. Sgt Kinsey has a total of 12 years, 8 months creditable civil service years.

SSgt John R. Alden was reinstated to civil service status and placed into an AR 76 position with this unit on 11 Apr 1966. His previous service includes military duty and ART with the Troop Carrier squadron

at March AFB, California. A1C Gerry N. Skaurud and SSgt James K. Clouse were assigned on 18 Apr 1966. Sgt Skaurud occupying an ART 76 position and Sgt Clouse an ART C 154 position. A1C Skaurud has 4 years 3 months creditable service and Sgt Clouse over 10 years.

SSgt Roger A. Johnson transferred to an ART 63 position from an AR 95 position on 8 May 1966. SSgt Phillip A. Sperl transferred to 304th on 16 May to fill the AR 95 position vacated by Sgt Johnson. Sgt Sperl has completed 4 years creditable civil service time.

All newly assigned personnel for this reporting period represent a total of 57 years, 8 months of experience in the aircraft maintenance field.

On 1 June 1966, Major Brookshier directed Mr. Davidson to move the Maintenance Section to the old 939th hanger area. All shops and offices were moved into the new facilities with exception of the communication, electric, instrument and AGE. These shops are continuing their operations in the original facilities pending determination as to feasibility of renovating 939th Troop Carrier facilities to meet requirements of this unit.

The following information was extracted from the 1-AF-A1 Report for the reporting period:

Aircraft Possessed Hours	22,224.0
Unscheduled Maintenance Hours	1,168.0

Phase Inspection Hours	2,069.0
Awaiting Maintenance	0.0
TCTO Hours	0.0
Total Flying Hours	758.0
Average hours per Aircraft	32.3
Operationally ready	80.5
NORS	1,592.0
No. NORS Items	6

Materiel Control

This section continued satisfactory support to the squadron with a NORS rate of 4.17 per cent during reporting period.

Mission equipment was 84 percent complete at the end of this reporting period. Major shortages existed in SCUBA equipment, sleeping bags and life rafts, due to existing shortages reported by supply sources.

During this period, Portland International Airport was deactivated with CONAC taking over from ADC. The 939th Troop Carrier Group became the host base organization for CONAC. Minor problems were encountered as a result of the change, but support continued to be satisfactory.

Also during this period, BEMO changes were carried out, however only minor problems were reported.

The supply section moved from Bldg 766 to new facilities in Bldg 749 with a resulting gain in office and storage space in the squadron area.

Capt J. L. Lytle was assigned to the unit as materiel control and supply officer on 15 June 1966 to fill the vacancy created due to the promotion of Capt Clarence R. Mahan to Major on 1 Jul 1966. The promotion made Major Mahan overgrade in the supply officer position.

V. COMMUNITY RELATIONS AND INFORMATION

Community Relations

The unit continued to host various groups of visiting grade school students from local schools. The groups were provided with streamlined briefings on mission of the unit, equipment used and duties of assigned personnel. Movies and tours through the aircraft proved of interest to these students. The static display of pararescue equipment created a great deal of interest and all groups felt that the visits were well worth the time expended.

In Feb 1966, an Oregon City church group visited unit facilities. After receiving a briefing on mission of the unit, viewing a film of rescue operations, touring the facilities and aircraft, they departed with words of high praise for the Air Reserve Rescue & Recovery program.

In May 1966, the unit participated in a base open house and a parade and review for retiring Major General Chester McCarty.

In June 1966, the unit hosted a Civil Air Patrol unit from Camas, Washington. They were provided with a briefing, film, and tours of the facilities and aircraft. Their enthusiasm for the Reserve Rescue program was expressed by all.

Fifty Cub Scouts from McMinnville, Oregon were thrilled to be special observers at a June routine pararescue training jump at the McMinnville Municipal Airport.

Information

In April, Johnny Lane Tyler became the first man to join the unit through the Reserve Officer Training School program. He received his commission as 2nd Lt from Lackland Air Force Base, Texas and was assigned as Assistant Personnel Officer. (Exhibits 1 and 2).

A news release was submitted to local news media in April in an effort to better clarify misunderstanding of the populace regarding the "closure" of the base after departure of the active duty element of Air Defense and thereby improving recruiting efforts. (Exhibit 3).

Another news release was given good distribution in April by news media that concerned the ferrying of an aircraft to Okinawa and return of another aircraft for IRAN maintenance. (Exhibit 4).

In June, the awarding of parachutists badges to Air Force reservists upon completion of U.S. Forest Service Smoke Jumpers School at Redmond, Oregon received good coverage by local newspapers. (Exhibits 5, 6 and 7).

A routine search mission for a missing light aircraft blossomed into a notable example of Air Force rescue skills and provided this section with an excellent opportunity to publicize the unit.

The successful rescue by two unit pararescue technicians of a young mother and her infant daughter was carried by news media throughout the Pacific Northwest. The story also was the subject of

news releases from CONAC, ARRS, MAC, and 6 AFRR. (Exhibits 8, 9, 10). A "History of a Successful Mission" was written by S/Sgt Evan N. Hale, (the reserve pararescue technician who participated in the actual rescue)and has been reproduced for inclusion in this History. (Exhibit 11).

An account of the rescue moved a Corvallis, Oregon couple to write to the pararescue NCOIC, MSgt Eugene V. Ingram, who participated in the rescue. The brief note stated:

> "Just a word of thanks for the wonderful rescue job you did, Saturday. SSgt Evan Hale, and you, MSgt Ingram, make us feel good too."

Due to the remote location of the actual rescue site, motion picture and still film coverage of the rescue was not possible.

Col Forsythe, unit commander, received an invitation from Det 695, AFROTC to make the presentation of the Air Force Times Award to the outstanding senior cadet at the Portland Day awards ceremony, 20 May 1966. (Exhibit 12).

Other activities of the information section included the forwarding of a letter to NBC television newscaster David Brinkley to "set the record straight" on the HU-16B Grumman Albatross. The letter was occasioned by the apparent confusion of the NBC news team which was reporting the recovery of the Gemini 8 space vehicle in March. Copies of the correspondence and Mr. Brinkley's reply are included as exhibits 13 & 14 of this report.

VI. LIST OF EXHIBITS

Exhibit No. 1	News Release about Johnny Lane Tyler's joining the unit under the Reserve Officer Training School program
Exhibit No. 2	News item and picture about Officers Training School at Lackland AFB Base
Exhibit No. 3	News Release for information and recruiting purposes
Exhibit No. 4	News Release about unit's aircraft ferry to Okinawa
Exhibit No. 5	News Release about awarding of parachutists badges and U.S. Forest Service Smoke Jumper School
Exhibit No. 6	Picture and news item on reservists' completion of U.S. Forest Service Jump School at Redmond, Oregon
Exhibit No. 7	Picture and news item on 304th reservists who received parachutist badges
Exhibit No. 8) Exhibit No. 9) Exhibit No. 10)	News items and pictures on rescue of mother and baby
Exhibit No. 11	"History of a Successful Mission" written by SSgt Evan N. Hale
Exhibit No. 12	Cy of invitational letter to Col Forsythe to present Air Force Times Award
Exhibit No. 13	Copy of letter to Mr. Brinkley
Exhibit No. 14	Copy of reply from Mr. Brinkley

OI

6 Jan 1966

News Release

Times Herald
Burns, Oregon

FOR IMMEDIATE RELEASE

Johnny Lane Tyler, 23, son of Mrs. Lorraine Lynch of Summer Lake, Ore., has become the first man to join the 304th Air Rescue Squadron (Reserve) of Portland, Ore., as a reserve officer candidate under the new Officer Training School program.

Tyler, an engineering graduate of Oregon State University, reported to the Air Force's Reserve Officer Training School at Lackland Air Force Base, Tex., 6 Jan 1966, to begin three months training.

Upon successful completion of the school, he will be commissioned a second lieutenant in the Air Force Reserve and will be assigned as a Personnel Officer to the 304th.

Tyler is currently employed as a foreman trainee by the Vik Construction Co., of Eugene, Ore.

The 304th serves the Pacific Northwest in search and rescue operations in a reserve status. Its mission is to train to be immediately available in case of national emergency and to procide search and rescue recovery in support of the Air Force's global aerospace operations and U.S. Civil aviation.

Enl 1

Air Force Trains New Officers In Rugged School At Lackland Base



OREGONIANS at Officers Training School, Lackland Air Force Base, Tex., get lesson from Maj. F. L. Mahula, son of Mr. and Mrs. James Mahula, Salem, training officer at OTS. From left: Mahula; K. S. Martin, son of Mr. and Mrs. Jess Littwiller, Grants Pass; John L. Fisher, son of Mr. and Mrs. Lawrence T. Fisher, Lake Oswego; J. L. Tyler, son of Mr. and Mrs. Floyd Lynch, Summer Lake; W. F. Savage Jr., son of Mr. and Mrs. W. F. Savage, 8515 NE Schuyler St. (AF Photo)

Reserves, to which he will return upon being commissioned.

J. L. Tyler, son of Mr. and Mrs. Floyd Lynch, Summer Lake, joined the 304th Air Rescue (reserve) Squadron, to which he will return as personnel officer.

Wm. F. Savage Jr., son of William F. Savage, lieutenant colonel in the 939th Troop

OFFICE OF INFORMATION
304th Air Rescue Squadron
Portland International Airport
Portland, Oregon 97218

FOR IMMEDIATE RELEASE DATE:

Although elements of the active Air Force will be leaving Portland International Airport, the 304th Air Rescue Squadron (Reserve) is expanding to meet the growing need of its important mission, commander Lt. Col. John A. Forsythe announced today.

Unit mission is to train to be immediately available in case of national emergency and to provide search and rescue recovery in support of the Air Force's global aerospace operations and U.S. civil aviation.

Lt. Col. Forsythe reported that the Pacific Northwest's only Air Force Rescue Squadron will soon receive additional HU-16B Grumman Albatross aircraft and move into larger quarters.

To meet aircraft crew requirements several reserve positions are open to men with prior military experience.

Special recruiting emphasis is being placed on pilots, flight and aircraft mechanics, radio operators, and senior airmen in the aircraft maintenance and training field.

Since it was first activated Nov. 16, 1957, the 304th has served the Pacific Northwest area in search and rescue operations in a reserve status and has participated in missions which have ranged from Bermuda to Alaska.

The Squadron has its own paramedics. The Grumman Albatross rescue aircraftcan land on water and ice in addition to conventional airfield facilities.

Persons who may qualify for reserve positions can write to the Squadron at Portland International Airport, Portland Oregon 97218, or call Portland 288-5611, extension 401.

Exh 3

OFFICE OF INFORMATION
304th Aerospace Rescue & Recovery Sq (Res)
Portland International Airport, Oregon 97218

FOR IMMEDIATE RELEASE

25 May 1966

Five reservist crew members of the 304th Aerospace Rescue & Recovery Squadron recently completed a 14,000-mile mission which took them from Florida to Okinawa, and included returning an aircraft which had seen duty in Viet Nam, to the U.S. for repairs.

Due to urgent requirements for Air Force Rescue crews in support of regular duty mission, the Portland, Oregon rescue unit was asked to meet additional manpower requirements.

As a result, a five-man crew was selected here to ferry an HU-16B Grumman Albatross rescue plane from Crestview Fla., to Naha Air Base, Okinawa. The crew was under rescue commander Capt. Gordon C. Sloan of Salem, Oregon.

Sloan and his crew left Portland April 14 and traveled to Florida by commercial aircraft. The men picked up an HU-16B from the Fairchild-Hiller Corp., at Crestview, where it had received complete inspection and repair maintenance.

The most critical leg of the journey was the flight between McClellan AFB, Calif., and Hickam AFB, Hawaii. Possibilities of strong head winds or the loss of one of the aircraft's two engines, while enroute, present a "tight" fuel situation.

The trans-Pacific trip was completed in 15 hours without incident. A post flight check revealed that two hours' fuel was left in reserve.

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The aircraft was delivered safely to the 33rd ARRSQ at Naha after intervening fuel and rest stops at Wake Island, Midway Island, and Guam. For the return trip, 304th crewmen picked up another HU-16B scheduled for factory maintenance at Crestview and returned it to Portland, via Japan, the Aleutian Islands and Alaska.

Captain Sloan and his crew arrived in Portland May 9 and transferred their aircraft to a crew from the 41st ARRSQ which is located at Hamilton AFB, Calif. That crew completed the final leg of the craft's journey to Florida.

Members of Sloan's crew included copilot Capt. John C. Lewis, Flight mechanic SSGT Kenneth L. Bullard, and radio operator A1C James K. Ferguson, all of Portland; and navigator Roger G. Knight, Vancouver, Wash. All of the men volunteered for active duty in order to participate in the special Southeast Asia mission.

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OFFICE OF INFORMATION
304th Aerospace Rescue & Recovery Sq (Res)
Portland International Airport, Oregon 97218

FOR IMMEDIATE RELEASE 20 Jun 1966

Two pararescue technician menbers of the 304th Aerospace Rescue & Recovery Squadron of Portland were awarded their parachutists badges Sunday by unit commander Lt Col John A. Forsythe.

Airmen 1/C William C. Harold Jr., 102 N. Going St., Portland, and Roger A. Maxfield of Beaverton became qualified to wear the prized "jump badge" after successfully completing a 21-day course at the U.S. Forest Service Smoke Jumpers School at Redmond, Oregon.

In a special arrangement between the U.S. Air Force and the Forest Service, members of reserve aerospace rescue squadrons are able to attend smoke jumpers school in order to qualify for the parachutists rating.

Pararescue technicians are required to complete jump, survival, medical and scuba training before becoming fully qualified for rescue work. These are the same standards demanded by the active Air Force.

Technicians make up a part of the rescue crew on 304th HU-16B Grumman Albatross aircraft during actual missions. In situations where persons in need of help are in isolated areas, pararescue men bail out of the aircraft to administer immediate aid.

Other Air Force reserve graduates of the Redmond school were pararescuemen from the 303rd ARRSQ at March Air Force Base, Calif., and from the 301st ARRSQ at Homestead Air Force Base, Fla.

Exh 5



FIRST AIR RESERVE pararescue specialists to graduate from special course at U.S. Forest Service smoke jumper school in Redmond are shown in "cap and gown." From left are AIC Roger A. Maxfield, Beaverton; AIC William C. Harold Jr. Portland; A3C Nicholas F. David, California and A3C James E. Coon, Homestead AFB, Fla.

First Reservists Finish New Pararescue Course

The U.S. Forest Service cooperated with the 304th (Reserve) Aerospace Rescue Squadron at Portland Air Base this week to train the first class of locally-trained pararescue jumpers.

Heretofore, all reservists volunteering for pararescue training have had to attend six-months of schooling at regular Air Force and Army schools, Lt. Col. John A. Forsythe, 304th commander, explained.

Under a special agreement, reserve parachutists can now be trained at the U.S. Forest Service smoke jumper school at Redmond.

Col. Forsythe Sunday pinned jump badges on the first local reservists to graduate from the school. The jumpers also are trained as medics, scuba divers and survival experts. Openings are available for pararescue airmen with prior military duty, M. Sgt. Eugene V. Ingram, in charge of the pararescue team, reports.

In the first graduating class were: AIC William G. Harold Jr., 102 N. Going St.; and Roger A. Maxfield, Beaverton; plus A3C Nicholas F. David, March Field, Calif.; and A3C James E. Coon, Homestead AFB, Fla.

Each man makes seven jumps in the course, including one during which he hangs up on a tall tree and lowers himself to the ground.



RECIPIENTS of parachutist badges are AIC William C. Harold Jr., left, of 102 N. Going St., and Roger A. Maxfield of Beaverton, who have completed 21-day course at U. S. Forest Service smoke jumper school at Redmond. Both men are pararescue technician members of 304th Aerospace Rescue and Recovery Squadron. Course marked first time Air Force members have been trained at Redmond school.

'Makes Me Feel Good'

Rescue Thrills Veteran Paramedics

Story on Page One Also.

Portland's Air Force paramedics made their first non-practice jump in more than five years during Saturday's rescue of two plane crash victims from the slope of Mt. St. Helens.

The two men who jumped to the crash were: M. Sgt. Eugene V. Ingram, non-commissioned officer in charge of the pararescue section of the 304th Aerospace Rescue and Recovery Squadron; and S. Sgt. Evan Hale, Gladstone, an air reservist.

For Ingram, it represented an important first. The first time he had found anyone alive in more han 15 years of rescue work and 100 missions.

Ingram is a full-time civil service employee with the Reserve squadron, headquartered at Portland International Airport. It is one of five rescue units in the United States.

He and Hale helped rescue Karla Little, 25, of Seattle and her 2-month-old daughter, Laurie, from wreckage of a light airplane, where they had been pinned since Thursday.

Two Killed

The other two passengers of the airplane, Mr. and Mrs. Grant Erickson, Sioux Falls, N.D., Mrs. Little's parents, were killed.

The two Portland paramedics were on the second day of the search when the wreckage was sighted from an Army helicopter.

Their airplane had earlier circled Mt. St. Helens without seeing the wreck. They had been searching about four hours and were flying over Merwin Dam when they heard of the find.

The Army helicopter from Ft. Lewis landed at a level spot about a half-hour walk away and the pilot climbed to the wreck.

By the time the Air Force rescue plane returned to the mountain, the Army pilot had found the survivors and signaled that they needed medical aid.

Ingram and Hale parachuted to a nearby snowfield. The helicopter picked them up and dropped them near the wreck.

It took all three of them — Ingram, Hale and the Army pilot—to pry open the door of the airplane.

Legs Numbed

They found Mrs. Little lodged in the back seat, on her knees. Her legs were too numb to straighten. She had cuddled the child into a corner of the airplane and was nursing her when rescuers arrived.

The air rescue plane dropped a litter and sleeping bags.

Ingram zipped 2-month-old Laurie in two flight jackets and carried her down the hill to the helicopter, which sped her to a Kelso hospital.

The child fell asleep in his arms, said Ingram.

"It felt pretty good. Makes me feel like I've done something," he said.

They wrapped the mother in four sleeping bags and placed her on the litter. She talked for awhile and then went to sleep. They carried her down the hill to another waiting helicopter.

The operation took less than three hours from the time they parachuted to the mountain until the mother was on her way to the hospital.

Four Aboard Lost Plane

Search for a light plane destined for Troutdale got under way late Thursday when the plane became overdue on a f from Seattle.

The Mooney Super 21 was piloted by Grant Erickson of Sioux Falls, S.D., and was carrying two men and two women. Names of the four passengers were not known.

Ralph McGinnis, deputy director of the Oregon State Board of Aeronautics, said from Salem that search planes were sent out from Troutdale, Vancouver, and Kelso, Wash. The search was focused in a broad area north of Portland. McGinnis said the terrain varies from mountains to flat farmlands.

The plane left Seattle's Boeing Field at 12:58 p.m. and was expected to arrive in Troutdale about an hour later, according to a flight plan.

Last word heard from Erickson was at 2:20 p.m. when he radioed that he believed he was about 20 miles northwest of Portland on the Oregon side of the Columbia River. The search began at that point with no success.

The flight path was filled with rain squalls and thunderstorms and visibility was limited, according to the Washington State Aeronautics Commission.

Airplane Victim Paralyzed

SEATTLE (UPI) — Mrs. Karla Little, a pretty, 25-year-old mother who survived a plane crash and a two-day wait for rescue on a desolate mountain peak, remains in serious condition at a hospital here Monday.

But her two-month-old daughter, Laurie, who went through the ordeal with her, is safe and sound at home.

Attendants at University Hospital say Mrs. Little is suffering from a broken back, frost-bitten feet and numerous bruises on the face and head.

HER BABY suffered only a slight bruise over one eye. She was released from the hospital Sunday.

Mother and daughter were rescued by Army helicopter Saturday afternoon from the wreckage of a small plane at the 6,000-foot level of Mt. St. Helens.

The crash claimed the lives of Mrs. Little's father and stepmother, the Grant Ericksons of Sioux Falls, S.D.

Erickson was the pilot of the plane that left Seattle Thursday afternoon bound for a family reunion in Los Angeles.

RESCUERS now say they believe Erickson tried to crash-land the craft, which is still substantially intact.

The Ericksons apparently died on impact.

Mrs. Little had no food or water during the entire ordeal, although she was able to nourish the infant through breast feeding.

Mother's Will To Live Saves Daughter, Self In Air Crash

LONGVIEW, Wash. (UPI) — A 25-year-old Seattle woman was in serious condition in the University of Washington Medical School Hospital Sunday and her 2-month-old daughter was in satisfactory condition after they were rescued from the twisted wreckage of a small plane on the slopes of Mt. St. Helens.

The daring helicopter rescue Saturday was the last act of a two-day drama seasoned with the mother's courage and perseverance.

But for the unflagging courage and will to live of Mrs. Karla Little, the plane's wreckage might have become a tomb for her and her baby girl—just as it had been for her father and mother, who were killed in the crash.

MRS. LITTLE, her daughter Laurie, and her parents, Grant Erickson 49, and his wife, Dolly, 41, both of Sioux Falls, S.D., had taken off from Seattle Thursday afternoon, en route to a Los Angeles family reunion via Troutdale, Ore.

The orange and white Mooney Super 21 flew into rough weather, apparently became lost and pancaked into a snow field at about the 6,000-foot level of Mt. St. Helens.

The Ericksons were killed on impact, Mrs. Little said. There was never any movement by either of them following the crash.

Mrs. Little's legs were pinned by the wreckage and she could move only from the waist up.

HER HUSBAND, Loren, 24, a third-year medical student at the University of Washington in Seattle, was the first to examine her when she was brought to St. John's Hospital here. Mother and daughter were later transferred to the Seattle hospital.

A spokesman there said Mrs. Little suffered back and chest injuries and frostbite. She said the daughter had no apparent injuries.

After the crash, clouds shrouded the mountain. A window next to Mrs. Little was smashed out, and snow blew in upon her and her child.

With night approaching, the mother succeeded in reaching a blanket, which she hung over the window to keep the wind and below-freezing temperatures from her child.

There was baby food and milk in a small bag, but the woman was helpless to reach it.

She nursed Laurie — and saved the child's life.

For Mrs. Little, there was no food or water during the ordeal.

An Army helicopter — one of more than 40 search craft—spotted the wreckage Saturday and the dangerous evacuation was brought off without a hitch.

FIRST THE BABY, then the mother, and then the bodies of the Ericksons were removed and transported here.

A Grumman Albatross twin-engine rescue plane from Portland's 304th Aerospace Rescue and Recovery Squadron dropped paramedics and supplies into the crash area.

The medics, M. Sgt. Eugene V. Ingram and S. Sgt. Evan Hale, transported the survivors about 400 yards to an area where the helicopters could move in to get them.

Little said his baby girl came through the ordeal "in really good shape. She was alert, and after we gave her a bath and something to eat she gave me a big smile and went right to sleep."

Little said that in spite of the death of his wife's parents, her frozen feet, hunger, thirst and possible paralysis, she was in extremely high spirits.

"She's alert and talking up a storm," Little said. "I guess she's very happy to be back."

Little was at a loss for words to describe his feelings.

The father and husband paused for a full half minute, then said, "There's just no way to put it into words. I just thank the good Lord. I guess it's just a miracle."

Ex 49

Heroic Mother Protects Life Of Small Baby

SEATTLE (Special) — The story of a young mother's bravery unfolded here Sunday as Mrs. Karen Little, 25, her back broken in a plane crash, lay in serious condition at the University of Washington Medical School hospital.

Mrs. Little and her uninjured 7-month-old daughter, Laurie, were rescued by two Portland paramedics Saturday after Mrs. Little had spent two days and two nights trapped in the wreckage of the private plane which Thursday slammed into the side of Mt. St. Helens, killing her parents.

Dead were Grant Erickson, 49, and his wife, Dolly, 41, of Sioux Falls, S.D. Erickson had rented the single-engine plane in Seattle and the four were flying to Portland to visit Mrs. Little's grandmother, Mrs. Mona Golden of Milwaukie.



MRS. KAREN LITTLE

Condition Grave

Sunday, Mrs. Little's husband, Loren, 24, who had remained in Seattle, told how his wife had fought partial paralysis and periodic blackouts to keep their daughter alive and warm in the plane's wreckage.

The baby escaped with only a slight bump on the head.

Mrs. Little, her back broken, was able to move only her arms and the upper part of her body. She couldn't reach a suitcase containing applesauce, orange juice and milk.

So, her husband said, she nursed her baby and cuddled her close for warmth after managing to cover a shattered window with an infant's blanket to keep out the freezing cold and drifting snow.

Then she prayed for rescue, her husband said, and never lost faith it would come.

The first day she heard search planes, but clouds obscured the snowy and rocky ledge where Erickson's Mooney Super 21 crashed at the 5,500-foot level of the 9,671-foot peak in Southwest Washington.

Saturday was clear and Mrs. Little could see the planes circling the mountain, but she had no way to signal.

In the early afternoon an Army helicopter pilot spotted the wreckage.

Chutists Land

Two Portland men, M. Sgt. Eugene V. Ingram and S.Sgt. Evan Hale, with the Air Force Reserve 304th Aerospace Rescue and Recovery Squadron, parachuted to the wreckage site and brought Mrs. Little and her daughter down the slope to a waiting helicopter.

Hospital attendants in Longview said the mother had performed a near miracle to keep the child so well. Both were brought by ambulance to Seattle Saturday night.

Doctors said Mrs. Little had a broken vertebra in her lower back, concussion, frostbite of both feet, bruises and a collapsed lung from a crushing blow to the chest.

Her husband, a third-year medical student at the University of Washington, said he had intended to fly to Portland with his family but changed his mind at the last minute "so I could get ready for a summer job."

The Ericksons, Mrs. Little and Laurie were to fly from Portland to Norwalk, Calif., where they had planned to celebrate the golden wedding anniversary of Erickson's parents, Mr. and Mrs. Ray Erickson.

Saturday night an Army helicopter team removed the bodies of the Ericksons from the crash site and took them to a Castle Rock funeral parlor.



MUDDY SLOPES of Mt. St. Helens was crash site of this small plane en route from Seattle to Troutdale. Killed in crash was pilot and wife, Mr. and Mrs. Grant Erickson of Sioux Falls, S.D. Their daughter, Mrs. Karla Little, and her daughter, Laurie, survived. (UPI Photograph)

HISTORY OF A SUCCESSFUL MISSION
25 June 1966

After uneventful flights the preceeding day, MSgt Eugene V. Ingram and I arrived at 0800 hours and proceeded to recheck all of our equipment and load our aircraft, an HU-16B # 180. At approximately 1030 hours we were airborne and enroute to Mt. St. Helens, Washington.

Adverse weather conditions had limited our search aircraft the previous day to 5500 ft. We climbed to 8, 500 ft. and upon arrival at the peak began a contour search of the mountain descending at 500 ft. intervals. Numerous mountain climbers and a lone elk were sighted during our 2-1/2 - 3 hours of scanning. We left the mountain proper to check some of the peaks which form the foothills of St. Helens and were searching in the area of Merwin Dam when we received a call from an Army helicopter. They stated that they had located the wreckage and inquired if help was on the way.

We sped back to St. Helens and immediately spotted the orbiting Army helicopter and the wreckage. In retrospect, nearly everyone on board remembered looking into the canyon in which the Mooney was located, however the light conditions coupled with the white color of the aircraft prevented any sighting at that time. We made several low passes over the crash site to evaluate the crash and possible drop zones.

Sgt Ingram and I decided that while a jump to the exact crash site was not feasible because of the terrain, a snow field 1/4 mile west was adequate and notified our RCC, Major Siegel. During the period of time we were making the low passes over the scene, the helicopter handed two observers, one of whom climbed to the wreckage and signalled the helicopter that life was present but that medical aid was needed.

Major Siegel then committed pararescue. Sgt Ingram and I quickly donned our tree jump equipment, medical kits, radios, survival gear and parachutes with the valuable assistance of the two flight mechanics, SSgt Stivers and SSgt Johnson, and pararescueman A1C Harold. Sgt Ingram dropped a spotter chute to determine the wind velocity and direction. Since the terrain prevented a left turn to keep the chute in sight of the jumpmaster, I tracked the spotter from the right side of the aircraft and gave Sgt Ingram my evaluation of its performance. We made a single dry run across the spotter chute and Sgt Ingram and I exited on the next pass, landing approximately 15 feet apart on the snow field we had chosen as the drop zone.

We stacked our excess equipment and signalled the aircraft with a single smoke flare that neither of us was injured. The Army Bell helicopter came into view and hovered long enough for Sgt Ingram and I to climb into the craft with our necessary equipment. We quickly traversed the distance to the crash where the pilot slowed the craft as much as possible and we jumped the remaining 6-8 feet into the snow. We then tediously climbed the remaining 75 yards to the Mooney.

Mrs. Little was conscious and quite alert,considering her ordeal, when we arrived. She was in the back seat, sitting on her legs facing the right side of the aircraft. Luggage had shifted forward during the crash and had held her in this position. The baby, Laurie, was cradled in Mrs. Little's arms. We assured Mrs. Little that we would have all of them out quickly. Sgt Ingram, Lt Southerland (U.S. Army Forward Observer), and I tried several times to force the door open. Finally, under out repeated attempts, the door hinges gave way.

I entered the aircraft, checked Mr. and Mrs. Erickson and found them to be deceased. I checked Mrs. Little's pulse and eyes as well as the baby's. I told Mrs. Little that I was going to take the baby. She wrapped Laurie in a light blanket and placed her in a moulded plastic carrier. I passed the baby to Sgt Ingram who was just outside the door at this time. We momentarily tried to secure enough leverage to lift Mrs. Little from the outside of the aircraft but were unsuccessful because of her position and the steepness of the terrain. By moving Mr. Erickson's body somewhat we secured enough room for Sgt Ingram to enter the aircraft. We explained to Mrs. Little what we wanter to do. I lifted Mrs. Little while Sgt Ingram straightened her legs, on which she had been sitting since the impact some 48 hours before. We then lifted Mrs. Little, keeping her in a supine position, and passed her over the bodies in the front seat. She called out to one of the bodies as we passed her over them. We then laid her momentarily on the wing of the plane,

again supine, while Sgt Ingram exited the Mooney. He brought with him a large folding clothes bag which we spread on the snow next to the wing and carefully transferred Mrs. Little to it, placing her feet downhill. I decided to place her in this position, in contrast to the classical shock position, for the following reasons: her prolonged lack of circulation to the lower extremities, her head wound, and the steepness of the terrain. We covered her with clothes from the suitcases in the Mooney and the signal panels from our medical kits. We then checked the baby again and Sgt Ingram contacted the circling HU-16B # 180. He asked for our Stokes litter and the sleeping bags we had placed on the aircraft that morning. I transmitted the evaluation of the survivors utilizing the Echo Code. Sgt Ingram and I discussed our next course of action and decided that one of us should remove the baby immediately to the waiting helicopter. Sgt Ingram then began a Z traverse of the precipitous incline on which we were located with the baby zipped in our flight jackets.

I called aircraft #180 and asked about the cargo drop. They replied that they would drop it on the next pass. I returned to Mrs. Little and continued my examination. We, Lt. Southerland and I, were pelted with falling rocks but luckily none of them struck Mrs. Little. We moved Mrs. Little as close to the wing of the aircraft as possible for protection from the rocks. She kept trying to look into the aircraft at the bodies. I piled our medical kits next to her head to obstruct her view and

continued with the examination. We were again pelted with rocks. I called the aircraft again and asked for the cargo drop. Mrs. Little asked if she could have some water. I assured her that water would come with the cargo drop. She asked about money and her purse; I asked if she wanted her purse and she nodded affirmatively. Lt Southerlin entered the Mooney and after some searching located the purse and brought it to Mrs. Little. She asked about the amount of money in the purse and I asked her if she wanted me to look for her. She said nothing so I simply placed the purse where she could see it and continued the examination. Rocks continued to harass us. I called the aircraft again and asked why the cargo hadn't arrived. They replied that the cargo had been dropped at the point where Sgt Ingram and I had landed initially and that the helicopter would bring it to me. I had nearly completed my examination with the exception of blood pressure and temperature, with the following conditions noted, when the helicopter came into view:

a. Breathing was at a normal rate, somewhat shallow, with a noticeable lack of resonance on one side. She was experiencing no pain in the plural cavity and there were no puncture wounds.

b. Pulse rate was normal but quite weak.

c. Uniform dilation of the pupils.

d. Complete lack of feeling in both legs.

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b. Pulse rate was normal but quite weak.

c. Uniform dilation of the pupils.

d. Complete lack of feeling in both legs.

e. Some pain in the lower back, L 2 area.

f. Sizable scalp wound and contused area extending from the right ear to the eye.

g. No fluid leakage from the eyes or ears.

h. Absence of normal bowel sounds. No tenderness was noted.

i. Complained of thirst.

Conclusions and treatments:

a. Lack of resonance lead me to believe one lung was collapsed or that a pneumo-thorax condition was present. No treatment begun because of the proximity of medical aid.

b. A normal condition for a person as far into shock as Mrs. Little was. The body was attempting to make up for the loss of blood by increasing the pulse rate, in this case back up to normal.

c. The uniform dilation of the pupils was another symptom of shock. It further indicated her head wound was superficial as did the lack of fluid leakage from the eyes and ears. See also d and e.

d. The lack of feeling in the lower extremities could have been the result of her position, sitting on them, however, her lack of movement in the legs indicated a spinal injury. The pain noted in e also tended toward the conclusion of a spinal injury. Feeling returned to one leg within a few minutes. No treatment per se was undertaken, however, extreme care was taken as noted later to prevent any additional injury to

the spine.

e. See comment in d.

f. The large scalp wound, in the absence of other symptoms, e.g., fluid leakage from eyes or ears or disunity in the pupil dilation, was thought to be rather superficial although considerable bleeding had taken place. The wound was dressed for the obvious psychological reasons and for the additional warmth provided by the dressing.

g. See comments in f.

h. The absence of these sounds were of concern to me. While they might easily be explained by her position in the last 48 hours and the lack of food or fluid intake, they also could be indicative of peritonitis although no tenderness was noted. I was sufficiently concerned that I made a mental note to start her on antibiotics if there was any substantial delay in her evacuation.

i. This complaint would seem to be the most normal of any I could think of at the time considering she had no fluid intake during the 48 hours and had been nursing the infant in addition to her normal urine output. I was concerned enough about her condition related in item h, above, to limit her to approximately 20cc of water. A sterile catheter was utilized as a straw to enable her to drink from the two quart canteen. I decided against an intravenous infusion although it certainly was indicated because I doubted that I could complete even a 500 cc infusion

before the helicopter would arrive with the accompanying problems of prop wash and falling rocks; Also the terrain was so steep that simply remaining on your feet was difficult and the method of moving Mrs. Little down the hill did not lend itself to the support of an IV bottle and, of course the proximity of medical facilities via the helicopters was such that an infusion under those conditions was not warranted.

The Army Bell helicopter began climbing very slowly up the incline at approximately 15 feet. I explained to Lt. Southerland and Mrs. Little what I wanted to do. I asked Lt. Southerland to climb above the wreckage and secure the equipment. I motioned to the helicopter that I wanted the cargo above, i.e., uphill from the wreck. I felt that if the equipment got away from the Lt that it would lodge against the aircraft. I stayed with Mrs. Little and again explained to her that the prop wash from the helicopter would be intense and that I would do the best I could to protect her from the rocks being thrown by the copter. The equipment was cut away and the Bell raced down the slope. I then climbed to the Lt's position and together we brought down the Stokes litter and its contents. I tied the litter to the aircraft and the two of us began unloading it. Lt Southerland and I were both swept from the wreckage by what was apparently a single large rock. We climbed back to the Mooney and explained to Mrs. Little what I intended to do.

We lined the Stokes litter entirely with signal panels to keep out the snow during the descent. One arctic sleeping bag was then spread in the

litter on top of the rolled panels. We then carefully transferred Mrs. Little into the open sleeping bag together with her purse. I explained to Mrs. Little that as soon as she started to get warm inside the sleeping bags she would become drowsy and that she should try to sleep. We zipped her into the bag and placed two more arctic bags over her and began to lash her into the litter with the webbing stored on the litter. At this time Mrs. Little sank deeper into shock and lost consciousness. I explained to Lt Southerland the technique we would use to deploy Mrs. Little down the slope, i.e., I would lower the Lt and Mrs. Little down the slope the length of my letdown rope utilizing a body belay to a large rock where he could secure the litter and himself. We repeated this technique 10 or 12 times until we had reached the foot of an extremely steep ridge on which a jet powered Huey helicopter was precariously balanced. Two members of the copter crew slid down the ridge and helped us carry Mrs. Little up the ridge to the waiting Huey. The craft then left for the hospital in Kelso. Called our aircraft with a "mission completed."

I climbed back to the wreckage and secured our equipment--radios, mountain litter, medical kits, etc., and left two body bags on the wing of the aircraft. I once again came back down the hill where I met Sgt Ingram who had just returned from delivering Laurie to the hospital. We discussed the situation and decided to watch the wreckage from that position rather than climbing the slope once more. We waited at that

position until an acting coroner arrived in another helicopter. We then turned the situation over to him and boarded one of the waiting Hueys with our equipment. The crew returned us to our drop zone where we secured our tree suits, helmets and parachutes. We then were transported by the same Army Huey to the Kelso Airport and our waiting HU-16. We once again transferred the equipment into the 16 and took off for Portland -- tired byt satisfied that we had finally been provided with the opportunity to save a life.

This WE did, "That Others May Live."

/s/ Evan N. Hale

SSgt. Evan N. Hale
Rescue and Survival Tech.

DEPARTMENT OF THE AIR FORCE
DETACHMENT 695, AIR FORCE ROTC (AU)
UNIVERSITY OF PORTLAND, PORTLAND, OREGON 97203

13 April 1966

Lieutenant Colonel John A. Forsythe
Commander, 304th Air Rescue Squadron
Portland International Airport
Portland, Oregon 97218

Dear Colonel Forsythe

The Corps of Cadets of the Air Force Reserve Officers Training Corps cordially invites you to attend the Portland Day awards ceremony to be held on the University of Portland campus at 1:00 P.M. Friday, 20 May 1966.

As an honored guest, you will be seated with other visiting dignitaries, who will assemble in Education Hall on the University of Portland campus at 12:45 P.M.

It is requested that you make presentation of the Air Force Times Award, sponsored by the Air Force Times, to an outstanding senior cadet. Briefing as to the order and method of presentation will be conducted at 12:45 P.M.

Sincerely

Francis H. C. Zeck

FRANCIS H. C. ZECK, Lt Col, USAF
Professor of Aerospace Studies

Exh 12

OI

12 MAR 1966

HU16B Grumman Albatross

Mr. David Brinkley
NBC NEWS
Washington, D.C.

Dear Mr. Brinkley,

Last Wednesday, several members of our squadron who were watching your telecast of the splashdown and recovery of Gemini 8, were disappointed that the HU16 was not readily identified for the fine rescue aircraft that it is.

As a result, we are forwarding to you some information about the Grumman Albatross, and a color picture of it.

The enclosed brochure is pitched to the reserve role of Air Rescue, but it contains some general information about our role. If future astronaut flights terminate in the Pacific Ocean near the Pacific Northwest, we might be out there to pick them up.

In any event, drop by and see us the next time you pass through Portland, Oregon. Our unit is located to the west of Portland International Airport's commercial facilities, on the same reservation.

Sincerely,

Kurt Engelstad
1 Lt. AFRes
Information Officer

(The color picture of the HU16 in flight shows Mt. Hood Oregon in the background.)

CY-4 13

NATIONAL BROADCASTING COMPANY, INC.
1001 Nebraska Avenue, N.W. Washington, D.C. 20016

April 11, 1966

1/st Lieutenant Kurt Engelstad
Information Officer
Department of the Air Force
304th Air Rescue Squadron
Portland International Airport, Oregon

Dear Lieutenant Engelstad:

Thank you for your note. I finally found out what the airplane was, with the kind assistance of the Defense Department, but when it suddenly appeared in the news that night from the Pacific, I just didn't know, as you heard.

Thank you again, and my best wishes.

Sincerely,

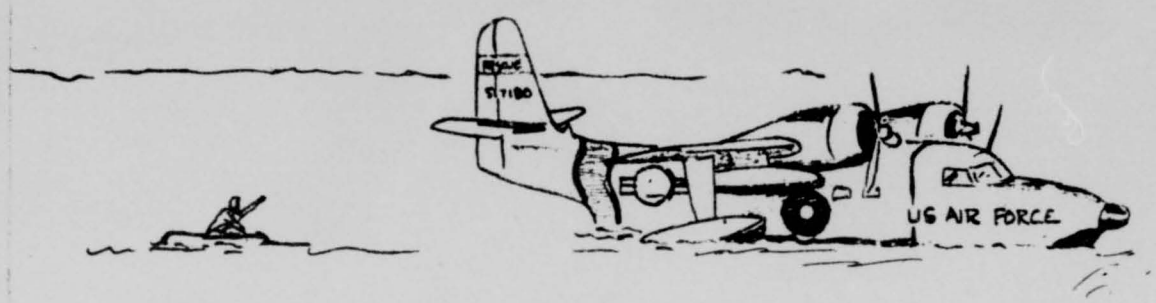
David Brinkley

Exh 14

304th AEROSPACE RESCUE AND RECOVERY SQUADRON

HISTORY

1 JULY - 30 DECEMBER 1966



RCS: AUD5

HISTORY OF

304TH AEROSPACE RESCUE & RECOVERY SQ (RES)(CAC)

Portland International Airport

Portland, Oregon

1 July - 31 December 1966

RCS: AU-D5

SIXTH AIR FORCE RESERVE REGION

CONTINENTAL AIR COMMAND

APPROVED BY:

James D. Beall

JAMES D. BEALL
Lt Colonel, AFRes
Commander

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FOREWORD

The "Reserve Readiness" concept received extensive practical demonstration by this unit during the reporting period as sister units in the regular establishment felt the pressures of mission commitments in other parts of the world.

As a result, the 304th found its operations taking on an international flavor, with unit mission sites expanding to include Canada, Mexico and Southeast Asia.

Support of active Air Force units included both aircraft, aircrews and maintenance personnel. Of significance on the local scene was a search mission generated by the crash of a civilian passenger aircraft, the first experienced in Oregon for more than 30 years.

At the same time, the unit was striving to attain manning levels and training requirements for all personnel.

Edwin K. Engelstad

EDWIN K. ENGELSTAD
1st Lt, AFRes
Historian

I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

On 18 January 1966, official designation of the unit was changed to 304th Aerospace Rescue & Recovery Squadron.[4]

Mission and Responsibilities

The mission of the 304th Aerospace Rescue & Recovery Squadron[5] is to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense.

---

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq CAC SO G-6, 18 Jan 66
5. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization

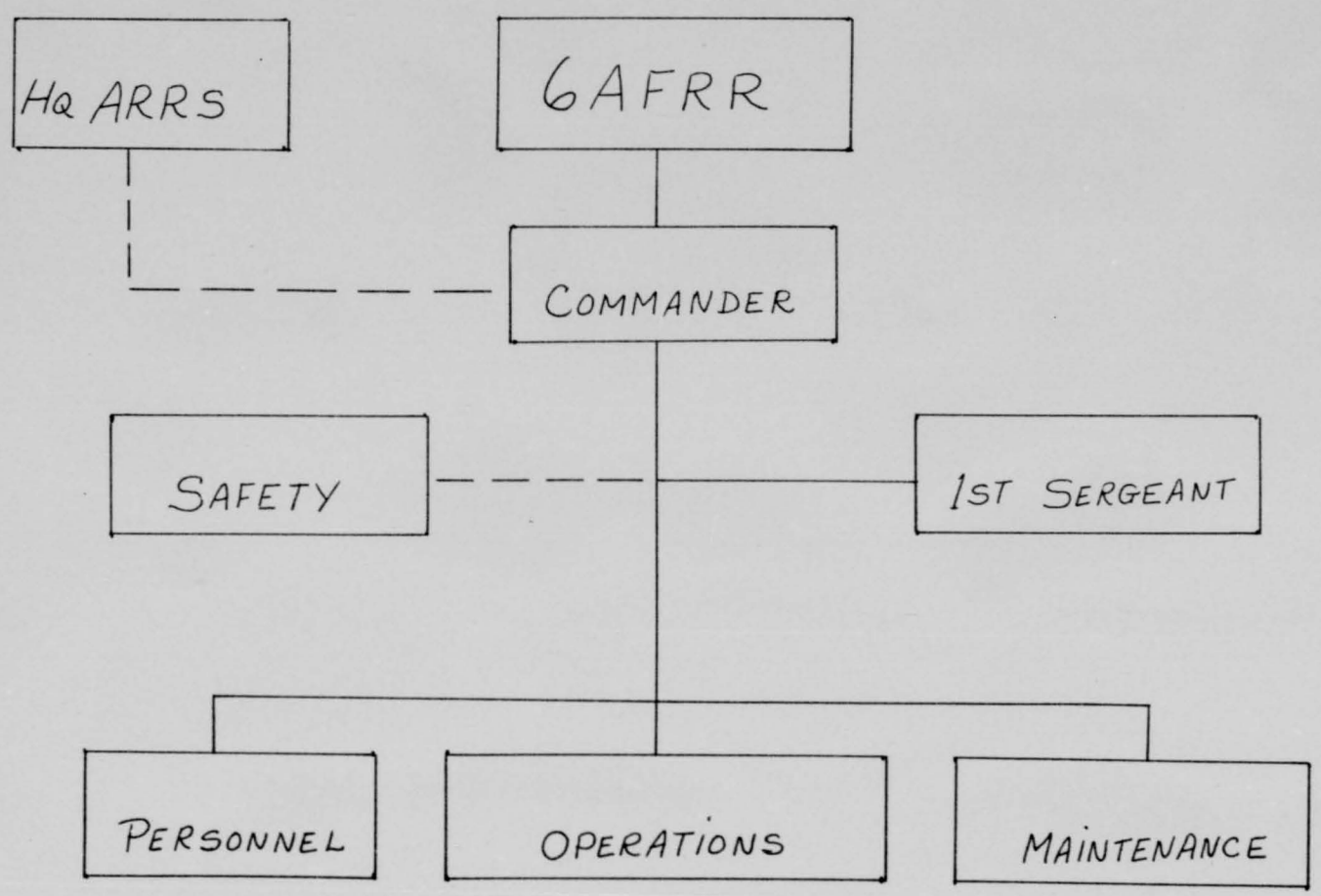
The 304 ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Col John A. Forsythe, FV 673134, remained Squadron Commander.


HQ ARRS
6AFRR
COMMANDER
SAFETY
1ST SERGEANT
PERSONNEL
OPERATIONS
MAINTENANCE

ROSTER OF KEY PERSONNEL

3 Apr 1967

304th ARRSq (Res)
Portland Intl Aprt, Oregon 97218

Autovon - 554-1470
Commercial Ph - 288-5611
Area Code - 503

Duty Hours 0715 - 1600

	Duty Phone	Home Phone
COMMANDER:		
Lt Col James D. Beall	400/401	252-1182
ADMINISTRATION:		
SMSgt Charles V. Jackson, Admin Asst	400/401	665-8782
SSgt Jan A. Watkins, Mil Pers Clerk	400/401	232-4096
* 1st Lt Edwin K. Engelstad, Pers Off	400/401	644-1265
* 2nd Lt Johnny L. Tyler, Pers Off	400/401	688-8320
OPERATIONS AND TRAINING:		
Major James H. Barnard, Ops & Tng Off	404/405	255-9605
Major William L. Siegel, Stan/Eval Off	404/405	254-9044
Capt Robert I. Carter, Staff Nav	404/405	648-3598
TSgt Felix J. McLarney, Ops Clerk	404/405	236-7548
MSgt Eugene V. Ingram, PJ NCOIC	404/405	253-2357
SUPPLY:		
MSgt Robert E. Powell, Mat Control Supvr	409	252-1950
SSgt Virgil L. Pierce, Inventory Mgmt Spec.	409	234-3027
* Capt Joe Lytle, Mat Control Off.	409	529-3672
MAINTENANCE:		
Major Taylor M. Brookshier, Maint Off	430/432	665-4670
Mr. David D. Davidson, Maint Control	435/438	831-3036
SMSgt Leslie E. Dunbar, Spec Chief	435/438	665-8723
MSgt Donald L. Beevers, Flt Line Chief	411	254-8161
MSgt Arthur L. Morrison, C & E NCOIC	410	252-7034

* Reservists: Available only on Unit Training Assemblies.

II. RESOURCES

Air Reserve Technician Element

As of 1 Jul 1966

	Authorized	Assigned
Officers	5	5
Airmen	35	32
Civilians	4	4
Status Quo	0	2
	44	43

As of 31 Dec 1966

Officers	5	5
Airmen	37	34
Civilians	4	4
Status Quo	0	2
	46	45

SSgt Kenneth L. J. Bullard vacated an AR 63 position 10 Jul 1966 to accept civilian employment at McChord AFB as a GS-9 but he remained assigned as a Reservist. SSgt Earl E. Edwards moved from an AR 64 position to the AR 63 position vacated by Sgt Bullard. SSgt Dale H. Emerson was selected to fill Sgt Edwards' vacant AR 64 position on 15 Aug 66.

We were authorized 2 new ART positions in Aug 1966, i.e., an additional AR 46, Rescue & Survival Technician and AR 155, Maintenance Analysis Technician. TSgt Kelsey Slocum filled the AR 155 position 24 Oct 66 and TSgt Michael D. Smith the AR 46 position on 21 Nov 66.

SSgt Phillip Sperl vacated the AR 95 position to go into business for himself and was replaced by SSgt Howard F. Charleboix on 20 Dec 66.

From July to September 66, we hired two High School students under the Youth Opportunity Program. They gained varied experience in all squadron areas and were definitely assets.

Civilian Awards

Suggestions		1,000 Hour Sick Leave
Normar Adams	$75.00	David Davidson
Charles Jackson	15.00	
Virgil Pierce	15.00	

Visits/Inspections

25-27 Jul 1966 - A 6 AFRR team headed by Col Charles M. Walton Jr. 6 AFRR (IG) made a staff assistance visit and valuable information was passed on to us relating to the ARRS Management Inspection scheduled 7-11 Oct 1966.

11 Aug 1966 - Col Bohnaker, Commander, 6 AFRR, paid us an informal visit.

23 Aug 1966 - Maj Gen J. S. Holtoner, CAC Vice Commander, dropped in for a short visit and tour of our squadron area.

27-28 Sep 1966 - Lt Col Poksay, 6 AFRR, held discussions on our M-Day 11-4 Agreement.

7-11 Oct 1966 - ARRS (IG) team with Lt Col Justin W. Shires as team chief, conducted a Management Inspection and Tactical Evaluation of the unit and found that we were performing our mission satisfactorily.

13-14 Oct 1966 - SSgt Reardon, 6 AFRR, Recruiting/Retention Coordinater, reviewed our R & R programs.

3-4 Nov 1966 - Our unit was chosen as the only squadron equipped with HU-16's to be inspected by the USAF IG Team as a part of their Command Management Inspection of CAC. We conducted a formal briefing for the team. The team chief was Lt Col Charbonneaux from Norton AFB, Calif. Lt Col Sextor, 6 AFRR (O&T) and Capt Thompson, CAC (LSS CT) attended as observers.

8-9 Nov 1966 - Hq ARRS Advisory Team visit, Lt Col Clarence Brown, Team Chief.

9-11 Nov 1966 - Col W. J. Williams, ARRS (AROSR) visited the squadron.

15-18 Nov 1966 - Col C. J. Martin, 6 AFRR (C/S), surveyed the base facilities and assisted us with our Explosive Safety Program.

29-30 Nov 1966 - RAND Corporation briefing. Dr. G. H. Fisher, Team Chief. (Exh 3)

Reserve Manning

As of 1 Jul 1966

	Authorized	Assigned
Officers	34	31
Airmen	105	96
	139	127

As of 31 Dec 1966

Officers	34	28
Airmen	105	103
	139	131

Enlistments (E) / Reenlistments (R)

(E) AB William C. DeChent, for BMT and OTS (RO 24, 14 Jul 66)

(E) AB Steven R. Zablondil, for BMT & Crse 30130 (RO 26,22 Jul 66)

(E) SSgt Dale H. Emerson, ART, 43151A (RO 29, 15 Aug 66)

(E) AB Ronald P. Means, for BMT & Crse 73230 (RO 29, 25 Aug 66)

(E) AB Stephen T. Johnson, for BMT & Pararescue Tng (RO 30, 13 Sep 66)

(E) AB Warren F. Cook, for BMT & Crse 70230 (RO 31, 20 Sep 66)

(E) AB David N. Spence, for BMT & Crse 43131A(RO 33, 7Oct 66)

(E) AB Merle W. Geiger, Jr., BMT & Crse 43131A (RO 32, 26 Sep 66)

(E) A1C Ramon A. Prichard, for A43171A position (RO 34, 8 Oct 66)

(E) AB Dennis E. March, BMT & Pararescue Tng (RO 35, 13 Oct 66)

(E) AB Michael A. Cooney, BMT & Pararescue Tng (RO 36, 13 Oct 66)

(E) TSgt Kelsey Slocom, ART, 43470 (RO 38, 24 Oct 66)

(E) AB William D. Karnath, BMT & Crse 30130 (RO 39, 31 Oct 66)

(E) AB Lawrence E. Oster, BMT & Crse 42131A(RO 40, 7 Nov 66)

(R) A1C William C. Harold, A92130B (RO 43, 5 Dec 66)

(R) SSgt Dennis W. Lambie, A92130B (RO 44, 6 Dec 66)

(E) SSgt Howard F. Charleboix, ART, 42152 (RO 45, 20 Dec 66)

(E) AB Frank P. Bailey, BMT & Crse 42132 (RO 46, 22 Dec 66)

Orders

Mission activities and transition training generated the bulk of the 155 active duty orders published during this period.

ORGANIZATIONAL LAYOUT

Unit Budget

During this reporting period, many changes were made in budgetary funding procedures.

Annual Budget Authorization provided funding for three areas in TDY/Travel: Administrative, $400; Training (included Operational TDY & Travel), $3,000; School, $460. Reprogramming of funds into or out of the control categories was not authorized without prior approval from Hq CAC. Also, the funding in Administrative Travel did not provide for meetings and conferences. Units were instructed that Hq CAC would provide fund cites for any CAC directed conferences and that if other major air commands required unit attendance at meetings or conferences, Hq CAC would provide instructions and fund citations.

Effective 1 Oct 1966, the 1/2 of 1% of base pay ceiling for overtime costs was replaced by a new "allotment" system. Under this new control, overtime costs were funded in three categories: "Other" overtime, $50; "Aircrew" overtime, $50; and, "Aircraft Maintenance" overtime, $100. Reprogramming among overtime categories was restricted. Requirements of this unit caused increases in ceilings for "Other" and "Aircrew" overtime, and, at the end of the reporting period, the ceiling for "Other" overtime was $154, with obligations of $88.90; "Aircrew" ceiling

was $250, obligations were $373.16. (however, Hq CAC had been advised of additional requirements and the excess overtime had been approved) Aircraft Maintenance ceiling remained $100, and obligations were $96.63.

An increase of 2.9% in GS pay was effected 23 Jul 66 and a Wage Board increase of approximately 6.5% was effected 14 Aug 66.

FY 67-1 Revised Financial Plan was submitted 18 Oct 1966 reflecting the following data:

Area	FY 67-0 Apprv'd	FY 67-1 Estimate
Civ Pay & Bens	$ 352,876	$ 381,207
TDY & Travel	3,860	6,365
Communications	2,222	2,031
Printing	25	25
Misc Contr Svc	730	3,220
Supplies	16,200	15,910
TOTALS	$ 396,327	$ 409,758

The above estimate reflected an increase of $13,421 over the approved FY 67 financial plan.

During this reporting period, we were advised that responsibility for payment of civilian pay and benefits would be changed from Minneapolis to Dobbins AFB, by the end of 2nd Qtr, however, actual transfer of responsibility was deferred until Jan 1967.

Also, advance information was received from Hq CAC, concerning the implementation of a new concept in budget and financial management, the "Resource Management System" (RMS) to be effected FY 1968.

1st and 2nd Quarter allotment in amount of $197,040 was received on 9 Nov 1966. An increase of $2,500 was issued 27 Dec 1966, and, another increase of $400 was issued 29 Dec 1966, bringing allotment total to $199,940.

At the end of 2nd Qtr, total obligations were $199,923 broken out as follows:

Civilian Pay and Benefits	$ 188,972
TDY & Travel	2,261
Communications	1,298
Misc. Contractual Services	118
Supplies	7,274

III. MISSION TRAINING

Operations and Training

The half year of history, ending 31 Dec 1966, contained the usual mixture of success and frustration that accompanies an upgrade training program. During the period we recruited and processed 7 pilots, 4 navigators, 2 radio operators, 3 flight mechanics, and 3 pararescuemen. Four hundred and seventy-one hours were spent in ground school and 352:30 flying hours were expended in transition training, 221:50 searches, and 23:15 ADC exercise support missions.

In July, Lt Col Charles M. Williams, Major Robert L. Koenig, Captain Robert I. Carter, SSgt Woltgang S. Sudawa, TSgt Johnny V. Hilbert, and A1C Thomas E. Berkey flew 20 hours assisting the U.S. Coast Guard in the search for General Stillwell, lost enroute from California to Hawaii. The unit also flew a 7+50 hour precautionary orbit in support of an ADC exercise out of McChord AFB, Washington. 178 hours were flown for the month. The unit's C-Rating dropped from C-1 to C-3, with the change in authorized crew strength from 5 to 9.

The ART Navigator, Captain Robert I. Carter, completed HU-16 Transition School in Eglin, Florida. At the close of the month, there were 7 crews formed and 5 OPS ready.

6 AFRR IG, Col Charles Walton and staff, visited the unit 25 Jun - 6 Jul 1966, and CAC DM, Col William M. Shewbart, visited the facility to inspect the aircraft parking ramp and buildings.

Upgrade actions during the month were: SSgt Riggs to IFM SSgt Nelson to CFM; SMSgt Stubbs to FEFM; and, Captain Carter to RCN.

Captain Gordon C. Sloan participated as an Evaluator for Oregon Wing Civil Air Patrol's 1966 Rescue Effectiveness Test, 16 Jul 1966. (Exh. 12).

AUGUST

In August, the squadron flew 99.1 hours, supported two ADC exercises with orbits for 11+25 and ferried an HU-16 from Hamilton Air Force Base to Naha AFB, Okinawa. Major Siegel and TSgt Hilbert attended a WRAMA Dash-1 conference and two crews provided static displays at airshows in the area.

One pilot, Capt Roland G. Buster, left the squadron for active duty in the U.S. Coast Guard, and at the end of the month the unit had 5 OPS ready crews. One pilot, Capt James Loomis, in training was upgraded to OPS ready co-pilot, and two new recruit pilots were found physically disqualified.

SEPTEMBER

During September, the squadron supplied an aircraft and crew, Major Koenig, Captain Jones and SSgt Silvers, to the 41st ARRSq for support on a Canadian search near Edmonton. Eight sorties were flown for 58.8 hours and the crew subsequently remained with the 41st for two weeks.

One crew supported an ADC exercise with a strip alert.

One student pilot, Captain Jones, completed upgrade to OPS ready Co-Pilot, and three new flight mechanics, SSgt Johnson, SSgt Edwards and SSgt Muse, were started in ground school. Two student radio operators, SSgt Emmons and SSgt Knudser, began training, but one OPS ready radioman, A2C Watkins, and one OPS ready flight mechanic, SSgt Riggs, left the unit.

At the end of the month, 7 crews were formed with 5 OPS ready.

The unit flew 191.9 hours.

OCTOBER

During October, one student pilot, Major Blackwell, was in Phase I training. There were 3 navigators, Capt Sweeney, Capt Cathey and 1st Lt Doctor, in training with 2 expected to complete in November.

One new flight mechanic, SSgt Muse, started HU-16 TTU at Eglin AFB and 3 non-prior pararescue trainees, AB Johnson, AB Cooney, and AB March, started basic training at Lackland AFB. Two PJs, TSgt Hale and SSgt Stevenson, were in SCUBA school and one, AIC Harold, was in medical school.

WARRC requested and received support from the squadron as three crews,(Major Barnard, Major Siegel, Captain Carter, TSgt Hilbert, TSgt Hale and SSgt Stevenson; Captain Armony, Major Lunan, 1st Lt Doctor, TSgt Jones and SMSgt Stubbs; Lt Col Hornshuh, Major Loomis, Captain Smith, and Capt Sweeney), flew in search of a West Coast Airlines DC 9, which was found on Mt. Hood. (Exh. No. 7).

One crew, Major Fallgren, Major Koenig, SSgt Edwards and SSgt Schudawa, ferried an HU-16 from Crestview, Florida to SEA (Exh. Nos. 8, 9, 10).

One strip alert was performed in support of ADC. 77.9 hours were flown in somewhat rainy weather.

NOVEMBER

The weather continued to be a factor in the upgrade training program, and 88.7 hours were flown including 6 sorties and 20 + 20 by one crew on a search in Canada. Preparations for

annual encampment assumed priority. Four new pilots, Lt Col Crandell, Lt Col Meredith, Major Bundy and Major Hewitt, were recruited. Two PJs, TSgt Hale and SSgt Stevenson, finished SCUBA school and 3 were in survival school.

One newly recruited radio operator, SSgt Spellacy, was awaiting confirmation of flight status and one, SSgt Emmons, was in training. The month ended with 7 crews formed and 5 OPS ready.

DECEMBER

December was again a busy search month, with 2 crews in Mexico for 56+00 hours, and 2 strip alerts supported at McChord AFB, for ADC. At the end of the month, 7 crews were formed with 4 OPS ready. However, the future looked a little brighter with 2 pilots, Lt Col Meredith and Major Blackwell, 3 Navigators, Capt Cathey, Capt Sweeney and 1st Lt Doctor, 1 Radio Operator, SSgt Spellacy, 1 Flight Mechanic, A1C Prichard, and, 3 para-rescuemen, A1C Harold, A1C Lambie and A2C Haffner, in upgrade training. All were expected to complete training during annual encampment in January 1967. 109.7 hours were flown during the month.

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance

During the month of July, the unit supported the 41st ARRSq, Hamilton AFB, Calif., with flight mechanics, on a rotation basis. The unit was able to meet this commitment with minimum difficulty encountered in regard to local maintenance requirements.

In September, Aircraft 51-7180, together with a four-member crew, supported the 41st ARRSq at Hamilton. During that time the aircraft and crew members were assigned to a search mission in Edmonton, Canada.

After expending 33.7 hours of airframe time on A/C 51-7180, A/C 51-7195 was dispatched to Edmonton as a replacement aircraft due to approach of phase inspection date on 51-7180. A total of 57.2 airframe hours were expended on A/C 51-7195 before the search mission was closed.

During October, A/C 51-7195 lost No. 1 engine during a cross country flight near March AFB, California. Two mechanics from this unit were dispatched to March to effect an engine change and aid in returning the aircraft to Portland. The change was accomplished in one day.

In October, SMSgt Leslie E. Dunbar, Chief, Aircraft Maintenance Control, attended a five-day maintenance conference held at CAC Headquarters, Robins AFB, Georgia.

During this reporting period, the unit supplied a No. 1 engine to the 302d ARRSq since one of that unit's aircraft had lost an engine and was under repair at El Toro Marine Base, Calif.

Hydraulics Specialist, Phillip Sperl, terminated his employment in December, 1966. Howard Charleboix was hired to replace him.

The following information was extracted from the a-AF-A1 Report for the reporting period:

Aircraft Possessed Hours	22,080.0
Unscheduled Maintenance Hours	6,253.4
Phase Inspection Hours	1,822.3
TCTO Hours	24.6
Total Flying Hours	745.3
Average Hours per Aircraft	149.1
Operationally Ready	77.8
NORS	22.2
No. NORS Items	11.0

Materiel Control

Materiel Control continued supply support of the squadron with a NORS rate of 4.3% during the reporting period. Mission equipment remained at 84% because of significant shortages in SCUBA equipment, sleeping bags and life rafts. These squadron shortages reflect existing data reported by supply sources.

MSgt Robert Powell completed the Supply Services Supervisor Course at Amarillo, Texas, 13 Jul - 27 August 1966.

There were no personnel changes in Materiel Control during this reporting period.

V. COMMUNITY RELATIONS AND INFORMATION

Community Relations

One squadron aircraft took part in the annual fly-in of the Northwest Antique Airplane Club at Hillsboro, Oregon, 27 and 28 Aug., by providing a static display at the Hillsboro Airport. The event was combined with a benefit for the Oregon Museum of Science and Industry which is a well-known Portland facility supported by a number of important local citizens. (Exh. No. 6).

During the six-month period, five separate local school groups toured the unit facilities and aircraft and received unclassified briefings from squadron personnel. The presentation by pararescue technicians, plus a display of some of their survival and medical equipment is of top interest to the youths. (Exh. No. 4 & 5).

The various groups totaled about 175 persons. In addition to those groups which were specific guests of the 304th, 20 other student groups, totaling about 300 persons visited the squadron during base-sponsored tours of the entire Air Force facility at Portland International Airport.

Information

The 1 October crash of a West Coast Airlines DC 9 jet passenger liner while on approach to Portland International Airport created a flurry of information activity for this unit.

The 304th was assigned primary responsibility for the resultant WARRC Mission # 7, and all search operations were directed from the squadron RCC.

Due to the type of aircraft involved, and the fact that this area had not experienced a commercial passenger aircraft disaster since the 1930's, there was considerable press interest.

The unit information officer was summoned to PIA to assume primary press liaison responsibility. Extensive national and local press coverage resulted, including one article which emphasized the reserve role in the mission. (Exh. No. 7).

A partial information log was compiled during the day, until the crash site was located and recovery operations reverted to civilian control. This log is contained in Exh. No. 1 and is offered as an indication of what information officers might expect in the future under similar circumstances.

VI. LIST OF EXHIBITS

Exhibit No. 1	Information Activities Log - Search for West Coast Airlines DC 9
Exhibit No. 2	Thank you letter from Associated Press to Unit PIO.
Exhibit No. 3	Thank you letter from RAND Corporation
Exhibit No. 4	Cub Scout's thank you letter
Exhibit No. 5	Letter to Base IO from school children
Exhibit No. 6	News Release, "Hillsboro Airport Show"
Exhibit No. 7	News Item, "Reservists Answer SOS"
Exhibit No. 8	News Item, "Air Reservists Off on 16,000 Mile Trip"
Exhibit No. 9	News Item, "Oregon Air Force Reservists From 304th Squadron to Ferry Rescue Amphibian for Viet Nam Duty"
Exhibit No. 10	Picture and news item on aircrew delivering HU-16 to Da Nang AFB
Exhibit No. 11	News item, "Canadian Flying Couple Survive Crash in Bush"
Exhibit No. 12	Letter of Appreciation from USAF Liaison Office (CAP), Oregon Wing Civil Air Patrol for Capt Sloan's services as Evaluator

INFORMATION ACTIVITIES LOG - SEARCH FOR WEST COAST AIRLINES DC 9

2 Oct 1966

TIME	TELEPHONE INQUIRY FROM	ACTION BY IO
0840	ABC Radio News, New York (Taped)	Gave brief description of search status
0910	Oregonian, Portland	Relayed permission from mission commander that paper could fly rented helicopter to two locations near search area to stand by there. Stressed that private aircraft could not enter search area.
0925	KOIN TV, Portland CBS Radio and TV	Explained reasons for disaster area declaration which prevented their hired aircraft from entering search area. Advised that they would be allowed into area as soon as possible, but to remain away from it until cleared by mission commander.
0935	Associated Press Portland	Provided general information, including number of aircraft currently involved in search.
0950	Oregon Journal, Portland	Advised on current search status, and on limitations on private or hired aircraft in search area.
1005	KGW Radio, Portland	Informed that cannot provide frequency of operational search channel.
1019	Associated Press, Portland	Provided general information on location of prime search area. Granted request to come to squadron area, but stressed that reporters would have to remain away from RCC.

Exh. No. 1

1024	ABC Radio News New York (Taped)	Reported number of aircraft currently involved in search, general weather conditions. Advised that ground parties operating from jeeps in U.S. Forest Service land.
1100	KOIN Radio News Portland	Denied request for interview with mission commander. Informed that would provide interview with a knowledgeable officer, other than mission commander. Advised that we have no information on reported unusual maneuver by missing aircraft.
1120	ABC Radio News New York (Taped)	Provided latest general information on search. Pointed out para-rescue capability of unit aircraft.
1140	Associated Press Portland	Answered inquiry concerning civilian sightings and reported that mission commander would be glad to receive all such reports, and that they could be relayed through information officer. Passed to mission commander, report of sighting.
1145	KOIN TV, Portland CBS TV and Radio	Briefed on total number of aircraft in general search area. Advised that we have no information on unusual maneuver by missing A/C.
1200	Oregon Journal, Portland United Press International, Portland	Relayed information on current status of search. Answered inquiry that they could send reporters to squadron area, but press must remain away from RCC.
1215	KOIN TV, Portland Camera crew arrived at Sq area.	Obtained two HH43 pilots returned to base for refueling and provided them for sound on film interview. Briefed on current mission status.

1226	UPI, Oregon Journal Portland. Reporter from each arrived at squadron area	Briefed on current status. Provided interview with Squadron Ops officer. Again stressed that they remain away from RCC.
1309	KOIN TV Portland	Briefed on current status. Advised that weather in prime search area clearing.

THE ASSOCIATED PRESS
OREGONIAN BLDG.
1320 SW. BROADWAY
PORTLAND. OREGON 97201

October 4, 1966

Lieutenant Kurt Engelstad
Public Information Officer
304th Air Rescue Squadron
Portland Air Force Base.

Dear ~~Lieutenant Engelstad~~ Kurt:

I write to thank you for your considerate cooperation in covering the crash the past weekend of the West Coast DC9. Matt Kramer tells me that you were of great assistance to him and he wanted you to know that we appreciate it.

Again, many thanks.

Sincerely yours,

Frank

FW:jp

FRANK WETZEL
CHIEF OF BUREAU

The RAND Corporation
1700 MAIN ST • SANTA MONICA • CALIFORNIA 90406

8 December 1966 L-22945

Lieutenant Colonel John A. Forsythe
Commander, 304th Aerospace Rescue
and Recovery Squadron
Portland International Airport
Oregon 97218

Dear Colonel Forsythe:

As you know, The RAND Corporation has been asked by General McConnell to conduct a study of possible roles and missions of the Air Reserve Forces in the future. While our main focus is on the mid-1970s time period, we feel that it is necessary to try to understand the structure and capabilities of the current Reserve Forces in order to provide a foundation for projecting to future time periods. This is the main reason for our recent trip to numerous Reserve Forces units throughout the country.

Speaking for the entire RAND Study team, I want to thank you and your staff for the assistance provided us during our recent visit to the 304th Aerospace Rescue and Recovery Squadron. From our own experience we know that such visits are always somewhat of an imposition. We therefore appreciate all the more the help you have provided to us in our attempt to assemble an appropriate information and data base for our study.

Sincerely,

G. H. Fisher

G. H. Fisher
Project Leader
Reserve Forces Study

GHF:jc



Dear Sergeant Wolfe,

Den 6 thanks you for taking us around in the airplanes. We wish you a good rescue hunt and please don't get sick, ok? And thank Sergeant Ingram and Sergeant Jones.

Yours truly,

David Serres

Denner

Nov. 15, 1966

Dear Mr. WOLZ,

Thank you Mr. WOLZ,
for showing us around
The Air Base. We liked the
movie too, and showing us a
parachute and the picture.

Sincerely,

Gary McCormac Den 8

Bobby Kraisi

Steve Adas

John Holt

K. H

Chris McCart

Hillsboro Airport Show To Feature Antique Club

Everything from the oldest to the newest in the aeronautics realm will strut its stuff at the first annual OMSI Air Show at Hillsboro Airport Saturday and Sunday, Aug. 27 and 28.

More than 50 antique and homebuilt aircraft are expected to converge on the field Saturday for the annual Fly-In of the Northwest Antique Airplane Club, which has moved its show from Vancouver, Wash., to Hillsboro for the Oregon Museum of Science and Industry benefit show.

The antique plane pilots will demonstrate aerobatics in the old manner — low and slow and close to the ground.

Skydivers To Appear

In contrast, Mira Slovak, world's champion aerobatic pilot, will demonstrate that latest in aerial acrobatics in his specially built Jungbeister, which he flew into Hillsboro this week.

The show, which will run from 10 a.m. to 4 p.m. Saturday and Sunday, will include simulated dogfights, flour bombing, and aerial clowns demonstrating how not to fly, as well as a static display of the latest in new civilian aircraft by local aircraft distributors.

Skydivers will perform during inermission in the airshow.

Static displays of aircraft will include antiques, moderns, and a few military planes — the C119 Flying Boxcar of the 939th Troop Carrier Group and the HU16 amphibian of the 304th Air Reserve Squadron.

Smoke jumpers from the U.S. Forest Service will exhibit a plane and jumpers — if they are not jumping on actual fires.

The flight of F102 Delta Daggers from the Oregon Air National Guard will provide a low level aerial salute each day.

There will be no charge for the air show, but $2 will be charged for parking in the Washington County Fairground across the road south of the airport, under the auspices of the Hillsboro Junior Chamber of Commerce, with all proceeds to go to the OMSI building fund.

Reservists Answer SOS

By KURT ENGELSTAD
Journal Staff Writer

Air Force reservists, who are "the guys next door" in many Portland area neighborhoods, were in the air risking their lives in foul flying weather in less than two hours after being notified of the then missing West Coast Airline's DC9.

The 304th Aerospace Rescue and Recovery Squadron was born at the Portland Air Force Base in 1957 and has offered first class professional search and rescue help ever since.

At 8:50 p.m. Saturday, Maj. James Barnard, squadron operations officer, picked up a telephone at his home. He was told by officials of the Western Aerospace Rescue and Recovery Center at Hamilton AFB, Calif., that a jet passenger liner was missing and presumed down.

BARNARD MADE a dozen phone calls, then dashed to his car and drove to the air base. Some 90 minutes from the time he received the telephone call, Barnard was flipping the "up gear" switch on an HU16B Grumman Albatross as the rescue craft climbed into the cloudy Portland sky.

Within those 90 minutes, 8 men had joined him at the air base, coming from their homes in Lake Oswego, Hillsboro, Gladstone and Portland.

Two men, Maj. David Kinne and Capt. Larry Smith, remained in the squadron's rescue control center to start other phases of the rescue.

Barnard's crew was made up of pilot Maj. William Siegel, navigator Capt. Robert Carter; flight engineer T. Sgt. John Hilbert; and pararescue technicians S. Sgts. William Stephenson and Evan Hale, and A1C Dennis Lambie.

"WE TRIED to fly out under the clouds, so we could stay close to the ground, but we were unable to do so because of the weather," Barnard recalled.

The officer related that the rescue craft had to give up the low-level flight and climb above the clouds.



CHECKING area where ill-fated DC9 went down were Portland reservists, S.Sgt. William Stephenson, left, S.Sgt. William Lambie, and S.Sgt. Evan Hale, all of 304th Air Force Reserve Unit.

"The same radar controller who lost the DC9 on his scope watched over our flight. He vectored us to the exact path of flight of the missing plane, and we flew back toward Portland along the same route," he added.

Clouds continued to obscure the ground, so Barnard attempted a more difficult search method. He requested Portland radar to guide his aircraft down through the clouds in the exact area where the DC9 had vanished.

"We went down through the clouds but couldn't see a thing. We got as low as 7,000 feet, but couldn't risk flying lower because of the known topographical hazards below that point," he said.

The jetliner's wreckage was found the next day crumpled in a ravine at an elevation of 4,000 feet.

Air Reservists Off On 16,000-Mile Trip

"Into the wild, blue yonder", went three Air Force reservists today, two of them from Vancouver, on a flight that will cover over 16,000 miles before they are due back here in about 15 days.

The Air Force announced that Maj. Curtis Fallgren, Staff Sgt. Earl Edwards, both of Vancouver, and Maj. Robert L. Koenig of Woodburn, Ore., left from Portland International Airport on the first leg of a flight that will eventually take them to Viet Nam.

The first leg, from here to Crestview, Fla., was made by commercial airliner. In Florida, the reservists will pick up a twin-engine Albatross amphibious aircraft (HU-16-B) from the Fairchild-Hiller Corp., and ferry it from there to View Nam.

The schedule calls for them to fly the Albatross to McClellan AFB, Sacramento, Calif., where they will meet two other members of the 304th Air Rescue and Recovery Squadron, including Capt. Roger G. Knight of Vancouver.

From Sacramento, the fliers will begin the long over-water flight, with the route to be taken depending on prevailing wind conditions, according to the Air Force announcement. If the southern route is chosen, the plane will touch down in Hawaii, and at Wake Island, Guam and the Philippines before landing in Viet Nam. The northern route would include landings in Alaska, the Aleutians, Japan and Okinawa enroute to their destination.

Command pilot of the flight will be Fallgren, whose home is at 2716 Neals Lane. Knight, who lives at 1105 S.E. Chelsea Ave., will have the responsibility of pointing the aircraft in the right direction as navigator, and Edwards of 3719 N.E. Fifty-third St., will be flight engineer. Rounding out the crew, Koenig will be co-pilot and Staff Sgt. Joe Schudawa of Portland will be radio operator.

The reservists will return home by military aircraft.

Oregon Air Force Reservists From 304th Squadron To Ferry Rescue Amphibian For Viet Nam Duty

A crew of Oregon Air Force reservists took off from Portland Thursday on the first leg of an 8,000-mile flight to Da Nang Air Base in South Viet Nam, Lt. Col. Jack Forsythe, commander of the 304th Air Rescue Squadron, reported.

The crew of five men will pick up an HU16B Grumann Albatross amphibian air rescue plane at Crestview, Fla., and fly it across the Pacific for use in combat air rescue.

They are scheduled to take off from McClellan AFB, Calif., Sunday for the 2,400-mile hop to Honolulu, thence via Wake, Guam and the Philippine Islands to Da Nang in South Viet Nam.

This will be the third HU16 ferried across the Pacific by reservists of the 304th, Col. Forsythe reported. The last one was flown across in May without incident.

Crew on this ferry flight will include Maj. Curtis Fallgren of Vancouver, Wash., who served 90 days instructing pilots of the Thailand Air Force in the Albatross last year.

Copilot will be Maj. Robert Koenig of Woodburn.

Navigator will be Capt. Roger Knight of Vancouver, who is also a private pilot and runs a seaplane base in Vancouver. He made a similar flight in May of this year.

S.Sgt. Earl Edwards of Vancouver will be the flight engineer; S.Sgt. Wolfgang Schudawa, 4015 SE 149th Ave., the radio operator.

The round trip will take about 15 days.

To relieve the shortage of air rescue pilots, the 304th has had one or more crews standing alert on active duty with the regular Air Force Air Rescue Service at Hamilton AFB, Calif. for the past month, Col. Forsythe reported.



FIRST CREW OF Air Force Reservists to ferry an air rescue plane into Viet Nam combat zone was this foursome from 304th Air Rescue Squadron. They delivered HU 16 amphibian to Da Nang AFB, across 7,000 miles of ocean, returning to Portland Thursday. From left, Maj. Robert Koenig, Woodburn, copilot; S. Sgt. Earl Edwards, 3719 NE 53rd Ave., crew chief, Vancouver, Wash.; Maj. Curtis Fallgren, pilot, Vancouver.; Sgt. Wolfgang Schudawa, radio operator, 4015 SE 149th Ave. (Air Force)

Canadian Flying Couple Survives Crash In Bush

COLVILLE, Wash. (AP) — A Saskatchewan couple missing 11 days on a flight to Vancouver has been found alive in Washington State and were reported Sunday to be in a hospital in this community 40 miles south of the Canada - U.S. border.

Details were sketchy, but early reports from the hospital and Colville sheriff's office said Mr. and Mrs. Roy Brown were recovering from exposure and bruises. Mr. Brown also suffered a broken ankle.

The sheriff's office said their single - engine plane crashed in mountainous bush country between the border and Sherman Pass, 20 miles to the south.

The reports said they walked away from the crash to a road shelter where they were spotted by a hunter. It was not immediately known how long they were in the bush.

Plane Disappears

They disappeared Nov. 24 on a two - hour flight from Grand Forks, B.C., to Penticton in the Okanagan while en route to Vancouver for a professional football game and a family reunion.

Grand Forks is about 240 miles east of Vancouver and Colville about 40 miles south - east of Grand Forks.

The story of their finding came to light in Canada when the hospital called a company owned by the Brown family in Langley, about 35 miles east of Vancouver.

RCAF search headquarters checked the report and confirmed that the Browns had been found. They said three search planes were held up in Penticton waiting for bad weather to clear to continue a hunt for the missing plane.

DEPARTMENT OF THE AIR FORCE
UNITED STATES AIR FORCE LIAISON OFFICE XXXXXX(CAC)
OREGON WING CIVIL AIR PATROL
PORTLAND INTERNATIONAL AIRPORT, OREGON 97218

REPLY TO
ATTN OF ORELO

24 August 1966

SUBJECT Letter of Appreciation

TO Commander
304th Aerospace Rescue & Recovery Sq
Portland Intl Airport, Oregon 97218

1. I wish to express our appreciation for the support your organization gave in furnishing an Evaluator, Captain Gordon C. Sloan, to assist in the evaluation of the 1966 Oregon Wing Search and Rescue Effectiveness Test, which was held at Roseburg, Oregon on 16 July 1966.

2. Captain Sloan did an excellent job as an Evaluator. His comments and suggestions were appreciated by the Pacific Region Liaison Office, the Oregon Wing CAP, and this office.

Donald T. Grubb

DONALD T. GRUBB, Major, USAF
USAF-CAP Liaison Officer

25 AUG REC'D

K-SG-RESC-304-HI
Jan-June 1967

HISTORY OF

304TH AEROSPACE RESCUE & RECOVERY SQ (RES) (CAC)

Portland International Airport

Portland, Oregon

1 January - 30 June 1967

RCS: AU - D5

SIXTH AIR FORCE RESERVE REGION

CONTINENTAL AIR COMMAND

6-4419-RR

APPROVED BY:

James D. Beall

JAMES D. BEALL
Colonel, AFRes
Commander

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FORWARD

National recognition of the 304th was achieved during this reporting period through the outstanding professional accomplishments of unit personnel.

TSgt Evan N. Hale was selected as the nation's top Air Force Reserve Airman for 1966 and was recognized as such during the March, 1967, Air Force Association Convention in San Francisco, California.

Pararescue technicians Hale and MSgt Eugene V. Ingram were decorated with the Airman's Medal in May, 1967, for their part in the June, 1966, rescue of a mother and infant daughter from the dangerous slopes of Mt. St.Helens, Washington. The rescue has received reoccurring national recognition through various news media and has served as a stirring tribute to the Air Force Reserve Air Rescue.

The unit welcomed then Lt Col. James D. Neall aboard as its new, permanent commander, the third since the 304th was organized.

EDWIN K. ENGELSTAD
Capt., AFRes
Historian

I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1957, at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 8 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

On 18 January 1966, official designation of the unit was changed to 304 Aerospace Rescue & Recovery Squadron.[4]

Mission and Responsibilities

The mission of the 304th Aerospace Rescue & Recovery Sq is[5] to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense.

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq CAC SO G-6, 18 Jan 66
5. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization

The 304 ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

LtCol John A. Forsythe, FV 673134, Squadron Commander, since 1959 was voluntarily recalled to active duty on 31 Jan. 1967. LtCol Ross A. Meredith, FV 700508, being the ranking officer, assumed command on 1 Feb. 67. He was succeeded by LtCol George W. Crandall, FV 742968, who assumed command following his return from active duty training.

LtCol James D. Beall, FV 529247, was appointed permanent commander on 26 March 1967, by 6th AFRR RO #A-82, 27 April, 1967, and remained unit commander through the balance of the reporting period. (Exhibit 20).

ROSTER OF KEY PERSONNEL

30 Jun. 1967

304th ARRSq (Res)
Portland Intl Arpt, Oregon 97218

Autovon - 554-1470
Commercial PX - 282-5611
Area Code - 503

Duty Hours 0715 - 1600

	Duty Phone	Home Phone
COMMANDER:		
Col James D. Beall	400/401	252-1182
ADMINISTRATION:		
SMSgt Charles V. Jackson, Admin Asst	400/401	665-8782
SSgt Jan A. Mattins, Mil Pers Clerk	400/401	282-4096
*Capt. Edwin K. Engelstad, Pers Off	400/401	644-1265
*2nd Lt Johnny L. Tyler, Pers Off	400/401	688-8320
OPERATIONS AND TRAINING:		
Major James [illegible]. Barnard, Ops & Trng Off	404/405	255-9605
Major William L. Siegel, Stan/Eval Off	404/405	254-2044
Capt Robert I. Carter, Staff Nav	404/405	648-3598
TSgt Felix J. McLarney, Ops Clerk	404/405	236-7548
MSgt Eugene V. Ingram, PJ NCOIC	404/405	253-2357
SUPPLY:		
MSgt Robert E. Powell, Mat Control Supvr	409	252-1950
SSgt Virgil L. Pierce, Inventory Mgmt Spec	409	234-3027
*Capt Joe Lytle, Mat Control Off.	409	529-3672
MAINTENANCE:		
Major Taylor M. Brookshier, Maint Off	430/432	254-2853
Mr. David D. Davidson, Maint Control	435/438	231-3036
SMSgt Leslie E. Dunbar, Spec Chief	435/438	665-8722
MSgt Donald L. Beevers, Flt Line Chief	411	254-8161
MSgt Arthur L. Morrison, C & E NCOIC	410	252-7038

*Reservists: Available only on Unit Training Assemblies.

II. RESOURCES

Air Reserve Technician Element

As of 1 Jan 1967	Authorized	Assigned
Officers	5	5
Airmen	37	34
Civilians	4	5
Status Quo	0	2
	46	46

As of 30 Jun 1967		
-Officers	5	5
Airmen	37	35
Civilians	4	4
Status Quo	0	2
	46	46

ART

After ten months of paper work we were able to enlist SSgt James K. Clouse as an ART filling the AR 11bA position, Radio Repairer on 4 Jan 67. During this time he worked in the position on a temporary hire basis. A1C Gerry N. Skaurud who filled an A1C, Recip. Engine Mechanic position (ART, AR76) since 18 Apr 66, was moved up to a SSgt position and promoted on 29 Mar 67. SSgt John R. Alden, ART, AR 76, was designated as a Status Quo employee because of physical reasons and resigned in May 67. He was replaced by SSgt Abraham Campoy. In Jun 67, we hired two High School students as Student Aids. They gained varied experience in all squadron areas and were definite assets.

Civilian Awards

Receiving suggestion awards were Norman Adams - $30, Howard Charlebois - $20 and Eric Guest - $15.

James Clouse, William Kinsey and Robert Powell each received 10 year service awards.

Charles Jackson received the Portland Air Base "TOP" award for the month of May 67.

Reserve Manning

As of 1 Jan 1966	Authorized	Assigned
Officers	34	28
Airmen	105	103
	139	131
As of 30 Jun 1966		
Officers	34	30
Airmen	105	101
	139	131

Losses

LtCol John A. Forsythe - 31 Jan 67 to RAD

Maj. Melvin S. W. Hewitt - 8 May 67 to ARPC

Capt. Richard L. Hoy - 6 Jan 67 to ARPC

MSgt Frank Ivy - 5 Mar 67 - Deceased

TSgt Robert F. Jolin - 1 Mar 67 to ARPC

SSgt James R. Muse - 1 May 67 to ARPC

AlC Richard A. Dibble - 15 Apr 67 to ARPC

A2C Larry G. Haffner - 17 Jun 67 to 939 TAG

Gains

Col. James D. Beall - 26 Mar 67 from 302 ARRSq

Capt. Arthur J. Bennett - 1 Mar 67 from 48 ARRSq

Maj. Richard Perry - 4 Feb 67 from ARPC

Capt. Sanford Green - 3 Jun 67 from OreANG

Capt. Richard A. Pyne - 18 Feb 67 from WashANG

Promotions

LtCol James D. Beall to Colonel 29 Jun 67

Lt. Edwin K. Engelstad to Captain 6 Jun 67

SSgt William C. Dechent to 2nd Lt. 16 Mar 67

TSgt Charles T. Young to MSgt 28 Feb 67

A1C Craig A. Bakken to SSgt 20 Mar 67

A1C Gregory R. Gleason to SSgt 26 Apr 67

A1C Gerry N. Skaurud to SSgt 29 Mar 67

A2C Thomas L. Berkey to A1C 9 Mar 67

A2C John E. Merrion to A1C 25 Apr 67

A3C Wayne P. Schulz to A2C 9 Jan 67

A3C Dennis B. Seibert to A2C 18 Jan 67

A3C Duane A. Vandehey to A2C 24 Jan 67

This reporting period started off with many action items for immediate consideration. We changed to a "Winter encampment" scheduled to be held at Anchorage, Alaska, 7-21 Jan 67. However, our Annual Short Tour was held at home (same dates) because of weather and pilot transition requirements which could not be accomplished away from home base. Our Administration Section was

relieved of publication of encampment orders, which were published by ARPC(CRPO). This was a great relief for us although it required very close coordination. (Exhibits 1, 2, and 4)

To further complicate getting started on "camp", we had an aircrew participating in a search mission out of Nellis AFB, Nev., on the opening day of "camp". (Exhibit 4) Feb. 67, found the unit host to 14 non-prior-service Pararescue trainees from all 5 ARRSq's. We were responsible for arranging a contract with the U. S. Forest Service to conduct a Smokejumper Course during February. (Exhibit 9) With LtCol John A. Forsythe's recall to EAD on 31 Jan 67, LtCol. Ross A. Meredith assumed command until 27 Feb 67. (Exhibit 29) He was relieved of command by LtCol George W. Crandall who assumed command 28 Feb 67 until 25 Mar 1967. (Exhibit 30)

Enlistments (E) Reenlistments(R)

(E) SSgt James K. Clouse, 4 Jan 67

(E) SSgt Robert S. Spellacy, 11 Jan 67

(R) SSgt James R. Ehenger, 19 Mar 67

(R) SSgt Orval L. Campbell, 19 Mar 67

(E) SSgt Abraham M. Campoy, 3 Apr 67

(E) A1C George J. Buzan, 13 Apr 67

(R) SSgt Thomas A. Price, 26 May 67

(R) SSgt Jan A. Watkins, 26 May 67

Capt. Richard A. Pyne, who was assigned 18 Feb 67, was returned to flying status 1 May 67 as a Navigator.

Graduating as Honor Students were A1C Timothy A. Doyle who ranked first of 46 students taking SCUBA Training at Key West, Fla., A3C Lawrence E. Oster, Propeller School; A3C David M. Spence and A3C Merle W. Geiger, Acft. Mechanic School.

2nd Lt. William C. Dechent was commissioned under OTS program and completed training 7 May 67.

SMSgt Charles V. Jackson was appointed as a member of the MAC Air Reserve Forces Policy Council and attended the 13th meeting 8-12 May 67 at Scott AFB, Ill. (Exhibit 23)

TSgt Evan N. Hale was selected as Outstanding Air Force Reservist and was honored at the Air Force Association conclave 14-17 May 67. (Exhibits 10 thru 18 and 21, 22)

162 Reserve Orders were published during this period.

20 May 67 was a "Red Letter Day" for the unit. MSgt Eugene V. Ingram and TSgt Evan N. Hale received Airman Medals for their gallant efforts in the rescue of Mrs. Karla Little and her two month old baby from Mt. St.Helens in June 66. Also, receiving commendations from the State of Washington, were the flight crew during the rescue, consisting of Major William L. Siegel, RCC; Capt. James George, Navigator; SSgts Roger Johnson and Larry Stivers, Flight Mechanic; A1C Harold, Pararescue; and A2C Charles McAllister, Scanner. (Exhibits 23 and 24).

VISITS

26-28 Mar 67 - ARRS Standardization Evaluation Team

20 Jun 67 - Brig. Gen. Allison Brooks (ARRS Commander), for tour and discussion of facilities.

Unit Budget

445 MAW(BCTAF) Dobbins AFB, GA. assumed accounting responsibility for Civilian pay in Jan. 67.

Revised Budget Authorization was received 6 Jan 1967 reflecting $375 increase in TDY, and showed total authorization for FY 67 in amount of $396,702.

CBU-0 00063 Jan 67 message called for abbreviated estimate to be submitted for FY 68. Estimate was submitted on 3 Feb 67 requesting funding as follows: TDY Travel, $6,730; Non-Tactical Radio System, $1,049; Wire Communication System (Rescue Mission Scramble Horn), $105; Official Tolls, $650; Printing & Reproduction, $25; and Fuels, Lubricant, Oil & Waxes, $400.

CAC (CBU)Ltr, 31 Jan 67, "Review of FY 68 Estimates", was received 6 Feb 67. Listing attached showed CAC estimates for FY 68 as follows: TDY Travel, $6,365; Non-Tactical Radio, $1,069; Wire Communication System, $105; Official Tolls, $394; Miscellaneous Contractural Services, $3,000; Fuels, Lubricants, Oils & Waxes, $200; and, General Supplies, $16,000.

Approved FY 67-1 Financial Plan was received 13 March 67, with funding as follows: Civilian Pay & Benefits, $384,000; TDY Travel, $7,600; Transportation of Household Goods, $1,500; Non-Tactical Radio, $1069; Wire Communication System, $105; Official Tolls, $400; Printing, $25, Misc. Contractural Services, $2,730; Fuels, Lubs, Oils & Waxes, $200; and, General Supplies, $16,000 for a total of $413,629.

In compliance with CACR 170-1, 304 ARRSq Reg 170-1 was published 17 Apr 1967 assigning financial management responsibilities to budget officer for all areas except Miscellaneous Contractual Services and Supply. Unit budget officer shared responsibility with Supply NCOIC for management of Miscellaneous Contractual Services and Supply NCOIC was assigned financial management responsibility for Supply areas.

CAC (CBU) Ltr, 1 May 67, "Request Financing - FY 68 O&M Expense Operating Budget" reflected a total of $420,731. However, this was an Operating Budget only, and not actual FY 68 funding.

Conversion from object class code system to element of expense codes was programmed to take effect at beginning of FY 68, however implementation of Resource Management System (RMS) was deferred.

RCS C-31 Report for period ending 30 Jun 1967 showed total obligations for FY 67 in amount of $415,366, apportioned as follows: Civilian Pay & Benefits, $384,220; TDY Travel, $8,020; Transp of Household Goods, $1,340; Contractual (Communications & Misc. Contr. Services), $4,087; and, Supplies (all), $17,700.

445 MAW(BCTAF) Dobbins AFB, GA, was scheduled to assume all accounting responsibility at beginning of FY 68 (1 Jul 1967).

III. MISSION TRAINING

OPERATIONS AND TRAINING

During the first half of calendar year 1967, the unit recruited 4 pilots and lost none for a net gain of 4 pilots. One navigator was lost and one gained. Two radio operators were gained versus no losses. One flight engineer was gained and two lost. One pararescueman was lost and none gained. During this period a total of nine hundred none (909) hours were flown of which two hundred ten (210) hours were expended on searchs. Seven hours and twenty minutes (7+20) were flown in support of ADC exercises and seven hours and thirty (7+30) were flown in support of a special mission.

JANUARY

The unit maintained a C-3 status through January with 7 crews formed and 5 crews operationally ready. There were no aircrew gains during the month and one navigator lost. Capt. Richard Hoy departed the unit because of extreme family hardship. No aircrew members were upgraded but seven (7) proficiency flight checks were accomplished.

Major Robert Koenig, RCC, LtCol Charles Williams, CP, Major James Lunan, Nav., AIC Thomas Berkey, RO, and SSgt James Nelson, FE, participated in WARCC 004 search. This search was for a missing F-4T near Nellis AFB, Nevada. Eighteen hours and 30 minutes (18+30) (4 sorties) were expended on this search.

WARRC search 005 commenced on the 19th of January. This search was for a KC-135 tanker missing near Spokane, Washington. Fifteen hours and fifteen minutes (15+15) for eight (8) sorties was expended on this search. Crew members participating were RCC - Major James Barnard, Major Curtis Fallgren, Capt. John Lewis, Major Robert Koenig, and Capt. Sadowy. Co-pilots - LtCol Ross Meredith, LtCol Charles Williams, Major Taylor Brookshier, and Capt. Richard Armony. Navigators - Major James Lunan, Capt. Roger Knight, Capt. Robert Carter, Capt. James Justin, Capt. Thomas Sweeney, and Capt. George Cathey. Radio-Operators SSgt Walter Jones, SSgt Harold Knudsen, SSgt Wolfgang Schudawa, and AlC Richard Dibble. Flight Mechanics - TSgt John Hilbert, SSgt Earl Edwards, SSgt Roger Johnson, SSgt Kenneth Bullard. Pararescumen Eugene V. Ingram , TSgt Michael Smith, and AlC Dennis Lambie.

In addition to the above missions, two strip alerts were maintained at Portland for 26th Air Division exercises - Modoc Echo I and Modoc Echo II.

FEBRUARY

This unit completed February in a C-2 status with 7 crews formed and 6 operationally ready. During this month there were 3 aircrew members gains and 2 losses. Gains were Major Richard Perry (Pilot), Capt. Richard Pyne (Navigator), SSgt Robert Spellacy (Radio Operator). Losses were LtCol John Forsythe, the Commander who reported to MAC Headquarters for a four year active duty tour. AlC Richard Dibble (Radio Operator) left the

unit for a civilian assignment in Southeast Asia. There were four upgrade flight checks conducted and seven instrument and proficiency checks given. Upgrading were Maj Blackwell to Co-Pilot, LtCol Crandell to RCC, LtCol Charles Williams to RCC, and Major Koenig to Instructor Pilot.

MARCH

The unit maintained C-2 status through March with 7 crews formed and 6 operationally ready. Two aircrew members were gained and none lost. Crew members gained were LtCol James D. Beall (Pilot) reporting from the 302nd ARRSq and assuming command of the unit. Capt. Bennett (Pilot) reported directly from active duty. Three crew members were upgraded during this period. LtCol Meredith was upgraded to Rescue Crew Co-Pilot. Capt. Sweeney upgraded to Rescue Crew Navigator and Sgt Rogers upgraded to Rescue Crew Radio Operator. Nine proficiency flight evaluations were conducted. The unit supported 4th Air Division exercise Modoc Echo III with strip alert [illegible] and participated in WARRC 32 search for a missing Cessna 175. This unit flew 11 sorties for fifty-eight hours and fifty minutes (58+50). Crew members participating were: RCC - Major Koenig, Major Barnard, Major Fellgren, and Capt. Lewis. Co-Pilots - LtCol Crandell, LtCol Meredith, Capt. [illegible], Capt. Loomis, Capt. Armony, Major Perry, and Capt. Bennett. Navigators - Major Lunan, Capt. Justin, Capt. Knight, Capt. Cathey, Capt. Sweeney.

Capt. Carter and Lt. Doctor. Radio Operators - Sgt Knudsen, Sgt Jones, Sgt Spellacy, Sgt Schudawa, Airman Berkey, and Airman Ferguson. Flight Mechanics - Sgt Johnson, Sgt Adams, Sgt Stivers, Sgt Nelson, Sgt Edwards, and Sgt Prichard. Para-rescuemen - Sgt Ingram, Sgt Smith, Airman Harold, and Airman Marsh.

WARRC mission 38 opened on the 26th of March and this unit expended twelve hours and thirty minutes (12+30) for 3 sorties on support of this mission. Crew members participating were: RCC LtCol Williams, and Major Siegel. Co-Pilots - Major Brookenier, Major Perry, and Capt. Armony. Navigator - Capt. Cathey. Radio Operators - Sgt Jones, Sgt Emmons, and Sgt Knudsen. Flight Mechanics - Sgt Johnson, Sgt Stubbs and Sgt Prichard.

APRIL

This unit continued through April in a C-2 status with seven crews formed and six operationally ready. Two aircrew members were gained during the month and one lost. Crew members gained were Airman Buzan, Radio Operator and SSgt Gempey, Flight Mechanic. The crew member lost was Sgt. Bullard, Flight Mechanic.

During April, four crew members were upgraded and three proficiency flight checks were administered. Crew members upgraded were: LtCol Beall to Instructor Pilot; Lt. Doctor to Refresher Navigator; Sgt Knudsen to Rescue Crew Radio Operator, and Sgt Smith to Scuba Flight Examiner. Sgt Hale, Sgt Stevenson, and Airman Lambie accomplished their initial Scuba jumps at Roosevelt Lake, Arizona.

This unit supported 25th NORAD exercise "Shoo Fly" with a precautionary orbit for 1 sortie of two hours and forty minutes (2+40). Additionally, one additional scrip alert was maintained at Portland for 26th Air Division exercise Modoc Echo IV. Two aircraft were dispatched to Elmendorf AFB, Alaska for crew indoctrination.

MAY

This unit ended May in a C-3 status with 7 crews formed and 5 operationally ready. One crew went non-current on 45-day requirements. There were no aircrew gains and one loss. Sgt Campoy was transferred to another section within maintenance in a non-flying capacity. Two crew members were upgraded to Rescue Crew Commanders. They were LtCol Meredith, and Capt. Jones. Both officers having recently completed RCC School at Eglin AFB, Fla. Three proficiency flight checks were accomplished during this month.

The unit participated in WARRC 63 search [illegible], Canada for 20 sorties and sixty-eight hours and [illegible] (3+50) flying time. Air crew members participating [illegible] - Major Koenig, LtCol Crandell, Major Barnard, Major Brookshier, LtCol Beall, Capt. Loomis, Capt Armony, and Major Fallgren. Navigators - Capt. Carter, Capt. Knight, Capt. Swenson, Major Lunan, and Lt. Doctor. Radio Operators - [illegible] Barkley, Sgt Knudsen, Sgt Schuldawa, and Sgt Spellacy. Flight Mechanics - Sgt Johnson, Sgt Hilbert, Sgt Edwards, Sgt Prichard, Sgt Nelson, Sgt Adams. Pararescuemen - Sgt Ingram and Sgt Smith.

JUNE

This unit completed June in C-3 status with 7 crews formed and 6 operationally ready. One aircrew member was gained and one lost during this month. Gained were Capt. Green (Pilot) and lost was Airman Haffner (Pararescue). Two crewmembers were upgraded to Rescue Crew Co-Pilot. Upgrading were Major Perry and Capt. Bennett. Six proficiency flight checks were also accomplished during June.

WARRC 74 search was opened on 1 June and the unit supported this mission with seven (7) sorties for twenty-nine hours and twenty-five minutes (29+25). Crewmembers participating were: Pilots - Major Koenig, Major Brookshier, LtCol Meredith, LtCol Crandell, Capt. Lewis, and Capt. Armony. Navigators - Capt. Carter, Capt. Cathey. Capt. Justin, Capt. Sweeney, and Major Lunan. Radio Operators - Sgt Jones and Sgt Spellacy. Flight Mechanics - Sgt Edwards, Sgt Nelson, Sgt Stubs and Sgt Adams.

WARRC 77 search was opened on 6 June and 1 sortie for seven hours and thirty minutes (7+30) was flown on this mission. Crew members were: Pilots - Major Koenig, and LtCol Meredith. Navigator - Capt. Cathey. Flight Mechanic - Sgt Nelson.

In addition to the above missions, one support mission for 26th Air Division exercise Modoc Echo VI was flown for four hours and forty minutes (4+40).

IV. MAINTENANCE SUPPLY AND FACILITIES

JANUARY

Summer encampment was 7-21 Jan. We gained Sgt James Clouse into the ART program. Sgt Clouse has been with the unit since 1965 (April) as a temporary employee awaiting a medical waiver.

A crew from the RCAF visited with us for one week of summer camp.

A/C 293 experienced a complete hydraulic failure while flying a local training mission. Emergency procedures were performed to retract landing gear. A/C landed safely. A broken hydraulic line was the cause of the failure.

FEBRUARY

Began the new 50 hour phase inspection cycle during the month. We will now only perform 12 phased inspections during the year at 50 hour intervals instead of 24 phased inspections at 25 hour intervals.

MARCH

Col. Peterson, Commander WARRC, was in the area briefly on 2 March. The unit provided a crew and aircraft to take him and his party to McChord.

Funeral services were held on 9 march 1967, for MSgt Frank Ivy. Sgt Ivy was out Reservist Training NCOIC. Major Brookshier, SMS Dunbar and SMS Jackson attended the services.

Airman Bakken performed a week's active duty training. Amn. Bakken is the new Reserve Quality Control.

Three flight mechanics - Sgt Nelson, SSgt Stivers, and SSgt Edwards ferried HU-16A's from Arizona to St Jean 's Canada.

APRIL

Aircraft 51-7180 departed PIA on 4 Apr for IRAN at St. Augustine, Fla.

MAY

A/C 5293, while in Canada on a search mission, experienced prop trouble and Floyd Christie was dispatched to Canada to perform the necessary maintenance.

JUNE

A/C 7155 departed on 10 Jun 67 for IRAN at St. Augustine, Fla. A ferrycrew returned on 13 June 67 with A/C 7180. Condition was a/c 7180 was quite bad.

STATISTICS

	6 MO. AVG	JAN	FEB	MAR	APR	MAY	JUN
Avg. A/C on hand	5	6	5	5	4	4	4
Avg. A/C OPS RDY	3	3.4	4	4	3	3	3
Hours Flown	151.1	147.1	104.2	166.8	167.5	162.1	195.0
Hours flown per A/C	35.8	29.4	20.8	33.2	41.9	40.5	48.8
OPS RDY Rate	72.8%	68.8%	79.4%	81.5%	45%	78%	85%
Phase Inspections	4	5	5	4	3	4	2
NORS Items	2	2	1	1	3	1	2
DAYS NORS	7.7	13.9	11	7	9.9	1.6	2.8
NORS Rate	5.3	9.0%	6.5%	3.9%	9.2%	1%	2%

ENCAMPMENT

The 304th Annual encampment was launched at 0800 7 Jan 1967 with in processing being accomplished in an expiditious manner by the Administrative section.

A brief orientation meeting was held in the hangar to inform all maintenance personnel of expected goals to be achieved during the annual encampment. SMSgt Dunbar who is acting maintenance control outlined Duty hours, work load, training schedules and procedures to be followed during this tour.

Camp was started with three Aircraft in commission at home station. Aircraft 51-1471 was in 13th phase Inspection which was completed 7 Jan 1967 and returned to in commission status under the supervision of MSgt Wohlsein NCOIC of phase Inspection team.

Aircraft 51-7195 was on a Search mission working out of Nellis AFB at Las Vegas, Nevada, 22nd phase inspection was started on Aircraft 51-5293.

A meeting of the section supervisors was held in the Squadron Conference room. Supervisor responsibility was the main topic of discussion. Those in attendance were SMS L. Dunbar, Maintenance Control, MSgt D. Beevers, NCOIC Flight Line, MSgt F. Wohlsein NCOIC Phase Inspection, MSgt A. Morrison NCOIC Propulsion, MSgt R. Powell NCOIC Specialist Support Branch. Aircraft 51-0471 phase #13 was completed.

Commanders Call was held at 1400.

8 Jan 1967 11th Phase Insp was started on Aircraft 51-7180. Functional check flight was flown on aircraft 51-5293 Aircraft

51-7155 was flown on a training mission and Aircraft 51-7195 was still away from home on a search mission.

MSgt Stewart arrived from McChord AFB 521st FTC to conduct a class in AFM 66-1.

9 Jan 67 AFM 66-1 class was started this morning. The Maintenance section was divided into two sections to attend this course.

Aircraft 51-7195 returned from search mission in Nevada after expending 18 + 30 hours.

10 Jan 1967, AFM 66-1 training progressing as scheduled. Two Aircraft were grounded for malfunctions of Hydraulic Systems.

11 Jan 1967 a strip alert was performed by the squadron from 0700-1600. Aircraft 51-0471 and 51-7195 were still grounded for Hydraulic system malfunctions.

12 Jan 67 -- Weather conditions cancelled all flying activities for this day. Aircraft 51-0471 and 51-7195 were repaired and returned to in comission status. 11th phase inspection was completed on Aircraft 51-7180. Major T. M. Brookshier, Maintenance Officer, departed on a survival mission on Mt. Hood where he remained overnight. One of the highlights of the "Camp" period was the arrival of a search and rescue crew from Canada. Our "neighbors" from the North planned on staying several days observing our operations and procedures. Those visiting us were Flight Lt R. C. Hughes, Lt J. K. Flazner, Lt R. M. Agate, Sgt J. M. Sobery and Cpl Larne Petit.

All members of this organization greatly appreciated the time and effort expended by these personnel in making this visit possible.

13 Jan 67-Orders were received this date effective 9 Jan 67, promoting Amn 3C Wayne P. Schulz to A2C. Four Aircraft flew a total of 17.1 hours. Aircraft 51-5293 sustained an in flight emergency at 1645 a complete loss of Hydraulic system pressure resulting in emergency procedures being initiated by Maj. Wm. L. Siegel, pilot in command of the aircraft.

A successful landing was made at Home station. An inspection of aircraft disclosed a broken hydraulic line which resulted in loss of all hydraulic fluid. A 22nd phase inspection was started on this aircraft at this time.

14 Jan 1967- The Maintenance section completed the AFM 66-1 classes with "A" Flight generating 508 hours and "B" Flight 474 hours for a total of 982 hours of classroom training.

22nd phase inspection was completed on AC 51-5293.

15 Jan 67 - Personnel were given the day off with the exception of four personnel who were trouble shooting and repairing the wing flap system on aircraft 51-0471. This system had several malfunctions in the past so a thorough inspection of the system to determine the cause of the problem and necessary repairs were performed during this slack period.

16 Jan 1967- 14th phase insp. was compiled with A/C 51-0471, 1st phase inspection was started on A/C 51-7155. Three flights were supported by the maintenance section. Engine conditioning films were shown to personnel.

17 Jan 1967.- Aircraft 51-7155 undergoing 1st phase Inspection. A training film covering the Air Force Technical Order System was shown to the Maintenance Personnel.

18 Jan 1967.- 1st phase inspection was completed on A/C 51-7155. CDC tests and exercises were administered to personnel as required.

19 Jan 67.- All flying was cancelled due to inclement weather. At 2040 hrs. word was received from WARC, Hamilton Air Force Base of a KC 135 crash in the vicinity of Fairchild Air Force Base. Unit was alerted but due to weather conditions and darkness a decision was made to delay the take-off until early the following morning. The aircrews and support personnel were alerted and were given instructions for the procedures to be followed and reporting times.

20 Jan 67.- Four aircraft departed this station at 0630 hours to participate in search mission for an Air Force KC [illegible] lost in vicinity of Spokane, Washington. Wreckage of aircraft was located at approximately 1040. General weather deterioration forced HU-16's to R.O.N. at Fairchild AFB.

21 Jan 67.- Aircraft departed Fairchild AFB beginning 0900. All aircraft arrived home station in commission.

Commanders Call held at 1130 a.m. which was LtCol Forsythe's last Commanders Call with this organization. He is being sent to MAC Headquarters, Scott AFB, Ill.

Out Processing was started at 1300.

The Flight Line Personnel had a dinner at the Country Kitchen to celebrate the end of another "Summer Camp".

It is the consensus of opinion of the Maintenance Supervisors that the active duty was a more successful training period than in the past due primarily to not having to spend several hours packing and preparing for a move to another site. Also there was no time lost in travel.

Recap of Maintenance training flying supported and Phase inspection.

Encampment Period

Manhours expended		1684.3
Manhour capability		2047.5
Production Effectiveness		82%
Hours Flown		77:55
% Hours flown to total hours flown for month of January		52.9%
Manhour per flying hour		21.6
Phase Inspections		907.7
51-0471		
Look phase	70.6	
Fix phase	267.6	338.3
51-5293		
Look phase	52.7	
Fix phase	76.3	129.0
51-7155		
Look phase	124.0	
Fix phase	190.1	314.1
51-7180		
Look phase	66.2	
Fix phase	59.1	126.3

Materiel Control

During the reporting period, 1 Jan through 30 Jun, 1967, Materiel Control continued supply support of the squadron with the following NORS rates:

January	9.0%
February	6.5%
March	3.9%
April	9.2%
May	1.0%
June	2.9%

The total average percentage is 5.26.

Acquisition of 44 URC-10 radio sets raised our Mobility Equipment to a satisfactory 85% of the total authorized equipment.

On 20 May, 2nd Lt. William C. DeChent returned from active duty at McChord AFB and was assigned to Materiel in training status.

V. COMMUNITY RELATIONS AND INFORMATION

Community Relations

During an SAR Mission in Baja, Mexico, unit personnel offered a helping hand to civilians in two emergency situations and demonstrated an important aspect of community relations.

In one instance, 304th personnel aided a stricken yacht anchored off Punta Chivato; and in another helped repair a stranded U. S. civilian aircraft.

Civilians involved expressed their gratitude in personal letters to the squadron commander. (Exhibits 3 and 7).

Armed Forces Day observances on 20 May 67 at Portland International Airport, Oregon, was the focal point for local and statewide community relations activities. In addition to providing a static display of unit aircraft, aviation officials from the states of Oregon and Washington were invited to participate in a special awards ceremony.

As reported in this unit's Community Relations Summary (DD-PA (SA) 656), 18 July 67, MSgt Eugene V. Ingram and TSgt Evan N. Hale were each awarded the Airman's Medal by Colonel William J. Bohnaker, commander Sixth Air Force Reserve Region. The ceremony was featured as a major portion of Armed Forces Day observances. (Exhibits 23 and 24).

Selection of TSgt Hale as the Outstanding Air Force Airman for 1966, provided an excellent vehicle for community relations activities, as well as general news copy.

Hale was honored for his achievement by the Portland, Oregon, Chamber of Commerce, and made numerous personal appearances before civic groups throughout the state. (Exhibits 14 and 17).

Information

Performance of the unit's annual two-week tour of duty at our home station in January provided the basis for local news activity. (Exhibits 1, 2 and 4).

During the annual encampment, the unit hosted five Royal Canadian Airmen. Local news media representatives were notified of the visit and the squadron information officer arranged for separate interview sessions. (Exhibits 5 and 6).

Parachutusts training at the U. S. Forest Service Smokejumper School at Redmond, Oregon, generated local news interest. Portland and Redmond area news media were provided with training schedules and invited to the school to observe the unique combination of pararescue and smokejumper training. (Exhibit #9).

As mentioned previously, the selection of TSgt Evan N. Hale as the Outstanding Air Force Reserve Airman generated considerable press comment. (Exhibits 10, 11, 12, 13, 14, 15, 17, 21, and 22)

A special word of thanks should be extended to Mr. Robert Wolz, information officer for Portland International Airport, unit in providing information to and monitoring of news media in connection with all Hale news copy.

EXHIBITS

THE OREGON JOURNAL, TUESDAY, JAN. 3, 1967

AF Unit Trains Here

More than 100 Air Force Reservists from Oregon and Washington will begin two weeks' active duty Saturday at Portland Air Base when the 304th Aerospace Rescue and Recovery Squadron initiates its first "winter camp."

The two-week tour, normally performed by the rescue unit during the summer months, will include heavy emphasis on training.

Mission of the 304th is to be immediately available in case of national emergency, and to provide search and rescue recovery in support of all types of aerospace operations in peace time.

Although the 304th has provided search and rescue coverage for the Pacific Northwest under this concept, the two week activation of the unit at Portland marks the first time that the area has been served by a fully-manned Air Force Rescue Squadron since 1961.

During the previous four years, the 304th has trained at Seattle Naval Air Station, Wash., and Elmendorf Air Force Base, Alaska. While training in Alaska during 1964 and 1965, the unit achieved an outstanding record of actual rescue and mercy missions which resulted in the saving of lives.

The 304th had one of its HU16B Gruman Albatross Rescue aircraft aloft immediately after a DC9 jet passenger aircraft was reported missing near Portland last October, and directed search operations until the jet was found.

THE COLUMBIAN
Vancouver, Washington
Wednesday, Jan. 4, 1967

304th Awaits Winter Camp

Clark County reservists and other members of the 304th Aerospace and Recovery Squadron will take part in the first "winter camp," when they begin two weeks of active duty training Saturday at Portland International Airport, according to a squadron announcement.

It was pointed out that the rescue unit usually conducts its annual training period in the summer months. In addition to being the first winter encampment, it is said to be the first time since 1961 that this area will have been served by a fully-manned Air Force rescue squadron.

Mission of the 304th is to be available immediately in case of national emergency, and to provide search and rescue recovery in support of all types of aerospace operations.

DAY OR NIGHT
479-2177

GENERAL PRACTICE

CURTIS LEE PRICE, M.D.
4068 BONITA ROAD
BONITA, CALIFORNIA 92002

January 5, 1967

Lt. Col. John A. Forsythe, Commander
304th Aerospace Rescue & Recovery Sqdn.(Res)
Portland International Airport
Portland, Oregon 97217

Dear Colonel Forsythe:

I am the owner of the Yacht La Orchilla, #291834 anchored off Punta Chivato, Baja Sur.

Members of your Squadron, while waiting for fuel, rendered invaluable aid to my crippled yacht, caught without power in a 60 knot wind and in danger of going ashore. Your men went aboard, secured another anchor, and assisted me in time of great need.

Further, when the owner of an Aerocommander retracted his gear on landing, your men were able to jack up the plane, lower the gear and enable to pilot to fly the craft back to the States.

Please give my families' regards to that crew, and express my thanks for their assistance.

Yours truly,

Curtis Lee Price, M.D.

O IAN RECD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN AEROSPACE RESCUE AND RECOVERY CENTER (MAC)
HAMILTON AIR FORCE BASE, CALIFORNIA 94935

REPLY TO ATTN OF:

SUBJECT: WARRCO 9 January 1967

Commendation

TO:

Commander, 304th ARRS (Reserve)
Portland International Airport
Portland, Oregon, 97218

1. On behalf of all personnel of the Western Aerospace Rescue and Recovery Center, I wish to commend you and your personnel for the outstanding effort put forth during the recent search missions on the peninsula of Baja, California, (WARRC Missions #224 and 002).

2. The search efforts that were conducted under adverse conditions, of relatively unknown and poorly plotted terrain, very little weather information and grueling hours, with successful completion, attest to the high degree of professionalism and "Can Do" attitude of all air crews involved. Without their invaluable effort, the searches would have been seriously hampered and in all probability may have resulted in a suspended versus closed mission.

3. Again, I wish to compliment all participating personnel for a Job Well Done.

TRACY J. PETERSEN, Colonel, USAF
Commander

Cy to: CAC, Robbins AFB, Ga.

THE OREGON JOURNAL,
MONDAY, JAN. 9, 1967

AF Training 'Real'

Annual active duty training for Air Force Reserve crews of the 304th Aerospace Rescue and Recovery Squadron got off to a realistic start this weekend with two actual search missions.

A seven-man crew and their HU16B Grumman Albatross rescue aircraft returned to Portland Monday from a three-day search mission in Nevada, looking for a missing military aircraft and crew.

Before that, two other 304th aircraft and crews participated in a search off lower California for a missing U.S. private jet aircraft.

Both searches were successful in location of the missing planes.

Camas-Washougal Post-Record—Shoppers' Guide
Wednesday, January 11, 1967



CAMAS MAN AND CREW—Sgt. Fred Wohlsein of 467 "J" street, Washougal, extreme right, is shown flanked by members of his 304th Aerospace and Recovery Service squadron at Portland air base January 8, beside one of six planes based there which they maintain and service. Sgt. Wohlsein, member of reserve, and crew are on two-week training period, to January 21. Crewmen, all reservists, from left, are George Vanbeek, Wayne Schulz, Craig Balken, Dick Porter, George Nielson, Ken Hammon and Dale Emerson. Planes cover all Northwest and other points where emergency rescue need arises. (Virgil Hughes photo.)



"IT WAS ABOUT HERE, where we were last night," said RCAF Flight Lt. R. O. Hughes, pointing with borrowed U.S. Air Force pen, and his fellow Canadians, all visitors at Portland Air Base, concurred, each remembering his own version of Portland's night life. From left are Lt. R.M. Agate, Sgt. J.N. Scobey, Lt. J.K. Glazner, Col. Lorne Pettit and Hughes. They have been assisting in training (daytime) this week of Portland's 304th Aerospace Rescue and Recovery Squadron. (Journal Photo by Herb Alden)

Canada To Unify Its Military Services

By ROLLA J. CRICK
Journal Military Editor

Something the U.S. has been talking about for years is coming true for Canada — a unified military organization.

And soon there will be just one uniform for Canadian members of the armed forces, "a rich green," it was reported in Portland Thursday by five members of the Royal Canadian Air Force's search and rescue command.

Three "lieutenants" and two enlisted men from the 121st Search and Rescue Unit at the Canadian Force's Base at Comox on Vancouver Island have been assisting in active duty training here this week for the 304th Aerospace Rescue and Recovery Squadron, local reserve unit on active duty training at Portland Air Base.

The Canadians are Flight Lts. R. M. Agate, J. K. Glazner and R. O. Hughes, and Sgt. J. N. Scobey and Cpl. Lorne Petit.

THEY ARE not unhappy about the impending one-service program. They recognize that it will save money and avoid considerable duplication of tasks now performed by each of the three services.

If they had their way, they would like the new Canadian Armed Forces to put the world "Royal" in front, for, that would retain the RCAF initials, but there is opposition to this from the Navy and the Army.

At Comox there are three basic units, the Canadians said. It is an air defense command base and the ADC squadron, which operates as part of the North American Air Defense Command (NORAD), flies 101 Voodoo jets. There is a maritime squadron that uses P2V Neptune aircraft and the search and rescue unit flies SA16s and helicopters.

The search and rescue procedures in Canada are similar to those performed in the U.S., Hughes said.

THE SUNDAY OREGONIAN, JANUARY 15, 1967

Canadian Rescue Crews Note Mountain Hazards

About half the pilots lost in British Columbia's rugged mountains are Yanks from the Northwest, F-L (flight lieutenant) R. O. Hughes, commander of the 121st Search and Rescue Unit of the RCAF, reported in Portland last week.

F-L Hughes and a crew of four officers and men are in Portland for a week to brief air crews of the 304th Aerospace Rescue and Recovery Squadron during the reservists' two weeks of active duty training at Portland Air Base.

The B.C. unit, probably the busiest in all Canada, was credited with saving 34 lives last year — many of them victims of auto accidents, who were flown out of remote reaches of the interior.

It is the North Country's unpredictable weather that traps most of the light plane pilots who go north to hunt and fish, F-L Hughes explained.

Lack of training in the peculiarities of mountain flying help to add to the casualty list every year, the Canadian team explained.

"Flatland pilots too often don't realize how sparse is the population up North and how easy it is to get lost if you take your finger off the map even for a few seconds," F-L Hughes said.

He and his flight crew — F-L R.M. Agate, F-L J.K. Glazmer, Sgt. J. N. Scobey and Cpl. L. Pettit — emphasized the importance of briefings by experienced pilots of the RCAF or the Department of Transport at the border crossing points.

Both the RCAF and DOT also have information booklets available for pilots planning trips to the North.

Oregon's own 304th Air Rescue crews have been called into Canada to assist in many searches, especially those near the Washington border, F-L Hughes pointed out.

Both rescue units use the same aircraft, the HU16 Albatross,which the Canadians call "Alberts." The Canadians also have Boeing Vertol helicopters and C47s to help cover their vast area of sea and mountains.

The 304th started its two-week training with a live search mission in Nevada, where a classified military airplane was missing.

The week before that two reserve crews were called to Mexico to search for a missing U.S. private jet plane.



PARTRICK'S FINE CANDY & ICE CREAM ● ROY L. PARTRICK - 1321 FIRST ST., NAPA, CALIF.

January 10, 1967

Lt. Col. John A. Forsythe
Commander
304th Aerospace Rescue & Recovery Squadron
Portland International Airport
Portland, Oregon

Dear Colonel Forsythe:

I would like to take this opportunity to compliment you on the crew you have on Airforce 0170.

Mrs. Partrick and I were in Punta Chavato when 0170 had to land there. We became well acquainted with the entire crew and were very impressed with their behavior and helpfulness. Two planes of our group of five planes had mechanical difficulty and your men worked very hard to help us overcome these problems.

We all were very happy the last day the 0170 was there when Airforce 200 came in with a load of food. We were getting pretty tired of fish about that time.

Once again for Mrs. Partrick and myself, thanks to the crew of 0170.

Very truly yours,

Roy L. Partrick

RLP:me

THE

Western Spokesman

LOCAL NO. 5
Pulp and Paper Workers
Camas, Washington

Edited By Virgil Hughes

317 N. E. 4th St., Camas, Wash. 98607
Published Monthly by Local No. 5

Vol. 1, No. 23 February, 1967



KAREN MARGESON
Washougal Beauty

COVER PICTURE

Karen Margeson, pretty twenty year old daughter of Mr. and Mrs. Edward Margeson Rt. 2, Washougal, prepares to board an HU16 Albatross land and sea plane of the 304th Aerospace and Recovery Squadron at Portland Air Base.

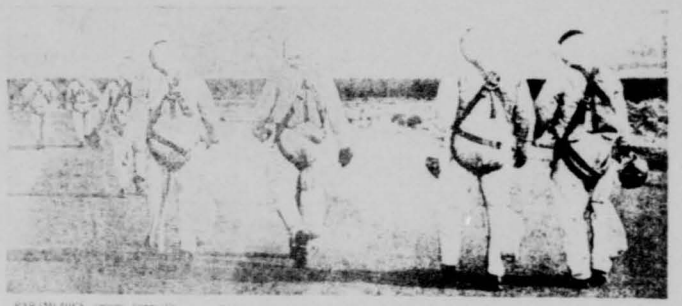
Ye old editor has been an honorary member of both the Air Force and Navy Reservist programs for the Portland and the northwest areas for more than ten years flying and sailing as a military writer, photographer and press representative.

FEB

AF Reserve Medics Rush, Finish Parachute Training In Redmond



PULLED BEHIND TRUCK, brilliant orange and white parachute provides both sport and training for Air Force Reserve paramedics during swimwork jump course at U.S. Forest Service Air Center in Redmond. Parachute provides training in parachute manipulation and in proper landing techniques. (Photos by Dave Swan.)



PARAMEDICS appear "unreal" in sky head for jump towers in white jump suits bulging with equipment. Troops from 21 foot towers precede first plane jump.



JUMP SUIT, helmet and face cage give surrealistic look to paramedic sergeant Brian Murphy of Detroit, Mich. Murphy participated in Swimwork jump course.



SHORT FALL, sudden stop fore Airman Kenneth Upton, March AFB, Calif., is to practice parachute training [illegible] by leaping off the [illegible] Redmond Air Center.



PARAMEDIC trainer learns how to control parachute during training at Redmond Air Center. Tony Perrenal, U.S. Forest Service signal leader for smoke jumpers, gives pointers. Medics are to learn scuba diving in Florida, too. (Dave Swan Photos)

By LUCILLE JORDAN

[illegible]



T.SGT. EVAN N. HALE, Portland, recently named U.S. Air Force Outstanding Reservist for 1966 was nearly weighted over by equipment Saturday as he prepared to [illegible]

Top Air Force Reservist Selected From State Unit

By PETER TEGHAN

[illegible] men are [illegible] among other things, Saturday was [illegible] another in [illegible] jungle and desert survival training. [illegible] at Camp Adair, mountain climbing and Hale, 25 of Portland, was one [illegible] doing. First aid, minor [illegible] and medical assistance [illegible] as well as [illegible] training, for open [illegible] trained in [illegible] fighting.

Jump Planned

[illegible] Saturday morning, Hale and [illegible] members of the 304th [illegible] were scheduled to go on a [illegible] over [illegible] Washington [illegible] west of Kelso, Wash. [illegible] and a couple of other [illegible] was parachute [illegible] making the [illegible] jump were dropped into the [illegible] rescue in a [illegible] pedestrian packs," packets, [illegible] and infant [illegible] radios, knives and other rigged rock on [illegible] [illegible] [illegible] exercise [illegible] Army which [illegible] the [illegible] [illegible] on the award.

[illegible] Hale [illegible] with M/Sgt Hale [illegible] at his feet is Eugene V. Ingram, also of [illegible] Portland, made the first [illegible] "This equipment weighs practice [illegible] in five years about 100 pounds," one of the [illegible] when [illegible] [illegible] said. "It's quite a trick in that a light plane had to [illegible] around in it."

[illegible] somewhere in the [illegible] "We'd jump into the trees," rigged Mr. Sgt. Hale's [illegible] said. Hale member of facility [illegible] [illegible] "It's an exercise to test fire [illegible] A man and his wife were [illegible] procedures."

[illegible] killed in the crash but [illegible] "Does it bother you?"

Mrs. Laurie Little and her [illegible] Hale was [illegible] "Why [illegible] first daughter were picked on. We've done it lots of times from the mountain by the helitre." How many times? pararescuers and she later. "Who, I don't know, maybe a [illegible] dramatic progress [illegible] overcoming [illegible] injuries. Then he was off. A flying a broken back [illegible] [illegible] [illegible] the [illegible] said, two cracked ribs and frostbite. These men put in maybe 100 ten feet. The [illegible] escaped training don't like this during with only slight [illegible] the year. They make maybe

Doctors gave the [illegible] half what a pilot or navigator trained paramedics credit for does for this training over the skillful first aid in addition to [illegible] And most of it's hard, their daring in effecting [illegible] like this exercise.

[illegible] I think the term has been [illegible] over-used lately, but for them bers of the 304th, [illegible] is the word fits — they are 'dedicated'."

—Enterprise-Courier, Oregon City, Oregon, Wednesday, January 11, 1967

Local Airman Wins Honors



Air Force Reserve TSgt. Evan H. Hale, 1260 High Street, Gladstone, has been chosen as the Outstanding Air Force Reserve Airman of the Year from the 304th Aerospace Rescue and Recovery Squadron.

Sgt. Hale is a Rescue and Survival Technician. He has been a member of Portland's 304th Aerospace Rescue and Recovery Squadron for more than three and one-half years. Formerly, he was a Heavy Weapons Infantryman with the U.S. Army.

In leaning his difficult skill, Sgt. Hale has completed the Rescue and Recovery Medical Technician's Course, the Combat Survival Training Course at Stead AFB, Nev., the US Forest Service Smoke Jumpers School, and recently completed the U.S. Navy's Scuba Divers School at San Diego, Calif.

At present he is attending "Winter Camp" with his unit at the Portland International Airport. Later this month he will attend the Air Force's Tropical Survival School at Albrooks AFB in Panama Canal Zone. Sgt. Hale is a graduate of the University of Oregon and works for the U.S. National Bank of Oregon as an usher.

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Volume 101, Number 25 OREGON CITY, OREGON, MONDAY, FEBRUARY 6, 1967 FIVE L

Gladstone Medic Acclaimed Best

Pararescueman Evan N. Hale, 27, 1960 High St., Gladstone, has been named the US Air Force Outstanding Reservist for the year 1966.

His selection was announced by the Continental Air Command Headquarters at Robbins Air Force Base, Ga., February 3.

A technical sergeant in the Portland-based 304th Aerospace Rescue and Recovery Squadron, he was chosen from more than 30,000 qualified air reservists throughout the Nation.

His selection was based on his outstanding military accomplishments, his willingness to be of service to others, for constantly improving himself through off-duty education, and participating in social and civic events.

Employed by the US Bank of Oregon in Portland as an auditor, Hale gained nation-wide attention last June when he and another paramedic, Msgt Eugene V. Ingram rescued 25 year-old Mrs. Karen Little and her infant baby from an airplane crash resulting in the death of her parents.

Hale and Ingram jumped to the crash site, in the rugged mountain wilderness of Mt. St. Helens, Wash.

Using mountain climbing techniques, they clawed their way over rocky slate dodging falling rock enroute to the crash site and removed the young mother and her baby to a downslope area where helicopters could land.

Doctors who later cared for the survivors credited Hale and Ingram with saving the victims lives and preventing further injury even though Mrs. Little had a broken back.

A young man who dislikes inactivity, Hale has completed Air Force Survival Training, the Medical Survival Technician's course, and the US Forest Service Smoke Jumpers School. In November he finished first in the Navy's SCUBA Divers course at San Diego. Last month he attended the Tropical Survival School at Albrook Air Base, Panama, Canal Zone.

Last month he completed the required number of jumps needed to advance him from senior to master parachutist. He is currently the director of the Parachute Club of America and is one of only two licensed parachute instructors in Oregon.

Much of Hale's spare time has been devoted to developing and improving pararescue equipment. He is currently working on a safer SCUBA parachute harness for rescue men.

Last year he finished work on a new pararescue trail pack which is smaller than the regulation pack but which has more usable space and is more practical.

In addition to participating in actual airborne search rescue sorties, teaching novice rescuemen pararescue techniques or qualifying them in the use of SCUBA equipment on weekends, he is enrolled in a continuing US National Bank training program.

Hale is a member of the National Association of Bank Auditors and Comptrollers and is an active participant in the association's programs.

Born in Baker, Ore., he graduated from West Linn High School at West Linn, Ore. in 1958 and subsequently attended Portland State College in Portland, Ore.

In 1962, he graduated from the University of Oregon with a Bachelor of Science Degree in finance and business economics.

Unmarried, he lives at home with his parents, Lon and Hedy Hale.



Pararescueman Evan Hale

THE OREGON JOURNAL, SATURDAY, FEB. 4, 1967



EVAN N. HALE
outstanding

Gladstone Reservist Honored

DEMOCRAT-HERALD, Baker, Ore., Tuesday, Feb. 7, 1967

Former Bakerite Named Reservist Of The Year



EVAN N. HALE

AIR FORCE TIMES
MARCH 1, 1967



Honored

PARARESCUE technician with the 304th Aerospace Rescue and Recovery Sq., Portland International Airport, Ore., TSgt Evan N. Hale has been named the Outstanding Air Force Reserve Airman of 1967. Among his achievements was the rescue of a young woman and her infant daughter at the 6000 foot level of Mt. St. Helens, Wash., after an aircraft crash.

The REVIEW

Air Force Honors Hale 'Outstanding'

Evan Hale, 1207 High st., Gladstone, has been named Air Force Reserve Airman of the Year by the 304th Aerospace Rescue and Recovery squadron, according to announcement from Portland air base.

Technical Sergeant Hale is a rescue and survival technician and has been a member of the squadron for three and a half years. He was formerly a heavy weapons infantryman in the Army, The Review was told.

Hale left this week for Panama to attend tropical survival school at Albrooke air force base in the Canal Zone.

A graduate of the University of Oregon, Hale is an auditor for the United States National Bank of Oregon.

He has also completed a rescue and recovery medical technicians course, combat survival training course, US Forest service smoke jumper school and US Navy scuba divers school.

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THE GLADSTONE REVIEW

Only Newspaper
Home Owned Serving
Gladstone Area

Gladstone, Oregon 97027 Wednesday, February 8, 1967 Price 10 Cents

Gladstone Reservist Number One In Nation

Paramedic, Diver Hale 'Outstanding' In A.F. Activities

Chosen from a field of 50,000, Evan Hale, 1260 High St., Gladstone, was named this week as the outstanding Air Force reservist in the country for 1966.

The selection was announced by Continental Air Command headquarters at Robins Air Force base, Georgia.

The 27-year-old technical sergeant is a member of the 304th Aerospace Rescue and Recovery squadron, headquartered at Portland air base. In civilian life he is an auditor for the United States bank, Portland.

The citation reads: "For outstanding military accomplishments, his willingness to be of service to others, for constantly improving himself through off-duty education, and participation in social and civic events."

Hale has completed Air Force survival training, a medical survival technician's course, and the forest service smoke jumpers school. He won first place in the Navy SCUBA divers course in San Diego last November and in January attended a tropical survival school in Panama.

He is a director of the parachute club of America, a master parachutist and is one of two licensed parachute instructors in Oregon.



EVAN HALE

Hale gained national attention last June when he and another paramedic parachuted into rough country near Mt. St. Helens to save the lives of Mrs. Karen Little and her infant baby, downed in a plane crash.

Son of Mr. and Mrs. Lou Hale, Gladstone, the sergeant was born in Kasey, graduated from West Linn high school, and attended Portland state college.

He graduated from the University of Oregon in 1962 with a science degree in finance and business economics.

Hale is unmarried and lives with his parents.



Willamette Boy Scout Troop 223

another
CLARKE PAPER

North Clackamas NEWS

2 SECTIONS

10c a Copy 25c a Month by Carrier Delivery

Vol. XXIII No. 52 Wednesday, February 15, 1967

Gladstone Resident Awarded Outstanding Reservist

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A young man who dislikes inactivity, Hale has completed Air Force Survival Training, the Medical Survival Technician's course and the US Forest Service Smoke Jumpers School. In November he finished first in the Navy's SCUBA Divers course at San Diego. Last month he attended the Tropical Survival School at Albrook Air Base, Panama Canal Zone.

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Much of Hale's spare time has been devoted to developing and improving pararescue equipment. He is currently working on a safer SCUBA parachute harness for rescue men.

Last year he finished work on a new pararescue trail pack which is smaller than the regulation pack but which has more useable space and is more practical.

In addition to participating in the actual airborne search missions, teaching novice rescuemen pararescue techniques or qualifying them in the use of SCUBA equipment on weekends, he is enrolled in a continuing US National Bank training program.

Hale is a member of the National Association of Bank Auditors and Comptrollers and is an active participant in the association's program.

Born in Baker, Ore., he graduated from West Linn High School at West Linn, Ore. in 1958 and subsequently attended Portland State College in Portland, Ore.

In 1962, he graduated from the University of Oregon with a Bachelor of Science Degreen in finance and business economics.

Unmarried, he lives at home with his parents, Leo and Helen Hale.



EVAN N. HALE

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

28 FEB 1967

Technical Sergeant Evan N. Hale
304th Aerospace Rescue and Recovery Squadron (Reserve)
Portland International Airport
Portland, Oregon 97812

Dear Sergeant Hale

My heartiest congratulations on your selection as the Outstanding Airman of the Year for Continental Air Command (Reserve). This is a testimonial to both your military accomplishments and your outstanding citizenship.

Our Nation's security and the prestige of the military profession rest firmly upon the exemplary performance of men like you. Your demonstrated commitment to the ideals of our way of life reflects the highest traditions of the Air Force, not only to your fellow airmen and the American public, but to peoples all over the world. I am proud to have you as a member of the Air Force

Sincerely

J. P. McCONNELL, General, USAF
Chief of Staff

THE OREGONIAN, TUESDAY, MARCH 7, 1967

Forester Urges Changes To Aid Fire Prevention

State Forester E. J. Schroeder warned Monday that given the proper circumstances fires similar to the disastrous Oxbow fire of August 1966 could occur again in Oregon.

Speaking to the Members Forum Luncheon of the Portland Chamber of Commerce at the Benson Hotel, Schroeder warned against complacency about fire prevention programs. He asked for Chamber of Commerce support for legislation now pending in the state Legislature which would empower the state forester to restrict or close entry to forests in the state at periods of peak fire danger.

Only the governor is now empowered to restrict access to the forests, he said. Delays in getting the governor's approval, he asserted, can result in needless fires.

The Oxbow fire, Schroeder said, burned through 45,268 acres of timber, 32,000 acres of it fit for market. One million dollars, enough to harvest 40 million board feet of timber, was spent fighting the fire Aug. 20-29.

Schroeder said that "given the circumstances as they existed, extra men and equipment would not have resulted in earlier containment of the fire, the largest in Oregon's history, he said, to be controlled without a weather break."

Changes Proposed

Oregon does not need a major revision of its forest fire prevention system, he said, but some modifications would help. Among them, Schroeder included legislation to relieve the landowner of the cost of fighting fires started by the public, and more rigid control of public use of the forests. Intensified fire investigation programs which would quickly place responsibility for fires would serve as a preventive aid, he said.

Also at the chamber luncheon, the Portland chapter of the Air Force Association presented a merit award to Tech. Sgt. Evan N. Hale, 27, Portland, an Air Force Reservist in the Portland - based 304th Aerospace Rescue and Recovery Squadron.

Hale was named Feb. 2 as Outstanding Reservist for 1967 by the Continental Air Command.

Chosen from among more than 30,000 qualified air reservists in the nation, Hale, a U.S. National Bank of Oregon auditor, was one of two parascue men who brought Mrs. Karen Little and her infant from an airplane crash on Mt. St. Helens in Washington to ground rescuers by an evacuation helicopter.

Hale and M. Sgt. Eugene V. Ingram, were credited with saving the lives of the two victims and preventing further injury to Mrs. Little, who suffered a broken back in the airplane crash.

THE OREGON JOURNAL, TUESDAY, MARCH 7, 1967



NAMED NATION'S outstanding Air Force reservist, Tech Sgt. Evan H. Hale, 27, left, Gladstone, was honored Monday at weekly forum luncheon of Portland Chamber of Commerce. He received plaque from Dr. Clayton K. Gross, president of Portland Chapter of Air Force Association. Sgt. Hale, pararescueman serving with 304th Aerospace Rescue and Recovery Squadron at Portland Air Base, received award for merit presented [illegible] parachute, he helped rescue Mrs. Karen Little and her baby from airplane wreck on Mt. St. Helens. He will be honored again at Air Force Association's national convention March 11 in San Francisco.

MARK O. HATFIELD
OREGON

United States Senate

WASHINGTON, D.C.

MAR 1 4 1967

Tech.Sgt. Evan H. Hale
304th Aerospace Rescue
and Recovery Squadron
Portland Air Base
Portland, Oregon

Dear Sgt. Hale:

I was so pleased to read that you had been named outstanding Air Force reservist recently. Not only your dramatic rescue of Mrs. Little and her baby but also your activities with your unit are worthy of this national recognition. You have brought credit to yourself, your Air Force association and your state.

Hearty congratulations and all good wishes.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:m

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SIXTH AIR FORCE RESERVE REGION (CAC)
HAMILTON AIR FORCE BASE, CALIFORNIA 94934

REPLY TO ATTN OF: COMDR

21 MAR 1967

SUBJECT: Recognition (SAR Mission - Baja, California)

TO: 304 ARR Sq (Comdr)

1. It is a pleasure to forward the attached letters of appreciation to you and the members of your organization. The professional skill displayed by the personnel who participated in a search under a difficult and unusual situation is gratifying to observe.

2. Congratulations for a job well done!

FOR THE COMMANDER

Carlton J. Martin

CARLTON J. MARTIN, Colonel, USAF
Chief of Staff

2 Atch
1. Ltr, WARRCO, 14 Mar 1967
2. Ltr, ARCCO, 27 Feb 1967 w/atchs

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN AEROSPACE RESCUE & RECOVERY CENTER (MAC)
HAMILTON AIR FORCE BASE, CALIFORNIA 94934

REPLY TO
ATTN OF: WARRCO

14 March 1967

SUBJECT: Recognition (SAR Mission - Baja, California)

TO: 6AFRR (Comdr)

1. I would like to pass the recognition bestowed upon me and WARRC to the people of the 304th Aerospace Rescue and Recovery Squadron who, through their outstanding and professional effort, made this recognition possible.

2. Full credit goes to the aircrews, the ground crews, and the supervisors directing the efforts of those crews.

3. Every word of appreciation and expression of outstanding performance by Representative Clausen; Secretary of the Air Force, Dr. Brown; General McConnell; General Estes and Colonel Brooks is meant for every individual of the 304th ARRS who participated in the SAR Mission for the Dakin family.

TRACY S. PETERSEN, Colonel, USAF
Commander

1 Atch
Ltr, ARCCO, 27Feb67,
w/atchs

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
ORLANDO AIR FORCE BASE, FLORIDA 32813

ARCCO

27 FEB 1967

Appreciation (Ltr, MAC, 17 Feb 67)

Colonel Tracy J. Petersen
Western Aerospace Rescue & Recovery Center
Hamilton AFB Calif 94934

1. It is indeed a pleasure to note and pass on correspondence of this nature. The comments of Representative Clausen; Secretary of the Air Force, Dr. Brown; General McConnell, and General Estes, clearly indicate the outstanding manner in which you and your units are accomplishing your duties as members of the Air Force Team. The impressive support rendered during the search and recovery mission of the R. Y. Dakin family reflects the basic humanitarian purpose of our mission.

2. Please convey my personal thanks and appreciation to all participating personnel.

Allison C. Brooks

ALLISON C. BROOKS, Colonel, USAF
Commander

1 Atch
Ltr, MAC, 17 Feb 67
w/1 Atch

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE ILLINOIS 62225

17 FEB 1967

Appreciation

ARRS

I am pleased to note and forward the attached correspondence concerning the professionalism, cooperation and compassion demonstrated by Colonel Tracy J. Petersen and personnel of Western Aerospace Rescue and Recovery Center in connection with a recent search and recovery mission. Such recognition is most gratifying and reflects favorably upon the participating individuals and this command. Please extend my appreciation to Colonel Petersen and all personnel concerned for their exceptional performance in this humanitarian mission.

Lowell M. Estes, Jr.

LOWELL M. ESTES, JR. General, USAF
Commander

1 Atch
DAF (AFCCS) Ltr
7 Feb 67 w/Atch

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO ATTN OF AFCCS

SUBJECT Appreciation

TO MAC (General Estes)

Please extend my appreciation to Colonel Tracy J. Petersen, Commander, Western Aerospace Rescue Center and all personnel of your command who contributed in such an outstanding manner to the recent search and recovery mission of the R. Y. Dakin family of California.

J. P. McCONNELL, General, USAF
Chief of Staff

1 Atch
Memo fr Secy Brown,
23 Jan 67, w/Atch

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY

January 23, 1967

MEMORANDUM FOR THE CHIEF OF STAFF

On 20 December 1966, a Lockheed Lodestar, belonging to R. Y. Dakin & Company, disappeared along the Baja Peninsula with Mr. Dakin, seven members of his family and two crew members. The wreckage was finally located on 2 January 1967, near the Island Espiritu Santo, approximately 30 miles northwest of La Paz.

Shortly after the plane was reported missing, this office and the office of the Under Secretary of the Air Force received telephone calls from the White House, the Office of the Secretary of Defense, several Congressmen and prominent West Coast civilians, urging that every effort be expended to search for the missing aircraft and they requested that they be kept apprised of actions being taken.

Responsibility for coordinating the search efforts of United States Air Force, United States Coast Guard and United States Air Force Reserve aircraft, was assigned to the Western Aerospace Rescue Center (WARC), Hamilton Air Force Base, California, commanded by Colonel Tracy J. Petersen.

During the period the air search was conducted, the air crews flew approximately 500 hours, often in bad weather conditions over hazardous terrain. After the wreckage was found, they assisted in the recovery and return of the victims to California. Throughout the search, Colonel Petersen and members of his staff kept my Executive Assistant and relatives of the Dakin family in California informed about every action which was being taken to locate the missing aircraft.

The Honorable Don H. Clausen, Representative from the State of California, wrote the attached letter in

which he expressed his appreciation and commended the personnel of WARC for their efforts in the search. Congressman Mailliard of California and Mr. Kenright, Vice President, R. Y. Dakin and Company, telephoned to express, on behalf of the relatives and company employees, their most sincere thanks for the splendid cooperation of Colonel Petersen and the personnel of the Rescue Center. In a later telephone call, Mr. Kenright said he wished especially to thank Colonel Petersen and all crew members who flew the search missions for their professionalism, selfless devotion to duty and compassion in conducting this extensive air search.

From all reports, it is apparent that all concerned with this search mission are deserving of the highest praise and are to be commended. By their actions, they have reflected great credit on the United States Air Force and the U. S. Coast Guard. Please convey to each individual who participated in the search activities my sincere appreciation and congratulations for a job extremely well done.

Harold Brown

Attachment

cc: Vice Chief of Staff

DON H. CLAUSEN
REPRESENTATIVE IN CONGRESS
1ST DISTRICT, CALIFORNIA
"THE REDWOOD EMPIRE DISTRICT"

WASHINGTON ADDRESS:
ROOM 229
HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
PHONE 225-3311

Congress of the United States
House of Representatives
Washington, D.C.

COMMITTEE ON PUBLIC WORKS

SUBCOMMITTEES:
RIVERS AND HARBORS
FLOOD CONTROL
ROADS
FEDERAL-AID HIGHWAYS
ECONOMIC DEVELOPMENT

December 28, 1966

Congressional Liaison
DEPARTMENT OF THE AIR FORCE
Pentagon
Washington, D.C.

Gentlemen:

It has been brought to my attention that a Lockheed Loadstar aircraft was lost over Baja, California, around December 20 with 10 persons aboard. Among the passengers were 4 children, including a 4 month old baby. The pilot of the aircraft was Mr. Elton Stone.

One of my constituents, Mr. Richard Dekin, whose relatives were aboard the plane, has requested that everything possible be done in an attempt to locate the missing aircraft. I understand that our Air Force (Western Air Rescue Service, Hamilton Air Force Base, California) has been most cooperative along these lines. Mr. Dekin spoke very highly of the efforts of the Western Air Rescue Service, and I wanted to pass his complimentary remarks on to the proper authorities.

Of course, anything further that can be done will be appreciated by all concerned. I have also contacted our Department of State to request that they work with Mexican officials to enable the search to continue.

Sincerely,

Don H. Clausen

DON H. CLAUSEN
Representative in Congress

CHC:t

THE OREGONIAN, TUESDAY, MARCH 28, 1967



LT. COL. J.D. BEALL

Air Unit Gets New Leader

Lt. Col. James D. Beall Monday succeeded Lt. Col. John (Jack) Forsythe as commander of the 304th Aerospace Rescue and Recovery Squadron, Portland Air Base.

Col. Forsythe, who commanded the 304th the past five years, was called to active duty as deputy assistant for reserve affairs for the Military Airlift Command headquarters at Scott AFB, Ill.

Col. Beall, formerly operations and training officer of the 302d ARRSq at Luke AFB, Ariz. has been an active reservist for 25 years.

He joined the Army in 1940, transferred to the Army Air Corps and won his pilot's wings in 1942.

He flew 43 combat missions in C54 transports in World War II, flying over The Hump between India and China.

Recalled to active duty in April, 1951, he flew 41 combat missions over North Korea in B26 light bombers, receiving the Distinguished Flying Cross. After the Korean conflict, Col. Beall commanded the 46th Fighter Bomber Squadron, then became operations officer of the 701st Troop Carrier Squadron at Memphis, Tenn.

He and his wife and daughter Eve at 13525 NE Clackamas St.

U.S. BANK BANKNOTES MAGAZINE
MARCH 1967

Names in the News



Evan Hale

Evan Hale, auditor, was named Outstanding Air Force Reservist for 1966 from among 30,000 qualified air reservists throughout the nation. A pararescueman, Hale is a technical sergeant in the 304th Aerospace Rescue and Recovery Squadron. His selection was based on outstanding military accomplishments, service, and continual self-improvement through off-duty education. He gained national attention last June when he and another paramedic jumped to the crash site of a private plane in the rugged wilderness of Mt. St. Helens. Using mountain climbing techniques, they clawed their way over rocky shale to rescue Mrs. Karen Little and her two-month-old baby. Doctors who later cared for the survivors credited the rescuers with saving the victims' lives and preventing further injury even though Mrs. Little had a broken back.

pca news

Former PCA Director Honored



Rigged with his SCUBA gear, TSgt. Evan Hale, a parajumper in the 304th Aerospace Rescue and Recovery Squadron, boards an HU-16 Albatross in preparation for a water jump.

A young man who dislikes inactivity, Hale has completed Air Force survival training, the Medical Survival Technician's course, and the Air Force Service Smoke Jumpers School. In November he finished first in the Navy's SCUBA Divers course at San Diego. Last month he attended the Tropical Survival School at Albrook Air Base, Panama Canal Zone.

Last month he completed the required number of jumps needed to advance him from senior to master parachutist. He was formerly the Northwest Conference Director of the Parachute Club of America and is one of only two licensed parachute instructors in Oregon.

Much of Hale's spare time has been devoted to developing and improving pararescue equipment. He is currently working on a safer SCUBA parachute harness for rescue men. Last year he finished work on a new pararescue trail pack which is smaller than the regulation pack but which has more useable space and is more practical.

In addition to participating in actual airborne search and rescue missions, teaching novice rescuemen pararescue techniques or qualifying them in the use of SCUBA equipment on weekends, he is enrolled in a continuing U.S. National Bank training program.

Born in Baker, Ore., he graduated from West Linn High School at West Linn, Ore., in 1958 subsequently attended Portland State College in Portland, Ore.

In 1962, he graduated from the University of Oregon with a Bachelor of Science Degree in finance and business economics.

POST-RECORD
CAMAS AND WASHOUGAL
SHOPPERS GUIDE
CAMAS, WASHINGTON, WEDNESDAY, APRIL



PARAMEDICS of 304th aerospace and recovery squadron hosted six of nine Miss Clark County contestants at Portland airbase April 15. Contestants were Mary Beth Fleming, Marian True, Jo Ann Haas, Gaynell Roemmich, Kathy Eaton and Cheryl Howell. Linda Eaton, former Miss Clark County, was also on tour as was Kathy Margeson, Washougal, named Miss Aerospace of squadron who helped host visitors. Squadron is commanded by Col. James Beall. Craft in background is HU-16 Albatross, used on both land and sea rescue missions. (Virgil Hughes photo)

Ingram & Hale to get Amn Medal

Two 304th ARRS pararescuemen, MSgt. Eugene Ingram and TSgt. Evan Hale will each be presented an Airman Medal at 1100 hours, May 20 in front of the 313th TCS operations bldg. 709.

The medals are being given to the two reservists in recognition of their heroic rescue of Mrs. Karen Little and her two month-old infant daughter from a plane crash at the 5500 ft. level on Mt. St. Helens, Wash. last June.

Given only for heroism involving the risk of loss of life, they are the only Portland reservists to ever have been presented the high award.

Mrs. Little, whose father and mother were killed in the crash and who herself suffered a broken vertebra and collapsed lung will be present to witness the ceremony.

Col. William Bohnaker, 6th Air Force Reserve Region Commander with headquarters at Hamilton AFB, Calif. will make the presentation.

JACKSON ON MAC AFRES POLICY COUNCIL



1st Sgt Charles Jackson, 304th ARRS has been appointed to the MAC Reserve Forces Policy Council and attended his first meeting May 8-12 at MAC Headquarters, Scott AFB, Ill.

One of only two enlisted men on the Council, he is the only reserve NCO in the high-level policy making group.

Last month, Sgt. Jackson was selected to receive the Base Turn Out Perfection (TOP) award for developing and puting into effect a procedure for reducing administrative errors in the preparation of correspondence.

TSgt Jones in Vietnam

TSgt Walter Jones, the 304th ARRS ART radio operator left for 27 days active duty May 5 on the first leg of a journey that will take him from McClellan AFB, Calif. to Vietnam and back.

Sgt. Jones will be serving as the radio operator and only reservist in a Regular Air Force crew aboard a AC 47 "Skytrain" being ferried to South East Asia. He is scheduled to return to PIA June 1.



WASHOUGAL'S Karen Margeson, 21, is new Miss Aerospace Reserve Queen named by Portland based 304 Aerospace Rescue Recovery Squadron to represent flying contingent at military, civil and social functions in which group will participate this year. Shown here with Queen Karen are (left) Col. James Beall, commander of unit, and (right) Major Jim Barnard, squadron operations officer. — Virgil Hughes photo.

Fly Unit Honors Washougal Girl

Two Medics Win Medals

Picture on Page One.

Two para-medics and six flight-team members of the 304th Air Force Reserve Rescue and Recovery Squadron were decorated for bravery Saturday at Armed Forces Day festivities at the Portland Air Base.

Para-medics S-Sgt. Evan N. Hale and Sgt. Eugene V. Ingram were decorated with the Airman's Medal by Col. William J. Bohnaker, regimental commander of the six Air Force Reserve for their part in rescuing Mrs. Karen Little and her infant daughter from a plane crash on Mt. St. Helens, Wash., in June 1968.

According to the citation the two men parachuted under "extremely hazardous conditions" to the crash site of the light plane and effected a rescue of the two survivors, Mrs. Karla Little, 25, Seattle, and her 2-month-old daughter Laurie, whom Mrs. Little nursed and kept alive despite her own broken back and serious injuries.

Mother Present

Mrs. Little was present on the flight apron to witness the decorations.

The Mt. St. Helens crew claimed the [illegible] of Mrs. Little's father, the [illegible] and [illegible]mother, the Grant Erickson of Sioux Falls, S.D.

Other members of the Hi-16 Amphibian (Albatross) rescue plane flight crew who received commendation were: Maj. William L. Siegel, pilot; Staff St. Roger Johnson, flight mechanic; Capt. James George, navigator; Sgt. Larry Stivers, flight mechanic, and Airman 1st Class William Hatfield, para-medic.

An estimated 600 persons were on hand for the ceremonies and later open house of several cargo and jet interceptor aircraft.

Medals Honor Rescuers



PARA-MEDIC RESCUERS of Portland Air Force Reserve, T-Sgt. Evan N. Hale (left) and M-Sgt. Eugene V. Ingram, greet Mrs. Karla Little, 25, Seattle, whom they rescued with her 2-month-old daughter [illegible] wreckage of a light plane on Mt. St. Helens in June, 1968. The two men wear Airman's Medal decoration awarded them during Saturday Armed Forces Day celebrations. (Story on page 22.)

Airmen Medals For Ingram & Hale



The Airman's Medal was awarded to TSgt Evan Hale and TSgt Eugene Ingram during the May '78 for their heroic rescue of Mrs. Karla Little last June from a plane crash on Mt. St. Helens, Wash. Mrs. Little came to Portland from Seattle, Wash. as a guest of the 304th ARS to witness the ceremony.

Engelstad Promoted

1st Lt. Kurt J. Engelstad, Unit Personnel Officer of the 304th ARS was promoted to a Capt. June 1.

Capt. Engelstad has been a member of the 304th for more than five years and an Air Force reservist for seven years.

At present he is employed by the Assn. of Oregon Counties. Previous to which time he was a general assignment reporter with the Oregon Journal.

HENRY M. JACKSON, WASH., CHAIRMAN
CLINTON P. ANDERSON, N. MEX.
ALAN BIBLE, NEV.
FRANK CHURCH, IDAHO
ERNEST GRUENING, ALASKA
FRANK E. MOSS, UTAH
QUENTIN N. BURDICK, N. DAK.
CARL HAYDEN, ARIZ.
GEORGE McGOVERN, S. DAK.
GAYLORD NELSON, WIS.
LEE METCALF, MONT.
THOMAS H. KUCHEL, CALIF.
GORDON ALLOTT, COLO.
LEN B. JORDAN, IDAHO
PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JERRY T. VERKLER, STAFF DIRECTOR

United States Senate

COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS

June 16, 1967

Lieutenant Colonel J. D. Beal
Commanding Officer
304th Aerospace Rescue & Recovery Sqdn.
Portland International Airport
Portland, Oregon

Dear Colonel Beal:

I am writing to express to you, on behalf of the Senate Interior Committee, our deep appreciation for the fine way in which pilot Major Curtis Fallgren, co-pilot Major James Barnard, and flight engineer Technical Sergeant Johnny V. Hilbert, took care of us on our field investigation in the North Cascades on Friday, May 26th.

The crew did an outstanding job in getting us in and out of Lake Chelan and Ross Lake. They rendered every courtesy, and exercised great skill in getting us to all areas of interest in order to make our committee hearings more effective.

Again, many thanks to you and your fine squadron.

Sincerely yours,

/ Henry M. Jackson

Henry M. Jackson
Chairman

HMJ:w

Att'd #2

The Star, June 29, 1967

Training Set For Rescue Reservists

Phoenix Air Force Reservists assigned to the 302nd Aerospace Rescue and Recovery Squadron, Luke Air Force Base, will leave July 16 for two weeks of active duty.

The 139 reservists will fly to Portland, Ore., for training.

The squadron plans several navigation missions to Anchorage, Alaska, water transition and ocean SCUBA jump missions to Hamilton AFB, Calif., and with the assistance of their sister squadron the 304th at Portland, will conduct a three-day field exercise involving a simulated crash for their pararescueman.

The 302nd needs pilots with previous military service to bring it up to its full combat strength. Several pilots have recently moved from this area, and replacements are urgently required

DEPARTMENT OF THE AIR FORCE
304TH AEROSPACE RESCUE & RECOVERY SQ (Res) (CAC)
PORTLAND INTERNATIONAL AIRPORT, OREGON 97218

RESERVE ORDER
20

1 Feb 1967

Under the provisions of AFR 35-54/CAC Sup 1, the undersigned hereby assumes command of the 304th Aerospace Rescue and Recovery Squadron (Reserve) (CAC), effective this date, vice LT COL JOHN A. FORSYTHE, FV 673134, relieved.

ROSS A. MEREDITH, FV 700508
Lt Col, AFRes
Commander

DISTRIBUTION
E + 6AFRR (DP) (1)

DEPARTMENT OF THE AIR FORCE
304TH AEROSPACE RESCUE & RECOVERY SQ (RES) (CAC)
Portland International Airport, Oregon 97218

RESERVE ORDER
39

26 Feb 1967

Under the provisions of AFR 35-54/CAC Sup 1, the undersigned hereby assumes command of the 304th Aerospace Rescue and Recovery Squadron (Reserve) (CAC), effective this date, vice LT COL ROSS A. MEREDITH, FV 700508, relieved.

George W. Crandell

GEORGE W. CRANDELL, FV 742968
Lt Col, AFRes
Commander

DISTRIBUTION

E + 6AFRR(DP)(1)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SIXTH AIR FORCE RESERVE REGION (CAC)
HAMILTON AIR FORCE BASE, CALIFORNIA 94934

RESERVE ORDER
A-82

27 April 1967

LT COLONEL JAMES D. BEALL, FV529247 (Ready Reserve) (Tng Cat A) (Pay Gp A) (Reserve Section AE) Present Address: 13525 N.E. Clackamas Street, Portland, Oregon 97230 is appointed Commander, 304 Aerospace Rescue and Recovery Squadron, Portland International Airport, Oregon 97218 effective 26 March 1967. Authority: AFR 35-54 & CAC Sup 1 thereto.

FOR THE COMMANDER



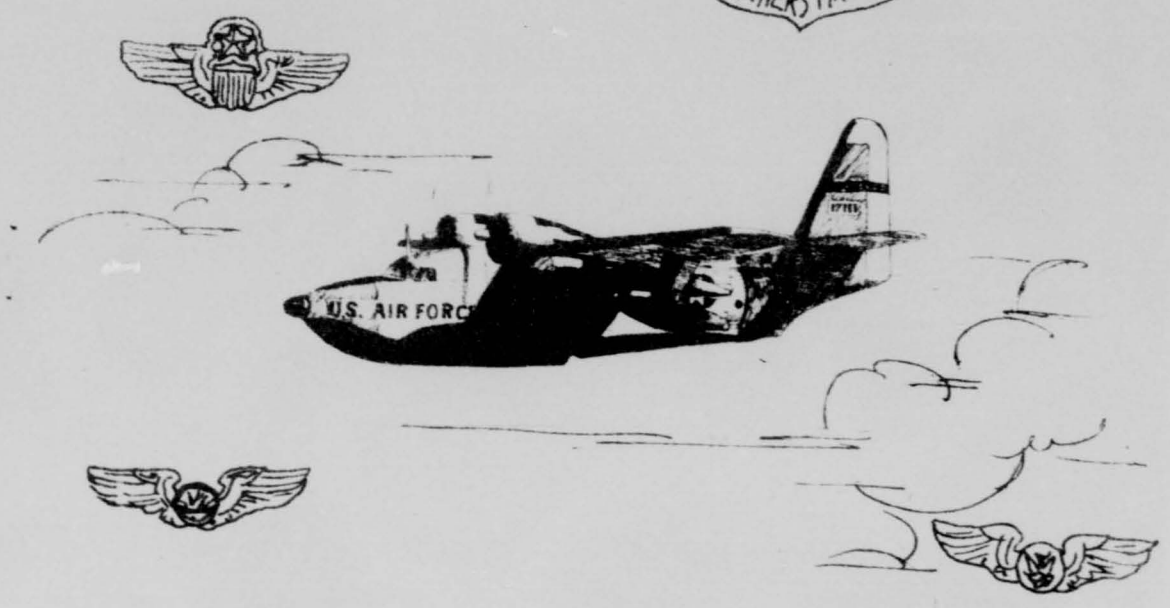
RICHARD G YEAGER, Captain, USAF
Director of Administrative Services

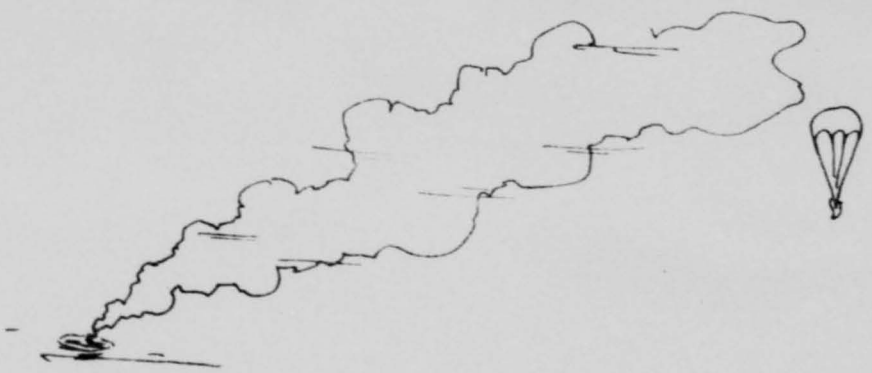
DISTRIBUTION
10 - Indiv;CRPO-ADM;Unit;PRP
5 - RPCAS-22
1 - DCS/O;AFAF(CP);File

304th

1967 HISTORY 1 JULY - 31 DEC







HISTORY OF

304TH AEROSPACE RESCUE & RECOVERY SQ (RES) (CAC)

Portland International Airport

Portland, Oregon

1 July - 31 December 1967

RCS: AU-D5

SIXTH AIR FORCE RESERVE REGION

CONTINENTAL AIR COMMAND

APPROVED BY:

WILLIAM R. STACK, JR.
Lt Colonel, AFRes
Commander

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FOREWORD

On 16 November of this reporting period, the 304th marked its 10th year. During its first ten years, the unit amassed 13, 300 aircraft hours without an accident.

Lt Col James D. Beall, the third commander of the squadron since its inception, was voluntarily called to active duty during this period, following his promotion to Colonel. (Exh 6)

EDWIN K. ENGELSTAD
Captain, AFRes
Historian

I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1967 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 9 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

On 18 January 1966, official designation of the unit was changed to 304th Aerospace Rescue & Recovery Squadron.[4]

Mission and Responsibilities

The mission of the 304th Aerospace Rescue & Recovery Sq is[5] to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense.

1. Hq Fourth AF GO 49, 12 Nov 57
2. Hq Fourth AF GO 10, 31 Mar 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq CAC SO G-6, 18 Jan 66
5. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization

The 304th ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Col James D. Beall, FV 529247, Commander since 26 March 1967, was promoted to Colonel on 29 June 1967. Effective 1 Nov 1967, Col Beall was voluntarily called to active duty with the Office of Assistant Chief of Staff for Reserve Forces, Hq USAF(AFFRAP) by Special Order AB 2061, 21 Sep 1967. Lt Col George W. Crandell, FV 742968, being the ranking officer, assumed command (304th Reserve Order 343, 1 Nov 1967), and remained unit commander through the balance of the reporting period.

ROSTER OF KEY PERSONNEL

29 Apr 1968

304th ARRSq (Res)
Portland Intl Aprt, Oregon 97218

Autovon - 554-1470
Commercial Ph - 288-5611
Area Code - 503

Duty Hours 0715 - 1600 Mon - Fri

	DUTY PHONE	HOME PHONE
COMMANDER:		
Lt Col William R. Stack, Jr.	400/401	638-4916
ADMINISTRATION:		
SMS Charles V. Jackson, Admin Asst	400/401	665-8782
SSgt Jan A. Watkins, Mil Pers Clerk	400/401	232-4096
*Capt Edwin K. Engelstad, Pers Off	400/401	585-7061
*2nd Lt Johnny L. Tyler, Pers Off	400/401	688-8320
OPERATIONS AND TRAINING:		
Major James H. Barnard, Ops & Tng Off	404/405	255-9605
Major William L. Siegel, Stan/Eval Off	404/405	281-2022
Capt Robert I. Carter, Stan Nav	404/405	648-3598
*TSgt Felix J. McLarney, Ops Clerk	404/405	236-7548
MSgt Eugene V. Ingram, PJ NCOIC	406	253-2357
SUPPLY:		
MSgt Robert E. Powell, Mat Control Supvr	409	252-1950
SSgt Virgil L. Pierce, Inventory Mgmt Spec	409	234-3027
*Capt Joe Lytle, Mat Control Off.	409	529-3672
MAINTENANCE:		
Major Taylor M. Brookshier, Maint Off	430/432	254-2853
Mr. David D. Davidson, Maint Control	435/438	631-2166
SMSgt Leslie E. Dunbar, Spec Chief	435/438	665-8723
MSgt Donald L. Beevers, Flt Line Chief	411	254-0161
MSgt Arthur L. Morrison, C & E NCOIC	410	252-7034

* Reservists: Available only on Unit Training Assemblies.

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II. RESOURCES

Air Reserve Technician Element (ART)

As of 1 Jul 1967

	Authorized	Assigned
Officers	5	5
Airmen	37	35
Civilians	4	4
Status Quo	0	2
	46	46

As of 31 Dec 1967

Officers	5	4
Airmen	37	34
Civilians	4	4
Status Quo	0	2
	46	44

Janet Sweet, Forms 5 Clerk, transferred to the local Boy Scout Liaison Officer's office in July. Barbara Bowen was reassigned as Forms 5 Clerk, from our Maintenance Clerk's position, on 13 Aug. On 16 Jul, SSG Norman Adams resigned his ART 63 position to go to work for Bonneville Power Administration. The following week, SSG Adams received 2 suggestion awards in the amounts of $20 and $30. SMS Dunbar received his 20 year Civilian Service Award on 16 Jul.

SSG Gerry Skaurud moved from ART 76 to ART 63 on 24 July. Mrs. Donna Peterson was hired 5 July as a temporary clerk to assist Personnel during the absence of Mrs. Gladys Hamilton, who was hospitalized due to a car accident.

Our two Student Aid employees, Bob Blackburn and Terry Walsborn were still on board since the last reporting period. Bob Blackburn resigned on 2 August.

SSG Richard McDonald was hired for ART 76 on 14 August. Donna Peterson resigned 1 Sep and was replaced by Mrs. Jo Ray on 5 Sep. Terry Walsborn and Linda Bently terminated on 22 Sep to return to school. We were overjoyed on 5 Sep when Mrs. Hamilton returned to work and got our budget back on an even keel. Miss Nancy Gray was hired into the Maintenance Clerk position on 11 Sep. Howard Charleboix received a $15 suggestion award in Sep.

On 1 Oct, TSG Eric Dyer vacated ART 113A (30171) for employment on the East Coast. SSG James Clouse, ART 113A (30150) was assigned to replace Dyer on 2 Oct. Mrs. Ray terminated her temporary employment on 27 October.

Our Commander, Col James D. Beall, was voluntarily recalled to 4 years EAD on 1 Nov 68. He was assigned to the Office of the Chief of AF Reserve in the Pentagon. On 6 Nov, SSG Arnold Neidert was enlisted to fill ART 113A (30150) vacated by SSG Clouse.

November was a good month for Suggestion Awards. TSG Hilbert - $20, SSG Hamman - $25, and, SSG Pierce - $15.

TSG Michael Smith resigned from ART 47, Rescue & Survival Technician on 8 Dec. SMS Jackson received a Sustained Superior Performance Award ($150) in December for services performed 26 Oct 66 - 25 Oct 67.

As of 31 Dec, we were still without an ART Commander. Maj James H. Barnard was acting as the Senior ART.

Reserve Manning

As of 1 Jul 67

	Authorized	Assigned
Officers	34	31
Airmen	105	96
	139	127

As of 31 Dec 67

Officers	34	35
Airmen	105	96
	139	131

Losses

A1C William Harold	19 Aug to ARPC
A2C Eugene Gott	16 Sep to ARPC
TSG Eric Dyer	1 Oct to ARPC
Col James D. Beall	1 Nov to EAD
TSG Michael Smith	8 Dec to ARPC
TSG Harold Knudsen	8 Dec to ARPC

Gains

Maj Millard Ford	11 Jul from 939 TAG
SSG Patrick Riggs	15 Jul from Army Res
Cpt Ralph Lynn	21 Jul from ARPC
Maj Raymond Kincaid	5 Aug from ARPC
SSG Richard McDonald	14 Aug - Enlisted
Cpt Larry Schick	25 Aug from Ore ANG
SSG Arnold Neidert	6 Nov - Enlisted
Cpt Gerald VanGrunsven	9 Dec from EAD
A1C Lawerence Morris	14 Dec - Enlisted
A3C Charles Finegan	17 Dec from 939 TAG

Promotions

A3C Michael Cooney	To A2C, 31 Jul
A3C Dennis Marsh	To A2C 31 Jul
A3C Stephen Johnson	To A2C 31 Jul
A3C Merle Geiger	To A2C 21 Aug
A3C Ronald Means	To A2C 25 Aug
A3C David Spence	To A2C 29 Aug
A2C James Bordenkircher	To A1C 18 Sep
A3C Warren Cook	To A2C 18 Sep
A3C George Nielson	To A2C 19 Sep
A3C Lawerence Oster	To A2C 21 Sep
A1C James Flaherty	To SSG 29 Sep

Promotions (Cont'd)

SSG James Clouse	To TSG 2 Oct
A2C John Verd	To A1C 9 Oct
A1C Bruce Walker	To SGT 30 Oct
A1C John Anderson	To SGT 31 Oct
A1C Wilbur Gragert	To SGT 31 Oct
AMN Frank Bailey	To A1C 31 Oct
A1C Dennis Seibert	To SGT 20 Dec

Reserve recruiting remained at a veritable standstill as we were still laboring under a manning freeze which restricted us to 82%. We were, however, authorized to fill (1) ART, (2) Crew Positions and (3) retain persons reenlisting to fill their own vacancies. Retention activities were increased with the result that only 2 persons were lost because of non-participation, no one was discharged, 1 returned to EAD and 3 moved from our area.

Use of active duty training days and active duty days for support missions was greatly increased. We utilized 637 Officer and 333 Airman mandays during this period.

When Col Beall was recalled to EAD, Lt Col George W. Crandell assumed command (1 Nov 67), pending selection of an ART Commander.

Capt Richard Armony, SSG Earl Edwards and SSG Wolfgang Schudawa received CAC 1000 hour Achievement Awards (HU-16) in December.

400 Reserve Orders were published during CY 1967. This was primarily due to the increase of AD tours.

The 302d ARRSq from Luke AFB, Ariz. performed their Annual "Encampment" on our base 16-30 July. It gave us a very good opportunity to "compare notes" with a like squadron. (Exh. 2 & 3)

The beginning of this reporting period found 304th personnel literally scattered around the world. Lt Col Ross Meredith, Capt Arthur Bennett, SSG Donald Emmons and SSG Larry Stivers ferried an HU-16 to Kinshasha, Democratic Republic of the Congo; MSG Eugene Ingram attended Tropic Survival School in Panama; Maj James Barnard was attending Flying Safety Officer's course at the University of Southern California; Capt George Cathey and A1C James Ferguson assisted ferrying an HU-16 to Naha, Okinawa; Col Beall went to Hamilton AFB, Calif. for open-sea qualification; and, Major Koenig and crew returned an HU-16 from St. Augustine, Fla.

Visits

19-20 Jul - Staff Visit from 6 AFRR, consisting of Col James Bohnaker and 12 individuals representing the 6 AFRR Staff Sections.

Visits (Cont'd)

31 Jul - Col Bohnaker and Col Foster, 6 AFRR, Facilities Utilization.

31 Jul - 1 Aug - Cols Monroe, Kinkaid, Shewbart and Perkins, Hq CAC - Facilities Utilization.

We were requested by CAC to provide an orientation flight for some Swedish Air Cadets on 30 July. (Exh 5)

8 Aug - 1Lt Mitchell, Hq CAC MET Team

11 Aug - TSG Arturo Sandoval, Hq CAC MET Team

28 - 29 Aug - Mr. Layne and Mr. Harwood - GAO Auditors, Civilian Personnel Mgt record books.

TSG Kelsey Slocum, SSG Watkins and Mrs. Carolyn McCarty completed a 10-hour Files Improvement and Disposition workshop 14-18 Aug.

A3C Michael Cooney and A3C Stephen Johnson returned 21 Aug from pararescue training. A3C Cooney received a letter of commendation as a Distinguished Graduate (Exh 4)

Lt Col Ross Meredith left 10 Sep to help ferry an HU-16 to Wheelus AB, Libya.

For data automation purposes, our ART element was designated as Det 304, Hq 6 AFRR, effective 1 Oct (CAC SO # G-55, 26 Sep 67).

Effective 19 Oct, a new grade/title structure came into being. E4s were designated as Sergeant; E3s, as A1C; E2s as Airman; and, E1s remained as Airman Basic.

Our General Inspection and Tactical Evaluation, 20-25 Oct was a success. Lt Col Justin Shires and 15 team members (Hq ARRS, IG) made a thorough and searching inspection. Observing was Col Glendon Davis from 6 AFRR.

TSG Sandoval, representing the CAC MET from 6 AFRR arrived in October to spend a month performing a study of the Operations and Administrative areas of the unit.

On 6 Nov, we received an HU-16 from SEA. It was ferried in by a crew from Naha AB, Okinawa, and it created quite a stir as it still was wearing its combat paint (blue and white). (Exh 8).

Unit Budget

445 MAW (BCTAF), Dobbins AFB, GA assumed all accounting responsibility for the unit effective 1 Jul 1967.

CAC redesignated Operating Budget Account Numbers to Allotment Serial Numbers, assigning number 70 to this unit.

FY 68 1st Qtr Commitment ($97,000)/Obligation ($96,000) Ceiling was received 21 July. Increase to $100,000 Commitment/ Obligation Ceiling was received 22 Sep 67. Request for increase to $106,000 was forwarded 25 Sep 67 and increase was received on 29 Sep 67. 1st Qtr commitments/obligs as of 30 Sep totalled $105,890.77.

Tentative Call - FY 68-1 Revision, AF C-28, was not received by unit due to some mix-up in mail procedures. However, the 939th kindly gave us a copy of call letter so we could comply with suspense date. The abbreviated requirements were forwarded 16 Oct 1967. Estimates submitted : EEC 12008, Oils & Non-Heating/Cooking Fuels, $395; EEC 12009, Other Supplies, $17,508; EEC 493000, Non-Tactical Radio, $1,376; EEC 49400, Wire Communication Services, $80; EEC 49500, Toll Charges, $480; and, EEC 59200, Misc. Contractual Services, $489.

FY 68 Initial Financial Plan was received 1 Sep 68, in amount of $398,760, apportioned as follows:

General Supplies	EEC 12009	$ 16,000
Civ Pay/Bens	EEC 36900	371,000
TDY-Adm	EEC 40819	400
TDY-Ops/Tng	EEC 40859	10,000
Non-Tac Radio	EEC 49300	1,000
Wire Comm	EEC 49400	60
Tolls	EEC 49500	300

No provision was included for Wiping Towel Service (Misc. Contractual Services, EEC 59200) and unit was instructed by Hq CAC that this service would be terminated effective 30 Sep.

Cumulative 2nd Qtr Commitment ($213,000)/Obligations ($212,823) Ceilings were received 26 Oct 67. 2nd Qtr cumulative commitments were $211,011.68, and obligations were $210,728.08.

By the end of this reporting period, good working coordination had been established with Dobbins AFB, Ga.

III. MISSION TRAINING

Operations and Training

During this period, actual mission participation fell off somewhat from the previous six months. However, transition training for newly assigned personnel continued at a brisk pace. No significant trends developed in any area but a gradual increase in para-rescue equipment and requirements kept the PJ section and supply people busy.

JULY

Aircrew Gained:

Pilots - Maj Ford UNQ Capt Lynn UNQ

Flight Mechanics - SSgt Riggs - Non-current
A1C Skaurud UNQ

Aircrew Upgraded:

Pilots - Col Beall to FE

Navigators - Capt Carter to FE

Schools:

Major Barnard - FSO School

Flying Time: 135:5

Flight Checks:

Pilots: Armony, Instrument Check; Barnard, Prof Check; Siegel, Instrument Check; Beall, Upgrade to FE.

Navigators: Carter, Upgrade to FE

Missions: None

Ferry of HU-16 to Congo

Crew: Lt Col Meredith, Capt Bennett, SSG Emmons, SSG Stivers

Airlift of Swedish Cadets, 30 Jul 67 (Exh. 5)

Crew: Lt Col Beall, Capt Sloan, Capt Cathey, SSG Johnson Maj Siegel, Maj Perry, Maj Lunan, SSG Adams, A1C Prichard

AUGUST

Aircrew Gained:

Pilots: Maj Kincaid UNQ; Capt Schick UNQ.

Aircrew Losses:

Pararescue: A1C Harold

Aircrew Upgraded:

Pilots: Maj Williams to IP

Flight Mechanics: A1C Prichard - Initial Upgrade

Schools:

Maj Barnard - FSO School; Maj Kincaid - HU-16 Ground School; SSgt Skaurud - HU-16 Ground School

Flying Time: 159.8

Missions: None.

Crew to Hamilton AFB for pre-mission briefing, Col Beall, Lt Col Meredith, Capt Carter, TSgt Jones, SSgt Johnson.

SEPTEMBER

No gains, losses or upgrade actions.

Schools: Major Barnard - FSO School; Major Kincaid and SSgt Skaurud - HU-16 Ground School

Flying Time: 158.2

Flight Checks:

Pilots: Major Barnard - 45 Day Requalification
Major Fallgren - Annual Instrument Evaluation
Major Brookshier - Proficiency Evaluation

Navigators: Capt Knight - Proficiency Evaluation

Radio Operators: SSgt Spellacy - Initial Upgrade
TSgt Jones - Proficiency Evaluation

Pararescue: TSgt Hale - Proficiency Evaluation

Missions: 1-67 25-28 Sep 1967.

A/C 5293	A/C 7195
Lt Col Meredith	Major Koenig
Capt Bennett	Capt Thomas Jones
Major Lunan	Capt Carter
TSgt Jones	MSgt Ingram
TSgt Hilbert	TSgt Smith
	SSgt Edwards
	A1C Berkey

Strip Alert PDX 26th NORAD, 12 Sep 67, 0700-1600

A/C: Col Beall, LtCol Meredith, Capt Carter, TSgt Jones, A1C Prichard.

OCTOBER

No gains or losses.

Aircrew Upgraded

Pilots: Lt Col Meredith to IP

Flight Mechanics: SSgt Riggs requalified as RCFM
SSgt Edwards to Instructor Flight Mech.

Flying Time: 149.4

Flight Checks:

Pilots: Lt Col Meredith - IP Upgrade
Major Barnard - Proficiency & Instrument Eval.
Major Koenig - Proficiency Evaluation

Nav: Capt Cathey - Proficiency Evaluation

FM: SSgt Nelson - Proficiency Evaluation
SSgt Riggs - Requalification

PJ: A1C Johnson - Upgrade Evaluation
A1C Cooney - Upgrade Evaluation

Missions:

WARRC 142, Search for Cessna 180, Ellensburg to Vancouver, 5 - 8 Oct 67

A/C 51-7195

Aircrew: Lt Col Meredith, Major Koenig, Major Blackwell, Capt Bennett, Capt Carter, Major Lunan, TSgt Jones, SSgt Spellacy, TSgt Hilbert, SSgt Edwards, SSgt Johnson, SSgt Nelson, MSgt Ingram, TSgt Smith, A1C Johnson.

Strip Alert PDX 26 NORAD, 11 Oct 67, 0700-1300

Aircrew: Lt Col Meredith, Capt Jones, Capt Carter, TSgt Jones, SSgt Stivers.

NOVEMBER

No gains.

Aircrew Losses: Colonel James D. Beall, IP/RCC

Aircrew Upgraded:

Pilots: Major Kincaid to Co-Pilot

Nav: Lt Doctor to RCN
Capt Pyne to Primary Navigator

Aircrew Downgraded: Major Brookshier to Co-Pilot

Schools: Lt Col Meredith - HU-16 Ground School

Flying Time: 189.6

Flight Checks:

Pilots: Major Kincaid - Upgrade to CP
Capt Lewis - Proficiency Evaluation
Major Brookshier - Prof Eval Recheck

Navs: Capt Justin - Proficiency Evaluation
Capt Pyne - Initial Upgrade - Primary Nav
Lt Doctor - Upgrade to RCN

R O's: Sgt Ferguson - Proficiency Evaluation

FM's: SSgt Adams - 45 Day Requalification

Missions:

WARRC 1-67; 11 sorties, 38.7 hours, 3-7 Oct

A/C 471 Crew: Lt Col Meredith, Capt Bennett, SSgt Stivers, TSgt Jones, MSgt Ingram, TSgt Smith

A/C 180 Crew: Major Barnard, Capt Armony, Major Lunan, Capt Cathey, SSgt Nelson

A/C 180 Crew: Lt Col Williams, Lt Col Crandell, Capt Carter, SSgt Nelson, Sgt Berkey

Orbit for 26th NORAD, 1 sortie, 8.7 hours, 4 Nov

A/C 195 Crew: Lt Col Williams, Major Perry, Capt Carter, Lt Doctor, SSgt Spellacy, SSgt Riggs.

WARRC 1-67, 11 sorties, 39 hours, 27-30 Nov

A/C 195 Crew: Lt Col Williams, Capt Bennett, Capt Carter, Capt Pyne, TSgt Jone, SSgt Edwards, MSgt Ingram, A1C Cooney

A/C 155 Crew: Capt Jones, Major Kincaid, Capt George, SSgt Johnson, Sgt Berkey

DECEMBER

Aircrew Gained:

Pilots: Capt Vangrunsven UNQ

RO's: Amn Finegan UNQ and A1C Morris UNQ

Aircrew Losses:

RO's: SSgt Knudsen, RCRO

PJ's: TSgt Smith, IPJ/FE

Aircrew Upgraded:

Pilots: Major Ford to Co-Pilot
Major Koenig to Flight Examiner

PJ's: Sgt Doyle to Instructor

Schools: Lt Col Meredith completed HU-16 Ground School

Flying Time: 120.8

Flight Checks:

Pilots: Major Perry - Instrument Evaluation
Major Ford - Initial CP Upgrade
Major Koenig - Upgrade to FE
Major Blackwell - Proficiency Evaluation
Capt Loomis - Proficiency Evaluation
Capt Jones - Instrument Evaluation
Capt Bennett - Instrument Evaluation

PJ's: Sgt Doyle-Proficiency Eval & Instructor Upgrade

Missions:

WARRC 1-67 Orbit, 3 Dec (Mission cancelled prior to crew departure)

Strip Alert PDX, Feeding Echo XII, 26th AD, 13 Dec

Crew: Major Siegel, Capt Bennett, Capt Carter, Sgt Ferguson

Strip Alert PDX Feeding Echo XIII, 26th AD, 20 Dec

Crew: Major Koenig, Capt Bennett, Capt Carter, TSgt Jones, Sgt Prichard

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance

While taking off from Portland International Airport, in A/C 0471 on 1 November 67, aircrew personnel were forced to abort the flight due to engine malfunction. It was determined that the exhaust collector ring burned through at the junction of # 6 and #7 cylinder and continued to burn through the accessory section cowl and cowl mount ring.

On 7 November 67, A/C 51-5278 was received from Naha AB, Okinawa. The SEA veteran recorded three saves during its duty in the Gulf of Tonkin. Inspection of the aircraft indicated that heavy maintenance would be required(Exh. 8).

On 29 December 67, A/C 51-5278 was flown for the first time since its arrival. Thorough maintenance resulted in the expenditure of approximately 1,500 man hours. More than 500 discrepancies required correction and repair.

Maintenance Statistics:	JUL	AUG	SEP	OCT	NOV	DEC
Avg A/C On Hand	4	5	5	5	6	6
Avg A/C OPS Ready	3	3	4	4	5	4
Hours Flown	135.5	160.8	158.2	149.5	189.7	120.8
Hours Flown per A/C	34.4	32.0	31.6	29.9	31.6	20.0
OPS Ready Rate	86%	80%	81%	90%	78%	70%
Phase Inspections	3	3	3	4	4	5
NORS Items	0	2	1	0	1	2
Days NORS	0	13.0	14.4	0	5.9	4.1
NORS Rate	0	8%	9%	0	3%	2%

Materiel Control

Materiel Control continued to support the squadron in a satisfactory manner.

NORS Rate for the period was 3.7%

The mission equipment was 92.3% on hand at end of reporting period. Main shortages were: Survival Kit Sleeping Bags, 60 ea; and, Locator Beacons, 35 ea. These shortages reflect existing data reported by supply sources.

New procedures of ordering parts and supplies and delivering them direct to the using specialist shops was initiated with good success. Budgetary control is still functioning smoothly.

The increase in squadron aircraft has posed no major problems in securing parts and supplies to place aircraft in operational status.

After short tours in various other squadron sections, 2d Lt William DeChent was assigned as Asst Supply Officer, (Training status) this section, under the supervision of Capt Joseph Lytle. There were no other personnel changes in the section during this reporting period.

V. COMMUNITY RELATIONS AND INFORMATION

Information

Observation of the unit's 10th anniversary was the main information activity for the reporting period. News releases were distributed to major state and local news media on 1 Nov 67 (Exh. 7)

Arrival in July of the 302nd Aerospace Rescue and Recovery Squadron (Reserve) for two weeks' active duty training at Portland International Airport prompted local news coverage. 304th personnel obtained a red carpet and several pretty girls to welcome 302nd Commander, Col Alvin Moser and his men as they landed for their two-week tour. Representatives of local news media were invited to be on hand for the welcoming ceremony. (Exhs 2 & 3).

News releases were distributed in December pointing out the receipt of additional HU-16B aircraft from SEA.

Community Relations

For the six-month period ending 31 Dec 1967, this unit participated in seven major community relation events. These included two speaking events with displays, four squadron tours and orientation talks for Scout and school groups, and one orientation flight for a foreign Air Cadet group.

On 30 July, the squadron took 14 Swedish Air Cadets on a DOD authorized orientation flight. Two HU-16Bs were used and flight was from Portland to Coos Bay, Oregon to Klamath Falls, Oregon and return to Portland. (Exh. 5).

In early November, Major James H. Barnard and TSgt Evan Hale presented a static display at Portland State College to members of the Aero Club and aviation students of PSC. The static display showed materials used by Rescue. They spoke on the 304th's role in Rescue Service and the Air Force Reserves as a whole. Films shown were, "That Others May Live," and a film that had been taken by TSgt Hale showing personnel and cargo air drops. About 60 students were in attendance. The following day, TSgt Hale held a similar session at Eugene, Oregon for about 50 Chamber of Commerce businessmen.

Also in November, two Boy Scout troops and one Cub Scout troop were given a tour of our facilities and equipment and our mission and role of Rescue squadrons in Air Force Reserve were explained to them. About 63 scouts attended.

In December, a Portland school group of 28 people visited the squadron and were given a tour of facilities and equipment. Our mission and scope were explained to them.

VI. LIST OF EXHIBITS

Exhibit No. 1	Promotion of 304th ARRSq Commander, James H. Beall, to Colonel, AFRes., and item about visit of students to unit.
Exhibit No. 2	News item about 302nd training at P.I.A.
Exhibit No. 3	Picture and News item about welcome to 302nd on arrival at P.I.A.
Exhibit No. 4	Letter of Commendation to A3C Michael A. Cooney for highest overall average on completion of Pararescue Technician School
Exhibit No. 5	Rescue Ricochets about Orientation Flight for Swedish Cadets and other miscellaneous squadron activities.
Exhibit No. 6	News item about 304th Commander, Col Beall's voluntary call to active duty.
Exhibit No. 7	News item about 304th 10th anniversary.
Exhibit No. 8	Rescue Ricochets about gain of "Bluebird" and other miscellaneous items.
Exhibit No. 9	Award of Sustained Superior Performance to SMSgt Charles V. Jackson, unit's First Sgt, and other miscellaneous items.

BEALL & WOODY TOP PROMOTION LIST

Five officers at PIA have been promoted within the last month. Heading the list are Cols James Beall, ART Commander of the 304th ARRS and Hobart Woody, 939th COS Commanding Officer.



Col Beall joined the military in 1940. During WWII he flew 43 combat missions in C-54 aircraft in the China-Burma-India theater.

During the Korean War, he logged 41 more combat missions in B-26s. He came to PIA from Luke AFB, Ariz. last March where he was the Operations and Training Officer of the 302nd ARRS.



Col Woody entered the Air Force in 1941. During WWII he served on active duty for five years-three years in the Pacific.

He has been the 939th COS Commander since the Group was organized in the spring of 1963. In civilian life Col Woody is the Chief Appraiser for the Oregon State Dept. of Veteran Affairs.

Also promoted to the grade of Major were Millard Forell, 939th Com Flt Commander; Edward Coleman, 939th COS Sub-Motor Pool Officer and Arthur Martin, OIC in the 83rd APS Air Freight Section.

TEENAGERS VISIT PIA

One hundred and fifty school children who will be entering Jefferson High school in the fall toured base facilities at PIA on July 6 and 7. Their trip included visits to the 304th ARRS and 939th TAG areas.

Exh #1

THE OREGONIAN, MONDAY, JULY 17, 1967

Phoenix Reservists Set For Training In Portland

An out-of-state Air Force Reserve unit has arrived for training at the Portland Air Base for the first time since the base was converted from "active" to "reserve" status in early 1966.

The visiting unit is from the 302nd Aerospace Rescue and Recovery Squadron at Luke Air Force Base, Phoenix, Ariz. The unit includes some 100 men.

The visiting squadron was named the nation's outstanding Air Force Reserve Unit in 1966. It was welcomed Sunday by the Portland-based 304th Reserve Air Rescue Squadron with what was described as "red-carpet treatment."

The visiting group, equipped with an HU16 B Grumman Albatross aircraft, is commanded by Col. Alvin Moser, and will be training out of Portland for two weeks.

During that time, it will be performing over-water navigation flights to Alaska, and will be available for search and rescue work in the Pacific Northwest.

Exh #2



FRIENDLY WELCOME to Pacific Northwest is bestowed upon Col. Alvin Moser, commander of 302nd Aerospace Rescue and Recovery Squadron of Phoenix, Ariz., by Betty VanderVeen of Vancouver, Wash. Moser and more than 60 of his men have arrived at Portland Air Force Base for two weeks of active duty training. Also on hand for reception committee greeting were, from left, Kath[illegible]er, Vancouver, Wash.; Nicki Thor[illegible], Phoenix, Ariz.; Patti Meads, Washougal, Wash.; Col. Vernon Acker, Portland Air Base commander; Ann Morgan, Washougal, Wash.; and Malinda Goldbeck, Vancouver, Wash. Air Force Reserve unit is first from out of state to train at Portland since deactivation of air facility in April, 1966. Col Moser's unit was named top reserve unit in United States at June Air Force Association convention in San Francisco.

DEPARTMENT OF THE AIR FORCE
48TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
EGLIN AIR FORCE BASE, FLORIDA 32542

REPLY TO
ATTN OF: Pararescue Technician School

18 August 1967

SUBJECT: Letter of Commendation

TO: Commander
304th ARRS (Res) (CAC)
Portland Intl Aprt
Portland, Oregon 97218

1. A3C Michael A. Cooney has served as a student at the USAF Pararescue Technician School from 9 June 1967 to 18 August 1967.

2. As a student pararescueman, Amn Cooney has distinguished himself in all phases of training, emerging as a fully qualified pararescue technician. His military bearing and observance of all appropriate military courtesies, has set him apart from his fellow pararescuemen as a true professional among professionals.

3. During the period of training commencing 9 June 1967 to 18 August 1967, he accumulated the highest overall averages in Pararescue Class 68-1. He was graded in the following phases of training: Parachuting, Medical Survival, and Scuba. His accomplishments in completing this rigorous course of instruction at the top of his class distinguish him as the outstanding graduate of Class 68-1.

Karol F. Rybos

KAROL F. RYBOS, Colonel, USAF
Commander

Exh #4

Rescue Ricochets

Maj. Raymond Kincaid and Capt. Ralph Lynn have recently joined the ARRS as pilots.

*****

SSgt Richard McDonald is the Squadron's new ART Engine Mechanic. Mac was formerly with the 303rd ARRS at March AFB.

*****

SSgt Terry Skaurud, new Flight Mechanic is attending a 30 day HU-16 Ground Training School at Eglin AFB.

*****

Maj James Barnard is attending the Flying Safety course at UCLA.

*****

Capt. George Cathey and A1C James Ferguson are back from Naha, AFB, Okinawa after delivering an HU-16 earlier this month.

*****

MSgt Eugene Ingram completed Tropical Survival School in the Canal Zone earlier this month.

*****

SSgt Dale Emerson (Stoney Burke) took a 2nd place in a wild horse race recently at the Canby Rodeo.

*****

Swedish Cadets Get Orientation Flight



Major William Siegel ART pilot with the 304th ARRS briefs two Swedish Air Cadets prior to beginning an orientation flight in one of the Squadron's albatrosses.

The cadets were in this country for one month as part of an International Cadet Exchange program conducted each year.

*****

EX # 5

Col Beall Reports For AD Nov 1



Col. James Beall, ART Commander of the 304th AR&S since last Mar. has been voluntarily called to active duty.

He begins his new assignment 1 Nov. with the Office of Reserve Affairs in the Pentagon.

Claiming 27 years combined active and reserve service, he began his military career as an infantryman in 1940.

A veteran of World War II and Korea, he logged 43 combat missions in the China-Burma-India Theatre during WWII and 41 combat missions over North Korea.

Following the Korean War he commanded the 46th Fighter Bomber Sqd and later logged 2000 hours in troop carrier aircraft.

Col. Beall has been an ARTT since 1963.

Exh #6

Happy Birthday 304th!

November 16 was the 10th birthday of the 304th ARRS.

The unit was activated at PIA on 16 November 1957 and has provided search and rescue support to military and civilian personnel in the Pacific Northwest ever since.

The Sq began operations with two HU-16B Grumman Albatross rescue aircraft and 40 men, under the command of the then Lt Col Vernon E. Acker. In 1959 Col Acker relinquished command to Major John A. Forsythe. Col James Beall commanded the unit from 20 Mar to 31 Oct 1967 when he was recalled to active duty. During its first ten years, the number of aircraft assigned has gradually increased to five and the unit grew to more than 100 men.

Colonel Acker has since become the commander of the 939th Tactical Airlift Group, the largest Air Force Reserve unit in Oregon, and commander of Portland Air Base. Col Forsythe is now on active duty at Scott AFB, Ill, and Col Beall is on active duty in The Pentagon.

The 304th has achieved an enviable flying safety record, amassing 13,300 aircraft hours without an accident.

Flying throughout the free world, the rescue specialists have provided and are continuing to provide professional attention to the protection of life and the location of lost persons. From 1960 to present, the unit has participated in 131 actual missions, including 51 search missions.

Exh # 7

RESCUE RICOCHETS

The newest addition to the 304th ARRS aircraft family is HU-16B, affectionately referred to by local rescuemen as "Bluebird."

A veteran of many missions in the South Pacific and SEA, "Bluebird" arrived here from Okinawa 6 Nov.

• • •

Lt Col George Crandell assumed command of the 304th ARRS 1 Nov and Maj James Barnard was named senior ART pending assignment of a permanent ART commander to replace Col James Beall now on active duty.

• • •

With the Sq for a month is TSgt Alvaro Sandoval, representing the CAC Management Engineering Team from Hamilton AFB. He is performing a management engineering study of the 304th ARRS.

• • •

The General Inspection/Tactical Evaluation, conducted by the ARRS IG Team, 20-25 Oct 67 was passed with flying colors.

SUGGESTIONS

Kenton Hamman, 304th ARRS was also a big winner. He received two $25 suggestion awards for inventing a tool for use in straightening aero stand safety rails and a template of checking rudder travel on HU-16 aircraft.

Others receiving cash for worthwhile suggestions were:

Johnny Hilbert, 304ARRS $20
Billie Pruitt, Comm Det $15
Virgil Pierce, 304ARRS $15
Victor Jorgenson, BCE $15

Exh # 8

RESCUE RICOCHETS

Three local rescuemen were awarded CAC 1000 Hour Aircrew Achievement Certificates earlier this month.

They are Capt Richard Armony (pilot), SSgt Wolfgang Schudawa (radio operator), and SSgt Earl Edwards (flight engineer).

* * *

Lt Col Ross Merideth, who has been at Eglin AFB, Fla, attending HU-16 Ground School, is expected back in the Portland area in time for Christmas.

* * *



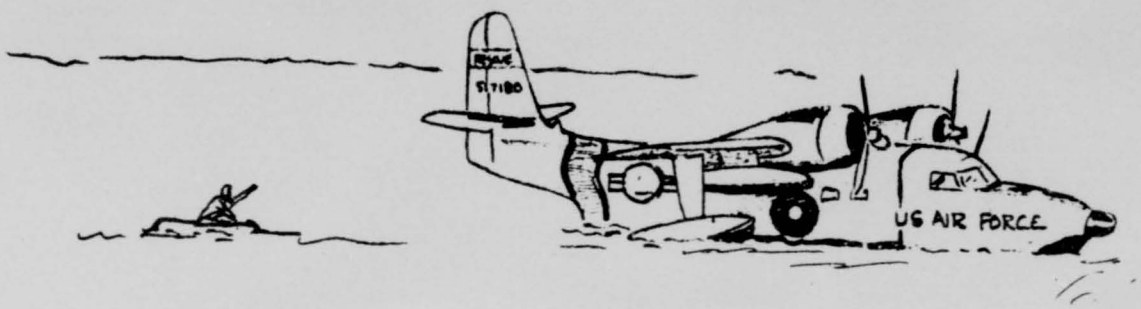
SMSgt Charles Jackson, Military Personnel and Administrative Services Assistant for the 304th ARRS, was awarded a Sustained Superior Performance Award last week for $150. Just in time for Christmas!

Exh #9

304th AEROSPACE RESCUE AND RECOVERY SQUADRON

HISTORY

1 JANUARY - 30 JUNE 1968



RCS: AUDS

7-1635-3

H I S T O R Y

of

304TH AEROSPACE RESCUE & RECOVERY SQ (AFRES)

Portland International Airport

Portland, Oregon

1 January - 30 June 1968

RCS: AU - D5

SIXTH AIR FORCE RESERVE REGION

AIR FORCE RESERVE

APPROVED BY:

WILLIAM R. STACK, JR.
Lt Colonel, AFRes
Commander

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FOREWARD

During this reporting period, the squadron welcomed a new commanding officer and entered a unique tenant status at Portland International Airport.

Lt. Colonel William R. Stack, Jr., became the sixth commander of the 304th since its formation in 1957.

The final month of the reporting period found the 304th to be the sole Air Force Reserve flying unit in Oregon, as the 939th Tactical Airlift Group moved from PIA to McChord AFB, Washington. The unit moved from its former facilities to those of the 939th.

At the same time preparations were concluded which would transfer the host base function from Continental Air Command to Oregon Air National Guard, and place the 304th ARRSq as a Federal tenant on a State military facility.

EDWIN K. ENGELSTAD
Capt., AFRes
Historian

I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1967 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 9 April 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

On 18 January 1966, official designation of the unit was changed to 304th Aerospace Rescue & Recovery Squadron.[4]

Mission and Responsibilities

The mission of the 304th Aerospace Rescue & Recovery Sq is[5] to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in a support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense.

1. Hq. Fourth AF GO 49, 12 Nov 67
2. Hq Fourth AF GO 10, 31 May 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq CAC SO G-6, 18 Jan 66
5. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization

The 304th ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command retained its basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Colonel William R. Stack Jr., FV2060128, assumed permanent command of the unit on 21 Jan 68 (304th Reserve Order 15, 21 Jan 68), replacing Lt Colonel George W. Crandell, FV 742968, who was serving as interim commander.

ROSTER OF KEY PERSONNEL

As of - 13 Aug 1968

304th ARRSq (AFRES)
Portland Intl Aprt, Oregon 97218

Autovon - 554-1470
Commercial Ph - 288-5611
Area Code - 503

Duty Hours: 0715 - 1600 Mon-Fri

	DUTY PHONE	HOME PHONE
COMMANDER:		
Lt Col William R. Stack, Jr.	313/314	638-4916
ADMINISTRATION:		
SMS Charles V. Jackson, Admin Asst	313/314	665-8782
SSgt Jan A. Watkins, Mil Pers Clerk	313/314	232-4096
* Capt Edwin K. Engelstad, Pers Off	403	585-7061
* 2nd Lt Johnny L. Tyler, Pers Off	403	345-4484
OPERATIONS AND TRAINING:		
Major James H. Barnard, Ops & Tng Off	315/316	255-9605
Major William L. Siegel, Stan/Eval Off	315/316	281-2022
Capt Robert I. Carter, Stan Nav	315/316	648-3598
TSgt Felix J. McLarney, Ops Clerk	315/316	236-7548
MSgt Eugene V. Ingram, PJ NCOIC	370	253-2357
SUPPLY:		
MSgt Robert E. Powell, Mat Control Supvr	474	252-1950
SSgt Virgil L. Pierce, Inventory Mgmt Spec	474	234-3027
* Capt Joe Lytle, Mat Control Off.	474	529-3672
MAINTENANCE:		
Major Taylor M. Brookshier, Maint Off	470	254-2853
Mr. David D. Davidson, Maint Control	471	631-2166
SMSgt Leslie E. Dunbar, Spec Chief	471	665-8723
MSgt Donald L. Beevers, Flt Line Chief	475	254-8161
TSgt James K. Clouse, C & E NCOIC	476	254-6136

* Reservists: Available only on Unit Training Assemblies.

II. RESOURCES

Air Reserve Technician Element (ART)

As of 1 Jan 1968	Authorized	Assigned
Officers	5	4
Airmen	37	34
Civilians	4	4
Status Quo	0	2
	46	44
As of 30 Jun 1968		
Officers	5	5
Airmen	37	35
Civilians	4	4
Status Quo	0	2
	46	46

Lt Colonel William R. Stack, Jr., assumed command of the squadron on 21 Jan 68, relieving senior officer Lt Colonel George W. Crandell, interim commander since 1 Nov 1967, Exhibits 2 and 6. His assignment served to stablize a somewhat fluid command situation which saw two commanders voluntarily recalled to active duty in a 12-month period.

On 12 Apr 68 Miss Nancy Gray, Maintenance Clerk, resigned. The position was filled 3 Jun 68 by Mrs. Betty Jackson, who transferred to the unit from the Base Civil Engineer's office. TSgt Bertram Francis was hired for the AR47, Rescue and Survival Technician position on 8 Apr 68. The post had been vacant since 8 Dec 67.

SSgt James Ehenger resigned from the AR105 position (AGE Mechanic) on 3 May 68 to accept a position at Kingsley Air Force Base, Oregon. SSgt Carl Illig, formerly of the 939th TAG, was hired to fill the position on 20 May 68. SSgt James Mertens was hired 10 Jun 68 for the AR95 position (A/C Hydraulic System Mechanic), replacing SSgt Howard Charleboix, who resigned.

RESERVE MANNING

As of 1 Jan 68	Authorized	Assigned
Officers	34	35
Airmen	105	96
	139	131
As of 30 Jun 68		
Officers	34	33
Airmen	105	91
	139	126

(The unit continued under an 82 per cent non-aircrew manning freeze).

LOSSES

AlC Dennis March	5 Jan to NG (Special Forces)
Sgt Jan McCabe	9 Mar Discharged
Capt James Loomis	1 Apr to ARPC
Capt Gerald Van Grunsven	1 Apr to ARPC
Sgt Roger Sheley	1 May Discharged
AlC Gordon Vanderzanden	6 May Discharged
Capt James George	15 Jan to ARPC

SSgt James Ehenger	15 Jun to ARPC
SSgt Howard Charleboix	15 Jun to ARPC
AlC Dennis Marinelli	19 Jun to ARPC

GAINS

Lt Col William R. Stack, Jr	21 Jan from 934 TAG
TSgt Bertram Francis	8 Apr Enlisted
SSgt Carl Illig	20 May from 939 TAG
SSgt James Mertens	10 Jan Enlisted
Maj Donald Schwanenberg	19 Jun from ARPC

PROMOTIONS

Capt Thomas Jones	to Major 1 Jan
Sgt Timothy Doyle	to SSgt 8 Jan
Sgt George Van Beek	to SSgt 12 Jan
AlC Sidney Kenney	to Sgt 24 Jan
Sgt James Ferguson	to SSgt 11 Mar
SSgt Wolfgang Schudawa	to TSgt 23 Apr
AlC Jack Valberg	to Sgt 25 Apr
AlC Duane Vandehey	to Sgt 25 Apr
AlC Stephen Golden	to Sgt 1 May
Capt Arthur Bennett	to Major 12 May
AlC Charles McAllister	to Sgt 24 May
Capt James Justin	to Major 30 May
AlC Frank Anderson	to Sgt 4 Jun
Capt Richard Armony	to Major 7 Jun
Amn Charles Finegan	to AlC 13 Jun

Continuing under restrictions of the 82 percent manning freeze, assigned strength declined from 131 to 126, or .038 percent. During the period, three losses were due to discharges of men who, after completing their obligated period of reserve assignment, elected to leave the program. Despite constant retention counselling efforts, indications are that this trend will continue. It should be noted that there were no gains from the non-prior service category.

During our January UTA, 27 aircrew members were presented Combat Readiness Metals. Of special note was the award 21 Apr of MAC 5,000 hour flying safety pins to Majors James H. Barnard, Curtis T. Fallgren and William L. Siegel. The three veteran officers received commendation letters for the achievement from General Howell M. Estes, Jr., Commander MAC; Brig/Gen Allison C. Brooks, Commander ARRS; and Lt Col William R. Stack, Jr., Commander 304 ARRSq. (Exhibits 10 through 18).

Capt. Roger G. Knight received the CAC 1,000 Hour Achievement Award during the reporting period.

Squadron Commander, Lt Col Stack attended a CAC Commanders' Conference at Robins AFB, GA., from 31 Mar to 5 Apr. From 7 Apr to 16 Apr he received HU-16B ground school training at Mobile, AL. (Exhibit 9).

Mrs. Gladys Hamilton participated in a CAC Budget Conference at Dobbins AFB, GA from 19 to 22 Mar. Squadron First Sergeant SMSgt Charles V. Jackson attended the MAC Reserve Forces Policy

Council meeting at Scott, AFB, Ill., from 13 to 17 May. He is one of twenty-four council members. (Exhibit 21).

Serious pay problems were encountered during this reporting period as AFAFC Denver, Colorado, phased into a monthly pay system for unit personnel. To help alleviate the problem, SMSgt Jackson and SSgt J. Al Watkins traveled to ARPC/AFAFC 14 to 16 Feb to personally review discrepancies. SSgt Watkins also attended an ARPC/AFAFC Pay Conference at Denver from 16 to 19 Apr.

Complaints received from unit personnel concerning pay included four months' delay in receiving pay for the February UTA, omission of flight incentive pay from checks received, extreme delays in receipt of AFTP pay and pay for active duty tours, and correction of reported discrepancies being delayed for more than one year. Steps taken by officials at ARPC/AFAFC to correct the problem in annual short tour pay were indicated.

It was learned that travel and per diem paid in connection with the unit's annual short tour is to be distributed from Dobbins AFB, GA, even though base pay and other allowances were paid from Denver. At the close of this reporting period, it appeared that per diem and travel pay due in June would be delayed for at least two months.

Finance problems, unresolvable at this level, have resulted in morale problems and some personal financial hardships.

In the last month of this period, host base unit, the 939 TAG, began its phase-down prior to relocation at McChord AFB, WA, and preparations were under way for host base status to change from CAC to Oregon Air National Guard. (Exhibit 22).

During this period 199 Reserve Orders, 50 TJ series Special Orders (TDY), and 3 Aeronautical Orders were published.

VISITS

17 - 18 Jan	Col G. V. Davis, 6 AFRR (DCS/O)
26 Feb	Brig/Gen Allison Brooks, ARRS (CDR)
4 Mar	ARRS Standardization Team
24 - 28 Jun	Lt Col Harley F. Jackson, 6AFRR (DCS/O)

ANNUAL SHORT TOURS

Unit personnel performed two weeks' active duty for training from 9 to 23 Jun. Remaining at PIA, Oregon, squadron members moved to new base facilities vacated by the 939th TAG. Headquarters, Personnel and Administration, and Operations sections relocated in Building 708.

Members of the Personnel and Administrative sections received an Electronic Data Processing briefing and demonstration provided by the Multnomah County, Oregon Data Processing Center in Portland. EDP input and output, as utilized by section personnel, were related to the county government operation. Special training also was conducted regarding new immunization record forms and airmen and officers records reviews.

UNIT BUDGET

In January an abbreviated estimate for FY 69 was prepared. Oils, lubes, etc, $550; other supplies, $17,508; communications, $1,751; Misc Contract Svc, $2,610.

In March, unit unobligated supply funding was withdrawn and unit was authorized to draw any required materiel from 939th TAG on a nonreimbursable basis. This occurred because of the programmed move of 939th TAG (who were serving as host for CAC) to McChord AFB in July 1968.

In April, implementation of TDY Entitlements under PL 90-168 was begun. No immediate major problems were encountered.

At the close of Fiscal Year on 30 Jun 1968, total obligations were reflected in the amount of $416,183.

Advance notice was received that the anticipated conversion to PRIME was going to be effected for FY 69.

III MISSION TRAINING

Operations and Training

During the reporting period the number of formed aircrews declined from 9 to 8, while the number of operationally ready crews increased from 6 to 7. A C-2 rating was maintained throughout the six-months period.

Considerable effort was expended to improve the operationally ready crew status and to prevent further erosion of crews formed. Three crew members were recruited to offset losses, 34 standardization flight checks were administered, 6 aircrew members were upgraded, 108 hours of formal ground school were conducted and 126 persons were qualified on the firing range. In addition, 240 immunizations were administered, an annual instrument refresher school was conducted, and 52 proficiency and instrument written examinations were monitored.

Thirty-three sorties were flown on 13 missions in support of the regular Air Force, and monthly flying hours averaged 181.2.

Two flying officers returned to the unit in June after completing voluntary tours of active duty with the 58th ARRSq at Wheelus Air Base, Libya. Major James S. Lunan returned to civilian status following a 180-day tour while Lt Col Ross A. Meredith completed a 90-day tour.

Unit aircrew personnel continued to support the regular Air Force by carrying out HU-16B ferrying missions throughout the Far East.

Monthly activities were carried out as follows:

JANUARY

Aircrew Gained:

Pilots: Lt Col Stack - UNQ

Aircrew Losses:

None

Aircrew Upgraded:

None

Schools:

Lt Col Meredith, IPIS

Flying Time: 181.8

Flight Checks:

Pilots: Lt Col Meredith - Proficiency Evaluation Check
Lt Col Crandell - Proficiency Evaluation Check
Major Barnard - Instrument Check
Capt Armony - Proficiency Evaluation Check
Capt Lewis - Requalification ARRS Currency

Missions:

Strip Alert, 26 NORAD PDX Feeding Echo 1, 1500 - 2200 Z.

Crew: Major Barnard, Major Siegel, Capt Justin, TSgt Jones SSgt Johnson.

Orbit, WARRC 1-67-14, 15-16 Jan 68.

Crew: Lt Col Williams, Lt Col Meredith, Capt Carter, TSgt Jones, TSgt Hilbert, MSgt Ingram, SSgt Doyle.

Ferry A/C 217 from Clark AB, Phillipines, 9-25 Jan 68.

Crew: Major Jones, Major Lunan, Capt Bennett, SSgt Adams, SSgt Emmons.

FEBRUARY

Aircrew Gained:

None

Aircrew Losses:

None

Aircrew Upgraded:

None

Schools:

Lt Col Meredith, IPIS

Flying Time: 206.3

Flight Checks:

Flight Mechanics: TSgt Hilbert - Proficiency Evaluation
SSgt Adams - Proficiency Evaluation

Mission:

Strip Alert, 26 NORAD, Feeding Echo II, 20 Feb 1968, 1500-2300Z.

Crew: Major Jones, Capt Armony, Capt Carter, TSgt Jones, SSgt Riggs.

WARRC-22, Missing Cessna 210, Walla Walla, Washington.

Crew: Major Koenig, Capt Bennett, Capt Carter, TSgt Jones, Sgt Buzan, SSgt Lambie, SSgt Riggs.

Pickup A/C from IRAN, St. Augustine, Fla, 5-10 Feb 68.

Crew: SSgt Nelson, SSgt Stivers.

Major Lunan departed for active duty tour with 58th ARRSq, Wheelus AB, Libya.

MARCH

Aircrew Gained:

None

Aircrew Losses:

None

Aircrew Upgraded:

Major Perry - First Pilot
Major Brookshier - First Pilot

Schools:

Lt Colonel Meredith - completed IPIS

Flying Time 147.7

Flight Checks:

Pilots:	Major Siegel	--- Proficiency
	Major Blackwell	--- 45-Day Requalification
	Major Brookshier	--- Prof/Instr/lst Pilot Requal
	Major Perry	--- First Pilot Upgrade
	Lt Col Meredith	--- 45-Day Requal
	Major Fallgren	--- Proficiency
Navigators:	Capt Sweeney	--- Proficiency
	Capt Carter	--- Proficiency
Radio Opr:	SSgt Spellacy	--- Proficiency
Flt Engr:	SSgt Johnson	--- Proficiency
	SMSgt Stubbs	--- Hq ARRS Proficiency
Pararescue:	MSgt Ingram	--- Hq ARRS Proficiency

Missions:

Search. PDX tower notified of smoking aircraft seen from ground in Gresham-Estacada area. 1.1 hours flown.

Crew: Major Siegel, Capt Bennett, Lt Col Stack, Capt Carter, TSgt Jones, MSgt Ingram, SSgt Lambie, SSgt Edward, TSgt Hilbert.

Orbit, 25th NORAD, 21-22 Mar, MUTE XXVI., 2 sorties, 12.1 hrs.

Crew: Lt Col Williams, Capt Bennett, Lt Col Crandell, Capt Lewis, SSgt Schudawa, Sgt Buzan, Capt Justin, Capt Sweeney, Capt Carter, TSgt Hilbert, SSgt Emmons, SSgt Edwards.

APRIL

Aircrew Gained:

TSgt Francis - PJ/ non-current

Aircrew Losses:

Capt Loomis - CP
Capt VanGrunsven - P/UNO

Aircrew Upgraded

SSgt Skaurud - Flight Engineer
Sgt Buzan - Radio Operator

Schools:

Lt Colonel Stack - HU-16 Ground School (USCG)

Flying Time: 151.2

Flight Checks:

Pilots:	Lt Col William	--- Proficiency Evaluation
	Major Ford	--- Instrument Check
	Major Koenig	--- Instrument Check
Radio Ops:	Sgt Buzan	--- Upgrade
Flt Engr:	SSgt Skaurud	--- Upgrade
Pararescue:	SSgt Lambie	--- Proficiency Evaluation

Major Lunan returned 4 Apr from voluntary active duty tour with 58 ARRSq; on 29 Apr departed for 2nd voluntary tour with 58 ARRSq.

Missons:

Search - WARRC, 48, 6 Apr 68. Civilian A/C enroute Redmond to Eugene, 1 sortie, 4.5 hours flown.

Crew: Major Koenig, Capt Schick, Major Lunan, SSgt Edwards, SMSgt Stubbs.

Search - WARRC 54, 15-16 Apr 68. Missing T-33 McChord AFB. 3 sorties, 5.5 hours flown.

Crew: Major Barnard, Capt Bennett, Capt Carter, TSgt Jones, MSgt Ingram, TSgt Francis, SMSgt Stubbs, SSgt Edwards. On 16 Apr A/C 5293, Crew: Lt Col Meredith, Major Ford, 1st Lt Doctor, SSgt Beaver, SSgt Berkey, SSgt Stivers. A/C 7219 , Crew: Major Jones, Capt Bennett, Capt Carter, SSgt Ferguson, A1C Morris, SMSgt Stubbs, MSgt Ingram, TSgt Francis.

Orbit- WARRC 1-67, 29 Apr 68. 4 sorties, 16.1 hours flown.

Crew:: Major Siegel, Capt Bennett, Capt Carter, Sgt Buzan, TSgt Hilbert, MSgt Ingram, TSgt Francis.

Delivery of A/C 195 and 293 to Davis-Monthan AFB, AZ, 23-24 Apr.

Crew: Lt. Col Meredith, Major Barnard, Capt Bennett, Capt Armony, SSgt Nelson, SSgt Stivers.

MAY

Aircrew Gained:

None

Aircrew Losses.

None

Aircrew Upgraded:

Capt Armony - RCC

Schools:

SSgt Riggs - Flight Engineer School, Sheppard AFB, TX

Flying Time: 159.3

Flight Checks:

Pilots: Capt Armony --- Upgrade to RCC
Capt Lewis --- Instrument Check
Major Kincaid --- 45-Day Requalification
Capt Sloan --- Requalification Water Landings

Missions:

Search - WARRC 75, 26 May 68, missing Cessna 177, 1 sortie, 3 hours. 304th performed Rescap.

Crew: Capt Lewis, Major Bennett, Capt Cathey, SSgt Skaurud, SSgt Ferguson, A1C Morris. Duty Officer - Major Barnard; MTN Alert - SMSgt Dunbar, SSgt Stivers.

Pickup A/C from IRAN, St. Augustine, FA, 20-24 May 68.

Crew: Lt Col Crandell, Major Brookshier, SSgt Johnson.

JUNE

Aircrew Gained:

Pilot. Capt Schwanenberg - Non-current RCC

Aircrew Losses:

Navigator: Capt George - Instructor Navigator

Aircrew Upgraded:

Capt Green - Initial Co-Pilot and Instrument Check

Schools:

SSgt Riggs - Flight Engineer School, Sheppard AFB, TX

Flying Time: 251.4

Flight Checks:

Pilots:	Capt Green	--- Initial Co-pilot & Instru Check
	Major Jones	--- Proficiency Evaluation
Flt Engr:	SSgt Stivers	--- Proficiency Evaluation
Pararescue:	AlC Johnson	--- Proficiency Evaluation
	TSgt Francis	--- Proficiency Evaluation

Missions:

Search - WARRC 91, 24 June 68. Missing Beach Debonair, Spokane, WA., 9 sorties, 35.8 hours.

Crews: A/C 5205: Lt Col Williams, Major Bennett, Capt Carter, TSgt Jones, SSgt Skaurud. A/C 5217: Major Koenig, Major Perry, Major Lunan, Sgt Buzan, SSgt Nelson. A/C 7187: Lt Col Williams, Major Bennett, Capt Carter, Sgt Buzan, SSgt Edwards; A/C 7187: Major Koenig, Lt Col Stack, Capt Carter, SSgt Spellacy, TSgt Hilbert; A/C 7187: Major Armony, Major Perry, Capt Cathey, SSgt Spellacy, TSgt Hilbert

Orbit, 1-67, 4 Jun 68, 3 sorties, 11.7 hours (Mission reached)

Crew: Lt Col Williams, Major Bennett, Capt Carter, TSgt Jones, TSgt Ingram, SSgt Edwards. TSgt Francis.

Orbit 1-67.15 Jun 68, 3 sorties, 16.7 hours.

Crew: Lt Col Williams, Major Ford, 1st Lt Doctor, SSgt Ferguson, Sgt Doyle, AlC Cooney, TSgt Hilbert.

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance Stastistics:	JAN	FEB	MAR	APR	MAY	JUN
Avg A/C On Hand	7	9	9	8	9	7
Hours Flown	181.7	203.0	147.7	151.2	161.7	243.8
Ops Ready Rate	76%	60%	69%	76%	75%	71%
Phase Inspections	2	3	3	3	2	2
NORS Rate	4%	1%	1%	4%	3%	7%
Self-Sufficiency	93%	76%	74%	100%	100%	100%

Monthly resume' of activities follows:

JANUARY

The Maintenance Section is still under a heavy workload due to the receiving of aircraft in addition to supporting the normal flying activity. Aircraft 51-7217 was received during the month from Naha AB, Okinawa and was immediately placed in acceptance inspection which resulted in a heavy corrosion control program, as well as a number one engine change for mechanical failure.

Lt Col William R. Stack Jr. Arrived 23 Jan to assume the duties of Commander of the 304th ARRSq.

FEBRUARY

The workload for Maintenance was still more than anticipated. Two more aircraft, 51-7205 and 51-7219, were received from IRAN facility

at St Augustine, FL, bringing the total aircraft possessed to 9. They were flown this month following the acceptance inspections. Aircraft 51-7217 still has not flown since it was received by this unit. The parking ramp is very congested, requiring additional care in ground handling.

MARCH

Operation "Switch" was initiated early this month to enable this unit to retain all "D" modified engines; low time propellers and oil controls and other accessories from the aircraft scheduled to depart for the storage facility. Approximately 600 manhours were expended during the month in exchanging these units. Aircraft 51-7205 was flown following the acceptance check.

APRIL

Operation "Switch" still in progress at the beginning of this month. Aircraft 51-7151 was received. This brought the total of HU-16s possessed by the organization to 10 -- this condition was alleviated by shipping two aircraft to the storage facility, leaving "only" 8 possessed at the end of the month. Approximately 900 extra manhours were expended this month insuring all advantageous maintenance was performed.

MAY

Aircraft 51-7187 was received bringing possessed aircraft to 9 again. Approximately 650 manhours were expended above normal maintenance costs to insure desirable end products remaining with the unit.

Plans and preparations were firmed up for the annual encampment the following month.

JUNE

A/C 71-7180 and 51-0471 were ferried to Davis-Monthan, AZ for storage.

Word was received (thru proper channels) of an impending challenge by the officers of the organization against the airmen for the annual soft ball game. More on this later!

Several missions were supported during the annual encampment. One of the most noteworthy was recovering an HU-16B crew who had a small engine problem on the way home from Spokane. They made a precaution-any (?) landing at The Dalles. An HU-16B was dispatched from PDX to retrieve the crew and survey the maintenance requirements. The next day, MSgt Gaston, SSgt Kinsey, and SSgt Christie left by truck (with Q.E.C.) to repair the aircraft. MSgt Gaston reported the aircraft ready for flight at 2130 the same day. A big hand for an excellent job very well done.

Meanwhile, back at the home base, the big move was under way to the quarters and facilities formerly occupied by the 939th TAG. Despite the shortage of equipment to move with, it progressed in a very satisfactory manner, ending up about 24 hours ahead of anticipated time estimate.

Now we have time for more about the soft ball game. When the score reached 18 - 2 (favor of the airmen) -- very short period -- and after

trying to give the airmen's star pitcher, Mike Francis, a direct commission on the pitcher's mound, the officers conceded (?) the game. While collecting the fruits of their efforts, one NCO began berating certain officers concerning the size of the trophy and recommended the officers, after losing so graciously, should acquire a trophy more befitting the efforts of the airmen. More later----

The last day of camp was used as an orientation day for members' families to indoctrinate them in the mission and purpose of the 304th ARRSq. A lot of effort was expended by members of the organization to set up displays and especially the Pararescue Section for the fine show they put on for the families. The show was followed by a picnic enjoyed by everyone.

Lt Col Stack's Commander's Call at the end of the summer camp was held on the ramp in front of the new Operations and Administration Building. At the close of Commander's Call, Lt Col Stack called SSgt Welch (softball team captain) and SMSgt Dunbar (mouthy NCO) in front of the organization and presented them with a trophy befitting the efforts of the airmen. A living, breathing Jackass. We are now the proud possessors of a trophy (mascot) befitting our talents. Sir Albatross is now a member of the 304th.

Recap of performance is as follows:

A/C on Hand	8
Avg Ops Read Rate	71%
Number of Phases	15
Avg NORS Rate	3.3%
Avg Self-Sufficiency	90%
Hours Flowsn	1089.1
Direct M/H to Support Flying	13,029
M/H per Flying Hour	11.9
Functional Check Flts	27
Avg Fleet Time Rate	73%
Acceptance Inspections	6

V. COMMUNITY RELATIONS AND INFORMATION

Information

Special efforts made prior to and during the unit's annual short tour resulted in saturation of color newsfilm time on all of Portland, Oregon's major television stations.

A general news release announcing the encampment at Portland International Airport was distributed to all media six days prior to the 9 June reporting date. On the second day of active duty, squadron information personnel visited all major newspapers and television news departments. Training schedules pointing out the highlights of the encampment were handed to news representatives during the visits. Exceptional visual flying and pararescue training missions were stressed to television personnel.

Through coordination of the squadron information section, each television station obtained exclusive color footage of separate training activities. The exclusive nature of the news film prompted broadcasters to use much of what they photographed, and provided excellent exposure of the unit's training mission to televiewers throughout Oregon and Southwestern Washington.

News releases detailing the arrival of a new unit commander, selection of a new "Miss Air Rescue," and participation of a squadron member in the MAC Air Force Reserve Policy Council meeting also were disseminated. (Exhibits 8, 20 & 21).

Community Relations

Selection of a new "Miss Air Rescue", and water survival training in a public park water area highlighted community relations activities during the reporting period.

Miss Barbara Peters of Camas, Washington, was named Miss Air Rescue of 1968. The 19-year old miss was appropriately received by squadron personnel. (Exhibit 8). From time to time she visited the unit during UTAs and helped publicize training activities. (Exhibit 20).

On 21 March, five adults and 28 children from the Trinity Lutheran Church School toured squadron facilities and received a rescue briefing. A similar tour and briefing was provided for five adults and 28 second and third grade students from Troutdale Elementary School on 7 May.

On 17 June, aircrew personnel carried out water survival training at Blue Lake Park, near Portland. Survival techniques were demonstrated for about 200 civilians and were filmed for later televising in the Portland area.

A special segment of the community -- families of squadron personnel -- were invited to a flying training demonstration at Rooster Rock State Park on the Columbia River. Family members, most of them for the first time, witnessed scuba gear-clad para-rescue technicians conduct water jumps and an HU 16B aircraft carry out water transition training. Several hundred persons, including members of the general public, observed the activities.

In a two-way implementation of community relations, members of the unit's personnel section attended a special electronic data processing briefing at the Multnomah County Courthouse in Portland, Oregon, during their annual two weeks tour of duty.

Air Reserve Technician MSgt Donald Beevers, professional figure skater and instructor, temporarily exchanged his Air Force uniform for a traditional Dutch costume in order to appear on the Northwest Natural Gas Company's Rose Festival Parade float on 8 June. Sergeant Beevers skated on a small circle of ice on the float for more than three hours as the parade wound it's way through Portland. More than 300,000 persons saw the float, which placed third among 70 floats entered. The flower-bedecked float was titled "Amsterdam" in keeping with the 1968 parade theme. "Capitol Cities of the World."

IV. LIST OF EXHIBITS

Exhibit No. 1	Rescue Ricochets about "Bluebird" assigned to Portland, and other news items.
Exhibit No. 2	Reserve Order assigning Lt Col Stack as Commander 304 ARRSq.
Exhibit No. 3	Letter of Appreciation from Hq WARRC to 304 ARRSq for assistance provided the USCG.
Exhibit No. 4	Second Ind by Western Area USCG for appreciation of assistance given the USCG by 304 ARRSq.
Exhibit No. 5	First Ind by Thirteenth Coast Guard District for appreciation of assistance given the USCG.
Exhibit No. 6	Rescue Ricochets about new Commander Lt Col Stack 304 ARRSq, and other news items.
Exhibit No. 7	Rescue Ricochets about activities of 304th personnel.
Exhibit No. 8	News items about "Miss Air Rescue".
Exhibit No. 9	Rescue Ricochets about 304th ARRSq personnel.
Exhibit No. 10	Letter of Commendation , 5000 Hours Safety Award, to Major Barnard from General Howell M. Estes.
Exhibit No. 11	Letter of Commendation, 5000 Hours Safety Award, to Major Barnard from Brig/Gen Allison C. Brooks.
Exhibit No. 12	Letter of Commendation, 5000 Hours Safety Award, to Major Barnard from Lt Col Stack.
Exhibit No. 13	Letter of Commendation, 5000 Hours Safety Award, to Major Fallgren from General Howell M. Estes.
Exhibit No. 14	Letter of Commendation, 5000 Hours Safety Award, to Major Fallgren from Brig/Gen Allison C. Brooks.
Exhibit No. 15	Letter of Commendation, 5000 Hours Safety Award, to Major Fallgren from Lt Col Stack.
Exhibit No. 16	Letter of Commendation, 5000 Hours Safety Award, to Major Siegel from General Howell M. Estes.

Exhibit No. 17	Letter of Commendation, 5000 Hours Safety Award, to Major Siegel from Brig/Gen Allison C. Brooks.
Exhibit No. 18.	Letter of Commendation, 5000 Hours Safety Award, to Major Siegel from Lt Col Stack.
Exhibit No. 19	News item about crew of HU-16B.
Exhibit No. 20	News item about "Miss Air Rescue."
Exhibit No. 21	News item about SMSgt Jackson attending the MAC Reserve Forces Policy Council Meeting at Scott AFB, Ill.
Exhibit No. 22	News item about move of the 939th TAG to McChord AFB and transfer of Command of the Base to Oregon Air National Guard.

304th Get Vietnam Vet.

There's a "bluebird" in Portland's skies this month. Instead of the feathered variety, it's an HU-16 Air Force rescue aircraft and a heroic veteran of Vietnam.

The twin-engine Grumman Albatross was received by the 304th ARRS recently after being "honorably discharged" from rescue work in the Gulf of Tonkin.

Unlike its sister HU-16s of the 304th, "bluebird" carries a coat of blue and white camouflage paint. It is officially designated as Aircraft Number 15278.

The 304th's maintenance section has been carrying out extensive repairs on the aircraft and will have expended several hundred manhours in preparing it for air rescue work in the Pacific Northwest.

Officials of the 33rd ARRS at Naha, Okinawa, report that aircraft 15278 was involved in the rescue of at least three pilots who were forced to bail out over the Gulf of Tonkin, in addition to numerous air evacuation missions.

A workhorse of the Tonkin Gulf rescue operations, the albatross is being phased out of Vietnam in favor of long-range helicopters.

Aircraft 15278 was the target of hostile fire "in the air, on the ground, and in the water," according to the officers who flew her in SEA.

RESCUE RICOCHETS

The "304th Overseas Ferry Service" is back in operation again. This time to the Philippines. The crew, Majs Tom Jones and James Lunan, Capt Arthur Bennett, SSgts Don Emmons and Norm Adams, departed Portland 10 Jan for Clark AB, where they will pick up another Albatross for duty in the Pacific Northwest. This will expand PIA's rescue fleet to seven HU-16s.

Length of Service pins and certificates went to the following employees for completing the periods of service indicated.

20 Years

Eugene Ingram 304th ARRS

DEPARTMENT OF THE AIR FORCE
304TH AEROSPACE RESCUE & RECOVERY SQ (Res) (CAC)
PORTLAND INTERNATIONAL AIRPORT, OREGON 97218

RESERVE ORDER
15

21 Jan 68

Under the provisions of AFR 35-54, LT COL WILLIAM R. STACK, JR., FV 2060128, assumes command of the 304th ARRSq (Res) (CAC), vice LT COL GEORGE W. CRANDELL, FV 742968.

FOR THE COMMANDER

Charles V. Jackson

CHARLES V. JACKSON, Air Res Tech
Asst Admin Services Officer

DISTRIBUTION
E + 2 6AFRR(DP)

RO-15

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN AEROSPACE RESCUE & RECOVERY CENTER (MAC)
HAMILTON AIR FORCE BASE, CALIFORNIA 94934

REPLY TO ATTN OF: WRCCO

22 January 1968

SUBJECT: Appreciation for Service Rendered

TO: Lt Col Wm. R. Stack, Jr., Comdr
304th ARRSQ
Portland IAP, Ore 97218

The 304th ARRSq and personnel directly involved in the assist mission are to be commended for the professional assistance provided to the USCG. Actions such as these greatly enhance the cohesiveness of participating SAR forces under the National SAR Plan.

TRACY J. PETERSEN, Colonel, USAF
Commander

1 Atch
2d Ind, USCG AS, 28Dec67
w/atchs

1650

Serial 27-68

SECOND ENDORSEMENT on CO, USCG Air Station, Astoria ltr 1600 of 28 Dec 1967

From: Commander, Western Area, U. S. Coast Guard
To: Commanding Officer, 304th Aerospace Rescue and Recovery Squadron, Portland International Airport, Portland Oregon, 97218
Via: Commander, Western Aerospace Rescue and Recovery Center, Hamilton AFB, California 94935

Subj: Appreciation for service rendered

1. Forwarded. The cooperative effort by the 304th Aerospace Rescue and Recovery Squadron is appreciated.

E. P. CHESTER, JR.
Deputy

o-1
1650
5 January 1968
Serial (008)

FIRST ENDORSEMENT on CO, CG Astoria Air Sta. ltr 1600
dtd 28 Dec. 67

From: Commander, Thirteenth Coast Guard District
To: Commanding Officer, 304th Aerospace Rescue and Recovery Squadron, Portland International Airport, Portland, Oregon 97218
Via: (1) Commander, Western Area
(2) Commander, Western Aerospace Rescue and Recovery Center, Hamilton AFB, California

Subj: Appreciation for service rendered

1. Forwarded. Commander, 13th Coast Guard District is appreciative of the assistance rendered by the 304th Aerospace Rescue and Recovery Squadron to the Coast Guard Air Station, Astoria, Oregon. It is a pleasure to note the spirit of cooperation existing between these two air units.

F. V. HELMER

RESCUE RICOCHETS

Major James Lunan left 6 Feb for a 30 day tour of duty at Wheelus AB, Libya, with the 58th ARRS.

* * *

Lt Col Ross Meredith began a 45 day tour at Randolph AFB, Texas, 28 Jan, where he is attending Instrument Pilot Instructors School.

* * *

Combat Readiness Medals were awarded to 30 Aircrew Members.

* * *

Congratulations! to Capt Richard Pyne, who received his Senior Navigators rating.

* * *

Salute! to Sidney Kenney, who has been promoted to Sgt.

* * *

Three aircrews left 5 Feb for St. Augustine, Fla, to return additional aircraft from the IRAN facilities.

* * *

The Pararescuemen will be in the field this training weekend for a 48 hour survival trek through the snows of Larch Mountain.

* * *

Major Tom Jones' crew returned another "bluebird" from Southeast Asia. Their 15 day tour of the Pacific became rather hectic toward the end due to severe head winds halfway between Hawaii and California. They landed at Hamilton AFB with only 70 gallons of fuel remaining. WOW!

STACK-NEW 304TH CO



The new ART Commander of the 304th ARRS is Lt Col William Stack.

Until his selection, he had been the Operations Officer of the 934th TAG at Minneapolis-St Paul International Airport since 1963.

During World War II, Col Stack served in Europe with the 64th Troop Carrier Gp in C-47 aircraft.

In 1950, he was recalled to active duty and served more than a year in Korea. During this period, he logged 980 hours in C-47s and C-119s.

Except for his active duty in Korea, he has been an active Air Force Reservist since 1947.

His original ART appointment dates back to 7 Nov 1958, making him one of the oldest ARTs in terms of service in the Program.

Col and Mrs. Stack have two daughters. They have bought a home and are now living in Wilsonville, Oregon.

RESCUE RICOCHETS

Brigadier General Allison Brooks, Commander of Aerospace Rescue & Recovery Service, paid the 304th ARRS a visit on 26 Feb 1968. He briefed the unit on the recent call up of the 305th ARRS at Selfridge AFB, Mich, which is equipped with HC-97 aircraft.

• • •

Two aircraft and 17 crew members took a four day mission to sunny Southern California, 22-25 Feb, to allow the unit's Pararescue Men to get their Scuba proficiency in the warm waters around San Diego.

• • •

A crew was scrambled 21 Feb to provide rescue coverage on a search conducted in Western Washington.

• • •

SMSgt Jackson and SSgt Watkins performed a very productive tour at ARPC, Denver, 14-16 Feb, getting acquainted with the personnel at the Record Center and Accounting and Finance Center.

THE POST-RECORD
CAMAS-WASHOUGAL, WASHINGTON, WEDNESDAY, MARCH 13, 1968





NEW QUEEN of 304 Aerospace and Recovery Squadron at Portland airbase, is Barbara Peters, 19, daughter of Mr. and Mrs. Joe Peters, Rt. 2, Box 1495, Camas. Col. William Stack, squadron commander (left) helps Major Jim Barnard, operations officer, place queen's banner on Miss Peters in weekend ceremony. Queen Barbara will reign through balance of 1968. Photo below shows Queen Barbara beside one of squadron's Albatross aircraft, with Janet Dilly, 18, daughter of Mr. and Mrs. Gerald Dilly, Rt. 2, Box 292-A, Washougal. Both girls had tour of base during March 9 festivities, including visits to International airport's control tower. (Post-Record photo by Virgil Hughes.)

RESCUE RICOCHETS

Lt Col William Stack, 304th ARRS Commander, recently attended the CAC Commanders' Conference at Robins AFB, Ga, and is now attending the HU-16 Ground School at Mobile, Ala.

* * *

Major James Lunan has returned from a 39-day tour of duty with the 58th ARRS at Wheelus AB, Libya. Would you believe he liked it so much he has volunteered for another tour?

* * *

TSgt Bert Francis entered on duty 8 April as an ART pararescueman.

* * *

SSgt Al Watkins attended the Computerized Pay Conference at Denver from 17-19 Apr.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225

REPLY TO ATTN OF

8 MAR 1968

SUBJECT Commendation

TO Major James H. Barnard

1. I congratulate you on the accumulation of 5,000 hours of accident-free flight. As a pilot, I am fully aware of the many long hours on the ground, as well as in the air, necessary to compile this record. I also know and appreciate the consistent attention to detail, mature judgment and professional skill that were required.

2. The success of the Military Airlift Command depends entirely on people like you. The lapel pin which accompanies this commendation will help to recognize the very real contribution you have made to the effective accomplishment of our many vital missions. I have every confidence that you will continue your outstanding performance in the future.

3. This is a Category A letter as defined in AFM 900-3.

Howell M. Estes, Jr.
HOWELL M. ESTES, JR., General, USAF
Commander

1 Atch
Award Pin

Cy to: 304 ARRSq

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
ORLANDO AIR FORCE BASE, FLORIDA 32813

REPLY TO ATTN OF: ARCCO

SUBJECT: Commendation

TO: Major James H. Barnard
304 ARRSq

1. It is a pleasure for me to forward this letter of appreciation from General Estes and the MAC 5,000 Hour Award Pin in recognition of your achievement in flight safety. Please accept my congratulations and those of the command for this most worthy accomplishment.

2. This is a Category A letter as defined in AFM 900-3.

Allison C. Brooks

ALLISON C. BROOKS, Brigadier General, USAF
Commander

2 Atch
Ltr, Gen Estes, 2 Mar 68
Award Pin

DEPARTMENT OF THE AIR FORCE
304TH AEROSPACE RESCUE & RECOVERY SQUADRON (RESERVE) (CAC)
PORTLAND INTERNATIONAL AIRPORT, OREGON 97218

REPLY TO ATTN OF: CDR

16 May 1968

SUBJECT: Commendation

TO: Major James H. Barnard, AFRes
3104 N. E. 127th
Portland, OR 97220

1. The attached letters of Commendation from Brig Gen Allison C. Brooks and Gen Howell M. Estes, Jr. are forwarded with my warmest congratulations.

2. It is always a pleasure to receive favorable communications about the performance of members of this squadron, but this Commendation, in my opinion, is especially noteworthy since it came as the result of your efforts over an extended period rather than from an isolated occurrence. Your constant attention to flight safety is apparent, not only as symbolized by the MAC 5,000 Hour Award Pin, but as reflected in the unit's fine accident-free record.

3. Copies of the attachments have been forwarded to ARPC for inclusion in your Field Personnel Records.

4. This squadron will continue to be effective in the performance of its mission so long as we receive such excellent professional support as you have exhibited.

WILLIAM R. STACK, JR., Lt Col, AFRes
Commander

2 Atch
1. Ltr, Gen Estes, 2Mar68
2. Ltr, Gen Brooks (undated)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE ILLINOIS 62225

8 MAR 1968

Commendation

Major Curtis T. Fallgren

1. I congratulate you on the accumulation of 5,000 hours of accident-free flight. As a pilot, I am fully aware of the many long hours on the ground, as well as in the air, necessary to compile this record. I also know and appreciate the consistent attention to detail, mature judgment and professional skill that were required.

2. The success of the Military Airlift Command depends entirely on people like you. The lapel pin which accompanies this commendation will help to recognize the very real contribution you have made to the effective accomplishment of our many vital missions. I have every confidence that you will continue your outstanding performance in the future.

3. This is a Category A letter as defined in AFM 900-3.

HOWELL M. ESTES, JR., General, USAF
Commander

1 Atch
Award Pin

Cy to: 304 ARRSq

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
ORLANDO AIR FORCE BASE, FLORIDA 32813

REPLY TO ATTN OF: ARCCO

SUBJECT: Commendation

TO: Major Curtis T. Fallgren
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Allison C. Brooks

ALLISON C. BROOKS, Brigadier General, USAF
Commander

2 Atch
Ltr, Gen Estes, 2 Mar 68
Award Pin

DEPARTMENT OF THE AIR FORCE
304TH AEROSPACE RESCUE & RECOVERY SQUADRON (RESERVE) (CAC)
PORTLAND INTERNATIONAL AIRPORT, OREGON 97218

REPLY TO ATTN OF: CDR

16 May 1968

SUBJECT: Commendation

TO: Major Curtis T. Fallgren, AFRes
2716 Neals Lane
Vancouver, WA 98661

1. The attached letters of Commendation from Brig Gen Allison C. Brooks and Gen Howell M. Estes, Jr. are forwarded with my warmest congratulations.

2. It is always a pleasure to receive favorable communications about the performance of members of this squadron, but this Commendation, in my opinion, is especially noteworthy since it came as the result of your efforts over an extended period rather than from an isolated occurrence. Your constant attention to flight safety is apparent, not only as symbolized by the MAC 5,000 Hour Award Pin, but as reflected in the unit's fine accident-free record.

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WILLIAM R. STACK, JR., LtCol, AFRes
Commander

2 Atch
1. Ltr, Gen Estes, 2Mar68
2. Ltr, Gen Brooks (undated)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225

REPLY TO ATTN OF

8 MAR 1968

SUBJECT Commendation

TO Major William L. Siegel

1. I congratulate you on the accumulation of 5,000 hours of accident-free flight. As a pilot, I am fully aware of the many long hours on the ground, as well as in the air, necessary to compile this record. I also know and appreciate the consistent attention to detail, mature judgment and professional skill that were required.

2. The success of the Military Airlift Command depends entirely on people like you. The lapel pin which accompanies this commendation will help to recognize the very real contribution you have made to the effective accomplishment of our many vital missions. I have every confidence that you will continue your outstanding performance in the future.

3. This is a Category A letter as defined in AFM 900-3.

HOWELL M. ESTES, JR., General, USAF
Commander

1 Atch
Award Pin

Cy to: 304 ARRSq

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
ORLANDO AIR FORCE BASE, FLORIDA 32813

REPLY TO ATTN OF: ARCCO

SUBJECT: Commendation

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Allison C. Brooks

ALLISON C. BROOKS, Brigadier General, USAF
Commander

2 Atch
Ltr, Gen Estes, 2 Mar 68
Award Pin

DEPARTMENT OF THE AIR FORCE
304TH AEROSPACE RESCUE & RECOVERY SQUADRON (RESERVE) (CAC)
PORTLAND INTERNATIONAL AIRPORT, OREGON 97218

REPLY TO ATTN OF: CDR

16 May 1968

SUBJECT: Commendation

TO: Major William L. Siegel, AFRes
2421 N.E. 62nd
Portland, OR 97213

1. The attached letters of Commendation from Brig Gen Allison C. Brooks and Gen Howell M. Estes, Jr. are forwarded with my warmest congratulations.

2. It is always a pleasure to receive favorable communications about the performance of members of this squadron, but this Commendation, in my opinion, is especially noteworthy since it came as the result of your efforts over an extended period rather than from an isolated occurrence. Your constant attention to flight safety is apparent, not only as symbolized by the MAC 5,000 Hour Award Pin, but as reflected in the unit's fine accident-free record.

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WILLIAM R. STACK, JR., Lt Col, AFRes
Commander

2 Atch
1. Ltr, Gen Estes, 2Mar68
2. Ltr, Gen Brooks(undated)

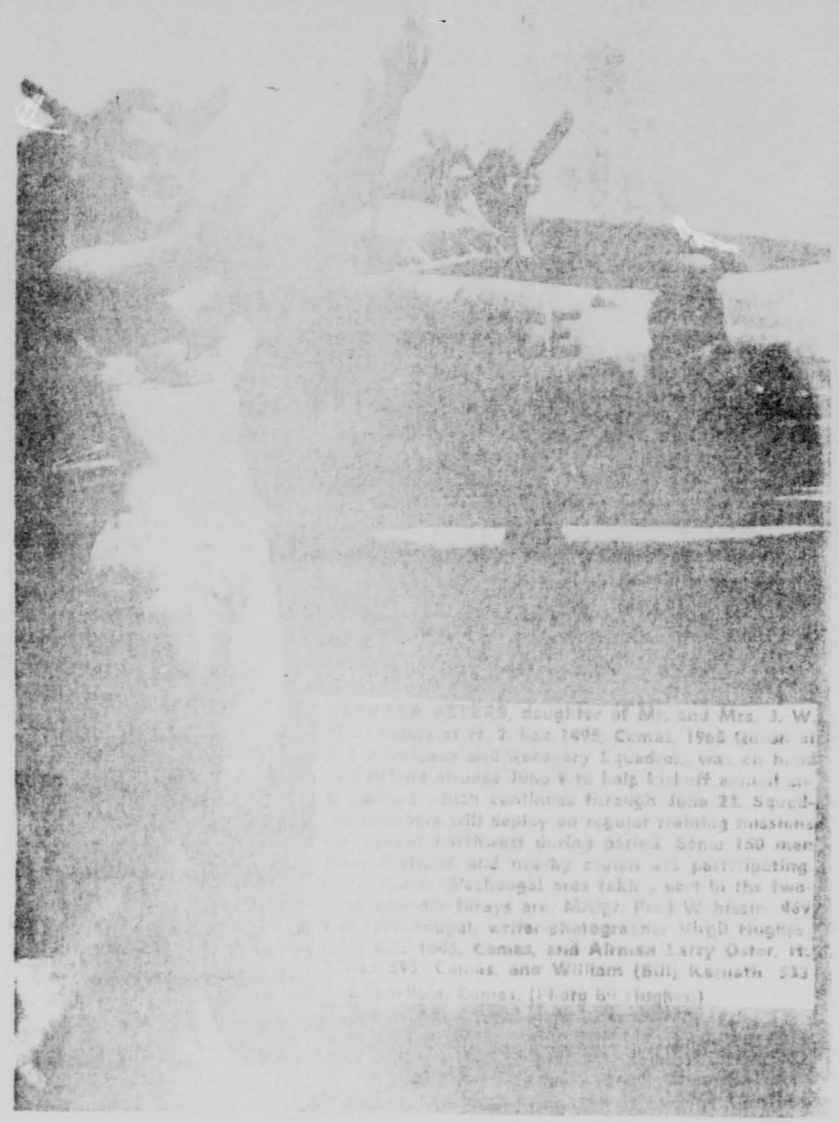
Third Section

THE POST-RECORD

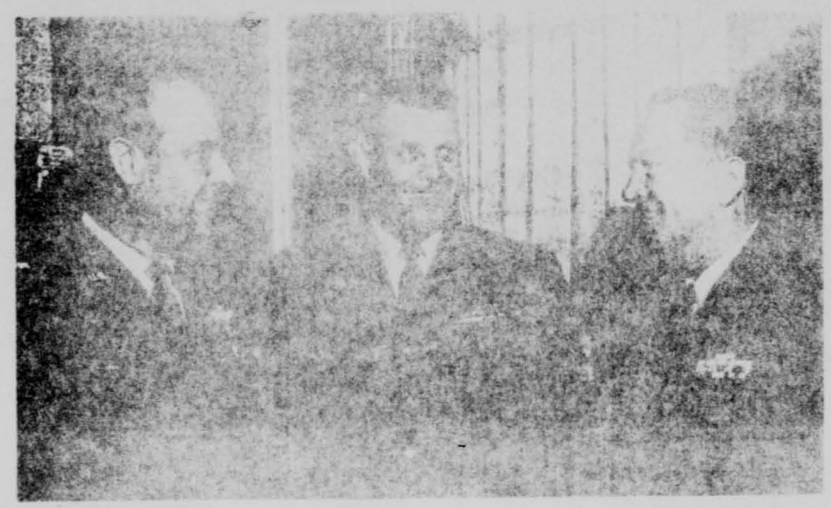
CAMAS-WASHOUGAL, WASHINGTON, WEDNESDAY, JUNE 12, 1968



MEMBERS OF CREW with Virgil Hughes, of Camas **(far right)** include, from left, rear row: Airman Engineer Ray Prichard; Major Curtis Fallgren, pilot; **Major Arthur Bennett**, co-pilot. Front from left, Capt. **George Cathey**, navigator; Airman Earl Edwards, and **Airman Gerry Skaurod**, engineers. Craft was HU-16 **Albatross**.



[illegible] PETERS, daughter of Mr. and Mrs. J. W. [illegible] at rt. 2, box 1495, Camas, 1968 [illegible] and Recovery Squadron, was on hand [illegible] airbase June 1 to help kick-off annual [illegible] which continues through June 23. Squad[illegible] will deploy on regular training missions [illegible] northwest during period. Some 150 men [illegible] and nearby [illegible] are participating. [illegible] Washougal area taking part in the two-[illegible] forays are: Mrsgt. Fred Wahlstein, 469 [illegible] Washougal; writer-photographer Virgil Hughes, [illegible] 1945, Camas, and Airman Larry Oster, rt. [illegible] 515, Camas, and William (Bill) Karnath, 533 [illegible] Camas. (Photo by Hughes.)



SM SGT. CHARLES V. JACKSON, center, box 143, Troutdale, confers with two general officers during recent Military Airlift Command Reserve Forces Policy Council meeting at Stead Air Force Base, Nev. The council, made up of senior Air National Guard, Air Force Reserve and MAC staff representatives, advises and assists the MAC Commander in utilization of air reserve forces. MSgt. Jackson, first sergeant for the 944th Aerospace Rescue and Recovery Squadron, is one of the 24 council members. The Aerospace Rescue and Recovery Service is a part of the Military Airlift Command. Brig. Gen. Roy E. Cooper, council vice-Chairman and Assistant Adjutant General of the Wyoming Air National Guard, is at left. Brig. Gen. Gilbert L. Curtis, right, is Commander of the 63rd Military Airlift Wing, Norton AFB, Calif.

Official U.S. Air Force Photo

Portland Air Base Role Ends As Bulldozers Begin Leveling Buildings

Picture on Page One

The economy ax started chopping off another big chunk of payroll and property at Portland's Airbase this week.

Five buildings are going down under the wrecker's bulldozers this week and six more were put up for sale Thursday.

Parking ramps that once bustled with 18 C-119 Flying Boxcars of the 939th Tactical Airlift Group will be naked of all aircraft by Saturday.

Files Flown Out

The last four Boxcars were busy Thursday loading up 46 tons of equipment and supplies for airlift to the 464th Wing of the Air Force Reserve at Bakhalar AFB, Iod.

Several more tons of files and furniture have been flown to McChord AFB, Wash., where what is left of the 939th will be attached to the 62nd Military Airlift Command wing.

Half of the 939th TAG will lose their reserve role officially by July 1. Actually, the 939th held its last big blast Saturday, June 15. It is all over now but the scramble by the 939th's remaining civil service employees to find nouses in the McChord-Tacoma area.

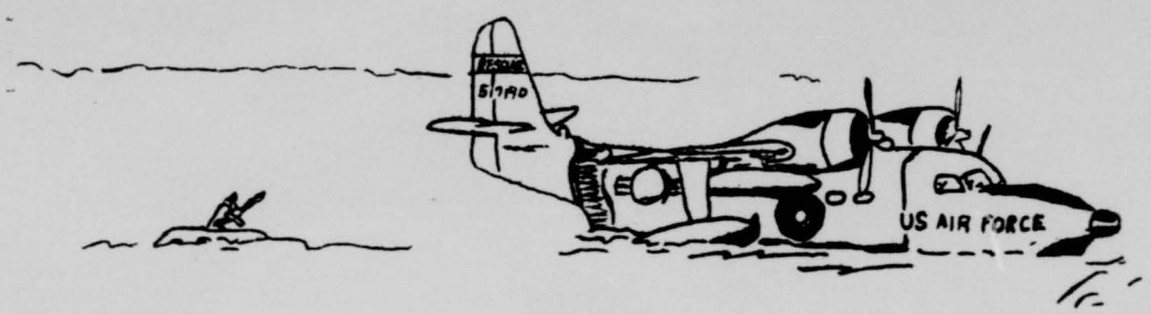
The 939th, still commanded by Col. Vernon Acker, employed 315 civilians under federal

304th AEROSPACE RESCUE AND RECOVERY SQUADRON

K-SQ-RESC-304-HI
JUL-DEC 1968

HISTORY

1 JULY - 31 DECEMBER 1968



K-SQ-RESC-304-HI

RCS: HAF AU-D5

7-3930-4

HISTORY

of

304TH AEROSPACE RESCUE & RECOVERY SQ (AFRES)

Portland International Airport

Portland, Oregon 97218

1 July - 31 December 1968

RCS: HAF AU-D5

SIXTH AIR FORCE RESERVE REGION

AIR FORCE RESERVE

APPROVED BY:

WILLIAM R. STACK, JR.,
Lt Colonel, AFRes
Commander

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I. MISSION AND ORGANIZATION

Lineage

The 304th Air Rescue Squadron was activated on 16 Nov 1967 at Portland International Airport, Portland, Oregon.[1] It was relieved from assignment to the 2345th Air Reserve Flying Center for administrative and logistical support concurrent with the latter's deactivation on 9 Apr 1960.[2] Effective 1 Sep 1960, the squadron was assigned to Sixth Air Force Reserve Region, Hamilton Air Force Base, California,[3] upon the deactivation of Fourth Air Force.

On 19 January 1966, official designation of the unit was changed to 304th Aerospace Rescue & Recovery Squadron.[4]

Mission and Responsibilities

The mission of the 304th Aerospace Rescue & Recovery Sq is[5] to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense.

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1. Hq Fourth AF GO 49, 12 Nov 67
2. Hq Fourth AF GO 10, 31 May 60
3. Hq CONAC GO 67, 22 Aug 60
4. Hq CAC SO G-6, 18 Jan 66
5. Hq Sixth AFRR Ltr, 5 Apr 61, Mission stmt.

Organization

The 304th ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command (CAC) was discontinued effective 1 Aug 1968, per Hq CAC Special Order G-46, 16 Jul 1968, and Headquarters Air Force Reserve (AFRES) was constituted, activated and organized at Robins AFB GA 31093, effective 1 Aug 1968 per Hq AFRES Special Order G-54, 1 Aug 1968. AFRES assumed all responsibilities and authorities previously vested in Continental Air Command including basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

The unit continued to be assigned to the Sixth Air Force Reserve Region, Hamilton Air Force Base, California.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Colonel William R. Stack Jr., FV 2060128, remained as commander.

ROSTER OF KEY PERSONNEL

304 ARRSq (AFRES)
Portland Intl Aprt OR 97218

As of - 31 Dec 1968

Duty Hours: 0715 - 1600, Mon - Fri

Autovon - 554-1470
Commercial Ph - 288-5611
Area Code - 503

	Duty Phone
COMMANDER:	
Lt Col William R. Stack, Jr.	313/314
ADMINISTRATION:	
SMS Charles V. Jackson, Admin Asst	313/314
SSgt J. Alan Watkins, Mil Pers Clerk	313/314
* Capt Edwin K. Engelstad, Pers Off	403
* 2nd Lt Johnny L. Tyler, Pers Off	403
OPERATIONS AND TRAINING:	
Lt Col James H. Barnard, Ops & Tng Off	315/316
Major William L. Siegel, Stan/Eval Off	315/316
TSgt Felix J. McLarney, Ops Clerk	315/316
MSgt Eugene V. Ingram, PJ NCOIC	370
SUPPLY:	
MSgt Robert E. Powell, Mat Control Supvr	474
SSgt Virgil L. Pierce, Inventory Mgmt Spec	474
* Capt Joe Lytle, Mat Control Off	474
MAINTENANCE	
Major Taylor M. Brookshier, Maint Off	470
Mr. David D. Davidson, Maint Control	471
SMSgt Leslie E. Dunbar, Spec Chief	471
MSgt Donald L. Beevers, Flt Line Chief	475
MSgt James K. Clouse, C & E NCOIC	476

* Reservists: Available only on Unit Training Assemblies

II. RESOURCES

Air Reserve Technician Element (ART)

As of 1 Jul 1968	Authorized	Assigned
Officers	5	5
Airmen	37	33
Status Quo	0	2
Non-ART in ART Element	10	9
Non-ART in Support Element	42	27
TOTAL	94	76
As of 31 Dec 1968		
Officers	5	4
Airmen	37	32
Status Quo	0	2
Non-ART in ART Element	11	11
Non-ART in Support Element	42	27
TOTAL	95	76

During the reporting period, the unit realized a total gain of two officers and a loss of one airman.

At the end of this reporting period, unit strength included 35 officers and 90 enlisted men. Six men were awarded their five-level AFSC, 10 were promoted and nine men reenlisted.

Of major importance during this reporting period was the change-over of host base responsibilities from AFRES to OANG. The 304th remained as the last Air Force Reserve flying unit at Portland International Airport, and, in Oregon. As such, it was assigned additional responsibilities for all federal tenants remaining at PIA.

Staff Sergeant Robert Spellacy was awarded the Air Force Commendation Medal on 22 Sep for rescuing a fellow airman's young daughter from drowning.

Colonel Charles W. Howe, 6AFRR Commander, visited the unit on 25 and 26 Sep. On 16 and 17 November, members of the 6AFRR staff assisted unit personnel in a pre-management inspection evaluation preparatory to an ARRS Management Inspection scheduled for early in the following reporting period.

A total of 190 Reserve Orders, 21 6AFRR TJ Series Special Orders and 3 Aeronautical Orders were published during this reporting period.

Military Pay problems previously experienced were being ironed out and personnel were receiving their checks for AFTPs and active duty tours more promptly.

Budget

The beginning of this reporting period marked the assumption of host base responsibilities by the Oregon Air National Guard and the implementation of Project PRIME.

This unit was designated as Single Point of Contact for all AFRES units remaining at this installation. Under the terms of our Interservice Support Agreement, the OANG would be reimbursed for all costs incurred in connection with their host responsibilities including pay and benefits for base support personnel required by OANG for this purpose. This resulted in the unique situation of the 304th being a tenant of the OANG (not under PRIME) but having budgetary and funding responsibilities as host for AFRES. The security guard and fire department functions were assigned to the 304th for administrative control and assigned to the OANG for operational control.

The implementation of PRIME brought many changes in budgetary procedures. Hq AFRES assigned Responsibility Cost Center Codes (RC/CCs) for each function or shop of the unit as well as RC/CCs for the "host" functions. Each Element of Expense Investment Code (EEIC) in which expenses were anticipated to be incurred had to be apportioned among the various RC/CCs.

Initial FY 1969 Operations Operating Budget was received on 19 Sep 1969 in amount of $753,666.00. Subsequent adjustments increased our annual authorization to $755,970.00. At the end of this reporting period, our expenses were $524,570.00.

Because of the unusual situation at this installation, the 304th was required to submit a revised budget estimate for all areas in which funding was required and FY 69-1 Revised Financial Plan Estimate was forwarded to AFRES on 23 Oct 1968 providing for funding of $1,043,495.00. The majority of requested increases were in areas normally found only in a "Host" type budget such as utilities, sanitation services, rental of office equipment, heating oils and ground POL, landing fees, equipment maintenance contractual costs, building repair, drainage, etc.

Much coordination was required to effect proper procedures for processing of billings from OANG and many problems were encountered in the accounting area. However, the OANG was most cooperative and by the end of this reporting period we were beginning to have a fairly smooth-running operation.

III. MISSION TRAINING

The last 6 months of 1968 were a period of variety and interest. The routine of maintaining the unit's C-1 rating required 39 flight evaluations, 62 classroom hours of aircrew ground training, 387 GMT exams, 8 classification board actions, and, 11 aircrewmen were upgraded.

In addition, squadron personnel participated in 10 ferry missions of HU-16 aircraft from SEA, 5 search missions, 9 sorties for NASA project 1-67, and, a 65 day special project in support of the U.S. Army.

During one ferry flight from Wake Island, aircraft commander, Major Fallgren, and his crew experienced an emergency which required extraordinary airmanship. (Exhibits 7 & 8).

Monthly activities were carried out as follows:

JULY

Aircrew Gained:

Pilots: Major Lawrence R. Fulker and Major Frank G. Heyl, both Unqualified.

Navigator: Captain Gerald W. Sorenson, Unqualified.

Aircrew Losses:

Captain Ralph T. Lynn, Pilot, Unqualified.

Aircrew Upgraded:

Lt Colonel Stack - Co-Pilot

Captain Schick - Co-Pilot

Captain Pyne - Rescue Crew Navigator

Amn Finegan - Radio Operator

Schools:

SSgt Riggs - Flight Engineer School, Sheppard AFB, Texas

Flying Time: 201.9

Flight Checks:

Pilots:	Lt Col Stack - Initial Co-Pilot & Instr Check Major Blackwell - Instrument Check Captain Schick - Initial Co-Pilot & Inst Check Lt Col Meredith - Instrument Check
Navigators:	Captain Pyne - RCN Upgrade Flight Check 1st Lt Doctor - Proficiency Evaluation Major Lunan - Proficiency Evaluation
Flight Engs:	SSgt Adams - 45-Day Requalification
Radio Ops:	Amn Finegan - Initial Upgrade Flight Check

Missions:

1-67: 4 sorties, 22.3 hours, Aircraft 5217, Major Siegel, Major Bennett, Major Lunan, Sgt Buzan, MSgt Ingram, TSgt Francis, SSgt Nelson.

WARRC 115: 3 sorties, 6.8 hours, Aircraft 7155, Major Jones, Major Brookshier, TSgt Hilbert.

WARRC 113-Assist: 5 sorties, 13.9 hours, Aircraft 5278, Lt Col Meredith, Lt Col Stack, Major Lunan, SSgt Ferguson, A1C Morris, MSgt Ingram, TSgt Francis, SSgt Johnson.

AUGUST

Aircrew Gained:

SSgt Kenton F. Hamman - Unqualified Flight Engineer

Aircrew Losses:

SMSgt George W. Stubbs, Flight Engineer/Flight Examiner (Advisor)
SSgt Larry G. Stivers, Flight Engineer/Flight Examiner
SSgt Dennis W. Lambie, Qualified Pararescueman

Aircrew Upgraded:

TSgt Bertram M. Francis - PJ Instructor

Schools:

SSgt Riggs - Flight Engineer School, Sheppard AFB, Texas

Flying Time: 162.2 hours.

Flight Checks:

Pilot: Major Barnard - Proficiency Evaluation

Flight Engineers: SSgt Edwards - Proficiency Evaluation
Sgt Prichard - Proficiency Evaluation

Missions:

Project 68-50: Aircraft 7217, Major Barnard, Capt Lewis, SSgt Ferguson, TSgt Francis, SSgt Doyle, SSgt Johnson, SSgt B. Vanderzanden.

Ferry Crew for Project 68-50: Major Bennett, Major Brookshier, Captain Pyne.

SEPTEMBER

Aircrew Gained: None.

Aircrew Losses: None.

Aircrew Upgraded:

Major Schwanenberg, RCC/IP

Sgt Morris, RO

Schools:

SSgt Riggs - Flight Engineer School, Sheppard AFB, Texas

Flying Time: 165.4 hours.

Flight Checks:

Pilots:	Lt Col Williams - Instrument Major Fallgren - Instrument Major Schwanenberg - Instr & Prof Eval Captain Sloan - Instrument Major Brookshier - Proficiency Eval
Navigators:	Captain Knight - Proficiency Evaluation
Flight Engineers:	SSgt Riggs - Proficiency Evaluation
Radio Operators:	Sgt Morris - Proficiency Evaluation

Missions:

Project 68-50: Aircraft 217, Major Barnard, Captain Lewis, SSgt Ferguson, TSgt Francis, SSgt Doyle, SSgt Johnson, SSgt B. Vanderzanden.

Strip Alert: 26th NORAD Div, Feeding Echo 69-3, Aircraft 151, Lt Col Meredith, Maj Bennett, Capt Carter, TSgt Jones, TSgt Hilbert.

Ferry from Naha, Crew Levy 187: Lt Col Meredith, Lt Col Williams, Capt Schick, Maj Brookshier, Capt Carter, Capt Sweeney, Sgt Morris, SSgt Emmons, SSgt Riggs, SSgt Nelson.

Remarks:

SSgt Spellacy was awarded the Airman's Medal during UTA.

OCTOBER

Aircrew Gained: None.

Aircrew Losses: None.

Aircrew Upgraded: None.

Flying Time: 121.9 hours (not including ferry time)

Flight Checks:

Pilots:	Major Koenig - Proficiency Evaluation Major Ford - Recurrency & Prof Evaluation Major Kincaid - Proficiency Evaluation
Navigators:	Captain Cathey - Proficiency Evaluation
Flight Engineers:	SSgt Nelson - Proficiency Evaluation SSgt Adams - 45-day Requalification & Proficiency Evaluation

Missions:

Project 68-50. Sgt Frank Anderson sent to relieve SSgt B. Vanderzanden. All personnel and aircraft returned to Portland by 28 Oct 68. Aircraft 7217 logged 133.8 hours and flew a total of 36 sorties.

Ferry from Naha, Crew Levy 187: Major Fallgren, Major Bennett, Captain Knight, Sgt Berkey and SSgt Skaurud. Aircraft lost an engine and was left at Wake. 5 sorties, 26.1 hours.

Ferry from Hickam to Luke, Crew Levy 187: Major Koenig, Major Perry, Major Justin, TSgt Jones and SSgt Edwards. 2 sorties, 20.0 hours.

Ferry 7217 from Hickam to Portland, Project 68-50: Lt Col Stack, Capt Lewis, Capt Sweeney, TSgt Jones and SSgt Edwards. 2 sorties, 16.6 hours.

Ferry from Hickam to Luke, Crew Levy 187: Major Bennett, 2 sorties, 16.8 hours.

Ferry from Hickam to Portland: Aborted by weather and returned to Portland. Major Koenig, Capt Carter.

Ferry from Naha to Hickam, Crew Levy 187: Crew relieved to return to Portland because of weather. Lt Col Meredith, Capt Schick, Capt Carter, Sgt Morris and SSgt Nelson. 5 sorties, 33.8 hours. Lt Col Williams, Maj Brookshier, Capt Sweeney, SSgt Emmons and SSgt Riggs, 5 sorties, 33.7 hours.

NOVEMBER

Aircrew Gained: None.

Aircrew Losses: Lt Col Crandell, RCC.

Aircrew Upgraded: SSgt Nelson, Instructor FE

Flying Time: 73.4 hours (not including ferry time)

Flight Checks:

Pilot:	Lt Col Barnard, 45-day Landing Requal
Navigator:	Major Justin, Proficiency Evaluation
Pararescue:	TSgt Hale, Proficiency Evaluation Sgt Cooney, Proficiency Evaluation

Missions:

Ferry from Wake to Luke, Crew Levy 187: Maj Koenig, TSgt Jones, SSgt Edwards, 6 sorties, 35.1 hours.

Strip Alert, 26 NORAD, Feeding Echo 69-6: No sorties, Aircraft 217, Major Koenig, Major Jones, Captain Carter, TSgt Jones, SSgt Riggs.

DECEMBER

Aircrew Gained: None.

Aircrew Losses: SSgt Stevenson, Pararescue.

Aircrew Upgraded:

Major Bennett to First Pilot

Captain Sorenson to Primary Navigator

Captain Knight to Flight Examiner

Flying Time: 165.2 hours.

Flight Checks:

Pilots:	Lt Col Barnard - Instrument Evaluation Major Blackwell - Proficiency Evaluation Maj Bennett - Initial Upgrade & Instrument Evaluation Maj Perry - Instrument Evaluation Capt Schick - Proficiency Evaluation
Navigators:	Capt Sorenson - Initial Upgrade Capt Knight - Upgrade to FE Capt Pyne - Proficiency Eval & Tac Eval

Missions: None

IV. MAINTENANCE, SUPPLY AND FACILITIES

Maintenance Statistics (1 Jul - 31 Dec 68)

Aerospace Vehicle Status	
Operational Ready	66.5%
Not Operational Ready - maintenance	28.2%
Not Operational Ready - supply	5.3%
17 Phase Inspections Completed	
Average No. of hours per dock phase	103.7
Average No. of hours per fix phase	106.4
Average No. of hours per phase inspection	210.1
Average phase inspection downtime	7.9 days
Maintenance Deviation	
Total maintenance early-late block	1
Total maintenance cancellations	41
Total maintenance additions	35
Average No. of functional check flight flying hrs per mo.	1.7
Average manhour per flying hour per month	11.9
Average monthly fleet time	25.5
Average number of writeups per sortie	3.2

Pre-flight and Post-flight Inspections

Average No. of inflight inspections	39
Average No. of manhours to complete pre-flight inspection (each)	2.5
Average No. of postflight inspections	16.0
Average No. of manhours to complete a postflight inspection	0.9

Aircrew discovered non-failures

Average No. of aircrew discovered non-failures per month	11
Average No. of hours utilized to accomplish aircrew discovered non-failure	33.2

Unit Self-Sufficiency

Average No. of items made servicable per month	23
Average No. of items not repairable this station per month	2
Average unit self-sufficiency percentage	94.2%

Materiel Control

This section performed its function satisfactorily in support of the unit mission. There were no changes of personnel during the reporting period. The section remained in its location in Bldg 701.

The average NORS rate for the reporting period was 4.98 %. Percentage of unit mission equipment on hand remained at 98%.

NORS rates, by month were as follows:

July	10.3%
August	4.6
September	12.5
October	2.5
November	0.0
December	0.0

V. COMMUNITY RELATIONS AND INFORMATION

Activities of unit aircrews outside of CONUS drew primary news attention during the reporting period.

An inflight incident which occurred between Wake Island and Hawaii resulted in considerable news exposure due to the professional flying skill utilized during the emergency.

After the aircrew safely returned to Wake Island, unit information personnel considered immediate dissemination of news releases to local media. However, it was finally determined that local releases would not be made until the crew members returned to their home base.

The decision to delay release of the information was made in order to avoid undue concern on the part of families of crew members involved in the incident, and of other unit crews which were enroute to CONUS from the same general area.

On their return to PIA, local releases were made, (Exhibit # 7) as well as a general release by AFRES (Exhibit # 8).

Prior to their departure from Okinawa, the same crew received extensive foreign TV coverage due to the fact that the aircraft was the last Air Force HU-16 to be ferried from operations in the Pacific.

Voluntary active duty tours of two unit aircrew members in Africa were detailed in a unit news release. The local release prompted a personal news interview and feature story. (Exhibit # 5).

Static display of unit aircraft and rescue equipment at the Second Annual Salem - OMSI Air Fair, and a series of winter survival lectures helped make up the unit's community relations effort. Exhibits # 6 and # 10).

In addition, the business and Air Force Reserve activities of one squadron member were detailed in a feature article published by an Oregon business publication. (Exhibit # 9--2 pages). Captain Lewis, subject of the article, is believed to be the only Air Force Reserve officer who owns his own Titan missile silo. The silo is being converted for storage of propane gas.

VI. LIST OF SUPPORTING EXHIBITS

Exhibit Number	
1	Letter of Appreciation from WARRC for assistance rendered in search/rescue mission.
2.	Letter of Appreciation from ARRS to CAC forwarding above letter.
3.	Letter of Appreciation from CAC to 6AFRR forwarding Exh No. 1.
4.	1st Ind from 6AFRR forwarding foregoing letters to 304th .
5.	News item "Fliers End Air Duty in Africa."
6.	Letter from Chamber of Commerce re Static Display at OMSI Air Fair.
7.	News item about SEA inflight incident
8.	AFRES News Release # I - 56-68 about SEA incident.
9.	News item about Capt Lewis, squadron member.
10.	News item about Survival Lectures and field trips.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN AEROSPACE RESCUE & RECOVERY CENTER (MAC)
HAMILTON AIR FORCE BASE, CALIFORNIA 94934

REPLY TO ATTN OF: WRCCO (Lt Col Brown/3838)

19 July 1968

SUBJECT: Letter of Appreciation

TO: Hq ARRS (ARCVC)
Hq CAC
6th AFRR (DCS/O)
304th ARRSq, Portland IAP, Ore 97218
IN TURN

1. I wish to express my deep appreciation and congratulations to you and your squadron for the assistance rendered in a recent, exceptionally difficult search and rescue mission.

2. On 16 July 1968 you and your crew sighted the wreckage of a Beachcraft Bananza, search objective of mission number WARRC 113 - Assist, 15 July 1968. The location of the wreckage, in extremely rugged, mountainous country northwest of Missoula, Montana, made the possibility of discovering it almost impossible. The crew of the Johnson Flying Service helicopter had to spend much extra time and effort in locating the wreckage, even with your crew giving them progressive vectors to the scene. The Montana authorities have stated they doubted their forces would ever have located the wreckage without your sighting.

3. I know the feeling of satisfaction you must have after doing so well, a difficult, demanding job. That is one of the compensations of the business we do day-to-day. The hours of training you accomplish are paid for in such results.

4. Please pass my congratulations and sincere appreciation to your aircrew, the ground personnel who support them, in fact - all the members of your squadron, for a job exceptionally well done. We at Western Aerospace Rescue and Recovery Center are proud to have you as members of our team.

Clarence W. Brown, Jr.

CLARENCE W. BROWN, Lt Col, USAF
Commander

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (ARRS)
SCOTT AIR FORCE BASE, ILLINOIS 62225

REPLY TO ATTN OF: ARCVC

24 July 1968

SUBJECT: Letter of Appreciation

TO: Hq CAC

1. It is a pleasure to add our appreciation to that of Commander WARRC. The perseverance displayed by the 304th personnel reflects very highly on all of our Reserve rescue squadrons.

2. Please pass a "Well Done" to the 304th ARRSq (Res) from all of us at Headquarters ARRS.

EMIL G. BEAUDRY, Colonel, USAF
Vice Commander

1 Atch
Hq WRCCO Ltr, 19 Jul 68

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

REPLY TO ATTN OF: PRP-C

31 JUL 1968

SUBJECT: Letter of Appreciation (304th Aerospace Rescue and Recovery Squadron)

TO: 6 AFRR (COMDR)

It is a pleasure to forward the attached letter from Colonel Emil G. Beaudry, Vice Commander, Aerospace Rescue and Recovery Service, forwarding a letter from the Commander, Western Aerospace Rescue and Recovery Center, commending members of the 304th Aerospace Rescue and Recovery Squadron. Please convey my appreciation to the members of the squadron for their services which prompted these favorable comments.

HENRY VICCELLIO
Lieutenant General, USAF
Commander

1 Atch
ARRS Ltr, 24 Jul 1968,
w/1 Atch

1st Ind to Hq CAC (PRP-C) ltr, 31 Jul 68, Letter of Appreciation (304th Aerospace Rescue and Recovery Squadron)

DAF, 6AFRR (DCS/P), Hamilton AFB CA 94934

16 AUG 1968

TO: 304 ARRSq (Comdr)

1. It gives me a great deal of pleasure to forward the attached letters from the Aerospace Rescue and Recovery Service and to add my appreciation to that of General Viccellio.

2. Please extend my best wishes to all of your personnel for a job well done.

CHARLES W. HOWE, Colonel, USAF
Commander

1 Atch
n/c

Fliers End Air Duty In Africa

The hot, sandy coast of Libya was the home for the last few months for two Portland Air Force Reserves veterans, Major James S. Lunan and Lt. Col. Ross A. Meredith.

Both are members of the 304th Aerospace Rescue and Recovery Squadron, a reserve unit headquartered at the Portland Air Base. They fly the twin-engine HU16B Grumman Albatross, an amphibious aircraft sometimes called the "flying boat."

AT THE request of the Tactical Air Command, both Lunan and Meredith volunteered for active duty to help relieve a temporary shortage of aircrews at Wheelus Air Base near Tripoli.

"Very few reservists are volunteering to go active," Major Lunan said, "but the need is great. I wanted to do my part for the cause."

As relief navigator, Maj. Lunan took part in several missions, one of which (called Operation Redeye) found him stationed on the resort island of Majorca while fighter pilots tried to penetrate Spanish Air Force defenses. He was also involved in the rescue of three GIs whose boat overturned in the Mediterranean.

IN ADDITION, both men were often on 24-hour alert for the El Uotia bombing range, where several types of aircraft run exercises.

A standard HU16B mission crew consists of five men — a rescue crew commander, a copilot, a navigator, a radio operator, and a flight engineer. The plane also carries at least two Air Force Pararescue personnel, an elite group trained to parachute in all types of terrain and weather conditions to rescue downed pilots or injured airmen.

THE 304TH is considering several additional commitments, according to Lt. Col. Meredith. One would involve returning an aircraft from Okinawa; another would include a tour of duty in Korea, and a third "we can't talk about," Meredith said.

SALEM AREA CHAMBER of COMMERCE

220 COTTAGE ST. N.E.
POST OFFICE BOX 231
Telephone Area Code 503 581-1466
SALEM, OREGON 97308

August 19, 1968

Commanding Officer
304th Aerospace Recovery Squadron
Portland International Airport
Portland, Oregon

Dear Sir:

Our grateful thanks for your participation in the Second Annual Salem-OMSI Air Fair, July 27 & 28.

We consider this year's Air Fair an outstanding success, thanks to the cooperation and participation of individuals and organizations such as yourself.

We are already formulating plans for an even bigger and better Air Fair next year and presumptuously hope that you can be a part of that event.

We especially want to thank you for the static display of rescue equipment and the HU-16 aircraft. These additions to the Air Fair were definitely an asset.

Again, our sincere thanks and best personal wishes.

Yours truly,

Roger W Morley

Roger Morley, Chairman
Salem-OMSI Air Fair

Stanley N Hammer

Stanley N. Hammer, President
Salem Area Chamber of Commerce

SNH/kcr

The Oregonian 1 Nov. 68



DISASTER DOGGED THEIR Albatross for 3½ long hours, as these Air Force Reservists of the 304th Aerospace Rescue Squadron, Portland, struggled back to Wake Island on one engine, one propeller windmilling, one wing tank dragging them down. From left: Maj. Curtis Falgren; Maj. Arthur James Bennett; Capt. Roger G. Knight; Sgt. Gerry N. Skaurud, Portland; Sgt. Thomas L. Berkey, Eugene.

Oregon AF Reservists Keep Cool, Nurse Crippled Airplane To Base

Five Oregon Air Force Reservists are safe at home after a 3½-hour brush with disaster in the far Pacific.

The crew of five officers and men of the 304th Aerospace Rescue and Recovery Squadron, Portland Air Base, was ferrying a twin-engined HU-16 Albatross amphibian from Wake Island to San Francisco when the left engine suddenly exploded.

"First thing I knew the cockpit window was shattered and I was hit on the back of the head by a chunk of metal," said Maj. Curtis Falgren, of Vancouver, Wash., aircraft commander, who flies an Aero Commander for the Bonneville Power Administration in civilian life.

"There were two sharp explosions and the aircraft yawed to the left," he said.

The nose section of the engine had exploded, hurling pieces of magnesium into the cockpit. Maj. Falgren, 46, immediately tried to feather the left propeller and kill the crippled engine to reduce the drag. But the propeller blades would not feather.

Maj. Falgren immediately turned around and headed back toward Wake Island, 350 miles away. But the windmilling propeller blades began to drag the plane down.

The crew pressed the button to jettison the long-range fuel tanks under the wings, but only one of the big tanks let loose. The other was held in place by corroded metal.

"We knew we didn't have a chance with two strikes against us," Maj. Falgren said. "We called Air Rescue and prepared to ditch."

The only aircraft in the area was a C133 Cargomaster of the Military Airlift Command, which escorted the struggling amphibian, now toiling along at 100 knots, but could not have rescued the crew in case of a ditching.

"We were all committed to ditching," Maj. Falgren said. "But we kept nursing her along, losing altitude all the way, from 9,000 down to 900 feet."

It was a hairy 3½ hours but the crew of experienced reservists managed to make it back to Wake Island.

Just as the wing flaps came down for the landing the right wing tank dropped off.

The right engine, which had been running at full military power, had to be replaced.

The crew, after delays at Wake and Honolulu, reached home this week.

Copilot was Maj. Arthur James Bennett, 39, Portland; navigator, Capt. Roger G. Knight, 34, who runs a seaplane base at Vancouver, Wash; Sgt. Thomas Lee Berkey, 28, of Eugene; and Sgt. Gerry N. Skaurud, 24, Portland, crew chiefs.

Wednesday they received a "well done" telegram from Gen. Howell M. Estes, commanding general of MAC, which includes Air Rescue.

NEWS RELEASE

UNITED STATES AIR FORCE

Hq. Air Force Reserve, Office of Information, Robins AFB, Georgia 31093 Telephone 912 926-5255

NEWS RELEASE [illegible]

13 Nov 1968

HU-16 CREW LAUDED FOR IN-FLIGHT EMERGENCY

An Air Force Reserve crew from the 304th Aerospace Rescue and Recovery Squadron at Portland IAP, Ore., was commended recently for their handling of an in-flight emergency.

Gen. Howell M. Estes Jr., Commander Military Airlift Command, Maj. Gen. Rollin S. Moore Jr., Commander Air Force Reserve, and Brig. Gen. Allison C. Brooks, Commander Aerospace Rescue and Recovery Service, sent commendatory messages to Maj. Curtis T. Falgren, the HU-16 commander.

The emergency occurred while Major Falgren's crew was ferrying an HU-16 Albatross from Wake Island to Midway Island in the Pacific. The nose case of the [illegible], breaking the pilot's windshield and making it impossible to feather the propeller.

Additional difficulties developed when the right auxiliary fuel tank would not jettison after fuel was transferred to the main tanks.

Although able to maintain only minimum altitude and air speed, Major Falgren and his crew returned to Wake, landing at night with only a single engine.

Other members of the crew were Maj. Arthur J. Bennett, Capt. Roger G. Knight, [illegible] and Sgt Thomas Berkley.

-30-

DAILY JOURNAL OF COMMERCE

PORTLAND, OREGON, WEDNESDAY, DECEMBER 4, 1968

Bulldozing

by Jim Jordan

John C. (Jack) Lewis, president of Western Propane, Inc. and its six subsidiaries who has his G.H.Q. out on 9020 North Vancouver Way in Portland, keeps on the move in more ways than one.



AIR CADET JACK LEWIS

He started flying 15 years ago as an air cadet, and eventually wound up as a fighter pilot. Today he has over 7,000 hours to his credit, and has flown over 34 different types of military aircraft.

Though his military record bares him out as one of our top fighter pilots, today as a reserve pilot, he is content to be a member of the 304th Aero Space Reserve and Recovery Squadron. Today instead of flying Super Sabre Jets (first aircraft to break the sound barrier) and F-104s, he pilots Gruman Albatrosses which do a mere 150 knots.

He flies from the Air Force landing strip out at Portland International Airport, and the Gruman Albatross is capable of landing on snow, ice, water or land. Though weekly flights are part of the reserve program, the nine Gruman Albatrosses stationed here in Portland are on emergency call for rescue in the Pacific Northwest and Alaska.

Injured Individuals Were Saved

He has participated in 15 rescue missions, received a few commendation certificates and one medal. The latter for bringing out an entire family from the "bush" in Alaska and flying them to a hospital in Anchorage.

Also included in the weekly flight training, are so many landings out in the Pacific ocean regardless of weather. And no tales of bringing a Gruman Albatross in for a landing on eight foot waves would make a sea gull shed some feathers.

He invited us to come aboard some day, and try an ocean landing, but after we convinced him that we just looked nuts, he changed the subject.

Charles Lewis Sr. Solos At 75

Bulldozer Jack Lewis comes from a flying family though, for his father now 75 flies about the country, and takes his 72-year-old wife for joy rides. How about that?

Jack Lewis's brother, Charles (Chuck) Lewis, a full partner and secretary of Western Propane, Inc. is also a qualified instrument pilot, and gets in considerable flying time, piloting one of the firm's two aircraft, a seven-passenger Aero Commander, and a Piper Comanche.

In addition to the two Lewis brothers, two other Western Propane, Inc. employes are instrument pilots and make good use of the company's aircraft in making business calls about the Pacific Northwest. All told the aircraft get over 75 hours a month in the air. "And that is a lot," Jack Lewis mentioned during our interview.

And included in the Jack Lewis family, Jack's wife, Priscilla Lewis (formerly Priscilla Fax of Milwaukie, Oregon), and their four children enjoy flitting hither and yon in the bright blue yonder with their father. Calling the roll of the children, we have . . . Jack Lewis Jr., age 5 . . . Peter Lewis, age 3 . . . daughters Jill Lewis, age 6; and, Joy Lewis, all of one.

And one of the big events each year in the good old summer time, is flying the entire family up to Roche Harbor in the San Juan Islands for a vacation aboard the family cruiser "Manatee".

And we are sorry we missed them when our "fearless foursome" of Charley Newkirk, Phil Meaney, Walter Yeager and your ole' Bulldozer spent three days up there last summer.

Enough about flying for the time being, for today, Jack Lewis's main hobby is his distribution and storage of propane gas, butane and ammonia to the domestic, commercial, industrial and engineering world. And at that, Western Propane, Inc. is about the largest firm of its kind in the country.

And though the firm has made progress by leaps and bounds, Jack put it this way about the expanding market. "I want to stay right here in the Pacific Northwest, so that I can see my family more often."

Yes, starting with one truck back in 1960, last year the company dispensed about 16 million gallons of propane, and in the coming year of 1969, Jack is shooting for around 20 million gallons. . . . or close to $2,800,000 . . . not just a small bag of coconuts.

Starting with zero accounts, today the firm services over 30,000 accounts in Oregon and Washington. Yes,



Captain John C. (Jack) Lewis at the controls of a Grumman Albatross on a return trip from Viet Nam in September of this year. Albatross is a versatile aircraft and can land on ice, snow, land or the ocean. Landing on a rough ocean is a very tricky operation, but as a reserve pilot, pilot Jack Lewis makes 'em regularly. A former fighter pilot, Lewis enjoys his duty as a member of the 304th Aero Space Reserve and Recovery Squadron in Portland. Nine of the above aircraft are always available at the local Air Force field for weekly training and emergency rescue missions.

Jack Lewis believes his company (and his brothers!) has grown from the smallest company of its kind in the U.S. to the largest.

Instead of just one truck, today Western Propane boats 50 tankers, and 19 jumbo tank cars, and a jumbo tank car can hold around 23,000 gallons of propane.

Most of the propane comes from Alberta, Canada, which involves about 800 rail movements a year. "And the railroads like that," he smiled.

And by the way, one of those jumbo tank cars only costs around $2,600 if you want to get Jack one for Christmas.

Of course all of the propane isn't delivered from Portland, for the firm has 13 other facilities in Oregon and Washington.

And feeling that the usages of propane hasn't been touched (over 2,000 now) and to further his delivery service, Jack and Brother Chuck are in the midst of building a giant storage facility out of a Titan missile base near Moses Lake, Washington. This underground facility being built to the tune of around $500 thousand dollars will have a capacity of 28 million gallons. It is the only such underground storage facility in the country.



CAPTAIN JOHN C. LEWIS participated in 15 rescues

Propane, according to Lewis, will do the job more economically than most fuels, and operate anything from a Bunson Burner to a huge veneer dryer in a large lumber mill.

In fact Jack Lewis uses propane in his car, and has gone over 30,000 miles without an oil change. There is no carbon, he explained, and it is free from monoxide poisoning. Many cities are studying the possibility of using it in busses and other vehicles to eliminate smog.

In Japan alone, he went on, over 80% of all modes of transportation use propane, particularly automobiles. And here's one for you, it is about ten cents per gallon cheaper.

Study Slated On Survival

Lectures, Trips To Begin Jan. 2

How to survive in the winter wilderness will be taught in a series of lectures and field trips starting Jan. 2, Frank Heyl announced Saturday.

Heyl, of 4530 SE Roswell St., a teacher in the Portland schools and a major in the Air Force Reserves, is a graduate of five military survival schools ranging from the Arctic to the jungles.

He will be assisted by Calvin Burt, Lake Oswego school teacher and experienced survival teacher.

The first lecture will be at 701 NW Dawson Way, Beaverton, Thursday, Jan. 2, followed by a field trip Saturday and Sunday Jan. 4 and 5.

Survival classes also sponsored by the Oregon Museum of Science and Industry will be at OMSI Jan. 16 and 23, followed by a field trip Saturday and Sunday Jan. 25 and 26.

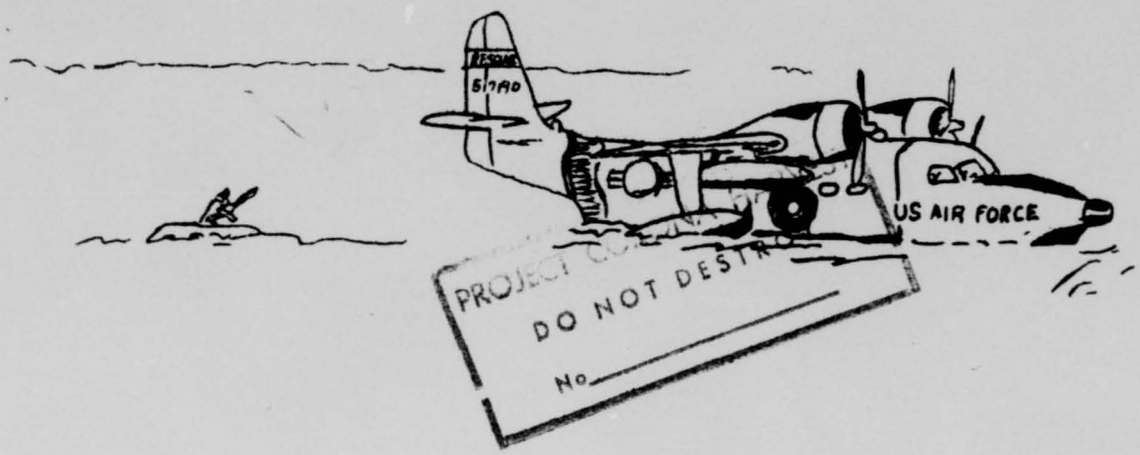
The field trips will be on Mt. Hood and include instruction in digging snow caves and spending the night in the snow, Heyl said.

RETURN TO
Historical Research Division
ASI, HOA
Maxwell AFB, AL 36112

304th AEROSPACE RESCUE RECOVERY SQUA.

HISTORY

1 JULY - 30 SEPTEMBER 1970



RCS: HAF-D48

7-4543-4

HISTORICAL DATA	REPORTING PERIOD JUL-AUG-SEP 1970	REPORTS CONTROL SYMBOL HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

304 Aerosp Resc & Recovy Sq(AFRES)
Portland International Airport
Portland, Oregon 97218

2. SUBORDINATE UNITS (Give location if other than that of parent unit)

n/a

3. CHAIN OF COMMAND (Superior Echelons)

AFRES

WAFRR

304 ARRSq

4. GAINING COMMAND

MAC

5. MISSION (Give authority for and brief statement of primary mission)

The mission of the 304th Aerospace Rescue & Recovery Squadron is to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defence. (Hq 6AFRR Ltr, 5 Apr 61)

6. PERSONNEL STRENGTH FIGURES (as of 30 Sep 70 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	35	144	41	29
ASSIGNED	40	148	38	28

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER: Lt Col Daniel R. Hitch
ADMINISTRATION: SMSgt Charles V. Jackson, Chief of Administration
Mr. J. Alan Watkins, Mil Pers Clerk

OPERATIONS AND TRAINING:

Lt Col Ross A. Meredith, Ops & Tng Off
Lt Col William L. Siegel, Stan/Eval Off
Maj Herbert E. Trachte, Staff Navigator
MSgt Felix J. McLarney, Ops Clerk
MSgt Michael D. Smith, PJ NCOIC

7-4543-4

SECTION I.	REQUIRED DATA

7. KEY PERSONNEL *(Cont'd)*

MAINTENANCE: Maj Taylor M. Brookshier, Chief of Maintenance
Capt Joseph L. Lytle, Asst Maintenance Officer
CMSgt Leslie E. Dunbar, A/C Maint Superintendent
SMSgt Donald L. Beevers, Flight Line Chief
MSgt James K. Clouse, C & E NCOIC
MSgt Robert E. Powell, Mat Cont NCOIC

8. UNIT PERFORMANCE DATA *(for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

	UNIT	MONTHS		
		JUL 70	AUG 70	SEP 70
TYPE OF MISSION AIRCRAFT	HU-16B			
AVERAGE AIRCRAFT ON HAND	6			
FLYING HOURS SCHEDULED	687.5			
FLYING HOURS FLOWN	677.6			
SORTIES SCHEDULED	197			
SORTIES FLOWN AS SCHEDULED %	79.7%			
AIRCRAFT NORM %	17.9%			
AIRCRAFT NORS %	0%			
OPERATIONALLY READY RATE %	82.1%			

SECTION I.	REQUIRED DATA			
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)				
	UNIT	MONTHS		
		JUL 70	AUG 70	SEP 70
NUMBER OF MISSIONS	3			
HOURS	14.9			
TONS	N/A			
TON MILES	N/A			
PAX	N/A			
PAX MILES	N/A			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

ORGANIZATION

The 304th ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command (CAC) was discontinued effective 1 Aug 1968, per Hq CAC Special Order G-46, 16 Jul 1968, and Headquarters Air Force Reserve (AFRES) was constituted, activated and organized at Robins AFB, GA 31093, effective 1 Aug 1968, per Hq AFRES Special Order G-54, 1 Aug 1968. AFRES assumed all responsibilities and authorities previously vested in Continental Air Command including basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

Sixth Air Force Reserve Region to which the unit was assigned was redesignated Western Air Aorce Reserve Region effective 1 Jan 1970. Assignment continued under WAFRR.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Colonel Daniel R. Hitch continued as Commander during the reporting period.

OPERATIONS AND TRAINING

At the close of this reporting period, the unit upgraded its status from C-4 to C-3. During the same period, the number of aircrews formed increased from six to seven. Four crews were OPS Ready. Flight checks were performed as follows:

Initial Qualification - 3

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

OPERATIONS AND TRAINING CONT'D

Initial Upgrade to Co-Pilot - 1

Initial Upgrade to F/E - 1

Annual Proficiency - 15

Annual Instrument - 4

Requalification - 2

Two more ADC pilots completed HU-16B training and qualification while temporarily assigned here. Maj. David P. Westenbarger and Capt. Robert F. McArdle became the third and fourth "graduates" of the 304th's flight school.

Unit aircraft and personnel, operating under WARRC #42-112, joined in a local search for a mission civilian aircraft. Wreckage was spotted by civilian search aircraft. Unit aircraft flew RESCAP during recovery operations which were carried out by helicopter.

On 21 Jul 70, WARRC #42-114, unit aircraft intercepted a distressed T-29, 15 miles south of McChord AFB, WA., and escorted the plane to McChord. The unit also participated in WARRC #42-154, a search for a missing Army Mohawk aircraft.

A General Inspection was conducted by the ARRS IG from 7 to 11 August. The squadron was found to be performing its mission satisfactorily. Corrective action was indicated to reverse unsatisfactory and mariginal situations identified.

MAINTENANCE AND SUPPLY

On 25 July, aircraft 205 sustained internal engine failure while in flight. An emergency landing was effected at the Eugene, Oregon Municipal Airport, where the engine was replaced by squadron personnel.

MAINTENANCE AND SUPPLY CONT'D

Aircraft 155 was recovered from the IRAN facility in Alabama in August. During NDI testing of aircraft 278, the eddy current machine indicated a crack in the left hand wing jack pad mounting hole. Follow up analysis subsequent to this reporting period revealed that the metal flaw reading was due to hole gouges caused by the jacking process.

While enroute to IRAN on 25 Sep 70, aircraft 205 lost the #2 engine at Montgomery, Alabama. Repairs were carried out by personnel from the 301st ARRSq.

Maj. Taylor M. Brookshier, Squadron Maintenance Officer; and CMSgt Leslie E. Dunbar, Aircraft Maintenance Superintendent, attended a maintenance conference at WRAMA on 29 Sep 70. Information was developed on regrouping and streamlining of the HU-16B maintenance work package. It appears that new methods learned as a result of the conference will reduce man hours currently expended on scheduled aircraft maintenance, and extend flying hours between aircraft inspections.

PERSONNEL

Increases in assigned officer and airmen strength realized during the previous reporting period reflected a net decline of three airmen. Civilian strength continued to be high due to assignment of Base Security Guards and Fire Department personnel. The unit was advised that authorization for employment of fire department and security guard personnel would be extended to 31 March 1971. Base fire department personnel were commended by officers of the KALT Company for extinguishing a fire in a trash receptacle located adjacent to the firm's building. The structure is located on property opposite the main entrance to Portland International Airport. The blaze

PERSONNEL CONT'D

was sighted by a base security guard, who reported it to the base fire department. Quick response of base fire department personnel confined damage to a minimum.

During this period the squadron received awards from WAFRR for outstanding efforts in cost reduction and OJT. The unit also was recognized for its support of the U.S. Savings Bond Program.

Airman Larry N. Beaman was cited as an outstanding honor graduate of the Aircraft Maintenance Specialist, Reciprocating Engine Aircraft Course. Airman Terrell D. Hobert was named an outstanding student in his class for the same course.

The personnel section assisted HHC, 364th CA Area and 451st CA Gp, Army Reserve by accomplishing identification photographs for 45 of their personnel for use in completing identification cards. The Army Reserve units furnished the photographic material.

The unit continued to work with ARPC to obtain a current machine run of the squadron manning roster. Rosters received during this period continued to be incorrect and of little use.

The squadron received notice in July that Capt. Darrel Fort had been reassigned to active duty as of the previous April. He had volunteered to return to active duty in order to complete medical school and enter into the flight surgeon training. The extremely late notice of his reassignment resulted in several problems relating to pay which he received for reserve participation, including pay for ANACTDUTRA with the 304th.

Lt. Johnny L. Tyler was accepted for Undergraduate Pilot Training and was placed on active duty on 13 Aug 70 to begin training at Laredo AFB, Texas. Lt Tyler has been assigned to the 304th as an assistant personnel officer.

FACILITIES

Maximum, armed security of all AF resources at Portland International Airport was provided for the duration of the Americal Legion National Convention held in Portland during the reporting period. Four squadron aircraft were deployed to McChord AFB, WA., on 28 Aug 70 and were recovered on 4 Sep 70. The precautions were necessitated by the announced plans of various demonstration groups who clustered in large numbers in the Portland metropolitan area during the convention. Special security measures were required due to the arrival and departure of the Vice President. No incidents were reported.

INFORMATION AND COMMUNITY RELATIONS

Major Herbert E. Trachte, Staff Navigator, conducted a class on air navigation and map reading for 15 teachers attending the Portland State University Summer Term workshop on Aerospace Education. A static display of a squadron aircraft was provided at P.I.A. for the same group of teachers.

In a separate community relations effort, food and supplies were air dropped from squadron aircraft to a Jennings Lodge, Oregon, to a Boy Scout Troop which was on an eight-day trial hike in a remote portion of Oregon.

Unit personnel took part in an aviation class for young people conducted during the summer months at P.I.A. under the sponsorship of the Oregon Museum of Science and Industry.

Squadron officers served as an evaluation team during an SAR Test of the Oregon Wing Civil Air Patrol.

BUDGET

Tentative FY 71 Operation Operating Budget was received 21 August 70 as follows:

Civilian Pay	$ 605,000
Administrative Travel	2,000
Operational Travel	6,000
School Travel	1,000
Transportation	900
Rental of Office Equipment	720
Utilities	22,400
Communications	687
Collection of Refuse	1,758
Purchased Maintenance of Equipment	2,942
Reimbursement to Other Services	316,000
Other Contractual Services	5,500
Medical Supplies	1,122
Other Supplies	67,050
Equipment	10,000
Non-Medical Equipment for 40AMES	800
Aviation POL	42,880
	$1,086,759

The above initial funding was adequate for programmed FY 71 requirements except in civilian pay and administrative travel areas. An additional $22,000 was received 10 Sep 70 to fund equipping pararescue students for all five Rescue Squadrons at ARRTC, Eglin AFB, FL.

Reimbursement of $13,911 was received from ADC for training two pilots during this period.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

1. Award, The Department of the Treasury, Aug 1970
2. Extract, Air Reserve West, 1 Aug 1970
3. Thank You Ltr, Boy Scout Troop 271
4. Hq TTC(ATC) Ltr undated, Outstanding Performance AMN Beaman
5. Hq TTC (TSA) Ltr undated, Outstanding Achievement AMN Hobert
6. Extract, MAC Release No. 9-7-70-470
7. Ltr Oregon Museum of Science and Industry, 15 Sep 1970
8. Ltr USAF CAP, 22 Sep 1970

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
EDWIN K. ENGELSTAD, Captain, USAFR	Edwin K. Engelstad
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
DANIEL R. HITCH, Lt Col, USAFR	Daniel R. Hitch

The Department of the Treasury

Award

For Patriotic Service

304TH AIR RESCUE AND RECOVERY SQUADRON

in Support of the United States Savings Bonds Program

Presented : AUGUST 1970

David M. Kennedy
Secretary of the Treasury

EXTRACT

Air Reserve West

VOLUME V, NUMBER 8, 1 AUGUST 1970

RESERVISTS TEACH GREENLAND PILOTS

Active U.S. Air Force pilots are learning the ABCs of flying the Grumman Albatross from Air Force Reservists in Portland under a unique training program.

Through agreements between the Air Force Reserve and Aerospace Defense Command, the 304th Aerospace Rescue and Recovery Squadron (Reserve) is conducting this flight training in the HU-16B. The twin-engine aircraft is capable of landing on the ground or on water, and pilots must be qualified for both.

Currently undergoing training in Portland is Lt. Col Frank J. Logwin, McClellan AFB, Calif. First "graduate" of 304th training sessions was Col. Jack A. Blacker, now commanding officer of Sondestrom Air Base, Greenland.

Following completion of his training, Lt. Col. Logwin will join Col. Blacker as operations officer at Sondestrom. HU-16B aircraft are extensively used by base personnel there for air evacuation, local transportation, and supply activities. As a result, pilots assigned to Sondestrom must be qualified to fly them.

The HU-16B was the Air Force's primary rescue aircraft during the 1950s and early 1960s. Since then, most have been retired from use by the active Air Force, except for special requirements such as those in Greenland.

BOY SCOUTS OF AMERICA
TROOP 271
JENNINGS LODGE, OREGON

Dear Sirs:

We the Scouts of Boy Scout Troop 271, Jennings Lodge, Oregon want to thank the entire Crew of the 304th. Air Rescue Squadron very much for making the Air Drop of food and supplies to our Troop on the Skyline Trail on August 5th.,1970. We realize it takes a lot of Team work to accomplish a job like this.

We enjoyed watching the Parachutes and Packages coming down to us. It was also very educational for everyone in our Troop.

On Friday night Aug. 7th. around our Campfire each boy gave a short talk on the segment of the 8 day Trail Hike that impressed him the most, and the subject most often mentioned was the Air Drop. This is something that most boys will remember for a very long time.

THANK YOU ALL AGAIN.

Yours Truly,

Tim Wimsett

SCRIBE__TROOP 271

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SHEPPARD TECHNICAL TRAINING CENTER (ATC)
SHEPPARD AIR FORCE BASE, TEXAS 76311

REPLY TO
ATTN OF

SUBJECT: Outstanding Performance

TO: 6 AFRR
Hamilton AFB CA 94934

1. Airman Larry N. Beaman, FV 541-56-6183, completed our 15-week Aircraft Maintenance Specialist, Reciprocating Engine Aircraft Course, 3ABR43131A, as an Outstanding Honor Graduate.

2. Airman Beaman maintained the outstanding status throughout the course. His performance was inspirational to the instructors in the course and to other members of his class. In addition to his academic achievement, Airman Beaman's manner, attitude, and appearance were a credit to his profession and organization.

3. Airman Beaman is assigned to Portland Intl Aprt, Portland Oregon, 97218. Request the attached Certificate be presented to him in recognition of his achievement.

JERRY D. PAGE, Major General, USAF
Commander

1 Atch
Certificate

1st Ind

25 SEP 1973

DAF, WESTAFRESRGN (CC)

TO: 304 ARRSq (CC)

Please convey my personal congratulations to Airman Beaman for this outstanding achievement, which reflects great credit upon himself, his organization, and the Air Force Reserve.

RUSSELL F. GUSTKE, Brig General, USAF
Commander

1 Atch nc

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SHEPPARD TECHNICAL TRAINING CENTER (ATC)
SHEPPARD AIR FORCE BASE, TEXAS 76311
DEPARTMENT OF AIRCRAFT MAINTENANCE TRAINING

REPLY TO ATTN OF: TSA

SUBJECT: Outstanding Achievement

TO: 304 ARRSq
Portland Intl Aprt
Portland OR 97218

1. I am pleased to inform you that Airman Terrell D. Hobert, FV 537-56-2954, who attended 3ABR43131A, Aircraft Maintenance Specialist, Reciprocating Engine Aircraft Course, from 9 June through 24 August 1370, was one of the outstanding students in his class.

2. This airman maintained an outstanding efficiency and conduct record while attending this course, and he should prove to be a valuable asset to your organization.

3. Recommend that the attached Honor Graduate Certificate be presented to Airman Hobert in recognition of this achievement.

FOR THE COMMANDER

Robert L. Francis

ROBERT L. FRANCIS, Colonel, USAF
Chief, Dept Acft Maint Tng

1 Atch
Honor Graduate
Certificate

AIR RESERVE PJs AID INJURED SEAMAN

MAC Release No. 9-7-70-470

LAJES FIELD, Azores (MNS) -- Two Air Force Reservist pararescuemen on 90-day active duty put their training to a test recently when they jumped to aid an injured seaman aboard an Israeli cargo ship.

MSgt. Wayne E. Whitehead and AIC Charles R. Ek began their temporary duty stint last month with the 57th Aerospace Rescue and Recovery Squadron at Lajes Field, Azores.

Along with fellow crewmen, they were standing by for an operation when the 57th Joint Rescue Coordination Control was notified by the Air Force Command Post in Washington, D.C., that the Israeli ship Mezada needed medical assistance for an injured seaman. The seaman, a British national, had sustained his injury from a 10-foot fall.

The Pentagon Command Post was notified by the 57th that pararescuemen could be dropped to aid the seaman.

With Air Force concurrence, the 57th alert aircraft, a four-engine HC-130 commanded by Capt. David B. Belsito, was scrambled and one hour and four minutes later rendezvoused with the Israeli vessel.

A boat was launched from the Mezada and anchored about 100 yards upwind of the ship.

Whitehead and Ek jumped into the rolling Atlantic using the boat as their drop zone, and landed about 25 yards from the target.

Once on board the Mezada, the two Reserve pararescuemen determined the seaman had a broken back and recommended the ship head for the nearest port.

The Azores island port of Angra do Heroismo, located 20 miles from Lajes, was closest and a radioed request for permission for the vessel to put in there was granted.

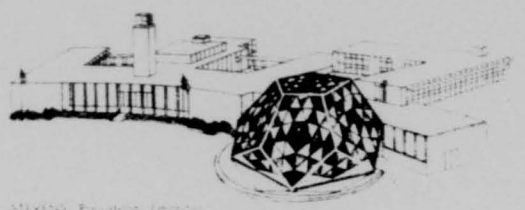
Whitehead, a college senior, is assigned to the 301st Reserve Squadron at Homestead AFB, Fla. Ek is with the 304th Reserve Squadron located at Portland International Airport, Portland, Oregon.

omsi

OREGON MUSEUM OF SCIENCE & INDUSTRY

4015 S.W. Canyon Road Portland, Oregon 97221

226-4518



September 15, 1970

Lt. Col. Ross Meredith
304th Aerospace Rescue & Recovery Squadron
Portland International Airport
Portland, Oregon 97218

Dear Col. Meredith:

The aviation class for young people, scheduled at the Air National Guard and other facilities at Portland International Airport this past summer, was an outstanding success. The young people who took part in the course, as well as many of their parents, were universally enthused about the variety and quality of experiences offered.

That the course was a success was due to your enthusiastic cooperation, and speaking for all of us at OMSI, I wish to express our deepest appreciation.

Sincerely yours,

Clint Gruber
Assistant Director

CG:jr

A non-profit, educational organization

DEPARTMENT OF THE AIR FORCE
UNITED STATES AIR FORCE LIAISON OFFICE
OREGON WING CIVIL AIR PATROL (HQ COMD USAF)
PORTLAND INTERNATIONAL AIRPORT OREGON 97218

22 September 1970

Lt Colonel D. R. Hitch, Commander
304th Aerospace Rescue & Recovery Sq
Portland Intl Aprt, OR 97218

Dear Colonel Hitch

I wish to express my sincere appreciation to you for providing us with one of your excellent officers, Major Deon Schroeder, as Evaluation Team Chief during the recent Oregon Wing SAR Test in Roseburg.

Major Schroeder was most thorough and demanding in his evaluation but his judgements were fair and were well received by the CAP members. He delivered the final critique in an outstanding manner -- a masterful combination of the old stick and carrot.

Please extend our gratitude to Major Schroeder and accept our thanks for your support.

Sincerely

JAMES R. BASSETT, Major, USAF
USAF-CAP Liaison Officer

Cy to: PRLO

RETURN TO
Historical Research Division
ASI HOA
Maxwell AFB, AL 36112

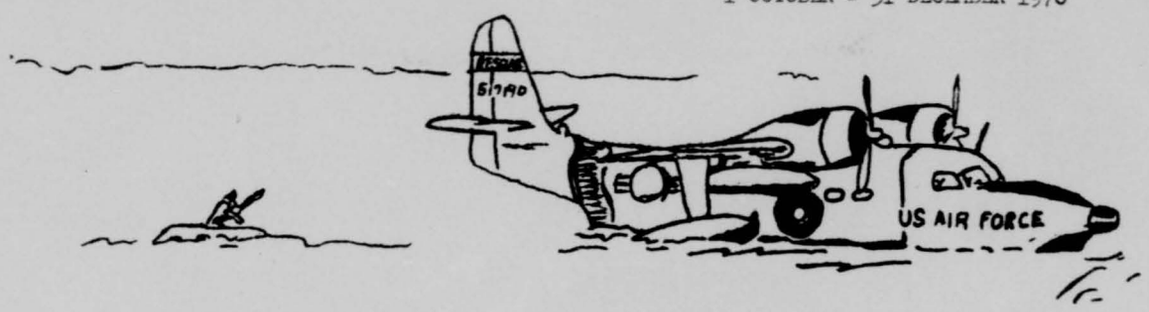
304th AEROSPACE RESCUE & RECOVERY SQUAD

HISTORY

PROJECT CORONA HARVEST
DO NOT DESTROY

No.

1 OCTOBER - 31 DECEMBER 1970



RCS: HAF-D48

8 1241 2

HISTORICAL DATA	REPORTING PERIOD	REPORTS CONTROL SYMBOL HAF-D48

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304 Aerosp Resc & Recovy Sq (AFRES)
Portland International Airport
Portland, Oregon 97218

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n/a

RETURN TO
Director
Aerospace Studies Inst
Archive Branch
Maxwell AFB, Alabama 36112

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AFRES

WAFRR

304 ARRSq

4. GAINING COMMAND

MAC

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7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER: Lt Col Daniel R. Hitch
ADMINISTRATION: SMSgt Charles V. Jackson, Chief of Administration
Mr. J. Alan Watkins, Mil Pers Clerk

OPERATIONS AND TRAINING:

Lt Col Ross A. Meredith, Ops & Tng Off
Lt Col William L. Siegel, Stan/Eval Off
Maj Herbert E. Trachte, Staff Navigator
MSgt Felix J. McLarney, Ops Clerk
TSgt Gary A. Wyant, PJ NCOIC

8 1241 2

SECTION I. REQUIRED DATA

7. KEY PERSONNEL (Cont'd)

MAINTENANCE: Maj Taylor M. Brookshier, Chief of Maintenance
Capt Joseph L. Lytle, Asst Maintenance Officer
CMSgt Leslie E. Dunbar, A/C Maint Superintendent
SMSgt Donald L. Beevers, Flight Line Chief
MSgt James K. Clouse, C & E NCOIC
MSgt Robert E. Powell, Mat Cont NCOIC

8. UNIT PERFORMANCE DATA (for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)

	UNIT	MONTHS		
		Oct 70	Nov 70	Dec 70
TYPE OF MISSION AIRCRAFT	HU 16B			
AVERAGE AIRCRAFT ON HAND	6			
FLYING HOURS SCHEDULED	523.5			
FLYING HOURS FLOWN	547.0			
SORTIES SCHEDULED	135			
SORTIES FLOWN AS SCHEDULED %	68%			
AIRCRAFT NORM %	20.1			
AIRCRAFT NORS %	0.96			
OPERATIONALLY READY RATE %	78.9			

SECTION I.	REQUIRED DATA			
8. PRODUCTIVE AIRCRAFT MISSIONS *(for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*				
	UNIT	MONTHS		
		Oct 70	Nov 70	Dec 70
NUMBER OF MISSIONS	1			
HOURS	88.2			
TONS	N/A			
TON MILES	N/A			
PAX	N/A			
PAX MILES	N/A			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

ORGANIZATION

The 304th ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command (CAC) was discontinued effective 1 Aug 1968, per Hq CAC Special Order G-46, 16 Jul 1968, and Headquarters Air Force Reserve (AFRES) was constituted, activated and organized at Robins AFB, GA 31093, effective 1 Aug 1968, per Hq AFRES Special Order G-54, 1 Aug 1968. AFRES assumed all responsibilities and authorities previously vested in Continental Air Command including basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

Sixth Air Force Reserve Region to which the unit was assigned was redesignated Western Air Force Reserve Region effective 1 Jan 1970. Assignment continued under WAFRR.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Colonel Daniel R. Hitch continued as Commander during the reporting period.

OPERATIONS AND TRAINING

At the close of the reporting period, the unit continued to maintain its C-3 rating. The number of aircrews stabilized at seven, with four OPS ready. Flight checks were performed as follows:

Initial Upgrade - 1

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

Upgrade to First Pilot - 1

Annual Instrument - 6

Annual Proficiency - 20

A fifth ADC pilot was assigned to the 304th during this period to receive HU-16B flight training. Flying time for training of Capt. Nelson D. Rhodes totled 66.8 hours.

During November, unit aircraft participated in WAARC # 42-198, a search for a missing RF-4C missing while on a local training flight from Mountain Home AFB, Idaho. Sixteen sorties were flown from 12 November to 19 November with negative results.

MAINTENANCE AND SUPPLY

Receipt of an Urgent Action TCTO for engine mount inspections was expected to have a negative impact on available aircraft for proficiency and currency requirements. Main problem reported was the time required to carry out the inspections.

Aircraft 278 was returned to flying status 27 November after the left hand wing jack pad mounting hole was examined and approved by a Non Destructive Inspector from McClellan AFB, CA. Previous examination by an eddy current machine indicated a possible crack. This was attributed to hole gouges caused during the jacking process.

Aircraft 219 departed for IRAN at Hayes Aircraft Corp., Dothan, Alabama, on 1 December. It appears that it will be the last unit HU 16B to undergo this procedure. Aircraft 205 was recovered from the IRAN facility on 8 December.

PERSONNEL

All ART positions were filled at the conclusion of the reporting period. Manpower was generally stable.

Two losses were most acutely felt. Lt. Col Curtis T. Fallgren retired in November. MSGT Evan N. Hale discontinued reserve participation in October. Colonel Fallgren was one of the original pilots in the squadron. A veteran air rescue crew commander, he was decorated with the Distinguish Flying Cross for his outstanding airmanship while performing a trans-Pacific Ocean flight in 1968. MSGT Hale was the Outstanding Air Force Reservist for 1966, and was decorated with the Airman's Medal for his part in parachuting to the rescue of a young woman and her infant daughter on the slopes of Mt. St. Helens, Washington in 1966.

SMSgt Charles V. Jackson attended a Military Airlift Command NCO Conference at Charleston, South Carolina from 17 to 20 November. He and SSgt Alan J. Watkins made a special coordination visit to Air Reserve Personnel Center in Denver from 30 November to 1 December.

SAFETY

An annual accident prevention survey of the unit was performed by ARRS/SE from 20 to 23 November. An over-all rating of satisfactory was given. Appearance and condition of assigned aircraft was found to be excellent and the condition and general housekeeping or maintenance specialist shops was rated "outstanding".

FACILITIES

This area continued to be satisfactory. Security measures followed by host-base personnel are adequate. No incidents have been reported.

BUDGET

Adequate funding was provided by Hq AFRES to accomplish mission with adjustment of equipment funds in December due to revised pararescue student requirements at Eglin AFB. TDY costs associated with Rescue missions were supported by ARRS; however, overtime costs incurred resulted in exceeding normal overtime guidlines.

Reimbursement for ADC Pilot Training Program during this period was $6,513.

The Budget Analyst attended an informative Disbursing Agent Workshop at Dobbins AFB, GA, 20-22 October 70.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

1. Award Certificate to Leslie E. Dunbar.
2. Article on Lt. Tyler.

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
EDWIN K. ENGELSTAD, Captain, USAFR	Edwin K. Engelstad
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JOHN A. FORSYTHE, COL, USAFR	John A Forsythe

DEPARTMENT OF THE AIR FORCE

AWARD CERTIFICATE

AN AWARD OF $ 845.00
IS GRANTED TO

LESLIE E. DUNBAR
304th ARRS

FOR

Management Suggestion Pertaining to Improved Maintenance Procedures, HU-16 Aircraft.

MCCH 219-71

23 November 1970

Roderick R Patton

RODERICK R. PATTON, Colonel, USAF
Commander
McChord Air Force Base, Washington

AF FORM 1413, JAN 67 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Reservist finally flies

The desire to "slip the surly bonds of earth and dance the skies on laughter-silvered wings" seems never ending. Such was the case of 1st Lt. J.L. Tyler, who is one of 15 Air Force Reservists now undergoing Undergraduate Pilot Training at eight UPT bases.

Lieutenant Tyler, who is a member of Class 72-02, entered the Air Force Reserves in 1965 and was commissioned a second lieutenant in March 1966 upon graduation from Officer Training School. At that time, he had hoped to enter pilot training but was grounded because of his eyes. After what seemed to be a complete disaster for him, he became the personnel officer for the unit.

In the first part of this year when it became known that the Air Force was going to allow six reservists to enter UPT, Lieutenant Tyler, now at the age of 28, again put the wheels into motion to become one of the "select few". His first obstacle to hurdle was the age requirement. Being a year and a half over the maximum age limit for UPT students, he had to get a waiver which he did.

The biggest worry to Lieutenant Tyler was getting a waiver for his eyes. Ironically though, he was examined by the same doctor who had eliminated him in 1966, and this time he passed.

Upon graduation from UPT the Burns, Oreg. native will return to the 304th Aerospace Rescue and Recovery Squadron in Portland, Oreg., to fly the HU-16 amphibious aircraft. Eventhough his 6-year commitment for the reserves will be completed in December 1972, he will have to remain an additional five years because of pilot training.

Lieutenant Tyler was graduated from Oregon State University in 1965 with a bachelor of science degree in engineering. He is married to the former Alice Marks of Amity, Oreg.

Page 7



1st Lt. Tyler... AF Reservist

RETURN TO
Historical Research Division
AS/HOA
Maxwell AFB, AL 36112

PRO...
D...
No...

HISTORY

of

304TH AEROSPACE RESCUE & RECOVERY SQ (AFRES)

Portland International Airport

Portland, Oregon 97218

1 Jan 71-31 Mar 71

RCS: HAF D-48

WESTERN RESERVE REGION

AIR FORCE RESERVE

9441-8

HISTORICAL DATA	REPORTING PERIOD	REPORTS CONTROL SYMBOL
	JAN-FEB-MAR 1971	HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION
304 Aerosp Resc & Recovy Sq(AFRES)
Portland International Airport
Portland, Oregon 97218

2. SUBORDINATE UNITS (Give location if other than that of parent unit)
N/A

3. CHAIN OF COMMAND (Superior Echelons)
AFRES
WAFRR
304 ARRSq

4. GAINING COMMAND
MAC

5. MISSION (Give authority for and brief statement of primary mission)

The mission of the 304 Aerospace Rescue & Recovery Squadron is to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defence. (Hq 6AFRR Ltr, 5 Apr 61).

6. PERSONNEL STRENGTH FIGURES (as of 31 March 71 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	35	144	41	29
ASSIGNED	38	145	41	29

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER: Lt Col James H. Barnard
ADMINISTRATION: SMSgt Charles V. Jackson, Administration Officer
Mr. J. Alan Watkins, Mil Pers Clerk

OPERATIONS AND TRAINING:

Lt Col Ross A. Meredith, Ops & Tng Off
Lt Col William L. Siegel, Stan/Eval Off
Maj Herbert E. Trachte, Staff Navigator
MSgt Felix J. McLarney, Ops Clerk
MSgt Gary A. Wyant, Pararescue NCOIC

SECTION I. REQUIRED DATA

7. KEY PERSONNEL (Cont'd)

MAINTENANCE: Maj Taylor M. Brookshier, Chief of Maintenance
CMSgt Leslie E. Dunbar, A/C Maint Superintendent
SMSgt Donald L. Beevers, Flight Line Chief
MSgt James K. Clouse, C & E NCOIC
MSgt Robert E. Powell, Mat Cont NOCIC

8. UNIT PERFORMANCE DATA (for reporting period). (In the case of wings, report information by individual group by month. Use seperate sheet if space below is insufficient.)

TYPE OF MISSION AIRCRAFT	UNIT		MONTHS		
	JAN	FEB	JAN	FEB	MAR
	HU-16B	HU-16B	HU-16B		
AVERAGE AIRCRAFT ON HAND	6	7	7		6.6
FLYING HOURS SCHEDULED	158.5	154.5	164.0		477.0
FLYING HOURS FLOWN	193.3	169.5	144.9		507.7
SORTIES SCHEDULED	48	46	47		141
SORTIES FLOWN AS SCHEDULED %	56.5%	64.0%	63.6%		61.4
AIRCRAFT NORM %	12.6%	26.3%	0%		8
AIRCRAFT NORS %	14.6%	9.3%	0%		8
OPERATIONALLY READY RATE %	72.8%	64.5%	80.6%		72.6

SECTION I.	REQUIRED DATA			
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)				
	UNIT	MONTHS		
		JAN	FEB	MAR
NUMBER OF MISSIONS	7			
HOURS	103.8			
TONS	N/A			
TON MILES	N/A			
PAX	N/A			
PAX MILES	N/A			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/ AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

ORGANIZATION

The 304 ARRSq was reorganized effective 1 Jan 1967, per Hq CAC Special Order G-138, 28 Nov 1966. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command (CAC) was discontinued effective 1 Aug 1968, per Hq CAC Special Order G-46, 16 Jul 1968, and Headquarters Air Force Reserve (AFRES) was constituted, activated and organized at Robins AFB, GA 31093, effective 1 Aug 1968, per Hq AFRES Special Order G-54, 1 Aug 1968. AFRES assumed all responsibilities and authorities previously vested in Continental Air Command including basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

Sixth Air Force Reserve Region to which the unit was assigned was redesignated Western Air Force Reserve Region effective 1 Jan 1970. Assignment continued under WAFRR.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt Col Daniel R. Hitch, Commander since 31 May 69, terminated his command duties on 7 January 1971. Lt Col Ross A. Meredith served as commander until 1 Feb 71, when Col John A. Forsythe took command. Col Forsythe was reassigned 18 March 71, and Lt Col Meredith assumed command for the balance of the reporting period. Lt Col James H. Barnard was assigned as commander during the reporting period, but his duties began 1 April 71.

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

OPERATIONS AND TRAINING

Between 19 and 23 of Feb, the unit received its first "No-Notice ARRS IG Inspection. It came only six months after the previous inspection. The unit was found to be unsatisfactory in the tactical evaluation. The Special Subjects for Inspection area was satisfactory, and of 11 Special Interest items, seven were rated satisfactory, four unsatisfactory. Squadron personnel immediately initiated corrective actions.

A major aircraft conversion program was announced by Hq AFRES in February. Unit HU 16B aircraft will be phased out during the balance of the year, and will be replaced by HH-34 helicopters. It will result in numerous changes to the Unit Detail Listing. Loss of navigator and radio operator air crew positions are among the more obvious. Major Taylor M. Brookshier, Chief of Maintenance, became the first pilot to begin training at the U.S. Army Helicopter School at Fort Rucker, Alabama. Five more pilots followed during the reporting period. The transition school takes about 12 weeks.

Although the C-Rating dropped to C-4 during January, the unit's previous C-3 rating was recovered during February and March. At the close of the reporting period, seven crews were formed and four were OPS Ready. Flight checks were performed as follows:

Upgrade to Flight Engineer	1
Upgrade to First Pilot	1
Upgrade to Instructor	2
Upgrade to Jumpmaster	4
Initial Qualification (Radio Operator	1
Requalification (Flt Engineer)	1
Annual Instrument	14
Annual Proficiency	19

OPERATIONS AND TRAINING, Continued

Considerable mission activity was noted. Western Air Rescue searches 42-001, 42-011 and 42-017 were carried out for missing civilian aircraft. WARC # 43-004-08 was for a missing Air Force FB 111A. Two orbit missions were performed, one for Felix Brave 71-4, the other for Felix Brave 71-5.

Air operations were curtailed in January due to heavy snows which closed the air field.

MAINTENANCE AND SUPPLY

Aircraft # 205, while undergoing engine mount inspection on 11 January, was grounded. The mount was rejected because it had been chafed beyond allowable limits. Aircraft # 278 was transferred to the 302 ARRSq at Luke AFB, AZ. The action resulted in an even six HU-16B aircraft possessed by the 302nd and the 304th.

Just prior to the close of the reporting period, quotas were established for mechanics to attend basic and specialized helicopter courses. The basic course will be conducted at Sheppard AFB, Texas, and the specialized training will be provided at the U.S. Marine Corps facility at Santa Ana, CA.

PERSONNEL

Lt Col Curtis T. Fallgren, who retired from the unit in November 1970, was awarded the Air Force Commendation Medal during the January Unit Training Assembly for his outstanding service as a rescue crew commander. Col Fallgren was among the original pilots assigned to the unit when it was formed in 1957.

The squadron went through a sequence of commanding officers. Lt Col Hitch terminated command duties on 7 January. Former 304th Commander,

PERSONNEL, Continued

John A. Forsythe was Commander from 1 February to 18 March. Squadron Operations Officer, Lt Col Ross A. Meredith, took the helm during both interim periods.

During this period the Commander, through his section heads and NCOs, screened squadron personnel to insure compliance with the hair requirements of AFM 35-10. Although a few individuals initially resisted the requirements, the overall response was uniformly good. All Personnel were advised that satisfactory participation included compliance with AFM 35-10.

Airman Monte R. Binger was the recipient of an Honor Graduate Award for his outstanding academic achievement in completing a course at the Sheppard AFB Medical Service School.

BUDGET

The FY 72 Financial Plan and revised FY 71 Estimate was submitted 5 Feb 71 based on continued HU-16 operations. Increased equipment funding was received 19 Feb 71.

As more information was received on programmed conversion to HH-34 helicopters and transition schools were started, unit reprogramming authority provided adequate funding in all areas.

Transportation costs of $1,246 were incurred for movement of 40 AMESq equipment to McChord AFB, WA in February with transfer of future funding responsibility to WAFRR.

Personal equipment expenditures at Eglin AFB, FL in support of Reserve pararescue students totalled $1,257 during this period.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

1. News Article - Oregonian, Jan 12, 1971
2. Message from General Everest, 2 Feb 71
3. Letter of Appreciation from Major General Moore, 16 Feb 1971
4. Honor Graduate Award - Monte R. Binger
5. News Article - Oregonian, Feb 18, 1971

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
EDWIN K. ENGLESTAD, Captain, USAFR	Edwin K Englestad
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JAMES H. BARNARD, Lt Col, USAFR	James H. Barnard

THE OREGONIAN, TUESDAY, JANUARY 12, 1971

Foul Weather Stymies Search For Plane Missing In Washington

STEVENSON, Wash. (Special) — Heavy snow and rain stymied the Monday morning search for a twin-engined plane, missing since Saturday, reported Skamania County Sheriff William Closner.

The red, white and blue twin-engined Aero Commander, 7483C, disappeared from the radar screen about 7:30 p.m. Saturday, the Federal Aviation Administration reported.

The pilot, listed as Emanuel Giumarra of Spokane, Wash., had just called Seattle Air Route Traffic Control Center to report he was "in trouble," and had obtained clearance to return to Portland. He reported he was unable to climb above 5,500 feet. Minimum altitude for instrument flight along the route is 7,000 feet.

David Couch, 1, of Hood River, reported seeing a red glow in the sky on Augspurger Mountain about 7:35 p.m.

Residents of Mill-A, near Augspurger Mountain, reported hearing two explosions and seeing a red glow in the area near the 2,000-foot elevation.

The pilot of a plane rented from Portland by the Skamania sheriff's office reported sighting what he thought was wreckage at the 4,000-foot level on Augspurger Mountain late Sunday. But a ground party reached the area by snowmobile and found an odd-shaped snowdrift.

Deputies led a ground party to the search area Monday morning, but reported visibility down to a few feet in a blinding snowstorm and returned.

An Army helicopter with a party of 15 men was grounded by the same snowstorm at Fort Lewis Monday morning. Searchers were standing by waiting for a break in the weather before resuming the search, Closner reported.

Also standing by is a crew of pararescue experts of the 30th Aerospace Rescue and Recovery squadron of the Air Force reserves at Portland Air Base. The crew attempted to reach the crash site Sunday and again Monday in its twin-engined SA16 amphibian airplane, but was turned back by foul weather.

Plane Crash Scene Found

STEVENSON, Wash (Special) — A rescue crew, equipped with a Snowcat, was to leave at daylight Wednesday for the site of a crashed two-engine aircraft about 10 miles northeast of Stevenson.

The wreckage, which was reached by Skamania County searchers Tuesday, was burned and broken up. A snowmobile team found no sign of life.

The crew reported the plane apparently hit a ridge, bounced across a ravine on Augsperger Mountain, and came to rest. It was near the 3,500-foot level.

Heavy snow was reported in the area and crews had to be pulled off the mountain as dark fell Tuesday.

The plane was piloted by Emanuel Giumarra of Spokane and was bound from the Hillsboro Airport to Spokane when the pilot made one report late Saturday night that his wings were icing.

R 022300Z FEB 71
FM ARRS SCOTT AFB ILL
TO RUVRAFB/AFRES/CC
INFO ZEN/MAC/DO
RUCLEFA/301ARRSQ/HOMESTEAD AFB FL
RUWJBJA/302ARRSQ/LUKE AFB AZ
RUWBKNA/303ARRSQ/MARCH AFB CA
RUWMBVA/304ARRSQ/PORTLAND INTNL APRT ORE
RUCIERA/305ARRSQ/SELFRIDGE AFB MI

UNCLAS CC
PERSONAL FROM GEN EVEREST TO GEN MOORE
SUBJ: SAR MISSION 43-004, 9 JAN 71 (F-111)
I WISH TO EXTEND MY WARMEST APPRECIATION FOR THE OUTSTANDING RESPONSE AND PARTICIPATION BY ALL FIVE RESCUE RESERVE SQUADRONS DURING THE 15-DAY SEARCH FOR THE MISSION F-111. ONCE AGAIN THE AIR FORCE RESERVE HAS DEMONSTRATED OUTSTANDING PROFESSIONAL CAPABILITY. PLEASE PASS A WELL DONE TO THE AIRCREW AND SUPPORT PERSONNEL INVOLVED.
BT
#4851

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE RESERVE
ROBINS AIR FORCE BASE, GEORGIA 31093

REPLY TO ATTN OF: DOOM

SUBJECT: Letter of Appreciation

16 FEB 1971

TO: All AFRRs
All AFRES ARRSqs

(Commanders)

1. It is always a pleasure to receive favorable communications, such as the following quoted message from Headquarters Aerospace Rescue and Recovery Service, relative to the outstanding mission performance by members of the Air Force Reserve.

"Personal from Gen Everest to Gen Moore, Subject: SAR Mission 43-004, 9 Jan 71 (F-111). I wish to extend my warmest appreciation for the outstanding response and participation by all five rescue reserve squadrons during the 15-day search for the missing F-111. Once again the Air Force Reserve has demonstrated outstanding professional capability. Please pass a well done to the aircrew and support personnel involved."

2. Please add my personal appreciation to the members of your organization who assisted or participated in this mission accomplishment.

Rollin B. Moore Jr.

ROLLIN B. MOORE, JR.
Major [illegible] USAF
[illegible]

DISTRIBUTION
#Cys
CC 7
DO 2

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, MEDICAL SERVICE SCHOOL, USAF (ATC)
SHEPPARD AIR FORCE BASE, TEXAS 76311

17 FEB 1971

REPLY TO ATTN OF: MSSO/114

SUBJECT: Honor Graduate Award - Airman Monte R. Binger, FV508-58-7659

TO: 304 ARRSq
Portland Intl Aprt OR 97218

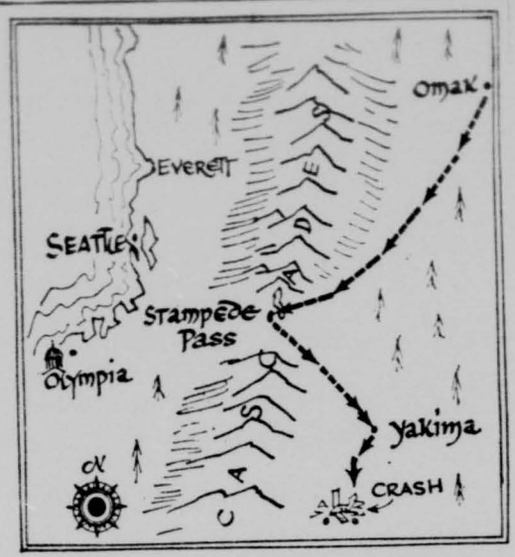
1. It is a pleasure to forward this Honor Graduate Certificate in recognition of achievement by a member of your command.

2. This recognition is given only to those students who maintain a minimum average test score of 90 on training materials and demonstrate excellent personal habits and character. Because of academic achievement and demonstrated qualities of leadership, we feel confident that this student will make a significant contribution to your mission and the United States Air Force.

FOR THE COMMANDER

WILLIAM H. BEHRENS, JR., Colonel, USAF, MC
Chief, Department of Medicine

1 Atch
Certificate



Emergency Landing Cushioned By Swamp

By WEB RUBLE
Staff Writer The Oregonian

"He was convinced he was dead . . . but the good Lord pushed a swamp under him."

Those were the thankful words of Washington State Rep. Edward F. Harris, D-Spokane, whose son survived a crash landing in rugged country south of Yakima, Wash., Wednesday.

Tom Harris, of both Spokane and Olympia, was one of three persons in a single-engine Cessna 172, who emerged unhurt after the craft pancaked on a mushy, snowy mountain meadow, about 12 miles southeast of White Swan, Wash.

The plane was slightly damaged, and Sgt. Marlan Briskey, Yakima deputy sheriff, called the crash landing "a terrific job of aeronautic maneuvering." "It's very unusual for someone to survive a crash landing at night in this rugged country," marveled Briskey. "I can't remember when it happened the last time."

It was the first air crash or crash landing this year in Yakima County.

Pilot was Joseph Schemer, 32, assistant sergeant-at-arms of the State House of Representatives, "who kept his cool and brought her in," said Rep. Harris.

Schemer, Tom Harris, and Terry Lilgestrand, field director of the Washington Association for Retarded Children, were attempting to return to Olympia after a meeting at Omak.

Sgt. Briskey and Rep. Harris pieced together this story: The trio was flying to Olympia and tried to get over the Cascades by going through Stampede Pass. Winds and turbulence forced them away, and they headed for Yakima, where they landed.

After a weather briefing, they decided to go down the Columbia River Gorge to Portland, and back to Olympia that way. But they hit turbulence about 65 miles southwest of Yakima, and decided to head back.

Spins Overcome

The plane soon began to ice heavily and clog with snow. Eventually it went into a tail spin. Schemer pulled it out once, only to have it go into a tail spin a second time. Just as the trio figured it was all over, Schemer managed to pull the craft out of the drive. "And behold . . . before them was a nice swamp," said Rep. Harris. "He landed her without hardly a scratch in the paint."

An Army helicopter from Fort Lewis was dispatched for rescue, and within a few hours, with the aid of two paratroops, the trio was brought to the Yakima airport.

All three were checked, and apparently none the worse for wear, said Sgt. Briskey. They returned to Olympia Wednesday noon.

RETURN TO
Historical Research Division
AUL HOA
Maxwell AFB, AL 36112

304th

AEROSPACE RESCUE & RECOV

SQUADRON

HISTORY

1 Apr 71-30 Jun 71

PROJECT CORONA HARVEST
DO NOT DESTROY
No.



31-61233

RCS: HAF D-48

HISTORICAL DATA	REPORTING PERIOD	REPORTS CONTROL SYMBOL
	APR-MAY-JUN 1971	HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

304 Aerosp Resc & Recovy Sq(AFRES)
Portland International Airport
Portland, Oregon 97218

2. SUBORDINATE UNITS (Give location if other than that of parent unit)

N/A

3. CHAIN OF COMMAND (Superior Echelons)

AFRES

WAFRR

304 ARRSq

4. GAINING COMMAND

MAC

5. MISSION (Give authority for and brief statement of primary mission)

The mission of the 304 Aerospace Rescue & Recovery Squadron is to organize, attain and maintain standards of proficiency which will enable the unit to provide search and rescue/air recovery in support of Air Force global air and space operations and in support of civilian aviation of the United States and civil and military aviation organization procedures and policies of the Department of Defense. (Hq 6AFRR Ltr, 5 Apr 61).

6. PERSONNEL STRENGTH FIGURES (as of 30 Jun 71 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	24	95	46	30
ASSIGNED	28	99	41	26

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER: Lt Col James H. Barnard

ADMINISTRATION: SMSgt Charles V. Jackson, Administration Officer
Mr. J. Alan Watkins, Mil Pers Clerk

OPERATIONS AND TRAINING:

Lt Col Ross A. Meredith, Ops & Trng Off
Lt Col William L. Siegel, Stan/Eval Off
Maj Herbert E. Trachte, Staff Navigator
SMgt Felix J. McLarney, Ops Clerk
MSgt Gary A. Wyant, Pararescue NCOIC

U-G123-12

SECTION I.	REQUIRED DATA

7. KEY PERSONNEL *(Cont'd)*

MAINTENANCE: Mr. Taylor M. Brookshier, Chief of Maintenance
CMSgt Leslie E. Dunbar, A/C Maint Superintendant
SMSgt Donald L. Beevers, Flight Line Chief
MSgt James K. Clouse, C & E NCOIC
MSgt Robert E. Powell, Mat Cont NCOIC

8. UNIT PERFORMANCE DATA *(for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

	UNIT	MONTHS		
		APR	MAY	JUN
TYPE OF MISSION AIRCRAFT	HU 16B HH 34J			
AVERAGE AIRCRAFT ON HAND	HU16B-4 HH34J-2			
FLYING HOURS SCHEDULED	345			
FLYING HOURS FLOWN	HU16B - 241.4 HH34J - 14.6			
SORTIES SCHEDULED	96			
SORTIES FLOWN AS SCHEDULED %	83.5%			
AIRCRAFT NORM %	HU16B - 15.7% HH34J - 0.0%			
AIRCRAFT NORS %	HU16B - 4.1% HH34J - 0.0%			
OPERATIONALLY READY RATE %	HU16B - 80.4% HH34J - 100%			

SECTION I.	REQUIRED DATA			
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)				
	UNIT	MONTHS		
		APR	MAY	JUN
NUMBER OF MISSIONS	2			
HOURS	419			
TONS	N/A			
TON MILES	N/A			
PAX	N/A			
PAX MILES	N/A			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

ORGANIZATION

The 304 ARRSq was reorganized effective 29 Jun 71, per HQ AFRES Special Order G-58, 21 May 1971. It remained a Category A Reserve training unit with an Air Reserve Technician element providing administrative and logistical support.

Continental Air Command (CAC) was discontinued effective 1 Aug 1968, per Hq CAC Special Order G-46, 16 Jul 1968, and Headquarters Air Force Reserve (AFRES) was constituted, activated and organized at Robins A B, GA 31093, effective 1 Aug 1968, per Hq AFRES Special Order G-54, 1 Aug 1968. AFRES assumed all responsibilities and authorities previously vested in Continental Air Command including basic command responsibilities for directing the peacetime activities of this unit in budgetary, logistical, administrative and personnel areas.

Sixth Air Force Reserve Region to which the unit was assigned was redesignated Western Air Force Reserve Region effective 1 Jan 1970. Assignment continued under WAFRR.

Aerospace Rescue and Recovery Service and Military Airlift Command remained the gaining command for wartime operations.

Lt. Col. James H. Barnard assumed as commander on 1 April.

OPERATIONS AND TRAINING

Effects of the major reorganization and aircraft conversion program were most apparent during this period. As HU16B aircraft were reassigned and flight personnel left for flying training schools, the "C" rating slipped from C-3 to C-4.

It was a fitting tribute to the HU16, that one of the final missions performed in the aircraft drew national attention. On 8 May, three pararescue technitions jumped into the Pacific Ocean near the Russian fishing vessel "Pachenga." They were taken aboard and rendered emergency medical assistance to a crewman who had sustained a severe back puncture. The ship steamed within range of a U.S.

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

Const Guard helicopter which airlifted the seaman to a hospital at Astoria, Oregon. Extensive news clippings and official letters are included among exhibits, as well as the translation of a thank you letter from the seaman.

The final HU16 mission was not as newsworthy. But it was typical of the month to month role it played in helping to save lives. On 2 June an HU16 was deployed to Tacoma, Wa., to pick up a team of bloodhounds and their handlers. They were flown to the Grand Canyon to aid in the search for a foreign national who had died from a hiking party.

Annual Active Duty Training was performed from 13 Jun to 27 Jun at the unit's home facilities, Portland International Airport, Oregon. General Military Training and other ground training was satisfactorily completed. Due to the conversion of aircraft, flying training and specialized mechanical training was minimal. Thirteen aircrew members were undergoing helicopter flying training at Fort Rucker, Alabama. Fourteen key maintenance personnel were receiving their training at Sheppard AFB, Tex., and at the U.S. Marine Corps facility at Santa Anna, Calif.

On 15 Jun, the unit's first HH34 became the first in the Air Rescue inventory to receive a functional check flight and be approved for general flying. A second HH34 was approved for flight following its test hop on 29 Jun.

MAINTENANCE AND SUPPLY

While HU16 aircraft continued to be programmed and flown from the unit, two HH 34 helicopters were gained. At the end of the reporting period only two HU16's remained. Both were due to be reassigned in Jul 71.

Six Air Reserve Technician mechanics began preliminary helicopter training 5 Apr 71 at Sheppard AFB, Tex. The eight remaining to be trained away from home station left for Sheppard on 3 May. Both groups completed a specialized training course at the U.S. Marine Corps School, Santa Anna, Ca., and returned to the unit prior to the end of the reporting period.

The first HH34 was delivered on 11 Jun from the U.S. Naval facility at Pensacola, Fla. The aircraft was transported aboard a C-124 in a dis-assembled state. Under the guidance of three U.S. Navy civilian technicians, maintenance personnel commenced reassembly on 12 Jun. The aircraft was successfully test flown on 15 Jun.

A second HH34 was delivered dis-assembled on 21 Jun, and was test flown 26 Jun. Re-assembly of the second craft took longer due to drive shaft run out problems.

Ground safety was re-emphasized to all personnel due to the new aircraft. Ground hazards unique to helicopters were stressed.

PERSONNEL

Implementation of squadron reorganization was initiated during this period. Nine officers and 44 enlisted men were dropped from the squadron and reassigned. Several of the officer navigators transferred to the Oregon Air National Guard unit at Portland International Airport. That unit was converting from 102 to 101 jet interceptor aircraft and was recruiting for navigator/radar observers.

Preliminary reorganization plans were outlined to the Commander, Operations and Training Officer and Maintenance NCOIC, during a Western Air Force Reserve briefing session held on 22 and 23 Apr, at Hamilton AFB, Ca. During the Annual Active Duty Training period MSGT Chester Simcox DPFA, and MSGT Gary Fetter, DPPCA, both of the Air Reserve Personnel Center, Denver, Col., spent two days TDY with the unit to assist in paper work necessitated by the reorganization.

Although the number of officers and airmen authorized remained firm, repeated changes to specific positions made the personnel task most difficult. As of the end of the reporting period a Firm Unit Detail listing was not available to this unit. There appeared to be a lack of guidance in this area from higher echelons.

Mr. Bruce Wood, a qualified and current HH3E pilot and Major in the U.S. Marine Corps Reserve, was approved as a civilian overhire on 21 Jun.

During the Annual Active Duty Training period, SSGT J. A. Watkins and Sgt Ronald Means, of the unit administrative section, traveled in TDY status to Denver, CO to assist in payroll preparation. SSGT Watkins returned from Denver with the summer camp payroll.

Major Patrick G. Helms reported to duty 10 May as AGE officer to the squadron. Eight prior servicement and two non-prior servicemen re-enlisted during the period.

Amn Robert C. Wyttenberg was ordered to report for an invoked tour of active duty for failure to satisfactorily participate in unit training. The tour was to begin 1 Jun with a reporting date of 9 Jun at Keesler AFB, MI. The invoked tour culminated a long period of paperwork and documentation which went back to the airman's initial unit assignment date of 23 Jun 70.

BUDGET

Status of funds as of 30 Jun 71 for FY 71 was as follows:

Civilian Payroll	$776,158
Travel & Transportation	42,712
Contract Billeting	135
Rental of Equipment	916
Utilities	34,362
Communications	1,111
Refuse Collection	1,991
Contract Maintenance	1,[illegible]98
Reimb to ANG (Payroll)	343,216
Landing Fees	8,739
Supplies	68,[illegible]74
Equipment	4,648
Total FY 71	$1,253,760

Highlights of the operating budget during this period were aircraft conversion demands and concurrent conversion of host base supply to a satellite 1050-II system.

SECTION III. SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

1. MAC News Release, May 71
2. News Article - Daily Astorian, May 11, 1971
3. News Article - The Oregonian, May 11, 1971
4. News Article - The Sunday Oregonian, May 9, 1971
5. News Article - Oregon Statesman, May 9, 1971
6. News Article - San Francisco Chronicle, May 12, 1971
7. News Article - Daily Astorian, May 10, 1971
8. Photos - Daily Astorian, May 11, 1971
9. Letter of Appreciation from Vladimir Kurnev, May 28, 1971
10. News Article - Captial Journal, May 24, 1971.
11. Message From Commander AFRS, 17 May 1971.
12. Letter from AFRS Director of Inofrmation, 13 May 1971.
13. News Article - Air Reserve West, 1 Jun 71.
14. News Articles - Mail Tribune, Gazette-Times, May 10, 1971; Chronicle 5/11/71
15. Letter from Oregon Dept of ROA with Commendation, 10 Jun 71.
16. Letter from Office of Air Force Reserve with Daily Staff Digest, 14 May 71
17. Letter of Appreciation from Brig Gen Russell F. Gustke, 24 May 71.
18. Message from Major General Moore, 24 May 71.
19. Letter of Appreciation from Maj Gen Homer I. Lewis, 12 May 71
20. News Article - Capital Journal, 20 May 1971.
21. News Article - The Sunday Oregonian, May 16, 1971.
22. Letter from FAA, Portland Control Tower, 24 May 1971.
23. Letter from Explorer Search & Rescue Post 631, May 13, 1971.

(cont'd)

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
EDWIN K. ENGLESTAD, Captain, USAFR	Edwin K Englestad
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JAMES H. BARNARD, Lt Col, USAFR	James H. Barnard

Section III (cont'd)

24. News Article - Democrat Herald, 19 May 1971.

25. News Article - Democrat Herald, 20 May 1971.

26. News Article and Photo - Democrat Herald, 24 May 1971.

27. Photos - Democrat Herald, 24 May 1971.

28. Letter of Appreciation from John M. Boorman, Baker, Oregon, May 24, 1971.

29. Letter of appreciation from Baker County Chamber of Commerce, Jun 16, 1971.

30. News Article - The Oregonian, 23 May 1971.

31. News Article and Photo - The Oregonian, June 18, 1971.

32. Photo - The Oregon Journal, June 21, 1971.

33. News Articles - The Oregon Journal, The Oregonian, June 17, 1971.

34. News Article - The Oregon Journal, June 21, 1971.

35. News Article - Democrat Herald, June 17, 1971.

36. Letter of Appreciation from Hood River Lions Club, 16 Jun 1971.

37. Letter of Appreciation from Floyd Light Middle School, June 15, 1971.

NEWS RELEASE

UNITED STATES AIR FORCE

MILITARY AIRLIFT COMMAND
AEROSPACE RESCUE AND RECOVERY SERVICE, Scott AFB, Ill. AL 6-4821

Air Force Rescuemen Treat Russian Sailor

HQ ARRS, Scott AFB, Ill., May 11--Three U.S. Air Force sergeants who spent three days aboard a Russian fishing vessel treating an injured sailor are back home in Portland, Ore., today.

The three parachuted into the Pacific Saturday morning (May 8) 600 miles west of Seattle and were taken aboard the fish-processing ship. A U.S. Coast Guard ship met the 278-foot vessel Monday, 15 miles off the Oregon coast, and returned the men to Astoria, Ore.

The injured sailor was picked up earlier Monday afternoon by a Coast Guard helicopter and flown ashore where an ambulance took him to an Astoria hospital.

The three sergeants are assigned to the 304th Aerospace Rescue and Recovery Squadron (Reserve), Portland International Airport, Ore. They are medically trained parachutists, members of an elite Air Force corps called pararescuemen.

Master Sergeant Gary A. Wyant, Airmen First Class Charles R. Ek and John M. Pierson, all of Portland, reported that the Russian sailor was in fair condition

-more-

following their treatment.

"There was a deep, four-inch-long laceration in his back, between the shoulder blade and spine," Sergeant Wyant explained, " and evidence of traumatic injury to the back of his skull."

"Nc one we saw could speak English," Sergeant Wyant said, "but through sign language deckhands told me the man had fallen on his back."

The 44-year-old sailor, Kuraev Viadimir Vasiljivich, was hoisted aboard a hovering Coast Guard helicopter in a rescue net Monday afternoon and flown the 15 miles to shore. The Pachenga stayed outside territorial waters while a Coast Guard cutter picked up the pararescuemen.

The Russian ship is steaming toward San Francisco and will probably return to pick up Vasiljivich later, according to Sergeant Wyant.

The Russian vessel is a refrigerated fish processing ship, apparently the mother ship of a Russian fishing fleet in the northern Pacific. Her master sent out the call for medical help Saturday morning which was received by the Coast Guard in Seattle.

The Coast Guard launched an amphibious aircraft which flew to the Pachenga but could not land in the heavy seas.

The Aerospace Rescue and Recovery squadron in Portland was asked by the Coast Guard for assistance because of their medically trained pararescuemen. The 304th squadron flew an amphibious aircraft to the Pachenga and the sergeants parachuted into the sea.

The Pachenga picked up the Air Force Reserve pararescuemen and headed for the Oregon coast.

The Coast Guard elected to meet the Russian vessel outside U.S. territorial waters because it was simpler and quicker than obtaining proper diplomatic clearances, according to Coast Guard spokesmen.

-30-

Editor's Note: Aerospace Rescue and Recovery Service Headquarters is located at Scott AFB, Ill. The 304th Reserve Squadron is a subordinate unit.

VOL. 98 NO. 220 ONE SECTION ASTORIA, OREGON,

TUESDAY, MAY 11, 1971 TEN PAGES TEN CENTS

AF, Coast Guard Team in Medical Evacuation

Russian Seaman Aided

By FRED ANDRUS
Of The Daily Astorian

Vladimiar Nuraev, 43, Sverdlovsk, Russia, was in good condition Tuesday morning in Columbia Hospital here after an elaborate rescue operation involving two federal agencies over the past three days.

Nuraev, refrigeration engineer on the big Russian trawler Pechenga, fell off a ladder, cutting a gash on the back of his head and another in his back, Saturday while the Pechenga was about 600 miles off the coast.

Nuraev reached Columbia Hospital Monday afternoon following a trip by helicopter to the Coast Guard Air station, where he was transferred to city ambulance.

Three medical men of the U.S. Air Force 304th Aerospace and Air Rescue Squadron, based in Portland, leaped into the sea Saturday from an airplane and were taken aboard the Pechenga to care for the injured man as the trawler rushed toward the Columbia River.

"We gave him penicillin and tetracyclane, cleaned and rebandaged his wounds, and tried to keep him quiet," said Master Sgt. Gary Wyant, 28 Vancouver, Wash., head of the three man team which alsc included Airmen Charles Ek, 22, and John Pierson, 22, both of Portland.

"They had a woman medic on board and she was doing a fair job of taking care of the man," Wyant continued. "We were concerned about his head injury and fluctuations in his blood pressure.

"We kept trying to tell them to give him no fluids, but they kept doing it whenever he asked," Wyant continued. "He got several quarts of water down while we weren't looking."

Wyant, Pierson and Ek were impressed by the congenial treatment the Russian crew gave them.

"We were two hours getting to the patient, due to the hospitality," Wyant said. "They fed us sausage, beef, potatoes, canned tomatoes — and vodka. Food wasn't bad."

Use of Russian-English dictionaries helped dent the language barrier, Wyant reported. The three Air Force reservists had such a dictionary and so did the Russians.

The trio was aboard the Pechenga all day Sunday and most of Monday morning, until the vessel rendezvoused off the lightship with a Cape Disappointment Coast Guard lifeboat and a Coast Guard helicopter from Astoria air station.

While an Air Force amphibian from Portland flew back and forth past the Pechenga, the helicopter manned by Lt. Comdr. David Corson, Lt. Owen Fullmer and Chief George Maroney hovered over the ship and lowered a basket to pluck the injured man aloft.

Original plans had been to transfer Nuraev to the Cape Disappointment boat, but once aboard the helicopter, it was deemed best to fly him direct to the Air Station and the waiting ambulance.

The Cape Disappointment patrol boat remained beside the Pechenga to take on board the three paramedics and bring them to Hammond boat basin, where they were taken to the waiting Air Force plane at the Astoria Air Station and returned to Portland.



MERCY MISSION

Paramedics aid rescue of Red seaman

By LEVERETT RICHAR

THE SUNDAY OREGONIAN, MAY 9, 1971

AF paramedics aid Soviet seaman

ASTORIA (AP) — Three Air Force medical men parachuted into the sea Saturday night to treat a Russian sailor who was injured aboard a trawler 600 miles west of Astoria.

An Air Force twin-engine plane from Portland was dispatched at 11:20 a.m by the 304th Aerospace Rescue and Recovery Squadron in Portland.

Seven hours later it dropped the three rescue technicians near the Russian ship Pechenga. The men were taken aboard by the crew at 6:20 p.m.

Medical supplies also were dropped and fished from the water.

The rescuers treated the Russian seaman for a puncture wound in the back. They said he was in fairly good condition. His name was not available.

The paramedics are M. Sgt. Gary Wyant, 35, Vancouver, Wash., and John Pierson and Charles Ek, both Airmen 1st Class, reservists from Portland in their early 20s.

Lt. Col James Lunan said in Portland the technicians would remain with the man and continue treatment. He said the Pechenga was headed for Astoria and probably would arrive there Monday night.

The Air Force plane headed back for Portland 15 minutes after dropping the men. Lunan said the plans might be altered later to fly the injured man and the medical technicians to Astoria.

The Coast Guard also dispatched a rescue plane from Port Angeles, Wash., but it turned back when it ran low on fuel. The plane was carrying a physician.

The Pechenga is a refrigerator vessel, the mother ship for a Soviet fishing fleet.

OREGON STATESMAN, Salem, Ore 9 May 71

Medics Parachute to Aid Russian Sailor

ASTORIA (AP) — Three Air Force medical men parachuted into the sea Saturday night to treat a Russian sailor who was injured aboard a trawler 600 miles west of Astoria.

An Air Force twin-engine plane from Portland was dispatched at 11:20 a.m. by the 304th Aerospace Rescue and Recovery Squadron in Portland.

Dropped Near Ship

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14 San Francisco Chronicle
Wed., May 12, 1971

Injury at Sea

U.S. Medics on Soviet Ship

Astoria, Oregon

An Air Force medical team parachuted into the Pacific Ocean Saturday to help save an injured Soviet seaman, the Defense Department reported yesterday.

The Pentagon said in Washington that the three men were taken aboard the Soviet refrigeration ship Pachenda, about 600 miles off Astoria, where they treated Vladimir Vasilivich Kutsev, 44.

Yesterday a helicopter flew the seaman to an Astoria hospital where his condition was reported stable. The Pentagon said a shipboard accident had caused multiple injuries to his upper back and head. The Americans remained aboard the Soviet ship.

The Pentagon said the Pachenda had requested assistance for the seaman from the U. S. Coast Guard.

The Air Force [illegible] rescue and recovery squadron, based at Portland International Airport, sent an amphibious plane, but heavy seas prevented it from landing. The three [illegible] men later were dropped from the low-flying aircraft.

Reuters

DAILY ASTORIAN, 10 May 1971

Three Men Missing in Boating Mishap

Coast Guard to Pick Up Injured Russian Seaman, USAF Medics

The Russian trawler Pechenga arrived off the Columbia lightship late Monday morning, bringing an injured crewman and three U.S. Air Force medical men who parachuted to his aid Saturday night.

The injured man was identified by the Coast Guard as Vladimar Kuraev, 43, of Sverdlovsky, a refrigeration engineer. His condition was listed as "fair."

A U.S. Air Force plane from Portland was due at Clatsop Airport, then was to fly out to watch transfer of the injured crewman to a lifeboat.

A Cape Disappointment Coast Guard motor lifeboat was due to rendezvous with the Pechenga off the lightship before noon and pick up the injured man and the paramedics, then bring them to an Astoria hospital.

In other marine accidents last weekend, two men and a woman were missing out of Grays Harbor and their capsized pleasure craft was found floating at sea off Willapa Harbor, and three other men were resuced by a Tillamook Bay Coast Guard craft when their boat overturned on Tillamook Bay bar.

The Pechenga was 600 miles west of the Columbia River when one of its crewmen sustained a puncture wound in the back. Cause of the injury was not known to the Coast Guard here.

A Coast Guard Grumman amphibian plane was dispatched from Port Angeles and a 304th Aerospace Rescue and Recovery Squadron aircraft was dispatched from Portland with the three paramedics aboard — M. Sgt. Gary Wyant, Vancouver, Wash.; John Pierson and Charles Ek, airmen first class reservists, both of Portland.

Both planes reached the Pechenga, the Coast Guard aircraft located the Pechenga and flew cover while the paramedics and medical supplies were dropped.

Coast Guard authorities in Astoria said the paramedics decided the man was not badly enough hurt to require immediate evacuation, so the planes left and the Pechenga started toward Astoria to deliver the injured man.

The three missing out of Westport, Wash., whose capsized boat was found off Willapa, were Jack Wooten, 38, Guy Houltz, 35, and Pat Gee, 35, all of Seattle.

They were due back at Westport from a fishing trip Saturday, but failed to return. The boat Pointer found their capsized vessel near the Willapa whistle buoy, about five miles off Cape Shoalwater, and notified the Coast Guard. An Astoria helicopter and two motor lifeboats searched Saturday evening and all day Sunday before the active search was discontinued. The Coast Guard will continue to watch for any trace of the three.

Three Portland men were rescued uninjured after their 19 foot boat capsized while crossing Tillamook Bar Sunday.

The Garibaldi Coast Guard station had a motor lifeboat on bar patrol, which reached the three men within seven minutes and had them on board within 10 minutes of the capsize. Their boat also was recovered later.

The rescued men were Patrick Lowe, West Linn, Steven Brown and Ronald Yount, both of Portland.

A Coast Guard helicopter from Astoria was called when the boat overturned, but turned back when notified that the men had been saved.

The Coast Guard reported several tow jobs by patrol boats at the Columbia River entrance during the weekend, caused by engine breakdowns and similar mishaps.



Copter Pre[illegible] Plant Injured Russian

[illegible] Astorian Photos
[illegible] 11, 1971



GOOD SAMARITAN
HOSPITAL & MEDICAL CENTER

May 28, 1971

TO: U.S. Air Force 304th Aerospace &
Air Rescue Squadron - Portland, Oregon
Master Sgt. Gary Wyant
Airman Charles Ek
Airman John Pierson

U.S. Coast Guard Air Station - Astoria, Oregon
Lt. Comdr. David Corson
Lt. Owen Fullmer
Chief George Maroney

Good Samaritan Hospital & Medical Center medical staff & personnel

(The following letter is a translation from Vladimir Kuraev, a native of Russia and a patient on 5 Center, through Oskar Krumins, Good Samaritan employee) --

I was on a fishing boat in the Bering Sea during the winter, later fishing for hake from the American coast. After the accident, I was very close to death and there was no medicine, no x-ray on ship. The paramedic on ship was not able to heal me. The captain radioed for American help to send an airplane, three parachutists, and medicine. I needed complete rest, and later was picked up in a basket and carefully delivered to Astoria.

My health is improving. I am walking in the room. I hope in a week or so that my health will be so improved that I will be able to leave the hospital.

I wish to express my thanks to all the doctors, nurses, patient aides, and all other persons who helped me. Also to the Commander and the crew of the helicopter for my care. I am thankful for my care and will be thankful all my life. I wish the doctors future success in their work, and good health and personal happiness in future life.

The memories of all these good people I will keep all my life.

Sincerely,

Vladimir Kuraev

VK/dld

Salem, Oregon Capital Journal May 24, 1971

Ocean rescues rate praise

In the event you have overlooked it, the Pentagon held another "sale" last week off the coast of Oregon. The enclosed article appeared on page 37 of the Sunday Oregonian of May 9 (next to and immediately preceding the classified section). Since that date several other rather "ot passing interest" articles have appeared in local papers relating to the "sale."

By the way, those Air Force fellows are reservists, and like their counterparts in the regular service, such service is entirely voluntary (paramedics, that is).

However, somehow, I suppose, Roger Mudd and his network cohorts could easily weave a sinister web of "military-industrial" complicity around this story of dedicated heroism and Americanism.

I say, "well done, Sgt. Wyant, Airman Pierson and Airman Elk."

Zounds! The Capital Journal of May 20 carries another story (page 15, by the way) of a duplicate feat by three regular Air Force men. "Well done again, Sgts. Loud and Wells and Airman Richardson."

The heart warming appeal of the two incidents is that the first mission by the reservists was to rescue a Soviet sailor and the second a Japanese.

"Watch for future Pentagon sales off the coast of Oregon during the coming summer season."

FRED H. LAYMAN
1084 Moneda N.

RTTUZYUW RUW TBMA3631 1372205-UUUU-RUWMB VA.
ZNR UUUUU
R 172200Z MAY 71
FM RQ ARRS SCOTT AFB ILL
TO RUWBVA/304ARRSQ/PORTLAND IAP OR
INFO RUVRAFB/AFRES
RUKTAAA/30 ARRWG RICHARDS FEBAUR AFB MO
RUWMEWA/42ARRSQ/HAMILTON AFB CA
BT
UNCLASS CC
FROM COMMANDER ARRS TO LT COL BARNARD
PLEASE PASS MY SINCERE APPRECIATION TO ALL CREW MEMBERS AND SUPPORT PERSONNEL FOR THEIR PROFESSIONAL PERFORMANCE IN THE RECENT SUCCESSFUL MISSION TO ASSIST AN INJURED RUSSIAN SEAMAN. YOUR RAPID RESPONSE TO THIS MISSION WITH INTERNATIONAL IMPLICATIONS ONCE AGAIN CLEARLY REFLECTED YOUR TRAINING, DEDICATION AND HIGH MOTIVATION. WELL DONE.

BT
#3631

NNNN

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
SCOTT AIR FORCE BASE, ILLINOIS 62225

May 13, 1971

Lt Colonel James Barnard, Commander
304 ARRSq
Portland Intl Aprt OR 97218

Dear Colonel Barnard

Thought you would like to see the story ARRS released on your Russian sailor mission. We passed information along verbally to the wire services, MAC/OI and SAFOI as it became available.

From all indications, the 304th received good coverage around the country. SAFOI was really pleased with the telephone interview, which was picked up by CBS, NBC, Metro-Media, National Public Radio, AP, UPI, Mutual, two local D. C. all-news stations and AFRTS. I'd say that was good coverage.

We kept in contact with the AP and UPI bureaus in St. Louis and found out Monday that the story had run on the national trunk line, meaning that all wire service clients (newspapers) received the story. For all practical purposes, that's all the daily newspapers in the country.

I want to add a personal note of thanks for the cooperation my office and I received from the 304th during the mission. MSgt Wyant and Sgt McLarney were most helpful. Without the help of unit personnel on missions like this, there's no way for the Air Force to tell its story completely and accurately.

For your information, Gen Catton was most interested in the mission and the coverage it was receiving.

I also called Hq AFRE and passed on the story.

In conclusion I would like to ask one favor. We are sending newspaper clippings and the like to Gen Everest on the mission and would like very much to have a set of clippings from the Portland and Salem papers and any others in the area that covered the story.

Additionally, I understand that you will have access to photos taken during the mission. We would very much like to have a set or two as soon as possible.

Thanks for your help and consideration. If we can do anything for you, give us a call.

Sincerely

Robert K. Ruhl

ROBERT K. RUHL
Director of Information

FOR COMMANDERS AND INFORMATION OFFICERS

Air Reserve West

ENCOMPASSING THE EIGHT WESTERN STATES PLUS ALASKA AND HAWAII

WESTERN AIR FORCE RESERVE REGION NEWSLETTER
Hamilton Air Force Base, California—WAFRRRP 190-1

WESTERN AFRRP 190-1 | 1 JUNE 1971 | VOL. VII, NUMBER 6

304TH AIDS INJURED SOVIET SEAMAN * * *

Air Force Reserve pararescuemen recently aided a Russian seaman injured in a ship-board accident off the coast of Oregon.

The seaman, Kuraev Vladimir Vasiljivich, a crewmember aboard the Russian ship Pachenda, a 278-foot refrigerated fish processing ship, and mother ship for a fishing fleet operating in international waters off Oregon, had suffered multiple injuries to the upper back and skull.

The ship, 600 miles west of Astoria, Oregon, requested assistance from the U.S. Coast Guard to aid the injured seaman.

Western Region's 304th Aerospace Rescue and Recovery Squadron, based at Portland International Airport, dispatched an HU-16 Albatross, a twin-engine amphibious aircraft, to the scene. Rough seas prevented its landing, but the three pararescuemen jumped into the sea and were taken aboard the Russian ship to provide medical treatment for the injured seaman. The pararescuemen were Master Sergeant Gary A. Wyant, 28, of Huntington, W.Va., and Airman First Class Charles R. Ek, 22, and John M. Pierson, 22, both of Portland.

The pararescuemen remained on the ship two days and provided care for the seaman until the injured man was transferred to a hospital in Astoria Bay, Ore., aboard a U.S. Coast Guard helicopter. The helicopter removed the injured man while the ship was anchored 15 miles off the coast of Oregon. The master of the ship described the seaman's condition as stabilized. The pararescuemen were picked up from the Russian ship by a Coast Guard cutter.

Medford, Oregon
Mail Tribune
(Cir. D-24,758)

MAY 10 1971

Paramedics Aid Russian Sailor

SEATTLE (UPI) — A Russian sailor who was treated during the weekend by three paramedics from Portland's Air Force Base on a Russian trawler 600 miles off the Washington coast was reported in good condition late Sunday.

The paramedics were flown from the base Saturday and jumped off the plane into the water near the trawler where they were fished from the sea by the Russians.

The Coast Guard coordination center in Seattle said the sailor, Duraev Vladimir, 44, had suffered a puncture wound in the back.

The 278-foot boat will approach the mouth of the Columbia River where a Coast Guard cutter will meet it to pick up the paramedics and return them to Oregon soil tonight.

Corvallis, Oregon
Gazette-Times
(Cir. D-11,283)

MAY 10 1971

Paramedics Help Russian Seaman

ASTORIA (AP) — The Russian ship Pechenga arrives in Astoria today—with three U.S. Air Force medical men aboard.

The men parachuted into the ocean Saturday night to treat a Russian sailor who was injured aboard a trawler about 600 miles west of Astoria.

The 304th Aerospace Rescue and Recovery Squadron dropped the rescue technicians, along with medical supplies, near the ship.

The men later reported that the injured sailor was in farily good condition but that the injured sailor was in fairly good condition but that Astoria.

The paramedics aboard the Russian vessel are M.Sgt. Gary Wyant Vancouver, Wash., and John Pierson and Charles Ek, both airmen first class reservists, from Portland.

The Dalles, Oregon
Chronicle
(Cir. D-5,393)

MAY 11 1971

ASTORIA (UPI)— Russian sailor Vladamir Kuradv, 44, was airlifted to Columbia Memorial Hospital here Monday afternoon for treatment of head and back injuries. He was reported in good condition.

Three paramedics from Portland Air Force Base had parachuted into the Pacific Ocean Saturday nearing the fishing trawler Pechanga 600 miles off the Washington Coast. The medics were fished from the sea by the Russians and remained aboard the Pechanga to treat the sailor, who was reported suffering a head injury and a puncture wound in the back.

Reserve Officers Association
OF THE UNITED STATES

Department of Oregon

10 June 1971

Lieutenant Colonel James H. Barnard, Commander
304th Aerospace Rescue & Recovery Squadron (AFRES)
Portland International Airport
Portland, Oregon 97218

Dear Colonel Barnard:

The Oregon Department of the Reserve Officers Association of the United States, in annual convention at Sun River, Oregon, on May 15, 1971, unanimously passed a resolution commending the 304th Aerospace Rescue and Recovery Squadron (AFRES) Portland International Airport and particularly Master Sgt. Gary Wyant, AlC John Pierson and AlC Charles Ek for their courage and professionalism in saving the life of a Russian seaman Vladinar Nureav. A copy of this resolution is attached.

Not only were these men the first paramedics in the Northwest to jump in the open sea 600 miles off shore on an actual mercy mission, but they were also the first reservists in this area to accomplish such a feat.

Through the courageous, prompt and professional actions of M. Sgt. Wyant, Airmen Pierson and Ek, severely injured Russian seaman Nureav was medically treated in a manner to save his life. Additionally, because of their actions, they were outstanding ambassadors of goodwill, thereby helping to improve relations with the soviets.

The men of the 304th ARRS are to be commended and congratulated for their devotion to duty and for their professionalism in performance of a difficult mission.

The aircraft crew and these three paramedics, through their actions, have distinguished themselves and have reflected the highest credit upon Air Force Reserve, the United States Air Force and this nation. They truly performed in traditions of a service who's motto is "That Others May Live".

It is the desire of the Oregon Department of the Reserve Officers Association that a copy of this letter and accompanying resolution be presented to each of the three airmen. Further, a copy of this letter and accompanying resolution will be forwarded to the Chief of the Air Force Reserve through channels.

Sincerely,

Roger G. Ritchey

ROGER G. RITCHEY
Colonel, AFRes
Department President

Department of Oregon

Resolution No. 11

RESERVE OFFICERS ASSOCIATION OF THE UNITED STATES

Commendation of AF Reservists

WHEREAS, Three Air Force Reservists of the 304th Aerospace Rescue and Recovery squadron based at Portland Air Base, made history May 9th when they were the first paramedics in the Northwest to jump in the open sea 600 miles off shore on an actual mercy mission, and Whereas the prompt medical attention provided by M.Sgt. Gary Wyant and Airmen 1C John L Pierson and Charles Ek has been credited with helping to save the life of a seriously injured Russian seaman, Vladimir Nuraev.

WHEREAS, these three Reservists also proved to be outstanding ambassadors of goodwill, helping to improve relations with the Soviets,

THEREFORE, BE IT RESOLVED that the Department of Oregon Reserve Officers Association officially commends M.Sgt. Wyant and Airmen Pierson and Ek for their courage, skill and devotion to duty, which reflects the highest credit upon the Reserve program, the Air Force and the nation, and

BE IT FURTHER RESOLVED that official letters of commendation be sent to each of these outstanding Reservists and to the commander of the 304th Squadron who supervised their training, and

BE IT FURTHER RESOLVED that copies of the commendations be sent to the Chief of Air Force Reserve, Department of the Air Force, Washington, D.C.

Adopted by

Department of Oregon

(Date) 15 May 1971

ATTEST: Roger [illegible]

(Signature of Department President)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

14 MAY 1971

Lieutenant Colonel James Barnard
304 Aerospace Rescue and Recovery Squadron
Portland International Airport, Oregon 97218

Dear Colonel Barnard

We are all very proud of the 304th here at the Office of Air Force Reserve for the manner in which you responded to an Air Force request in supplying aid to an injured Russian Seaman.

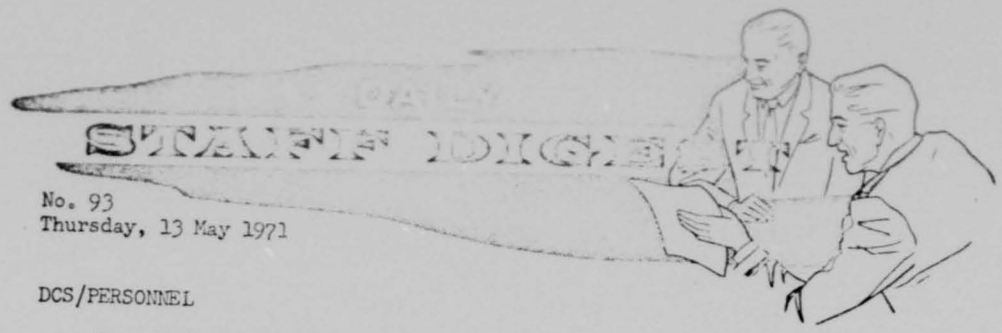
The enclosed is a copy of the first page of the Daily Staff Digest for Thursday, 13 May 1971. This publication is circulated throughout the air staff daily. We know items like this help boost the stock of the Air Force Reserve immeasurably.

Our congratulations to you and the members of your unit who participated in this mission.

Sincerely

MILTON E. MITLER, Colonel, USAF
Chief, Liaison and Information Div
Office of Air Force Reserve

1 Atch
1st pg, Staff Digest



STAFF DIGEST

No. 93
Thursday, 13 May 1971

DCS/PERSONNEL

1. GENERAL OFFICER APPOINTMENT TO BE EFFECTIVE 1 JUNE 1971 U

To Be Temporary Brigadier General

Col Edward P. McNeff, TAC

(DPG, COL ELLIS, 53371)

SECRETARY OF THE AIR STAFF

2. SPECIAL TOP MANAGEMENT SEMINAR TO BE CONDUCTED BY AMETA IN THE D.C. AREA FOR CIVILIANS (GS-14 AND ABOVE) AND FOR MILITARY PERSONNEL (LT COL AND ABOVE) U

This special seminar is being offered in the D.C. area 14 - 25 June at no cost to DOD personnel. A description is contained on Page 82 of the DOD DMET Catalog 5010.16-C, dated 1 October 1970. Copies are available in directorate and comparable-level offices.

Nominations are being accepted on a first-come, first-served basis, giving priority to managers. For military personnel, contact Sgt Griffin, AF/DAB, extension 53021. To nominate civilians, submit DD Form 1556 and AFHQ Form 19 to AF/ESSPC. The names of possible civilian nominees should be telephoned ahead to:

(ESS, MRS FREEMAN, 57158)

OFFICE OF THE CHIEF OF AIR FORCE RESERVE

3. USAFR PARARESCUEMEN AID RUSSIAN SEAMAN U

On 8 May, the Air Force Reserve's 304th Aerospace Rescue and Recovery Squadron, Portland International Airport, Oregon, dropped a three-man pararescue team at sea to aid a Russian seaman injured in a shipboard accident. Heavy seas precluded any other approach. The seaman, Kuraev Vladimir Vasiljivich of the Russian ship Pachenda, a 278-foot refrigerated fish processing ship and mother ship for a fishing fleet operating off the coast of Oregon, had suffered multiple injuries of the upper back and skull. The team stayed aboard the ship and provided care for the injured man until 10 May when the seaman was transferred to a hospital in Astoria Bay, Oregon, by a Coast Guard helicopter and the pararescue team was picked up by a Coast Guard cutter.

(REL, COL MITLER, 71761)

PUBLISHED BY THE
SECRETARY OF THE AIR STAFF
SE-1041 EXT 74875

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN AIR FORCE RESERVE REGION (AFRES)
HAMILTON AIR FORCE BASE, CALIFORNIA 94934

REPLY TO ATTN OF: CC

24 May 1971

SUBJECT: Letter of Appreciation

TO: 304 ARRSq (Comdr)

1. It is indeed a pleasure to forward the attached message from General Moore expressing congratulations and appreciation for the resourcefulness displayed by members of your unit in the recent mission to assist an injured Russian seaman.

2. The manner in which this mission was accomplished not only reflects individual capability, but also enhances the image of the Air Force Reserves. Please convey my appreciation to all personnel contributing to the success of this rescue mission.

3. Request that appropriate comment be made in the military performance ratings of those who participated in this mission, as well as appropriate award consideration.

RUSSELL F. GUSTKE, Brig General, USAFR
Commander

1 Atch
AFRES (CC) Msg

UZYUW RUVRAAA4422 1441323-UUUU--RUVRAAA.

ZNR UUUUU

R 241230Z MAY 71

FM AFRES

TO WESTERNAFRR HAMILTON AFB CALIF/CC

BT

UNCLAS CC

PERSONAL FROM MOORE TO GUSTKE. THIS MSG IN THREE PARTS. PART I. THE FOLLOWING HQ ARRS MSG CC 172200Z MAY 71, TO COMD, 304 ARRSG, IS QUOTED FOR YOUR INFORMATION: QUOTE - PLEASE PASS MY SINCERE APPRECIATION TO ALL CREW MEMBERS AND SUPPORT PERSONNEL FOR THEIR PROFESSIONAL PERFORMANCE IN THE RECENT SUCCESSFUL MISSION TO ASSIST AN INJURED RUSSIAN SEAMAN. YOUR RAPID RESPONSE TO THIS MISSION WITH INTERNATIONAL IMPLICATIONS ONCE AGAIN CLEARLY REFELCTED YOUR TRAINING DEDICATIONAND HIGH MOTIVATION. WELL DONE. UNQUOTE. PART II. ON 8 MAY, THE 304 ARRSG RESPONDED IMMEDIATELY TO A REQUEST FROM THIS HEADQUARTERS ANDARRS TO SUPPORT COAST GUARD REQUEST FOR ASSISTANCE ON MISSION 42-058. THE 304TH HU -16 FLEW SUPPORT TO AN INJURED SEAMAN ABOARD A SOVIET VESSEL APPROXIMATELY 600 MILES

PAGE 2 RUVRAAA4422 UNCLAS

OFF THE COAST OF OREGON. THREE PJ'S WERE DROPPED AND RENDERED ASSISTANCE UNTIL VESSEL WAS CLOSER IN AND COAST GUARD HELICOPTER COULD FLY OUT AND REMOVE PATIENT. PJ'S WERE LATER TRANSFERRED ABOARD 44-FOOT MLB, TRANSPORTED TO ASTORIA,ORE, AND RETURNED TO HOME STATION. PART III. IT IS ALWAYS A PLEASURE TO RECEIVE CORRESPONDENCE RECOGNIZING THE OUTSTANDING PERFORMANCE OF AIR FORCE RESERVE PERSONNEL . PLEASE CONVEY MY THANKS TO ALL PERSONNEL WHO PARTICIPATED IN THE TIMELY AND SUCCESSFUL COMPLETION OF THIS RESCUE EFFORT. IT IS THIS TYPE OF DEVOTION TO DUTY THAT REFLECTS SO FAVORABLYP ON THE COOPERATVIE ATTIUDE OF THE AIR FORCE RESERVE.

BT

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MAY 24 14 23 '71

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READING FILE

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Action CC

Info

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO ATTN OF: REL

SUBJECT: Appreciation

TO: Lieutenant Colonel James Barnard
304th Aerospace Rescue and Recovery Squadron
Portland International Airport, Oregon 97218

1. Please extend my grateful appreciation to members of your unit who recently took part in the rescue mission off the Oregon coast in aiding the Russian seaman injured at sea last week. I would like to express particular appreciation to Master Sergeant Gary A. Wyant and Airmen First Class Charles R. Ek and John M. Pierson for their professional performance as members of the pararescue team.

2. I am always pleased to learn that members of the Air Force Reserve respond to an emergency situation in such a fine manner. The response in this case takes on added significance in view of the international aspects of the assistance rendered.

3. Again, please extend my thanks and appreciation to all concerned for a job well done and for reflecting credit on themselves and the Air Force Reserve.

HOMER L. LEWIS, Maj Gen, USAF
Chief of Air Force Reserve

Underwrite Your Country's Might - Buy U.S. Savings Bonds

Salem, Oregon Capital Journal May 20, 1971

Paramedics 'take a dive' to save life of a seaman

By CAROL SUTTON
Capital Journal Correspondent

NEWPORT — Three U.S. Air Force paramedics who jumped into chilly water 600 miles at sea to save a man's life were commended here this week.

The three men, Master Sgt. Robert S. Loud, 40, Reno, Nevada; Staff Sgt. Terry M. Wells, 23, Letts, Iowa, and Airman 1st Class John Richardson, 19, Portland, jumped into the ocean southwest of Newport Sunday morning in answer to a call for help from the Japanese vessel World Pride.

Lui Fai, a 55-year-old seaman, has a bleeding ulcer and was in critical condition. The paramedics were dispatched from Hamilton Air Force Base in California via the U.S. Coast Guard.

"It was wet and cold — near 50 degrees," Sgt. Loud said of the jump. The men wore wet suits and carried 160 pounds of gear. It took about an hour for the World Pride to locate the paramedics and get them on board, due to winds and 8-foot swells.

Fai had no pulse when the men boarded the ship. He was given intravenous feeding and watched until Monday morning.

"We are not doctors, but we treated him as best we could with the limited supplies we were able to bring," Sgt. Loud said. Fai, who weighed less than 100 pounds, couldn't speak English but indicated his appreciation by clutching the arms and hands of the paramedics, Sgt. Loud said.

The aircraft which had brought the paramedics hovered over the ship for three hours with a doctor on board, with whom the airmen could communicate by radio.

When the ship got within 160 miles of shore, the Coast Guard dispatched a helicopter to pick up Fai and take him to a hospital.

The Columbia Hospital in Astoria reported today that Fai is "doing well" and is in good condition.

"The critical point of the mission was the patient's condition — his life was hanging in the balance," Sgt. Loud said. "Our main objective was to deliver the man to a hospital alive."

Sgt. Loud is a veteran of 11 years in the Aero Space Rescue and Recovery Service. This was the first mission for Sgt. Wells and Airman Richardson.

Sgt. Loud and Sgt. Wells were brought back to Newport by the World Pride, which docked to take on a load of logs for Japan. Richardson accompanied Fai in the helicopter.

The men returned to Hamilton Air Force Base after receiving congratulations from Capt. Doyle Porter from the Coast Guard Station at Coos Bay. He thanked the men on behalf of Rear Admiral Mark A. Whalen, commander of the west coast area.

THE SUNDAY OREGONIAN, MAY 16, 1971

Airport control tower to open for visitors

The public will get a look behind the scenes at Portland control tower between 4 p.m. and 9 p.m. Tuesday, May 18, A.B. (Bill) Bush, chief controller, announced.

Visitors will be met at the elevator on the lobby level and escorted by a controller on a tour of the training room, the IFR room where aircraft flying on instruments are controlled by radar, and the airport control tower itself on top of the air terminal building, Clinton B. Wilkinson, coordinator, said.

The open house, celebration of National Department of Transportation Week, marks the 51st anniversary of the Federal Aviation Administration.

There will also be a display of aircraft on the ramp at the south side of the terminal building, including a Northwest Airlines Boeing 707-320C, one of the National Guard's new F101 Voodoo interceptors, an Air Rescue HU16 amphibian, an Army Huey helicopter, an Army Beaver, a Goose amphibian from McKinnon Industries; and late models of Beechcraft, Cessna and Piper aircraft, plus four antique aircraft, Wilkinson said.

National Guard Voodoos may fly by in an aerial salute at 7 p.m., Wilkinson reported. Towers at Troutdale and Hillsboro airports will be open to the public from noon to 7 p.m. Saturday, May 22.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

24 May 1971

Portland Control Tower
7000 N. E. Airport Way
Portland, Oregon 97218

Lt. Col., James H. Barnard
Commanding Officer
304th Aerospace Rescue & Recovery Squadron
Portland International Airport
Portland, Oregon 97218

Col. Barnard:

Our Open house and the static display of aircraft held at Portland International Airport 18 May 1971 was a great success. Many favorable public comments were received regarding the variety of aircraft on display.

We extend our thanks to you, Col. Meredith, and those persons in your organization responsible, in any way, for participating in National Transportation Week festivities at Portland Airport. For your information, over one thousand people toured the control tower and radar room for a brief look at, 'what it's all about' in our industry, aviation and air traffic control.

Sincere thanks for your participation.

Wendell P. Haley

Wendell P. Haley
Acting Chief, Portland Tower

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

24 May 1971

Portland Control Tower
7000 N. E. Airport Way
Portland, Oregon 97218

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Commanding Officer
304th Aerospace Rescue & Recovery Squadron
Portland International Airport
Portland, Oregon 97218

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Wendell P. Haley
Acting Chief, Portland Tower

EXPLORER SEARCH & RESCUE POST 631
4322 S.E. 112th AVE.
PORTLAND, OREGON 97266
EMERGENCY PHONE NOS. 761-5515.

May 13,1971

Lt/Col. Barnard, Commander.
304th A.R.S.
U.S. Air Force Reserve.

Dear Col. Barnard;

On behalf of the 1971 Pacific Northwest Search & Rescue Conference I would like to thank you for the very fine display of para-rescue gear. All who saw the display were very much impressed. We were looking forward to the air drop but all understood the reason for the diversion. A life was saved and that is the most important thing. Please thank Tsgt. Smith for taking his time to be with us.

Once again, thank you for your help. I hope we may look forward to the Air Forces participation in future conferences.

Sincerely:

John Olson, Advisor.
Explorer Post 631.

Baker, Oregon Democrat Herald May 19, 1971

Aircraft will land on Saturday

Another aircraft will visit Baker in conjunction with National Transportation week, and this time it will land. The public will have a chance to view it and ask the crew questions about it.

The HU 16 Albatross, a prop driven two engine amphibian plane, will land at the Baker Airfield Saturday, between 10:30 and 11 a.m. It will remain on the ground for three to four hours for public viewing.

The crew, which normally includes two pilots, one radio operator, one flight engineer, one navigator, and two pararescue men, will answer questions about the plane.

The Albatross will be flown by the 304th Air Rescue and Recovery Squadron, Portland, a component of the Air Force Reserve and commanded by Lt. Col. James H. Barnard.

According to John M. Poorman, Jr., a former Air Force officer, the aircraft's mission is search and recovery, primarily of aircraft.

"Last week, for example, this plane dropped three rescue men next to a Russian trawler 600 miles off the coast," Poorman said. "They stayed with an injured man until the trawler got within 25 miles of shore and the Coast Guard could pick him up."

Joe Vershnik, Baker, who arranged for the B-52 fly-over Monday, is also responsible for the scheduled landing of the Albatross, Poorman said.

Baker, Oregon Democrat Herald May 19, 1971

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Baker, Oregon Democrat Herald May 25, 1971

Jumpers will land at airport

Three para-medic jumpers will be released over the Baker airport Saturday morning by the HU16 Albatross amphibian plane before it lands for viewing, according to Lee R. Hopkins, Baker Flight Service facility chief.

Hopkins said that Col. Ross Meredith, operations and traffic officer for the 304th Air Rescue and Recovery Squadron, told him that the Albatross will leave Portland at 8:30 a.m. Saturday and is scheduled to arrive in Baker between 10:30 and 11 a.m.

"It will land and discharge one man," Hopkins said. "Then it will take off again and release three jumpers who will land at the airport."

Hopkins noted that two of the three jumpers are the same men who dropped into the ocean last week to aid an injured Russian seaman.

The Albatross will be at the airport for about four hours. Six men will be available to answer questions and the public will also have a chance to view the plane.

Saturday's activities will bring to a close the open house held by the Baker Flight Service this week in conjunction with National Transportation Week.

Albatross crew explains rescue operations

Photos and text
By HELEN GILMAND
D-H Staff Writer

Winds of 17 miles per hour with gusts up to 41 mph Saturday prevented a jump by six para-medics from the HU 16 Albatross scheduled over the Baker airport.

Baker residents, however, were not completely disappointed as they had a chance to view the interior of the prop driven two-engine rescue plane, flown by the 304th Air Rescue and Recovery Squadron, Portland, a component of the Air Force Reserve. A congenial crew of 10 was on hand to explain the complicated-looking instruments and to describe methods used during rescue operations.

According to Lee R. Hopkins, Baker Flight Station facility chief, approximately 1,000 people came to the airport to view the plane. "They were lined up for about an hour and a half," Hopkins said.

The Albatross landed at 10:20 a.m. and departed at 4:45 p.m. About 20 minutes before final take-off, Lt. Col. Ross Meredith, pilot; Lt. Col. Ray Kincaid, co-pilot and a crew of two, made a sweep over the airport leaving a trail of smoke behind the plane. The accuracy which marks their profession was demonstrated when a dummy was thrown from the plane, landing about 100 yards from the terminal, in spite of the strong wind gusts.

Accompanying Col. Meredith and Col. Kincaid were Lt. Col. Robert Koenig, M-Sgt. Mike Smith, M-Sgt. Gary Wyant, S-Sgt. Mike Cooney, T-Sgt. Patrick Riggs, Sgt. John Colgate, Airman John Pierson and Airman Charles Ekk.

The para-medics expressed disappointment at not being able to demonstrate their jumping and rescue techniques.

"We would like to get them back when the weather is more cooperative," Hopkins said.



JOHN POORMAN, Jr., Baker, a former Air Force officer talks to Lt. Col. Ross A. Meredith, pilot of the Albatross and two members of the crew Saturday when the plane was open for viewing. About 1,000 people took advantage of the opportunity to see the plane.

Joe Vershnik, Baker, who arranged for the B-52 fly-over last Monday, was responsible for the scheduled landing of the Albatross Saturday.

National Transportation Week and the open-house at the Baker Flight station ended Saturday.

"Things are back to normal out here," Hopkins said this morning.



A HU16 ALBATROSS amphibian plane was open for viewing Saturday afternoon at the Baker airfield. The plane is flown by the 304th Air Rescue and Recovery Squadron, Portland, piloted by Lt. Col. Ross A. Meredith.



M-SGT. MIKE Smith explains the operation of the Albatross to an interested Baker resident, seated on his right. A crew of 10 was available to show the plane and explain rescue operations.

May 25, 1971

John M. Poorman
3249 River Park Drive
Baker, Oregon 97814

Lt/Col Ross Meredith, Operations Officer
304 ARRS
Portland Air Base
Portland, Oregon 97218

Dear Lt/Col Meredith:

Thank you very much for coming to Baker.

Your appearance was the most exciting thing to happen in Baker since Paint Your Wagon was filmed here. More than 1,000 people came out to see your aircraft. This is over 10% of the total population! Everyone who saw it was impressed by not only the aircraft, and it's versatility, but also by the professional competence displayed by the crew. The open house was held to stimulate local interest in aviation and because of your participation this was accomplished.

Enclosed are copies of the local newspaper and several photographs which may be of interest to you.

Again, thank you very much for your cooperation. It is greatly appreciated.

Cordially,

John M. Poorman

Encls:

Baker County Chamber of Commerce
1717 MAIN STREET ★ (503) 523-5855
BAKER, OREGON 97814

June 16, 1971

Lt. Col. James Barnard
304th Space ARRS
Portland Air Base
Portland, Oregon 97218

Dear Col. Barnard:

In behalf of the Baker County Chamber of Commerce and the citizens of Baker County, we would thank you and your Squadron for putting on a very interesting and informative program here in Baker.

It was our good fortune that a few of us were able to have lunch with members of your Squadron who were here and to get personally acquainted with them and learn more about your operation and important work. It was stated by some members of your Squadron that they would like to return again to Baker in the near future and put on another program. We hope this can be arranged, and if so, would be very willing to cooperate and work with you to bring them again to this County.

Very truly yours,

BAKER COUNTY CHAMBER OF COMMERCE

Orville B. Cary
Vice President

OBC;s

THE OREGONIAN, Portland, Ore, 23 Mar 71

Rescue Unit Gets Copters

The Portland-based 304th Aerospace Rescue and Recovery Squadron will receive from six to eight new helicopters in an Air Force move to update Reserve and National Guard equipment.

The Air Force announced the action, which affects 21 bases across the country, in Washington, D.C., Tuesday.

The 304th operations officers, Lt. Col. Ross A. Meredith, said the unit's six amphibious HU16 helicopters would be replaced by H34 helicopters.

Col. Meredith said he had no indication of other changes slated for the 304th. He said the 25 pilots in the 179-member reserve unit would be retrained in the new helicopters.



RESCUE CHOPPER — First of new Air Rescue Squadron hovers for Lt. Col. HH34 Choctaw helicopters for 304th C. Bernard, left, and Maj. Art Bennett.

Rescue, recovery group gets wings clipped by rotor blades

Oregon's 304th Aerospace Rescue and Recovery squadron, manned by Air Force reservists, is shedding its wings for rotor blades.

The squadron is being reorganized to fly helicopters instead of the triphibious HA16s which it has flown for the past 14 years, Lt. Col. Charles Barnard, squadron commander, reported.

First of the HH34 Sikorsky Choctaws was flown up this week, seven more will be received during the next month.

Four of the squadron's HA16 Albatrosses have already left the base. The six remaining four are scheduled to depart during the next month.

The Choctaw, powered by a single reciprocating engine, will be capable of hovering for mountain rescues at above 6,000 feet, Barnard said.

The 12-passenger craft has a top speed of about 100 miles an hour and a maximum range of 375 miles, which limits its capability to land rescue missions.

Reorganization involves cutting the squadron strength from 150 to 138 officers and men, Barnard said. The only pilot, Maj. Art Bennett, to be qualified as an instructor on the Choctaw, it will be about five months before the squadron will be fully operational.

The squadron will be assigned a mission called MAST — military assistance to safety in transportation — which will permit the squadron's pilots to be called in by State Police or other traffic officers to aid in rescue of auto crash victims on the highways.

Commissioner Francis Ivancie Thursday asked Rep. Wendell Wyatt to intercede with the Air Force in an effort to retain three of the HU16s.

Ivancie pointed out that loss of the long range twin-engined Albatrosses would cripple the squadron's rescue capabilities.

Portland's Whirly-Bird Rescuer



FIRST OPERATIONAL Choctaw (HH34J) rescue helicopter received by Portland's 304th Aerospace Rescue and Recovery Squadron hovers above ground at Portland International Airport. It is first of eight to arrive, came to Portland disassembled on Air Force Globemaster and was put together here. Helicopters will replace twin-engine HU16 Grumman Albatross planes Air Force Reserve unit has been using for Northwest rescues.

THE OREGON JOURNAL, THURSDAY, JUNE 17, 1971

JOURNALTOWN

OMSI Offers Opportunity For Young Aviation Buffs

By MARTIN CLARK

Portland area youngsters interested in aviation will have an exceptional opportunity to examine all aspects of the subject in a class sponsored by the Oregon Museum of Science and Industry, starting next Tuesday.

The class will meet twice a week for four weeks in the Oregon Air National Guard hangar at Portland Air Base. Instructors will be pilots, ground technicians and other experts working full time in their specialties.

Directed by officers of the Air Guard, students will visit the control tower at Portland International Airport, see an actual briefing for pilots flying the F101 "Voodoos" of the Guard . . . have an opportunity to learn how aviation weather forecasts are made at the FAA Weather Station . . . and learn the principles of jet propulsion in a visit to the aircraft maintenance section at the base.

All other aspects of aviation, commercial, general, and military, will be covered in visits to the facilities involved and talks from experts in the field.

The Civil Air Patrol, Forest Service, commercial airlines and the Air Reserve also will cooperate in the course.

A special treat will be a demonstration of the complex flight simulator for the F101.

The class is open to boys and girls in grades 8 through 12. For details call OMSI at 224-9500.

Many other interesting classes at OMSI also are accepting registration.

THE OREGONIAN, THURSDAY, JUNE 17, 1971

Awards given 3 reservists

Three Air Force Reserve paramedics of the 304th Aerospace Rescue and Recovery Squadron were presented with heroes' awards at a meeting of the Military Affairs Committee of the Portland Chamber of Commerce Tuesday.

M. Sgt. Gary Wyant, 2[illegible] and Airmen I.C. Charles Fl[illegible] 22, and Joan Pierson, 2[illegible] were decorated for jumping into the open sea 600 miles off the Oregon Coast to help save the life of a Russian seaman, Vladimir Nuraev, aboard the Russian trawler Pecheng, May 10.

Col. Roger Ritchie, president of the Oregon department of the Reserve Officers Association, presented each with copies of a special award voted by the ROA.

Robert Dunn, director for the state Board of Aeronautics, presented Airman Pierson with a special Certificate of Distinguished Achievement "for your unselfish disregard of your own safety on a mercy mission under extremely hazardous conditions."

3 Honored For Rescue Far At Sea

By ROLLA J. CRICK
Journal Staff Writer

Three members of Portland's 304th Aerospace Rescue and Recovery Squadron have been cited for a rescue 600 miles at sea off the Oregon Coast which, soon, will be impossible for the squadron to repeat because of "progress."

At a meeting of the Portland Chamber of Commerce Military Affairs Committee, M. Sgt. Gary Wyant and two paramedics, John M. Pierson and Charles R. Ek, were honored for a jump into the ocean in May to rescue a Russian seaman and "for helping improve relations with the Soviet Union."

Later, Lt. Col. James H. Barnard, commander of the Portland International Airport-based Air Force Reserve unit, announced the 304th's aircraft and mission are being changed.

THE UNIT is receiving eight HH34 helicopters from the U.S. Navy, especially modified to meet search-and-rescue requirements. They will be utilized in expected expansion of the Military Assistance for Safety in Transportation (MAST) program in which persons injured on highways and elsewhere can be airlifted to hospitals by helicopters.

The unit is losing its HA16 aircraft, the type that made the sea rescue possible because of its long flying range.

Col. Barnard declined to comment on the switch, other than to point out some distinct advantages to the helicopters in the new 304th mission. However, members of the Chamber committee and City Commissioner Francis Ivancie, a guest, deplored the fact that all of the fixed-wing aircraft are being removed from the squadron.

FOUR OF THEM already are gone from Portland, two more go this week and the final two at the end of August.

One of the new helicopters is here — it arrived in 14 boxes aboard an Air Force C124 and has been assembled by mechanics following instruction books — and seven more are coming.

One was due Monday and one every 10 days after that until eight are here. They are coming from Pensacola, Fla.

The HH34s are new to the Air Force inventory. Known as the Choctaw and first developed in the 1950s for use in antisubmarine activities, they are equipped with a 600-pound-capacity hoist for lifting personnel from the ground. A 5,000-pound cargo sling also can be attached to the underbelly.

THE CABIN area can accommodate 12 persons seated or 8 persons in litters. A normal crew will include pilot, copilot and mechanic. Pararescue technicians may be added.

With the change of mission, the 304th's strength is being reduced from 180 to 108 men and officers. Two Choctaw instructors are on hand in Portland now and 29 crewmen are at Ft. Rucker, Ala., undergoing training. Five of them are due back July 1, six Aug. 1 and four in September.

The Choctaws have a three-hour range and cruise at 90 miles per hour, so it is impossible for them to assist in rescues far at sea.

THE COAST GUARD is expected to participate in ocean rescues in the future.

At the moment, one Portland hospital — Woodland Park — has an active heliport. Other Oregon hospitals with heliports are at Tillamook, Seaside, Cottage Grove, Pendleton, Stayton, Redmond, Baker and Medford.

Three paramedics receive hero awards

Three Air Force Reserve paramedics of the 304th Aerospace Rescue and Recovery Squadron, Portland, were presented with heroes' awards at a meeting of the Military Affairs Committee of the Portland Chamber of Commerce Tuesday.

The trio was among the crew of 10 aboard the HU16 Albatross which was open for viewing on May 22 at the Baker Airport during National Transportation Week. A jump was scheduled, but was called off due to high winds.

M. Sgt. Gary Wyant, 28, and Airmen 1C Charles Ek, 22, and John Pierson, 22, were decorated for jumping into the open sea 600 miles off the Oregon coast on May 10 to help save the life of a Russian seaman, Vladimir Nuraev, aboard the Russian trawler, Pecheng.

Col. Roger Ritchie, president of the Oregon Department of the Reserve Officers Association, presented each with copies of a special award voted by the ROA.

Robert Dunn, director for the state Board of Aeronautics, presented Airman Pierson with a special Certificate of Distinguished Achievement "for your unselfish disregard of your own safety on a mercy mission under extremely hazardous conditions."

According to Joe Vershnik, chairman of the Aviation Committee of the Baker County Chamber of Commerce, the Albatross may make a return visit to Baker in mid-July at which time six paramedics will demonstrate their jumping skills.

"We are getting in touch with Lt. Col. Ross A. Meredith, operations and traffic officer for the 304th ARRS, to work out the details," Vershnik said.

Enclosure 1
15

UNITED STATES NATIONAL BANK OF OREGON

June 16, 1971

Colonel Jim Barnard
Commander
304 Aerospace Rescue and Recovery Sq.(Reserve)
Portland Air Base
Portland, Oregon

Dear Sir:

I would like to thank you for your cooperation in providing us at the Hood River Lions Club with a most enjoyable and informative program.

Your two representatives, Sgt. Wyant and A 1/c Ringer, were and are a credit to your reserve group.

Yours truly

Gary Clark

Gary Clark
Assistant Manager

HOOD RIVER HEIGHTS BRANCH
1309 12TH STREET
P. O. BOX 420, HOOD RIVER, OREGON 97031
HEAD OFFICE — PORTLAND

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H. BRUCE HAMILTON, Principal
12210 S.E. CLARK STREET 255-5160 PORTLAND, OREGON 97216

June 18, 1971

Sgt. Walter Jones
304th Aerospace Rescue and Recovery Squadron
5501 N.E. Cornfoot Drive
Portland, Oregon 97218

Dear Sgt. Jones;

I want to take this opportunity to express our thanks and appreciation to you for being so helpful to Mrs. Sharon Aust and the students in our Voyageur program.

Your cooperation and understanding was especially helpful when our youngsters visited. The information and experience gained from these visits should be of value to these students as they grow.

We certainly hope to continue our Voyageur program and intend to make it increasingly more valuable for those students served. Thanks again for your help.

Sincerely yours,

Bruce Hamilton

Bruce Hamilton
Principal

P.S. with thanks to Sgts. French and Warren

BH;lb

History 305th Air Rescue Squadron



1 January 1960
THROUGH
30 June 1960

305TH AIR RESCUE SQUADRON (RESERVE)
United States Air Force
Selfridge Air Force Base, Michigan

REPORTS CONTROL SYMBOL

AU-D5

REPORT OF HISTORICAL DATA

1 JANUARY 1960 THROUGH 30 JUNE 1960

PREPARED BY: CHARLES D. KILPATRICK
Major, AFRes
Commander

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Training & Status Report . . . . (As of 30 Jun 60)	

PREFACE

Previous historical data concerning this squadron has been included in past histories of the 2467th Air Reserve Flying Center. Being the initial historical report of the 305th Air Rescue Squadron (Res.) as a separate organization, it is appropriate that a brief review be presented to preface the current report.

The 305th ARS (Res.) was organized on 8 April 1958 at Selfridge Air Force Base, Michigan, as the fifth and newest Reserve Air Rescue Squadron. Major Dodson B. Graybeal was the first commander. Under the direction of and with assistance from the 2467th Air Reserve Flying Center commanded by Captain James E. Barbour, Jr., the new unit began to recruit and train for its mobilization mission which is to conduct Search and Rescue operations in the area assigned by the gaining command, Military Air Transport Service, through Air Rescue Service.

With but one SA-16A aircraft assigned aircrew training would have been exceedingly difficult had not Air Rescue Service with headquarters at Orlando Air Force Base, Florida, provided spaces for aircrew training at its West Palm Beach, Florida, and Mobile, Alabama, schools. Two additional SA-16A aircraft were received during March 1959 and the fourth one subsequently. The unit manning document was predicated on four authorized aircraft and it is interesting to note that not until almost one year after the organization date did the unit receive this second aircraft, and, which

by being 50% of authorized, established 1 April 1959 as the starting date to meet operational readiness criteria established by Continental Air Command.

In May 1959 Major Dragi C. Lazin succeeded Major Graybeal as Commander when the latter was reassigned to the 96th Troop Carrier Squadron (Res.) at Minneapolis, Minnesota as Air Reserve Technician Commander.

During October 1959 the rumor that the 305th ARS would be reorganized under the Air Reserve Technician concept of management became a reality. A revised manning document was received authorizing 24 officers, 66 airmen, and one civilian of whom five officers and thirty-three airmen were to be Air Reserve Technicians. The civilian personnel office prepared registers of eligibles and Captain Barbour began selecting the ART personnel. By 1 January 1960 most airmen technicians had been selected and hired but officer selections had not been completed or approved.

N A R R A T I V E

With the advantage of hindsight the historian has drawn an analogy between the squadron for this six month period, and the weather sequence report for Selfridge Air Force Base at 1525 Zebra, 1 January 1960, which read: WOX 1/16 F Calm or ceiling indefinite, zero - visibility - one sixteenth of a mile - fog - wind calm. With the exception of one pilot and one flight mechanic none of the squadron personnel had rescue experience prior to assignment to the 305th. A year and a half had been expended in developing for this new mission under the ARFC plan of management and now a new concept, the ART program, was replacing the original; in fact, they were overlapping. In the minds of the Reservists the present and future were as clear as the referenced weather report.

On 1 January 1960 reorganization had progressed to where most airmen ART positions were filled. Five in Maintenance and one in Personal Equipment were blocked by status quo personnel. Experience has proven the selections were generally excellent. In fact, the people filling some key positions were so well qualified they later accepted higher paying positions elsewhere on the base and were subsequently lost to the program. The Personnel and Administration supervisor (a highly qualified individual) resigned because he believed more was required of him than he could

accomplish with available resources of personnel and time. Others faced the same problems but elected to stay to make the program succeed. To these must go any credit due the unit, for holding it together during trying times.

In mid-January the first two ART officers were selected. They were assigned to the Operations & Training Officer and Instructor Pilot positions. In February the Squadron Navigator was selected and assigned, and in the latter part of March Major Charles D. Kilpatrick was reassigned from his ART element position of Operations Officer with the 96th Troop Carrier Squadron, Minneapolis, Minnesota, to replace Major Lazin as commander. During April the Aircraft Maintenance Officer was assigned, completing the officer complement of the ART program.

The historian has no evidence that the assignment of ART personnel to most sections of the squadron created any difficulties or special problems except in Operations. It should be noted that not one ART officer had previously been assigned to the 305th. Major Kilpatrick, as stated before, had come from Minneapolis; Captain Moore, Operations & Training Officer, had come from a technician assignment with the Washington, D. C. Air National Guard; Captain Lloyd, Instructor Pilot, from the 440th Troop Carrier Wing at Milwaukee, Wisconsin; Captain Weintraub, Squadron Navigator, from the 64th Troop Carrier Squadron, Chicago, Illinois; and Captain Geiger, Maintenance Officer, from the 403d Troop Carrier

Wing, Selfridge AFB, Michigan. None had ever flown SA-16 aircraft. Most of the key non-commissioned officers had also transferred from the ART element of the 403d TCW; e.g. CMSgt. Krantz, TSgt. Dulaney, TSgt. Waishkey. MSgts. Bull and Young (Personnel & Administration and Supply supervisors respectively) accepted assignments directly upon retirement from active duty with the Air Force. Both were subsequently lost for reasons previously stated. The purpose here is not to evaluate the stability of the early days of the ART program but to emphasize that the ART personnel had not previously been part of the 305th and that the non-ART Reservists had imposed upon them entirely alien, and in some instances less qualified, people to train them.

To support the latter, Captains Moore and Lloyd were immediately sent to the Air Rescue Service SA-16 transition school at Mobile, Alabama, which closed down shortly after their arrival. They returned to Selfridge where the ARFC instructor pilots continued their land transition almost to the exclusion of other Reserve aircrew training. Flying hours had not been allocated for this "crash" training of the ART Operations Officer and Instructor Pilot. Consequently, the hours were extracted from the already limited allocation for all the aircrews. This encroachment on flying time and instructor time continued after the ice went out of adjacent Lake St. Clair and the two key operations pilots went into water transition.

There was no open rebellion or resentment evidenced by the aircrews, but the commander's statement of policy that the 305th would always be, ". . of the Reserves, by the Reserves, for the good of the United States", was losing its sincerity. In the minds of some it appeared it should be changed to ". . by the ART and for the ART".

To offset any such thinking by giving evidence that sacrifices were also part of the ART element, the commander restricted himself and his Maintenance Officer (who had a requirement to become instructor pilot qualified within six months) to minimal flying.

The qualified ARFC personnel phased out as ART personnel were assigned. The manning strength was greater in the former element and the personnel were more familiar with the program than their successors. In certain areas such as budget and training specialists, the functions were not carried over to the ART program and people with no previous experience had to perform them as additional duties.

Although the people assigned to the various units merged without difficulty they encountered some real problems, which lend evidence that the squadron was not handed over to them on a silver platter. Aircraft maintenance under ARSM 66-1 had not been instituted, bench stocks and special tools (e.g. propeller tools)

were not established. SA-16B aircraft replaced the A models, bringing with them an unusually large number of deficiencies to be cleared by the Maintenance Section. It was rare for one of these aircraft to fly two successive missions and not until each had gone through its first periodic inspection at the station was there noticeable improvement. There were no communications mock-ups or equipment for the rescue coordination center. Aircraft were reported operationally ready although sustenance kits were not available.

The supply account was accepted by MSgt. Young after being inventoried in January. The first setback in this field was "Project Big Count", which cancelled all requisitions including 30% of UAL authorizations. Some requisitions were resubmitted subsequent to 1 March 1960, others could not be forwarded until after 30 April. All essential source documents were not on hand nor were all received by the end of this period.

The Personnel & Administration Section did not escape without problems. A seasoned active duty IG inspector, MSgt. Bull (retired) and capable A/1C Sherard, Personnel Specialist, determined that officer and airman personnel records were not in good condition, that publications requirements had to be established, that sound administrative practices were needed, and that personnel in all elements of the program had to be trained to appreciate and be guided by published directives.

Command was not without conflict during these difficult months. It recognized flaws in training, facilities, inadequate flying time, deficiencies in manning documents, its own lack of familiarity with the unit's mission, the need for mission plans, and above all the need to develop unity with as much patience as other criteria afforded. Full responsibility to assume and resolve these problems was accepted on 20 May 1960 when Tenth Air Force General Order Nr. 28, 19 May 1960, assigned the 305th Air Rescue Squadron to Tenth Air Force as a separate and responsible organization.

Is then the history of the 305th ARS for this period one of continual problems? The answer is emphatically yes. But it is not a narration of unsolved problems. All the answers were "bought"; not given. These, the problems and the answers, are the warp and the woof that will produce the fabric to sail the squadron to its intended port. Its adequacy and durability will be tested many times in the months to come.

SUPPORTING DOCUMENTS

UNIT MANNING DOCUMENT

305TH AIR RESCUE SQUADRON (RES.)

POSITION	GRADE	AFSC
Commander (ART)	Lt Col	1035A
Steno Specl	CSC GS-4	70450
Admin Clerk	A/1C	70250
Steno Specl	CSC GS-4	70450
First Sgt (ART)	MSGT	73170
Pers Specl (ART)	A/1C	73250
Apr Pers Specl	A/2C	73230
Supply Officer	1/Lt.	6424
Supply Helper	A/3C	64010
Apr Orgn Supply Specl	A/2C	64630
Apr Orgn Supply Specl (ART)	A/2C	64630
Orgn Supply Specl (ART)	A/1C	64650
Orgn Supply Supv (ART)	MSGT	64670
Pers Equip Gen Specl (ART)	A/1C	92250
Acft Maint Officer (ART)	Capt	4344
Apr A/C lor 2 Eng Mech	A/2C	43131A
Apr A/C lor 2 Eng Mech	A/2C	43131A
Apr A/C lor 2 Eng Mech	A/2C	43131A
Apr A/C lor 2 Eng Mech	A/2C	43131A
A/C lor 2 Eng Mech (ART)	SSGT	43151A
A/C lor 2 Eng Mech (ART)	SSGT	43151A
A/C lor 2 Eng Mech (ART)	SSGT	43151A
A/C lor 2 Eng Mech	A/1C	43151A
A/C lor 2 Eng Mech	A/1C	43151A
A/C lor 2 Eng Mech (ART)	A/1C	43151A
A/C lor 2 Eng Mech (ART)	A/1C	43151A
A/C lor 2 Eng Mech (ART)	A/1C	43151A
Acft Maint Insp (ART)	TSGT	43171A
Flight Chief (ART)	TSGT	43171A
Acft Maint Supv (ART)	CMSGT	43190
Admin Clerk (ART)	A/1C	70250
Plt Search Rescue (ART)	Major	1035A
Plt Search Rescue	Capt	1035A
Plt Search Rescue (ART)	Capt	1035A
Plt Search Rescue	Capt	1035A
Plt Search Rescue	Capt	1035A

POSITION	GRADE	AFSC
Plt Search Rescue	Capt	1035A
Plt Search Rescue	Capt	1035A
Plt Search Rescue	Capt	1035A
Plt Search Rescue	1/Lt	1035A
Plt Search Rescue	1/Lt	1035A
Plt Search Rescue	1/Lt	1035A
Plt Search Rescue	1/Lt	1035A
Plt Search Rescue	1/Lt	1035A
Plt Search Rescue	1/Lt	1035A
Navigator (ART)	Capt	1534
Navigator	Capt	1534
Navigator	Capt	1534
Navigator	1/Lt	1534
Navigator	1/Lt	1534
Navigator	1/Lt	1534
Apr Air Oper Specl	A/2C	27130
Air Oper Specl (ART)	A/1C	27150
Airborne Radio Opr	A/1C	29352
Airborne Radio Opr	A/1C	29352
Airborne Radio Opr	A/1C	29352
Airborne Radio Opr (ART)	SSGT	29352
Airborne Radio Opr	SSGT	29352
Airborne Radio Opr	SSGT	29352
A/C 1 or 2 Eng Mech (ART)	SSGT	A43151A
A/C 1 or 2 Eng Mech (ART)	SSGT	A43151A
A/C 1 or 2 Eng Mech	SSGT	A43151A
A/C 1 or 2 Eng Mech	SSGT	A43151A
A/C 1 or 2 Eng Mech	SSGT	A43151A
A/C 1 or 2 Eng Mech	SSGT	A43151A
Admin Clerk (ART)	A/1C	70250
Rescue Survival Specl	SSGT	B92130
Rescue Survival Specl	SSGT	B92130
Rescue Survival Tech (ART)	MSGT	B92170
Rescue Survival Tech	TSGT	B92170
Rescue Survival Tech	TSGT	B92170
Apr Rec Eng Mech	A/2C	43231
Apr Rec Eng Mech	A/2C	43231
Recpr Eng Mech	SSGT	43251
Recpr Eng Mech (ART)	SSGT	43251
Recpr Eng Mech	A/1C	43251
Recpr Eng Mech (ART)	A/1C	43251
Recpr Eng Tech (ART)	TSGT	43271

POSITION	GRADE	AFSC
Airframe Repmn (ART)	A/1C	53450
A/C & Missile Elec Rpmn (ART)	A/1C	42350
A/C & Missile Hyd Rpmn (ART)	A/1C	42152
Instrument Repmn (ART)	A/1C	42250
Acft Prop Rpmn (ART)	A/1C	42151
Small Arms Gunsmith Specl	A/1C	46251
Air Electronics Officer	1/Lt	3054
Apr Acft Radio Rpmn	A/2C	30130
Acft Radio Rpmn (ART)	A/1C	30150
Acft Radio Rpmn	SSGT	30150
Apr AC El Nav/Eq Rpmn	A/2C	30131
AC El Nav/Eq Rpmn	A/1C	30151
AC El Nav/Eq Rpmn (ART)	SSGT	30151
A/C & Missile Gd Spt Eq Rpmn	A/1C	42153

TOTALS

OFFICERS (ART) - 5

AIRMEN (ART) - 33

OFFICERS (RES) - 19

AIRMEN (RES) - 33

C O P Y

HEADQUARTERS
TENTH AIR FORCE (CONAC)
United States Air Force
Selfridge Air Force Base, Michigan

GENERAL ORDERS)
NUMBER 28)

19 May 1960

REASSIGNMENT OF AIR RESERVE UNIT: 1. The following Reserve unit is reassigned as indicated with no change in strength or mission, effective 20 May 1960.

Unit	Present Assignment	New Assignment
305th Air Rescue Squadron, Selfridge Air Force Base, Michigan	2467th Air Reserve Flying Center, Selfridge Air Force Base, Michigan	Headquarters, Tenth Air Force, Selfridge Air Force Base, Michigan

2. AUTHORITY: Air Force Regulation 20-27, 2 October 1959.

FOR THE COMMANDER:

/s/ JOHN McM GULICK
JOHN McM GULICK
Lt Colonel, USAF
Chief of Administrative Services

C O P Y

C O P Y

HEADQUARTERS
TENTH AIR FORCE (CONAC)
United States Air Force
Selfridge Air Force Base, Michigan

GENERAL ORDERS)
NUMBER 39)

9 June 1960

REORGANIZATION OF AN AIR RESERVE UNIT: 1. Announcement is made of the reorganization of the following Air Reserve unit with Organization Table composition and authorized strength as indicated, effective 14 June 1960.

Unit and Location	Organization Table Composition	Authorized Strength Officers	Airmen
305th Air Rescue Squadron, Selfridge Air Force Base, Michigan	R2215M, 1 April 1958, revised 1 March 1960, paragraph 1 and 2a, Part I (Part IIA)	26	93

2. Personnel will be furnished from sources of Air Force Reserve personnel available to the Commander, Tenth Air Force.

3. The above is a Category "D" unit for equipment purposes and is authorized Unit Essential Equipment as listed in Column 3A of the Master Equipment Allowance List, or as authorized by Headquarters Continental Air Command. The Unit Mission Equipment column of the Unit Authorization List will be prepared in conformance with paragraphs 3b and c, Air Force Regulation 67-96 and paragraph 2, Section 6, Volume XXI, Air Force Manual 67-1. Minimum quantities of clothing and individual equipment based on allowances in Table of Allowances 016, will be authorized in the Unit Mission Equipment column of the Unit Authorization List.

4. Air Force Organization Status Change Report (RCS: AF-01) will be submitted in accordance with Air Force Regulation 20-49, upon completion of action directed above.

5. AUTHORITY: Air Force Regulation 20-27 and 1st Indorsement, Headquarters Continental Air Command (TMO-6), 1 June 1960, to letter Department of the Air Force (AFOMO 40hm), 12 May 1960, Subject: Reorganization of the 301st and Certain Other Air Rescue Squadrons, Air Force Reserve Units.

FOR THE COMMANDER:

/s/ JOHN McM GULICK
JOHN McM GULICK
It Colonel, USAF
Chief of Administrative Services

C O P Y

UNITED STATES AIR FORCE RESERVE STRENGTH REPORT	TYPE OF REPORT								REPORTS CONTROL SYMBOL
		NEGATIVE		INITIAL	X	PERIODIC		FINAL	AF-P13
REPORTING PERIOD *(Include dates)*	MAJOR COMMAND		SUBORDINATE COMMAND						FOR STAT SVS USE ONLY
16-30 June 1960	ConAC		10th AF						PROCESSING CODE
RESERVE TRAINING WING *(Reg AF)*	RESERVE CENTER *(Reg AF)*		RESERVE WING						RESERVE GROUP
UNIT OR SECTION REPORTED UPON	UNIT DESIGNATION AND MAILING ADDRESS OF UNIT PREPARING REPORT								
305th Air Rescue Squadron	305th Air Rescue Squadron (Reserve), Selfridge AFB, Mich.								

1. ORGANIZATIONAL STATUS

TYPE OF ACTION A	FROM B	TO C	EDCSA OR EFFECTIVE DATE D	AUTHORITY E
No Change				

11. AF RESERVE UNIT STRENGTH *(Assigned by grade within program element-end of current period)*

TABLE A - OFFICERS AND WARRANT OFFICERS

LINE	P/E CODE	TURNOVER: TOTAL PREVIOUS PERIOD	TURNOVER: CURRENT PERIOD GAINS	TURNOVER: CURRENT PERIOD LOSSES	GENERAL OFFICERS	COLONELS	LIEUTENANT COLONELS	MAJORS	CAPTAINS	1ST LTS	2ND LTS	WARRANT OFFICERS	TOTAL	N
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	AE	20	0	0				1	9	10			20	
2	TC	5	0	0				2	3				5	
3														
4														
5														
6														
7														
8														
9														
10														
11														
12														
13	TOTAL		0	0				3	12	10			25	

TABLE B - AIRMEN

(Assigned by grade within program element-end of current period)

LINE NO.	P/E CODE	TOTAL PREVIOUS PERIOD	CURR PD GAINS	CURR PD LOSSES	CMSGT	SMSGT	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	AIRMEN BASIC	TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	AE	33	0	1					3	5	20	4		32
2	TC	4	0	0					4					4
3	TD	23	0	0	1		2	2	7	10	1			23
4	SA	1	0	0						1				1
5														
6														
7														
8														
9														
10														
11														
12														
13	TOTAL		0	1	1		2	2	14	16	21	4		60

TYPED NAME AND GRADE OF CERTIFYING OFFICIAL	SIGNATURE
CHAS D KILPATRICK, Major, AFRes	/s/ CHAS D KILPATRICK

AF FORM APR 59 283 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

UNITED STATES AIR FORCE RESERVE STRENGTH REPORT (Continuation sheet)	TYPE OF REPORT: NEGATIVE [ ] INITIAL [X] PERIODIC [ ] FINAL [ ]	REPORTS CONTROL SYMBOL: AF-P13
REPORTING PERIOD (Include dates): 16-30 June 1960	MAJOR COMMAND: ConAC	SUBORDINATE COMMAND: 10TH AF; FOR STAT SVS USE ONLY PROCESSING CODE
RESERVE TRAINING WING (Reg AF)	RESERVE CENTER (Reg AF)	RESERVE WING / RESERVE GROUP
UNIT OR SECTION REPORTED UPON: 305th Air Rescue Squadron	UNIT DESIGNATION AND MAILING ADDRESS OF UNIT PREPARING REPORT: 305th Air Rescue Squadron (Res.), Selfridge AFB, Michigan	

III. PERSONNEL ACTIONS

NAME	SERVICE NUMBER	GRADE	ORDERS REFERENCE: ISSUING HQ	ORDER NUMBER	DATE	TYPE OF ACTION: GAINS	LOSSES	OTHER
A	B	C	D	E	F	G	H	I
	AIRMEN							
WESTLEY, MARVIN D.	AF16394159	A2C	305ARS	R034	20 Jun 60		AE	

AF FORM APR 59 283a PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

TRAINING AND STATUS REPORT
(AIR RESCUE)

AIR RESCUE SQUADRON	LOCATION	COMMANDER	AS OF DATE
305Th ARS	Selfridge AFB, Michigan	Maj. C. D. Kilpatrick	30 June 1960

I STATUS

OVERALL CAPABILITY		PERSONNEL *(Other than Aircrew)*					EQUIPMENT *(OTA)*				AIRCRAFT											COMPLETE PHASE I			
		AUTH	ASGD	SEL ASGD	READY		AUTH	ON HAND	READY		TYPE AND MODEL	AUTH	POSS	IN COMM RATE LAST DAY	IN COMM RATE FORE-CAST	OP EQUIP LAST DAY	OP EQUIP FORE-CAST	OP READY LAST DAY	OP READY FORE-CAST	AVG IN COMM RATE	ASGD	LAND		WATER	
A		B	C	D	E		F	G	H		I	J	K	L	M	N	O	P	Q	R	S	T		U	
55%	65%	51	49	1	41	44	985	698	90%	95%	SA-16B	4	5	4	4	(a) 0	5	(b) 0	5	61%	4	3	4	3	4

II TRAINING

PILOTS																NAV	
CREW	OTHER	CREW								OTHER						ASGD	TRANSIT
		PILOTS						CO-PILOTS									
		LAND		WATER		OP READY		LAND		LAND		WATER		OP READY			
A	B	C		D		E		F		G		H		I		J	K
12	5	11	12	6	11	3	4	11	12	4	4	3	3	1	3	6	4

FLIGHT MECHANICS								RADIO OPERATORS				
ASGD	LAND		WATER		OP READY			ASGD	LAND			
									TRANSITION		OP READY	
M	N		O		P			Q	R		S	
6	6	6	4	6	2	5		4	3	4	1	1

III SELECTIVE ASSIGNEES

TOTAL ASSIGNED	OCCUPYING CREW POSITIONS			
	PILOTS	NAVIGATORS	FLIGHT MECHANICS	RADIO OPERATORS
A	B	C	D	E
1	0	0	0	0

IV NON-PRIOR SERVICE AIRME

NUMBER COMPLETED TRAINING	NUMBER ON ACTIVE DUTY
A	B
23	0

V SQUADRON COMMANDER'S ESTIMATE REGARDING OPERATIONAL OBJECTIVES

LAND TARGET DATE *(Quarter)*	QUARTER IN WHICH OBJECTIVE WILL BE MET [1]	WATER TARGET DATE *(Quarter)*	QUARTER IN WHICH OBJECTIVE WILL BE MET [1]	OP READY TARGET DATE *(Quarter)*	QUAR
A	B	C	D	E	
4/59	1/61	2/60	READY	1/61	

REMARKS *(Use reverse side, if necessary)*

a. No aircraft sustenance kits.
b. One aircraft in periodic. 5 aircraft no sustenance kits.
c. Complete crews limited to four (4) rather than six (6) due to need for two (2) radio operators.

VI CERTIFICATION

DATE	SIGNATURE OF SQUADRON COMMANDER	DATE	SIGNATURE OF AIR FORCE COMMANDER OR DEPUTY
6 JULY 1960	/s/ CHAS D KILPATRICK		

[1] Where objectives will be met late, an explanation of items . . eding progress of the unit will be entered in th. Remarks" column.

CONAC FORM OCT 59 36A

) STATUS REPORT (RESCUE)

AIR RESCUE SQUADRON	LOCATION	COMMANDER	AS OF DATE	REPORTS CONTROL SYMBOL
305TH ARS	Selfridge AFB, Michigan	Maj. C. D. Kilpatrick	30 June 1960	CNC-V5

STATUS

)ther than Aircrew)			EQUIPMENT (OTA)				AIRCRAFT									COMPLETE AIRCREWS							
EL SGD	READY		AUTH	ON HAND	READY		TYPE AND MODEL	AUTH	POSS	IN COMM RATE		OP EQUIP		OP READY		AVG IN COMM RATE	ASGD	PHASE I				PHASE II	PHASE III
										LAST DAY	FORE-CAST	LAST DAY	FORE-CAST	LAST DAY	FORE-CAST			LAND		WATER		OP READY	PROFICIENCY
D	E		F	G	H		I	J	K	L	M	N	O	P	Q	R	S	T		U		V	W
1	41	44	985	698	90%	95%	SA-16B	4	5	4	4	(a) 0	5	(b) 0	5	61%	4	3	4	3	4	1	2	0

TRAINING

PILOTS

CREW							OTHER						NAVIGATORS				
PILOTS					CO-PILOTS								ASGD	LAND			
	WATER		OP READY		LAND		LAND		WATER		OP READY			TRANSITION		OP READY	
	D		E		F		G		H		I		J	K		L	
12	6	11	3	4	11	12	4	4	3	3	1	3	6	4	6	3	4

FLIGHT MECHANICS					RADIO OPERATORS				TRAINING AND STATUS	
AND	WATER		OP READY		ASGD	LAND			AVG MISSIONS THIS QUARTER	STATUS (%)
						TRANSITION		OP READY		
N	O		P		Q	R		S	T	U
6	4	6	2	5	4	3	4	1	1	11.7	63.4

SELECTIVE ASSIGNEES

OCCUPYING CREW POSITIONS			
PILOTS	NAVIGATORS	FLIGHT MECHANICS	RADIO OPERATORS
B	C	D	E
0	0	0	0

IV NON-PRIOR SERVICE AIRMEN

NUMBER COMPLETED TRAINING	NUMBER ON ACTIVE DUTY	NUMBER OF DELAYS
A	B	C
23	0	0

SQUADRON COMMANDER'S ESTIMATE REGARDING OPERATIONAL OBJECTIVES

er)	QUARTER IN WHICH OBJECTIVE WILL BE MET [1]	WATER TARGET DATE (Quarter)	QUARTER IN WHICH OBJECTIVE WILL BE MET [1]	OP READY TARGET DATE (Quarter)	QUARTER IN WHICH OBJECTIVE WILL BE MET [1]
	B	C	D	E	F
	1/61	2/60	READY	1/61	1/61

cessary)

ustenance kits.
in periodic. 5 aircraft no sustenance kits.
s limited to four (4) rather than six (6) due to need for two (2) radio operators.

CERTIFICATION

SIGNATURE OF SQUADRON COMMANDER	DATE	SIGNATURE OF AIR FORCE COMMANDER OR DEPUTY COMMANDER
/s/ CHAS D KILPATRICK		

late, an explanation of items . eding progress of the unit will be entered in th. Remarks" column.

AF MAFB NY L-59-2302

305TH
Air Rescue Squadron



H I S T O R Y

1 JULY 1960

THROUGH

31 DECEMBER 1960

305TH AIR RESCUE SQUADRON (RESERVE)
United States Air Force
Selfridge Air Force Base, Michigan

REPORTS CONTROL SYMBOL

AU-05

REPORT OF HISTORICAL DATA

1 JULY 1960 THROUGH 31 DECEMBER 1960

PREPARED BY:

CHARLES D. KILPATRICK
Major, AFRes
Commander

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UNIT HISTORY

The first six months of 1960 could be described as a period of "Organization and Problem Finding" while the period from July through December 1960 (the period covered by this history) was one in which Command emphasis in the 305th Air Rescue Squadron (Reserve) centered on the seeking out and the implementing of solutions to problems. Most major problems were resolved in the process.

In January 1960 the Air Reserve Technician (ART) Operations and Training Officer came aboard. He was the first ART officer to be hired in the squadron. He was followed by the ART Instructor Pilot in February 1960, the ART Commander in March 1960, and the ART Maintenance Officer in April 1960. All of these key people were not Rescue or SA-16 qualified and had to be placed in a training program to qualify them at the earliest possible date.

By May of 1960 the ART officers had the benefit of several weeks together and were in a position to benefit by the visit of the Hq Air Rescue Service Advisory Team from Orlando, Florida, on 21 and 22 May 1960. During the same month, Hq Tenth Air Force General Order Number 28 was received. This order abolished the 2467th Air Reserve Flying Training Center and established the 305th Air Rescue Squadron (Reserve) as an independent organization with full operational control vested in the new ART Commander.

Upon assuming command of the now independent unit, the Commander set out immediately to develop an operationally ready unit. One important change was the Commander's policy of allowing qualified aircrews to fly the SA-16B by themselves on occasion without an Instructor Pilot. This was calculated to overcome the built-in lack of confidence and consecuential low morale which existed at that time. Also "overwater flights" which had not been permitted in the past were flown in accordance with the requirements of CONAC Training Manual 130-2. Flying safety and aircrew upgrading received the highest priority of attention.

June of 1960 demanded that the major area of attention be placed on the Field Training Encampment, which was scheduled for 13 through 27 August. Because this was the very first encampment held away from the unit's home station, many new considerations had to be included in the planning. For almost all of the aircrew personnel the encampment represented a major challenge. Not only was the unit manned with fewer full-time people than had been in the 2467th ARFTC, but the key ART personnel were yet far from Rescue Qualified. Although the ARS Advisory Team had cast doubts in their report, 20 June 1960, as to the ability of the unit to effect a successful Summer Encampment, the Squadron proudly flew five aircraft to and from the camp site and flew 146 hours during the encampment to bring three aircrews within close proximity of Operational Readiness for the first time since the unit was originally activated. The success of the encampment can be

attributed to the fact that most AFF positions were filled with highly qualified personnel and that all personnel made a maximum effort.

Two major problem areas have been apparent since the activation of the squadron. One was the lack of supply continuity. The other was the lack of even minimum satisfactory space in which to work. The Air Rescue Service report indicated that the C&E shop space was "completely inadequate" and that it required a provision for more primary power outlets. It is a fact that most sections are forced to share space with the 63rd Troop Carrier Squadron (Reserve), which has custodial control of the Reserve facilities. Supply is located in a temporary, poorly heated building, far from the operating sections. The Operations Section is squeezed into one room totaling only 375 square feet. This is supposed to accomodate seven full-time technicians and a Rescue Control Center. In spite of this difficulty, the recommendations of the Advisory Team will be accomplished by the creation of a proposed Rescue Operations Center Radio Console to be placed in the section, which will provide VHF, UHF and HF communications. However, isolation of the ROC, required by ARSM 55-1, has been impossible.

Lack of complete manning in the Operations Section prevented satisfactory progress towards efficient operation in spite of the many hours of overtime worked by the Instructor Pilot and the Operations and Training Officer. By late summer the Commander wrote in his Report of Standardization Visit, 11 July 1960:

"In view of the fact that the Operations Section has no Form 5 Clerk and that the Clerk-Typist, with less than two months experience, is trying to do all the forms work of the section, it is difficult to say when errors will be eliminated-----a continued effort is being made to find a qualified Operations Specialist."

Recruitment in other areas was better than 95 percent of authorized personnel by 1 July 1960. However, a new UMD dated 1 July 1960 increased the number of authorized UMD positions by 29 slots, which dropped the percentage immediately to only 70 percent. The Personnel and Administrative Supervisor (ART) (vacated by MSgt Bull) was not filled until late July.

During this period the unit's supply priority was changed to "1B". Although there was some difficulty obtaining tires, wheels, nosegear parts, radio and radar equipment, etc., receipt of supplies showed a marked improvement by the end of July.

Maintenance had hopes of "taking a breather" in the weeks before the Summer Encampment. Although flying operations were curtailed, much work had to be performed on the aircraft before they would be made ready for the two week tour at Kincheloe AFB, Michigan. It was found that the quality of maintenance performed on the SA-16B models prior to acceptance by the 305th Air Rescue Squadron was inferior. This caused hundreds of manhours of added maintenance effort. An example of this was when a top centering cam on AF 51-7199 was found to be broken and had almost completely disintegrated. Also a considerable number of prop leaks uncovered discrepancies in the previous installation of seals, etc.

On 13 August 1960 the Maintenance Section had all five assigned unit aircraft in commission and ready for the two week tour at Kincheloe AFB. One officer and twenty-three airmen were on hand to provide maintenance support. Although this was below the authorized level of manpower, morale was high in the Maintenance Section.

The most serious problem was the lack of a Ground Power (ART) Technician. Radar repair capability was hampered by the resignation of the ART Radar Technician, effective 1 August. However, his replacement came aboard in time to attend the summer encampment with the unit.

An experienced supervisor in Personnel and Administration (ART) was hired in time to make the trip to the encampment site at Kincheloe AFB.

The Operations Section had been unsuccessful in finding a qualified ART man to fill the clerical assistant position. It was found that while clerks were generally plentiful, those with Operations background who would accept a Grade 5 position were almost non-existent. For this reason the encumbent in the GS-4 (Clerk) position was trained into and upgraded to the GS-5 position by 15 August 1960. Following this, the GS-4 position remained vacant until 8 September 1960.

The Commander's objective for the encampment was to insure having three operationally ready aircrews when the unit returned to Selfridge AFB.

The following extensive excerpts from the report of Field Training, which the Operations Officer forwarded to the Commander for inclusion in the unit's report to higher headquarters, describes in detail the progress made by the Operations Section towards the Commander's objective:

"The schedule of ground training was published in the Operations Plan and provided for formal training during the daytime periods when crew members were not flying. The plan was to have three crews flying and three crews in ground school during both the morning and afternoon periods of the first week, tapering off to two flights in the morning and afternoon of the second week. This reduced schedule in the second week would allow for make-up flights and privided the best opportunity to complete the desired amount of training. Although the ground school subject matters were published in the Operations Plan, changes were expected upon the appearance of the requested Grumman representatives and when necessary to accomodate rainy day activities. The entire schedule was proposed utilizing 305th ARS Instructor Pilots and 305th ARS Ground School Instructors.

"In accordance with Hq Tenth Air Force OPlan 30-60, a 24 hour Rescue Alert was established. Since only a comparatively few crew members were qualified to provide realistic rescue service, the alert schedule was heavy with the same names throughout. Because of this fact and because of the ambitious flying training schedule, the Rescue Alert Procedures were modified to fit our situation. Alert crews were scheduled to attend ground school while on alert status. Crew members were not placed on an alert roster when they were scheduled to fly.

"The weather was generally excellent during the encampment with the exception of two or three very hazy days which caused the cancellation of several flights. By the second week the flying schedule was completely revised in order to accomodate the desires of the Chief Pilot from Hq ARS and to

reschedule flights which were cancelled during the first week. The benefits of this change were only partially realized because a stand-down was necessary on the Thursday morning of the 25th in order to assure that all aircraft would be in commission for the trip back to Selfridge AFB on Friday, 26 August.

"As a result of the cancellations, the three aircrews who were earmarked for operational readiness came very close but did not succeed in becoming fully qualified by the close of the encampment."

All squadron sections reported high morale, esprit d'corps and training benefits and bonuses matching those of the aircrews. Air Rescue Service advisers and technical representatives from Grumman and Philco were on hand. The ARS Chief Pilot flew eight and one half hours, night and day, with the 305th's Chief Pilot and ARS's Standardization Board Navigator, he flew a total of twelve hours and fifty-five minutes with the Squadron's ART Navigator, Major Harold L. Weintraub, and the Squadron Standardization Board Navigator. The technical representative gave classes for aircrew members.

Fifty-three flights were accomplished, a total of 146 hours and 40 minutes, for 148 training credits (X's on the board). There were no aborts due to Maintenance, and the flights up and back were accomplished without mechanical incident. However, an overboost was experienced on Aircraft 51-7199 during the encampment and an engine failure on Aircraft 51-7182 resulted in extra on-the-job training experience for Maintenance.

Supply had to go to the encampment with incomplete Emergency Sustenance Kits; aircraft sustenance kits, by item, were only 60 percent complete (up 25 percent from July) and by line item, only 47 percent complete (up 24 percent from July). Individual sustenance kits, by item, were only 24 percent complete (up 13 percent from July) and by line item, only 51 percent complete (up 27 percent from July). By contrast, Mobility Mission Kits were found to be satisfactory, insofar as item utilization was concerned.

There were, of course, some problems, some of these related to conditions at Kinchelce AFB. For instance, the sheltered water area was of minimal adequacy and located 99 miles from the base. Additionally, despite the fact that telephone service had been requested from the base during the pre-encampment conference, the lack of this service was of such proportions that by the middle of the first week the only telephone available to the squadron was in Operations. Communications were therefore carried out chiefly through runners, and the absence of telephone service placed a nearly insuperable burden on coordination.

A third base-related problem, which influenced flying safety and, therefore, flight scheduling, was messing facilities. Accordingly, the Operations Officer, writing in his post-encampment report to the Commander, said:

> "To begin with, it was difficult to design a practical and productive training program which would fit into the existing base meal times. Once

> the schedule was developed, it depended upon ideal conditions and flawless punctual execution of plans in order to assure that all crew members were able to meet the messing schedule. Since training schedule rigidity was not possible, several airmen ate cold dinners, partial dinners, or no dinners at all, depending upon operational situations.... Further, a price of 75 cents for in-flight lunches (non-per diem crew member officers) was charged.... As a result, some compromise had to be made in the flying schedule and many officers refused to buy the in-flight lunch."

Part of the reason for the "rigidity" of the flight schedule was due to an inadequate allocation of flying hours. The Operations Officer's comments on this subject were as follows:

> "The most serious problem was a lack of sufficient flying hours for the quarter. Two hundred seventy-two (272) hours is insufficient to allow productive flight scheduling during the two week active duty period and still maintain proficiency and allow qualification during the other ten weeks of the quarter. Had there been more hours available, much better use could have been made of the Advisory Team. In addition, crew members lose additional flying training periods (for pay) when economy requires that emphasis be placed on those crew members who have lost currency, are not qualified, are not up on their AFR 60-2 requirements, or when the unit has to stand down to save flying hours for the summer encampment. The combined requirements of CONAC 130-2, ARSM 55-1 and AFR 60-2 are impossible to meet with the present hours allocation."

But the Summer Encampment had proven a valuable experience; and when measured in terms of Command objectives and the previous criticism of the Air Rescue Service visitors, it was a success. The Scuadron flew an emergency intercept when Captain Donald Thomas and his crew, having landed and shut down except for radios, got airborne again in seven minutes and speedily intercepted a

Squadron SA-16 with one engine caged over Lake Michigan. This was the second search in which the Squadron had participated in August; the first being a five hour and ten minute search for an F-8H lost over Lake Michigan on 5 August 1960.

Uncuestionably the most important single thing the Summer Encampment did for the men of the 305th AMS was to prove to them that they were, in fact, a Squadron and, given time and hard work, would be among the best.

The feeling of doubt which was evident following the highly critical AMS report in June had been dissipated by the simple act of viewing Squadron problems in the new light provided by the Summer Encampment experience. Yet, the Commander recognized that the question of how soon the Squadron would actually be mission-ready (would actually be capable of sustaining operations at an advance site) depended on factors in addition to esprit d'corps and the hard work of squadron members. Chief among these other factors were work space and flying hours. The results of continuing deficiencies in these two areas have been cumulative and impose a burden on the overall Squadron operations, which has caused a certain amount of frustration in the unit.

Major Kilpatrick chose three avenues in his attack on the space problem. First, in September he met with the Selfridge AFB Commander, then Colonel Charles D. Sonnkalb, seeking an accommodation on a base-wide basis; this effort floundered on Colonel Sonnkalb's

assurance that Selfridge already was providing the best space arrangement consistent with the needs of all the various organizations located at Selfridge. Secondly the Commander made proposals to the 403d Troop Carrier Wing, seeking a more realistic and equitable sharing of Hangar #36, and asked assistance of higher headquarters. The 403d was sympathetic to the Scuadron's plight but remained keenly mindful of its own needs, and by year's end the only result was that the 305th's Maintenance Administrative Office was to be moved into an office of its own several yards nearer to the Scuadron's Line Maintenance and Communications and Electronics Shops.

In a third move, in November, the Commander asked Continental Air Command, through Headquarters Fifth Region, for $10,000 for the alteration and repair of two buildings, S-12 and S-13, being used by the 305th Supply, Personal Equipment, Communications, and Pararescue Sections. This request was disapproved by Ho CONAC the following month on grounds that such work was the responsibility of the base.

Fifth Region, incidentally, had become the 305th's immediate superior organization on 1 September 1960 under CONAC General Order #67 (see attachment), which abolished all CONAC Numbered Air Forces and created the Air Force Reserve Regions as part of an overall reorganization seeking more efficient use of Reserve forces and closer alignment of these forces with the active establishment. The same reorganization, under the same date,

gave the responsibility for the training and inspection of the Reserve flying units to their gaining commands. The responsibility for inspection and training of the 305th went to Hq Air Rescue Service, under the Military Air Transport Command.

But, returning to the Commander's attack on his two most serious problems, we find that the flying hour problem was met with a frontal assault. The Operations Officer accomplished a detailed study of the flying hours needed to accomplish the published requirements for transition and proficiency. This was forwarded to higher headquarters. The study laid out the alternatives; more flying hours with a matching increase in maintenance capability or a reduction in the published requirements. Reaction at Fifth Region and Hq Air Rescue Service indicated that this was the first time this study had been accomplished at any level.

The study had come, however, in the wake of an Operational Readiness Inspection conducted 5 through 9 October 1960 by Continental Air Command IG Team, in which the Squadron received an "Unsatisfactory" Operational Readiness Rating and a tactical evaluation score of 56 percent (60 percent would have been "Satisfactory with Exceptions").

Reports of Section Supervisors prior to the ORI had indicated a general Squadron weakness in the areas of records and publications. Two factors had been important in creating this situation; one was the lack of sufficient manpower, the other was the transfer of training responsibilities (already mentioned) from CONAC to MATS, which created a new need for validating publication and training requirements.

Since Command emphasis had been on flying safety and qualifying crews, four Rescue Crew Commanders had been qualified by 1 October and three mission-ready crews. The unit was, however, unprepared for a paperwork inspection. The Inspection Report, dated 13 October 1960 sorely bore out this fact:

> "Overall administration," wrote the inspectors, "was unsatisfactory due to a failure to organize basic administrative systems in accordance with applicable directives. Personnel records were unsatisfactorily maintained...."

The Squadron was scored for lacking OJT and unit training directives, for inadequate manning of ground training, and because "a proportionate share of the collateral training requirements had not been accomplished during the current year."

Command and Section Supervisors had been aware of deficiencies in these areas, and they had been running a hard race of "catch-up" since the Summer Encampment. The ART Personnel and Administrative Supervisor, as already mentioned, had to assume a job which his predecessor had abandoned because of the burden of work and the inadequacy of resources to accomplish it. The new supervisor arrived just in time to get his first good look at recruitment, personnel and administration problems at Summer Encampment. He was in the midst of the appropriate corrective steps as the ORI took place.

In September, Operations accomplished a conversion of the 2467th Air Reserve Flying Center's Operating Instructions to the current requirements of the Squadron. At the time of the ORI,

a written control of the OJT program was in the formulation stage. Subsequent to the ORI and at the suggestion of the inspectors, a request was submitted for a change in the manning document to authorize an Education Supervisor, 751X0, to the UMD, as well as a new control and method for preparation and presentation of aircrew ground training and collateral training. The great disappointment of the Squadron was not in those areas but in the terse evaluation of the inspectors which read:

> "The capability of the unit to accomplish its assigned mission was unsatisfactory based on a lack of in-commission and operationally ready aircraft. The ability to sustain operations was therefore rated unsatisfactory."

Behind this lay a series of unfortunate aircraft maintenance problems--minor, but all occuring in the same brief period--which held the in-commission rate down to 43 percent for a thirty hour period. This, wrote the inspectors, "was below the acceptable standards established by CONAC Regulation 123-1." Maintenance was without an ART electrician and an ART GS2 repairman (one was not even authorized on the UMD and was not brought on board until December--and then only by an "overhire" method). These deficiencies had a serious effect on the maintenance capability.

Air Rescue Operations did not come out of the ORI unscathed. Registering satisfactories in night flying, individual instrument flying, amphibian operations, aerial delivery and control, Operations got satisfactories "with exceptions" in navigation, interception and escort and speed into action. However, because the Unit

Mobility Plan was still in the formulation stage and had not been tested, mobility capability was rated unsatisfactory. An unsatisfactory was also assigned to Operations' Alert Readiness.

The alert readiness failure was based on five counts: one was "a lack of coordination between Operations and Maintenance"; two dealt with an absence of charts showing aircraft and crew status, and two dealt with the non-isolation of the Rescue Operations Center. Thus, the space problem was the key to this unsatisfactory rating; for not only was isolation of the Center impossible, but the lack of adequate wall space had inspired the Controller/Operations Officer to maintain his status records in an accessible location on his desk, in accordance with the "or similar" provision of the section in AFM 55-1 requiring a chart to show alert crew assignments.

Less than a month later, 30 November through 4 December, an ARS Advisory Team, headed by Major Emerson L. Fitzgerald, making its semi-annual review, took what the Commander thought was a more comprehensive view of the facility situation:

> "The Squadron," stated the ARS report, "has managed to function with existing facilities but is hard pressed to apply good management techniques due to the inadequate allocation and location of operating space.... The disbursal of maintenance functions resembles a disaster plan in full force, with the Line Chief, Aircraft Inspector and Maintenance Officer physically located at some distance from each other, reducing the cooperation and coordination between these sections to an undesireable level."

Other comments in the ARS report reflected the increased success of the Squadron in reducing its problems. The ARS visitors found

that the "ground training of aircrew and other personnel was being conducted in accordance with CONAC and other directed publications. This training program had just been reviewed and a new program initiated in a sound, pre-planned effort to adequately cover all recuired ground training."

Ground training for support sections was still called "too general", but the Advisory Team found that "the Maintenance Section demonstrated a definite improvement over the last visit." They noted, further, that the "Communications and Electronics Section has all the necessary equipment to prepare recuired bench mock-ups except radar, but is without space to install the equipment either in mobility kits or on regular workbenches."

In November, too, Supply reported receipt of Rescue Operations Center radio equipment, and the Squadron made plans to install this in the present space-limited Operations Center.

In the area of validating guiding directives, Major Fitzgerald, ARS, gave the Squadron the "moral responsibility" rule. "Whenever CONAC and ARS directives are in conflict," Major Fitzgerald said, "and ARS's preference has not yet been approved by CONAC, the Squadron has a 'moral responsibility' to abide by the ARS preference."

In September, Captain Edward LaDou came aboard as the Air Rescue Service Adviser to the unit. His qualifications were high and included more than 4,200 flying hours in the SA-16 type aircraft. By year's end the ARS Adviser's staff was at full strength, having added MSgt Thomas E. Jackson (Maintenance) on 19 December, and TSgt Lloyd N. Carter (Supply) on 29 December.

Although Sergeant Carter was new to ARS, his presence in Supply was timely and helpful, for he arrived at a moment when Airman First Class Jones, Acting Supply Supervisor (taking the place of MSgt Gordon L. Young, who resigned the ART post in November for a higher paying job) was departing for six weeks of Supply schooling.

The last months of the year saw other personnel changes and personnel problems in other areas continuing. First Lieutenant Ronald R. Gay, Reserve Supply Officer, resigned in May, after having been passed over for promotion; the ART Navigator, Major Harold L. Weintraub, resigned effective 31 October to return to his home in Chicago. Both positions continued unoccupied as the year ended.

With no training spaces available for non-prior service airmen, the Personnel Section was experiencing difficulty in filling lower grade airmen positions, but the most serious were the nine vacant pararescue positions. By year's end, no ART pararescue technician had yet been assigned. This was due primarily because of delays in establishing a satisfactory Civil Service job standard.

SSgt Chester J. Karpinski, Standardization Board Radio Operator, transferred to a Reserve Troop Carrier Wing in November, as did Captain Lewis M. Sarkovich, a Rescue Qualified Pilot, in October.

Fortunately, with more crews becoming Phase III qualified, the prospect for the next half year was for more interesting

missions and more independent flying. During this reporting period the Squadron participated in actual search missions on 24 September and 30 November. Two major projects which occupied the attention of the Squadron as last half of 1960 ended were the preparation for an exercise of the recently published Mobility Plan and preparation for a follow-up inspection to the October ORI. The Commander has made it clear that the 305th Air Rescue Squadron will pass the next inspection.

ATTACHMENT

CONAC GENERAL ORDER 67

C O P Y

Headquarters
CONTINENTAL AIR COMMAND
United States Air Force
Mitchel Air Force Base, New York

GENERAL ORDERS)
NUMBER 67)

22 August 1960

Section

REASSIGNMENT OF TROOP CARRIER WINGS - I
REASSIGNMENT OF AIR RESCUE SQUADRONS - - - - - - - - - - - - - - - - - - - II

I. REASSIGNMENT OF TROOP CARRIER WINGS - 1. The following Troop Carrier Wings, and assigned units, are relieved from assignment numbered Air Force, Continental Air Command, and are assigned to the indicated Air Force Reserve Region, Continental Air Command, with no change in location, effective 1 September 1960:

UNIT	RELIEVED FROM	ASSIGNED TO
433d Troop Carrier Wing, Medium, Brooks Air Force Base, Texas	Tenth Air Force	Fourth Air Force Reserve Region
446th Troop Carrier Wing, Medium, Ellington Air Force Base, Texas	Tenth Air Force	Fourth Air Force Reserve Region
442d Troop Carrier Wing, Medium, Richards-Gebaur Air Force Base, Missouri	Tenth Air Force	Fifth Air Force Reserve Region
403d Troop Carrier Wing, Medium, Selfridge Air Force Base, Michigan	Tenth Air Force	Fifth Air Force Reserve Region
440th Troop Carrier Wing, Medium, General Billy Mitchell Field, Wisconsin	Tenth Air Force	Fifth Air Force Reserve Region
434th Troop Carrier Wing, Medium, Bakalar Air Force Base, Indiana	Tenth Air Force	Fifth Air Force Reserve Region
349th Troop Carrier Wing, Medium, Hamilton Air Force Base, California	Fourth Air Force	Sixth Air Force Reserve Region
452d Troop Carrier Wing, Medium, Long Beach Municipal Airport, California	Fourth Air Force	Sixth Air Force Reserve Region

Section I, General Orders 67, Hq CONAC, 22 August 1960 (Continued)

2. Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be submitted by Commander, Air Force Reserve Region, to this headquarters, Attention: Director of Statistical Services, in accordance with provisions of Continental Air Command Supplement 1, 29 February 1960, to Air Force Regulation 20-49, as amended.

3. Authority: Department of the Air Force Plan for Revised Management of the Air Reserve Forces, 20 May 1960, and Air Force Regulation 20-27, 2 October 1959.

II. REASSIGNMENT OF AIR RESCUE SQUADRONS - 1. The following Air Rescue Squadrons are relieved from assignment numbered Air Force, Continental Air Command, and are assigned to the indicated Air Force Reserve Region, Continental Air Command, with no change in location, effective 1 September 1960:

UNIT	RELIEVED FROM	ASSIGNED TO
302d Air Rescue Squadron, Williams Air Force Base, Arizona	Fourth Air Force	Sixth Air Force Reserve Region
303d Air Rescue Squadron, Long Beach Municipal Airport, California	Fourth Air Force	Sixth Air Force Reserve Region
304th Air Rescue Squadron, Portland International Airport, Oregon	Fourth Air Force	Sixth Air Force Reserve Region
305th Air Rescue Squadron, Selfridge Air Force Base, Michigan	Tenth Air Force	Fifth Air Force Reserve Region

2. Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be submitted by Commander, Air Force Reserve Region, to this headquarters, Attention: Director of Statistical Services, in accordance with provisions of Continental Air Command Supplement 1, 29 February 1960, to Air Force Regulation 20-49, as amended.

Section II, General Orders 67, Hq CONAC, 22 August 1960 (Continued)

3. Authority: Department of the Air Force Plan for Revised Management of the Air Reserve Forces, 20 May 1960, and Air Force Regulation 20-27, 2 October 1959.

FOR THE COMMANDER:

/s/ Marjorie O. Hunt

MARJORIE O HUNT
LTCOL, USAF
Chief of Administrative Services

DISTRIBUTION:
S, Minus Air Reserve Groups, Squadrons
10-Each Numbered Air Force
10-Each Air Force Reserve Region
5-Each Troop Carrier Wing concerned
5-Each Air Rescue Squadron concerned
2-Each Major Air Command (Continental US)

AF, Mitchel AFB, NY, L-60-2123

C O P Y

305TH

AIR RESCUE SQUADRON (RESERVE)

CONTINENTAL

AIR

COMMAND

UNIT HISTORY

1 January - 30 June 1961

305TH

AIR RESCUE SQUADRON (RESERVE)

CONTINENTAL

AIR

COMMAND

UNIT HISTORY

7-1810-7

HISTORY OF THE 305TH AIR RESCUE SQUADRON

Selfridge Air Force Base
Mount Clemens, Michigan

1 JANUARY 1961 - 30 JUNE 1961

RCS: AU-D5

(Fifth Air Force Reserve Region, Continental Air Command)

Robert S. Elvidge
ROBERT S. ELVIDGE
1/Lt., AFRes
Historical Writer

Robert S. Elvidge
per CHAS. D. KILPATRICK
Major, AFRes
Commander

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AIR RESERVE TECHNICIAN PERSONNEL

At the beginning of 1961, the ART component of the squadron had the following vacancies:

Airplane Navigator	Captain	GS-11
Rescue Survival Technician	MSgt	GS-7
General Supply Supervisor	MSgt	GS-6

Two of the three vacancies noted above were filled during the six month period. The Navigator's position was filled by 1st/Lt Robert S. Elvidge on 16 May 1961 after approximately 4 months delay from the time Lt. Elvidge expressed an interest in the position and a desire to join the Unit. The General Supply Supervisor's position remained vacant in spite of concentrated recruiting efforts until 22 May 1961 when MSgt Nelson J. LeMay was hired. Mr. LeMay was considered as well qualified because of his many years of experience in the supply field both at Selfridge AFB, in Base Supply and Tenth Air Force Headquarters and at Wurtsnith AFB in Base Supply. Mr. LeMay transferred from Wurtsmith for personal reasons to take the Supply Supervisor's position.

The Rescue Survival Technician position remained unfilled during the entire six month period. Efforts at recruiting for this position were hampered by the highly specialized nature of the position and the resulting large amount of experience necessary to qualify under Civil Service. Difficulties were encountered in reconciling the qualifications as envisioned by the military and the conversion of these into Civil Service requirements. By the end of the fiscal year, MSgt Udo C. J. Fischer who had indicated a desire to fill the position and having been trained as a Rescue Survival Specialist with the active duty Air Rescue Service was considered well qualified to fill the position and was slated for hire early in July 1961.

During the six month period many other changes in the ART component occurred for a variety of reasons: Resignations prompted for personal reasons, promotions within Civil Service for better paying positions and personnel not adequately experienced for the position in which hired.

Captain Michael L. Moore, Operations and Training Officer of the unit resigned his position on 16 May 1961 to accept a flying position with the Federal Aviation Agency in Battle Creek, Michigan. As an interim measure, Captain Dyson S. Lloyd was "detailed" to the Operations and Training position until a new O & T officer could be recruited. This position remained unfilled for the remainder of the Fiscal Year. On the last day of April, SSgt Buddy Walker, Instructor Radio Operator, left the unit to accept a GS-6 position in Minneapolis, Minnesota. This position remained vacant for the remainder of the Fiscal Year with indications that several months would be required to develop a register and select and hire a new qualified Radio Operator.

Mr. Richard B. Henry, Operations Clerk, left the organization on 5 May 1961 leaving at the time only two ART personnel out of an authorized strength of six to run the Operations and Training Section. Mr. Herman Williams was left alone to maintain administrative matters after Mr. Henry's departure and intensive recruiting was begun to fill the clerks position left vacant as result.

At the end of June, the Operations and Training section stood with four ART vacancies as follows:

Operations and Training Officer	Major	GS-12
Airborne Radio Operator	SSgt	GS-5
Administrative Clerk (Operations)	SSgt	GS-4
Rescue Survival Technician	MSgt	GS-7

The ART component of the maintenance section at the beginning of 1961 was complete with exception of three status quo individuals who maintained employment rights under the ART conversion program.

In February 1961, Mr. W. K. Miller, a Reciprocating Engine Mechanic, working in the dock was reassigned to the Navigation Squadron leaving an ART opening which was filled in March by AlC Roy B. Dort.

Also in February 1961, Mr. Leo Parks left the organization as Propeller Speacialist. Successful recruiting efforts for this position permitted the hire of Mr. Ellsworth S. Kissick in May 1961.

A change in personnel occurred also in Maintenance Clerk's position during the Spring of 1961. AlC Randolph C. Brendle GS-4 was reassigned to the Selfridge AFB Salvage Yard and this position opened for competitive consideration. On 5 June 1961, AlC Leon Crayton was hired and began work as the Maintenance Clerk.

The Maintenance section of the unit saw the end of June arrive with no ART vacancies. One over-hire temporary had been assigned to the Ground Support Equipment section during Jan-June 61 period and a UMD change request forwarded to ConAC for the establishment of a GSE Technician ART. Request was disapproved. Only two status quo employees remained in the section, one in the engine shop and one on the periodic maintenance dock.

RESERVE PERSONNEL

The Military Personnel Assistant, MSgt Harvey W. Brodeur, in charge of the ART component of the Personnel and Administration Section had been charged with the responsibility for coordinating all recruiting activities of the Unit at the time of his assignment in July 1960. This entailed the supervision of overall recruiting efforts such as literature, public announcements, newspaper and radio. It remained the individual responsibility of the section super-

visors to ensure that proper effort was expended in the hire of persons to fill their own section vacancies. The Squadron recruiting program was vitalized by the emphasis and support given to it by the Commander who fully recognized the impact of reserve vacancies in the unit on it's operational capability both in month-to-month training activities and its mobilization readiness.

At the turn of the year the following is a recapitulation of the approximate alignment of Reserve vacancies which existed in each section and toward which the recruiting attack of the unit was directed.

1 January 1961

Reserve Vacancies

Command and P & A	-	No Vacancies
Maintenance	-	8 Airmen
Communications	-	1 Airmen
Supply	-	1 Officer
	-	1 Airman
Pararescue	-	8 Airmen
Personal Equipment	-	No Vacancies
Operations	-	4 Officers
	-	5 Airmen
	Total	28

It was toward elimination of this staggering vacancy figure that recruiting efforts were directed. The total vacancy figure is somewhat distorted by the fact that in addition to the 28 indicated, 4 status quo individuals were still assigned: three in maintenance and one in the personal equipment section making a total of 32 vacancies for our mobilization posture.

During the first six months of 1961, Air Reserve Records Center (ConAC)

relieved the personnel shortage problem by mandatory assignment of 9 non-prior service men who had previously completed their six month tours. Six of these assignments were in the maintenance area, two in the operations area, and one clerk in the supply area.

In the maintenance section the remaining reserve airmen vacancies (two) were filled through the successfully combined efforts of the P & A and Maintenance Sections leaving maintenance fully manned at the end of June. In the Communications Section one Aircraft Electronics Equipment Maintenance Technician, Master Sergeant, had been vacant in January and remained so throughout the reporting period.

Vacancies existing in the Operations and Training Section at the turn of the year combined with promotion actions, resignations and other retention difficulties experienced during the first half of 1961 appeared as the units most serious and evasive problem.

In January the two most serious personnel shortage areas appeared in the pilot (four vacancies) and pararescue (eight vacancies) crew positions. These two areas accounted for twelve of the eighteen vacancies existing in the Operations Section.

Intensive recruiting efforts in the Operations and P & A sections lead to the hire of three new pilots. Captain Andrew S. Kur and Captain Henry E. Sherrill joined the unit on 1 April 1961 and began transition training into the SA-16B. Captain William J. Wentzel was assigned a month later on 1 May 1961.

One Instructor Pilot, Captain Donald C. Thomas, transferred to the 63rd Troop Carrier Squadron, Selfridge Air Force Base on 10 February 1961.

One Rescue Crew Commander was promoted to Major during the period. Captain Ray M. Piddington to Major June 1961.

Although the unit had a net gain of two new pilots, leaving only two

pilot vacancies remaining, the level of pilot proficiency had been considerably reduced since the three new pilots would require approximately six months to train into the proficiency phase. Added to this reduced capability was the problem of two Reserve Majors both of whom were required to leave within 90 days of position change because they were overgrade in their positions. These facts indicated that although there were only 2 pilot vacancies at the end of June, recruiting efforts had to be geared to gaining new pilots to also cover the Major positions which would be opening up by the end of September 1961.

Technically speaking, then, Operations began 1961 with 4 pilot vacancies and saw the close of June 1961 with the same number of vacancies with a reduced pilot capability.

In the pararescue section the biggest single factor in the unsuccessful recruiting of pararescue personnel was the lack of a Rescue and Survival Technician who could devote his full efforts toward the improvement of manning. Secondary factors contributing to the fact that no pararescue personnel were enlisted during the period were the lack of qualified personnel available in the Detroit area who were graduates of the Fort Benning Jump School or equivalent. At the end of June several prospective enlistees had been contacted and improvement of the pararescue manning situation showed much promise.

One Radio Operator vacancy existed in the unit at the beginning of the year and efforts toward filling this vacancy proved unsuccessful. SSgt Edwin D. Malzan, a radio operator who lived approximately 200 miles from Selfridge, transferred to the 328th Troop Carrier Squadron, Niagara Falls, N. Y., when an opening developed so that he could participate in Reserve activities closer to his home. This left the Unit with two radio operator vacancies in addition to the ART position.

This unit recommended to ConAC that the two Intelligence Operations Specialists be deleted from the UMD. No action has been received at the time of this writing. One vacancy exists in the unit in this specialty.

One Apprentice Administrative Clerk vacancy existed throughout the period of this history in spite of recruiting efforts which were also unsuccesful in filling one Flight Mechanic slot vacant during the period.

Following is recap of the vacancies existing at the close of June 1961:

30 June 1961

Reserve Vacancies

Command and P & A	-	None
Maintenance	-	None
Communications	-	1 Airman
Supply	-	None
Pararescue	-	8 Airmen
Personal Equipment	-	None
Operations	-	2 Officers
	-	5 Airmen
	Total	16

Operations & Training

In January the Operations and Training Section was fully manned except for the ART Navigator and the Rescue Survival Technician. The section however was to experience some drastic personnel changes before the end of June. These personnel changes had the effect of seriously disrupting the systematic administration and control of operations and training activities.

As has already been indicated previously, the Operations Section by the end of May had lost the Operations & Training Officer, Airborne Radio Operator, and the Administrative Clerk. Also by the end of May the Navigator had been hired and this then left only the Chief Pilot, the Operations Supervisor and the Navigator to sustain operations in the section.

Because the Navigator was newly assigned and his position encompassed such a broad scope of activities, his value in assuming many of the duties in operations was delayed until he could become familiar with the areas of responsibility. Some of the major functions assigned to the Navigator were Budget Control and Finance, Unit Training, Individual Training (Civilian and Military Personnel), On-the-Job Training, Aircrew Training and the Special Tour and School Tour Manday program. When the newly hired Navigator assumed duties on May 19 1961, he concentrated his efforts for the remainder of May and June toward becoming a Rescue Qualified Navigator and familiarizing himself with the variety of responsibility areas assigned to him. Added to this was one immediate project, that of developing the Ground Training Program for the Unit Encampment scheduled for July 1961.

Unit Training Assembles were accomplished according to the following schedule:

14-15 January

4-5 February

19-20 March

15-16 April

6-7 May

3-4 June

During January the UTA was devoted primarily to the exercise of the Unit Mobility Plan which had not been tested in the past year. The exercise proved very beneficial in bringing to light many discrepancies and omissions of the plan in its present form. This control information was collected by the Mobility Officer and the plan was subsequently revised and brought up to date. In January a detailed report of the semiannual ARS Advisory Team visit in December 1960 was received (Supporting Document #1). A great many problems were acted upon in the Operations and Training area, which had arisen as a result of the transfer of responsibility for supervision of Training and Inspection from CONAC to Air Rescue Service on 1 January 1961.

The January flying schedule was intentionally overscheduled to preclude the necessity of setting up last minute flights at the end of the fiscal quarter. Two Hundred and Fifty Six (256) hours were programmed for the first quarter and included twenty three hours for the air advisor. There were eleven (11) delays due to maintenance, weather, and other; however these did-not prevent the accomplishment of 83:20 hours for the month.

On 7 January 61, we were called to aid, assist, and provide coverage in the search and rescue of two persons stranded on an ice floe in the Raisin River. Assistance was provided; and again on 19 January. We were called to aid in the rescue of fifteen fishermen stranded on an ice floe in Lake Erie.

In February 102:00 hours were programmed and scheduled, but because of adverse weather 42:00 hours were cancelled leaving 60:00 hours actually flown. A portion of the February UTA was devoted to conducting a practice search and aerial delivery mission. The results of the mission showed a need for more

practice missions of this sort, primarily in aerial delivery procedures.

During March the remainder of the quarterly flying hour allocation was scheduled with provision for rescheduling cancelled flights. This program included 14:15 hours allocated to the MATS Standardization Pilot.

During the first quarter of the year the entire Unit Training Program was reorganized as a result of the ARS Advisory visit. Ground Training for all personnel was emphasized and the quality and amount greatly improved.

On Saturday, 11 March 1961 our Pararescue Team, SSgt Udo C. J. Fischer and SSgt Boleslaw Wojciechowski, made what is belived to be the first jumps for the Reserve Program. This mission has proved to be a morale booster for the pararescue section and for the squadron as a whole.

For the quarter beginning 1 April 1961, the unit was allocated 320:40 hours flying time and included a 50:40 hour carry-over from the previous quarter. The carry-over was created by a combination of cancellations because of weather and because of maintenance in-commission rate. On 23 April the unit was called, provided search assistance, and located a downed T-34 north of Selfridge AFB. One hour was expended in this search mission. Much of the programmed flying for the month was not accomplished because of weather and in commission problems. However, the maintenance situation was rapidly improving and with seasonally better weather conditions to look forward to in May and June, the flying training picture for the immediate future looked very promising.

The May flying schedule was well above normal to accomodate time which had not been flown in the previous month. Because of the improved weather and aircraft availability nearly all the time scheduled was successfully flown.

The highlight during the month of May was the ARS General Inspection held during the period 4 through 8. The Operations and Training Section as well as the unit as a whole received a satisfactory rating with the exception that adequate space was not allocated for the Rescue Control Center. On 5 May our Pararescue Team again made a training jump. The exercise coincided with Boy Scout day at Selfridge AFB and was a highlight event of the day. On 20, 21 May Selfridge AFB was opened to the public for Armed Forces week, and this unit provided one SA-16 attended with crew members for static display.

June found the unit in excellent condition for operations and Flying Training. Good weather combined with an above average in-commission rate allowed the Squadron to program and accomplish its quarterly flying hour allocation, and in support of local search operations, actually flew additional hours. The month was also heavily loaded with actual search and rescue missions. Assistance was provided in the Jackson, Michigan area on the search for a missing Cessna 120. On 23 June the unit provided one SA-16B for the search for a missing F-101 in the Kincheloe AFB area. On 30 June the unit provided search coverage for a Cessna 140 in the Alpena, Michigan area. On 18 June the unit provided static displays in both Flint and Muskegon, Michigan, for Civil Air Patrol activities.

The close of June found the Squadron preparing for the Unit Encampment to be held early in July. Necessary schedules, plans, additional supplies and materials were being processed and completed. The advisors evaluation of the unit capability is adequately summed up in his Monthly Activities Report to Air Rescue Service on 12 June 1961.

> "It looks as though the 305th Air Rescue Squadron (Res) is about over th hump. I feel the squadron is capable of supporting any operational rescue mission at this time, with budget and manday limitations only."

MATERIEL

Unit Supply

At the turn of the year the supply section was manned by two air reserve technicians, A1C Francis G. Beardslee, and A1C Alvin C. Jones. On 1 January 1961, Mr. Jones departed for a five week resident supply school creating a severe strain on the supply capability of the squadron. The supply supervisors position which had been vacated by MSgt Gordon Young held little hope of being filled in the immediate future. Supply activities as a result were curtailed to the most essential priority requisitions. One of the consequences of this lack of personnel was the necessity to allow many administrative problems and tasks to go unattended, resulting of course in the long run in even heavier work load problems for the future. TSgt Loyd N. Carter, Air Technical Advisor, Supply, joined the Air Advisors' Office on the last working day in December. The Air Advisor, Capt. Edward M. LaDou, recognizing the seriousness of the supply section problems provided assistance in the section as he indicated in his monthly Activities Report to Air Rescue Service:

> "I have authorized TSgt Carter to assist actively within the section until such time as A1C Jones returns from school. I felt this action was warranted in order to keep the records and stock lists from getting so far outdated as to cause a complete breakdown".

Added to the personnel problem in the Supply Section and making the situation quite critical was the problem of inadequate and poorly located facilities housing the entire section and located approximately 350 yards from the flight line. The two buildings, S-12 and S-13, used by the section, one as a

warehouse and the other as the administrative office and issue room combined. These two buildings were in such a state of repair that at times during the cold months, January, February and March, the temperature in the administrative office and issue room had gotten as low as 30°. At one point lack of proper heat caused water pipes to freeze in turn flooding the section and causing a work stoppage. The improper heating situation was the direct cause of many manhours of productive work lost in the section.

In spite of the manpower and facilities problems and with the aid and assistance of TSgt Carter, Air Technical Advisor, the section managed to keep its head above water solving many of the maintenance supply logistic problems and filling priority requisitions in time enough to improve the incommission rate and sustain at an average 56% level.

On 22 May 1961, MSgt Nelson J. LeMay was assigned to the unit as Supply Supervisor. His immediate task was to become familiar with the personnel and procedures peculiar to Rescue Supply and to develop and establish suspense dates for bringing the section up to normal operating capability.

The close of June saw the Supply Section improving in support capability with only the inadequate facilities remaining as a thorn in the operation of the section.

Maintenance

The Maintenance Section during the first six months was able to support 442:00 flying hours and maintained an average incommission rate of 56%.

The breakdown of support for the assigned SA-16B aircraft is shown in the following table:

MONTH	HOURS FLOWN	IN-COMMISSION PERCENTAGE
January	83:00	69%
February	60:00	57%
March	77:00	38%
April	41:00	50%
May	32:00	56%
June	149:00	67%
Totals	442:00	(Avg) 56%

The following aircraft were assigned to the Squadron during the period January through June 1961:

Aircraft Assigned
51-0056
51-7169
51-7182
51-7195
51-7199

During the period of this history no IRAN was programmed or accomplished on aircraft assigned to this unit.

Major Manuel W. Geiger filled the Maintenance Officer position during the period of this history and did much toward developing a systematic program of scheduled maintenance. He personally coordinate follow-up action of priority requisitions, especially in instances where logistics had a direct bearing on the aircraft in-commission rate.

A change in personnel occurred in two major positions in the Maintenance Section. The Clerk Typist assigned to the section transferred to the Selfridge

AFB Salvage Yard, and A1C Leon Crayton filled the position after 5 June in a very capable and outstanding manner. The propeller Specialist position also saw a change in personnel when A1C Ellsworth S. Kissick was hired in May as a replacement. Propeller maintenance capability was temporarily reduced while Mr. Kissick became familiar with the SA-16B propeller system.

During January action was taken to relieve one of the most serious problems plaguing the maintenance section. After the Operational Readiness Inspection was administered to the 403rd Troop Carrier Wing in January an evaluation of space in hangar #36 which has been shared by both the 403rd and 305th was accomplished. A result of this survey was allocation of a separate office for the Quality Control and Administrative Branches of Maintenance which, prior to this time, had shared space with the 403rd. This single move did much to improve the coordination, continuity, and control over all branches of maintenance.

The Communications section had remained located in the end of the Supply building, S-12, 350 yards from the flight line, after the maintenance space rearrangement in the hangar. This excessive distance continued to generate many wasted manhours of traveling time between the aircraft and the communication shop. At the end of June the Maintenance Officer, Major Geiger, had initiated a request to the 403rd Troop Carrier Wing, Custodians of hangar #36, to have space made available in the hangar for the communication section.

The thirty-calendar month inspections added to the SA-16B aircraft in August of 1960 had been thoroughly analyzed and by January 1961 a sound program had been developed to accomplish these inspections on a scheduled basis during the periodic inspection of each aircraft. Completing the calendar inspections on each aircraft required approximately 425 additional maintenance manhours.

These inspections added approximately 2 maintenance manhours to each generated flying hour. The calendar inspection program had the effect of increasing the maintenance requirements for generating flying training hours, an area which was already hard pressed to produce the flying hours required to support the flying program of the unit.

By the close of June a well planned and effective schedule of maintenance activities was beginning to emerge and was evidenced by the steadily improving in-commission rate and the increased hours actually flown during the period. With manning complete and the section prepared to handle a concentrated flying program during the coming Unit Encampment, the end of the period saw morale at a new high level. The fruits of the mechanics' and administrators labors were apparent.

OVERALL EVALUATION

The first six months of calendar year 1961 saw the 305th Air Rescue Squadron (Reserve) in the maturing stages of development under the leadership of the ART Commander, Major Charles D. Kilpatrick, and his ART staff. The two major organizational changes which had plagued the operational capability of the Unit were for the most part completely implemented: 1. The conversion of the Unit from the Air Reserve Flying Center (ARFC) concept to the Air Reserve Technician concept of management. 2. The revised plan for management of Reserve Forces which transferred responsibility for training and inspection from CONAC to ARS. Major conflicts and confusion of responsibilities between commands at the unit level were clarified and the squadron was by the end of June 1961 well on its way toward solving the detailed problems blocking the development of a highly skilled and effective operational ready unit.

The written report of the ARS Advisory team which visited the Unit during 30 November through 4 December had provided some definite guide lines regarding the desires and training requirements of ARS (MATS) in the conduct of Unit Training. Many of the areas of confusion and conflicting directives were identified and assistance from CONAC and ARS was requested to provide clarification.

As with any maturing organization, the attention of the Unit was turned toward the detail of administration and operations in order to create the refinement required for a highly proficient and effective Rescue Unit. Such items as the Mobility Plan, the Alert Plan, Recruiting and Retention Program, and Administrative Procedures had been developed and published, but a test of the effectiveness of these plans and procedures was needed to demonstrate the workability and weaknesses of each. The unit needed to know its own weaknesses so that holes in the dike could be plugged.

The Commander directed that the Mobility Plan of the Squadron be completely tested during the January UTA. The test proved very useful in showing the areas of weakness both in the plan and in execution procedures. The problems, difficulties and errors encountered during the Unit Mobility Exercise were noted and as a follow-up the Plan was completely revised and republished in March.

During April the Unit Alert Plan was given a test and the resultant participation was 80%. A system of perpetual change to the plan was established and was indicated as effective in keeping the plan current.

The Unit Manning situation, through the efforts of the R&A section and under emphasis and guidance of the Commander, had been reduced to problems in two important areas. Manning had improved considerable during the period; however, difficulties were encountered in filling 1. Crew member positions, especially pilots, and 2. Key Air Reserve Technician positions. By the close of June the unit was without an Operations Officer and a Rescue Survival Technician, two key ART positions. Repeated actions had been taken with no immediate results whatever the speculations were on why pilots in the rank of First Lieutenant were either not available or not willing to take advantage of the flying opportunities which the 305th had to offer, the fact remained that eligible pilots were difficult if not impossible to recruit. This problem continued to get the Chief Pilot's and Commander's concentrated attention because it was the one factor that singly reduced the Unit Operational Readiness to the greatest extent.

The 305th Air Rescue Squadron is essentially a sub-tenant of the 403d Troop Carrier Wing, and as such has been allocated space dispersed throughout the facilities of the 403d. Only two buildings are actually assigned to the

Unit and these are occupied by the Supply Section for administration and storage. These two buildings have been in a state of repair such that the health and welfare of the employees occupying them has been seriously jeopardized. Relief from this problem has been requested both from the host base and from CONAC in the form of funds for rehabilitation with no resultant action at the close of the period.

Dispersal of the Sections of the Unit has been another problem endured by the Squadron and contributing to poor coordination and efficiency. The Command and Personnel and Administration Sections are located approximately a mile and a half from the flight line where the remainder of the Unit is located. Much time has been lost in travel between these sections and the flight line on coordination matters and for normal distribution. The fact that both Supply and Communications have been located 350 yards from the aircraft and the remainder of the Maintenance and Operations Sections has added delay time in the performance of their duties. The Commander has recognized the serious impact on efficiency inherent in this dispersion of functions for a small organization such as the 305th which depends on close coordination between functions to accomplish the mission. Although the Ideal of having the unit housed in one central location may never be realized, action has been taken to move sections with the most serious travel problem. At the close of June, the Communications Section was programmed to move into the hangar, exchanging space with the Army Helicopter Unit. Plans were also laid for the eventual establishment of a Material Control Area shared with the 403d Material Control Section. Although only a start, the above will represent a definite improvement in the space allocation and dispersal situation of the unit.

ATTACHMENTS

T Y P E D C O P Y

AROTN

Advisory Service Report - 305 ARSq (Res), Selfridge AFB, Mich.

ARS
Orlando AFB, Fla.

1. In accordance with MATS Reserve Forces Plan 145-60 and MR 45-4, an ARS Advisory Team composed of the following listed personnel visited the 305 Air Rescue Squadron (Reserve), Selfridge AFB, Michigan, during the period 30 November through 4 December 1960, under authority of paragraph 2, SO A-311, Hq ARS, 28 November 1960:

Major Emerson L. Fitzgerald, Team Chief	AROTN
Major Joseph C. Wheeler, C & E Officer	AROCM
Captain William P. DeWitt, Chief Pilot	AROTN
Captain Nathan H. Gross, Chief Navigator	AROTN
CWO Ira M. Chichester, Supply, P.E.	ARMSP
SMSgt Ira L. Burch, Maintenance	ARMNT
MSgt Glen D. Cays, Chief Flight Mechanic	AROTN
SSgt Bobby Tyndall, Chief Airborn Radio Operator	48 ARSq

The purpose of this visit was to provide the semiannual review of the unit aircrew standardization program and to assist and observe the unit training program.

2. The 305 ARSq (Res) is commanded by Major Charles D. Kilpatrick.

3. The ground training of aircrew and other personnel was being conducted in accordance with CONAC and other directed publications. This training program had just been reviewed and a new program initiated based on a sound preplanned effort to adequately cover all required ground training. The exact solution for the maintenance of training records had not been decided upon due to the forthcoming changes to be found in the MATS Manual 50-5, scheduled to replace the CONAC Aircrew Training Manual 130-2. The advisory team spent a considerable portion of the visit discussing the maintenance of training records as will be required by MM 50-5. Some of the ground training schedules for support sections were too general in nature for proper control of subject material.

4. The unit OJT program is faced with an unfavorable OJT situation. CONAC SUP 2 to AFR 50-2 will not permit airmen to be placed on OJT to a higher skill level than the UMD position to which they are assigned against. AFR 39-4 allows a (3) level airman to be entered into upgrade training in the appropriate (5) level if there is a manning document authorization for the (5) or (7) level specialty in the basic unit of assignment. This situation causes a morale problem among reservists who cannot legally receive upgrade training for which they are considered qualified. This

is in conflict with the ARS policy for providing upgrade training when it will be of benefit to theindividual and concerned. ARS will initiate action to remedy this problem.

5. The squadron standardization program could not be observed except to a limited extent due to a temporary shortage of aircraft. The one flight accomplished was satisfactory (see Atch #1 and #2). The squadron's newly acquired ART airborne radio operator received a considerable amount of instruction from SSgt Tyndall, the Standardization Airborne Radio Operator from the 48 Air Rescue Squadron, but did not receive an adequate flight check due to the lack of flying hours; however, his progress was satisfactory and he is considered capable of continuing his own training with the assistance of airborne radio operators from the 403 Troop Carrier Wing at Selfridge AFB.

6. There are three operationally ready aircrews. Of the six authorized aircrews, there are 9 pilots; 4 qualified as RCC's, 1 qualified on land and water, and 4 land qualified; five navigators, 3 qualified, and 2 in training; 6 airborne radio operators, 3 qualified, and 3 in training; and 6 flight mechanics, 5 qualified and 1 in training. Two pararescue personnel are in training and one of these is expected to be engaged for the ARTed position. The Commander and operations officer are land and water qualified and are in the Rescue qualification stage of training. The ARTed IP is fully qualified but with less than 500 hours in the UE aircraft. He is being utilized as an assistant operations officer, releasing one of the Reserve assistant operations officers for aircrew duty. The maintenance officer is land qualified.

7. The ground training program for support sections was too general in nature. Subject material was not too well defined and adequate recording systems had not been established which would provide a ready review of training accomplished and as an aid in scheduling training.

8. The unit has manifested a definite requirement for an ARTed Ground Support Equipment Technician by the temporary hire of a qualified individual (using the vacant ART navigator position). Ground support equipment had deteriorated considerably; however, the addition of this non-standard position has initiated a plan to bring all of this equipment up to date. It was noted that this individual can only be engaged for another sixty days unless action is provided by CONAC to authorize this position.

a. The maintenance section demonstrated adefinite improvement over the last visit. The engine conditioning program is still dragging. Several parts of the unit's analyzer are not available (on order). However, paper work has been started on their SOP for this program. MSgt Thomas E. Jackson, Maintenance Air Technical Advisor, is scheduled to arrive during mid December.

9. The communications and electronics section has all of the necessary equipment to prepare required bench mock-ups but is without space to install the equipment either in mobility kits or on regular workbenches.

10. The supply section is losing the ART Supply NCO, (MSgt Young, a well qualified retired supply NCO), who is accepting a higher paying job with

the Host base installations section. This relatively low paying ART position has been an object of adverse comment among all Reserve Air Rescue Squadrons.

11. Unit Manning: The ART navigator resigned during November and the ART Supply NCO is transferring to a better paying job with the Host base as of 10 December 1960. The ART first sergeant's position has been filled by MSgt Harvey W. Brodeur. The ART rescue survival technician space is expected to be filled by the end of the year. Reserve vacancies include:

Personnel officer
Supply officer
Communication and Electronics officer
Four pilots
Two intelligence specialists
Two clerks
Eight rescue and survival personnel
Two mechanics
One electrician
One hydraulic specialist
One instrument repairman
Three Radio and electronics personnel

NOTE: The intelligence specialist's positions appear to be in error. ARS, M & O, has already recommended to CONAC that these positions be deleted.

12. Facilities and equipment: The squadron has managed to function with existing facilities but is hard pressed to apply good management techniques due to the inadequate allocation and location of operating space. The general division of available space appears to be based on relative strength values rather than function requirements. The disbursal of maintenance functions resembles a disaster plan in full force with the line chief, aircraft inspector, and maintenace officer physically located at some distance from each other reducing the cooperation and coordination effort of these sections to an undesirable level. A casual survey of the facilities available to all Reserve forces indicated that the space available was more than adequate for all units involved but would require readjustment based on an unbiased evaluation.

13. The squadron commander and his staff very strongly recommended that the ARSM 50-1 be made applicable to Reserve air rescue squadrons in place of CONACM 130-2 or the forthcoming MM 50-5. It was stated that the squadron could and would rather comply fully with ARSM 50-1 with less complicated effort than now presently required by the aforementioned manuals.

14. Recommendations submitted to the Commander, 305 ARSq (Res):

a. The flying safety program should be improved by utilizing a larger portion of the periods allocated to flying safety for conducting

aircrew training in the aircraft DASH ONE and ARSM 55-1 procedures. This could include impromptu lectures by aircrew personnel selected at random, on subjects announced the previous meeting, requiring short written exams on general knowledge of these manuals, and by conducting general discussion periods. The program should be highlighted by frequent supervisory flight checks by the commander and operations officer.

b. The ground training schedules for support sections should include definite subject material as a part of a planned training program.

c. To the most practicable extent, utilize wall charts for recording the accomplishment of ground training. Maintain records or logs of attendance for all ground training on the ARS Form 57, filed by subject materials and in chronological order. Record the training on the wall chart by a figure representing the month of accomplishment which will provide a ready reference to the log of attendance. Training which is now individualized and cannot be accomplished during one period should be recorded on ARS Form 54, filed by subject until completion, then posted on a wall chart, and filed in the individual's training folder.

d. The ARS Form 47 should be used for each aircrew member to schedule and to grade or certify the accomplishment of the flying training.

e. The aircrew individual training folder should be divided into three parts: Transition, (Phase I); Rescue Qualification (Phase II); and Annual Proficiency (Phase III). Forms applicable to transition and rescue qualification are to be filed respectively and maintained as long as the individual is associated with a Reserve air rescue squadron. Forms applicable to annual proficiency are to be removed from the folder as o 1 July annually, maintained in a separate file for one year, and all destroyed except standardization flight checks which should be maintained as long as the individual is associated with a Reserve air rescue squadron.

f. Utilize a simplified control roster for ARSM 55-1, aircraft DASH ONE, MM 50-5, ARSM 50-1, and ARSM 61-1, utilizing one card for each individual, recording receipt of applicable manuals and of changes thereto.

g. Maintain a simplified system for aircrew members to record reading the aircrew information file (PIF). The system should provide a ready reference of items added to the PIF since the last review, provide for a convenient location for the PIF and establish a requirement for an up-to-date review of the PIF prior to each flight.

h. Require the maintenance of the ARS and MATS "O-Series" regulations. This will provide a ready reference of all examinations, forms, manuals, and other publications which may be desirable for improved operation of the squadron.

i. Order initial stocks and establish replacement rates for ARS Forms 47, 48, 54, 57, and such other forms as may be found of benefit to the squadron.

j. The ARTed or Chief Flight Mechanic should be required to review ARS Form 47s for flight mechanics. He will review the ARS Form 21, aircraft performance log, for accuracy and if found justified, record the mission on the wall chart; file the Form 47 in the individual folder and forward the ARS Form 21 to the maintenance officer.

k. The ARTed or Chief Navigator should review all ARS Form 47s for navigators, review the navigation logs, determine if the mission requirements are met, and when applicable, post the mission to the wall chart; file the ARS Form 47 in the individual training folder and file the navigation logs by name in chronological order in a separate file for navigators. These navigation logs should be maintained for one year and then destroyed when no longer of value.

l. The ARTed or Chief Airborne Radio Operator should review all ARS Form 47s for airborne radio operators, review the radio logs, determine if the mission requirements are met, and when applicable, post the mission to the wall chart; file the ARS Form 47 in the individual training folder, and file the radio logs, by name in chronological order in a separate file for airborne radio operators. These radio logs are to be maintained for one year and destroyed when no longer of value.

m. The ARTed or Chief Pilot should review all ARS Form 47s for pilots, determine if the mission requirements are met, and when applicable, post the mission to the wall chart, and file the ARS Form 47 in the individuals training folder.

n. Insure follow-up action to obtain sufficient copies of AFM 64-6, "Emergencies Over Water", on the basis of one per aircraft and in such other amount as may be needed for operational activities.

o. Sections should compile data for FY 1962 budget; establish requirements for attendance at schools (SA-16 at Eglin), TDY to other Reserve air rescue squadrons, reserve man days and TDY for Bermuda runs for all required over water and loran navigation flights, reserve man days for participation in ARS operational missions (within allocated airframe hours), and other prescheduled activities.

p. Establish unit SOPs for the conduct of functions originated by the unit (e.g. procedure for maintenance of PIF, maintenance of wall charts, posting of wall charts by the ARTes type crew members, filing of attendance logs, maintenance of individual training folders, utilization of ARS forms).

q. A positive requirement (via SOP) should be established for the function of the operation/maintenance aircraft schedule meeting on a weekly basis, utilizing the ARS Form 48. The SOP should include instruction for recording the reasons for aborts or changes in the schedules.

r. The benches now being constructed for C & E equipment should be redesigned with mobility as the primary prerequisite.

EMERSON L. FITZGERALD /s/
Major, USAF
Chief, Reserve Training Branch
Training Division, DCS/Operations

2 Atch
1. MATS Form 48k-SSgt Walker w/check report
2. MATS Form 10b-Capt Dyson Lloyd w/ check report

Copies to:
305 ARSq (Res)
MATS (MAOTR)
COMAC
5 AF Res Rgn

HISTORY

305th Air Rescue Squadron (Res)

Selfridge Air Force Base, Mich.

1 July - 31 December 1961

5-3384-3

UNIT HISTORY

of

305TH AIR RESCUE SQUADRON (RESERVE)

Continental Air Command

(Fifth Air Force Reserve Region)

RCS: AU-D5

1 July 1961 - 31 December 1961

Chas. D. Kilpatrick

CHARLES D. KILPATRICK
Major, AFRes
Commander

Robert S Elvidge

ROBERT S. ELVIDGE
Captain, AFRes
Unit Historian

5-33884-3

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INTRODUCTION

During the period of this report the 305th Air Rescue Squadron continued to resolve old problems, attack new ones, participate in several unusual exercises, gain ground in some areas and lose in others. The squadron received commendations for its support of Operation Stairstep and Operation Longlegs II and others, but also received criticism in other areas. The net result, measured in the terms of progress, is, in the Commander's opinion, on the plus side. However, progress was not made to the degree that the unit met all operationally-ready criteria. Aircrew-wise, it regressed slightly. In the individual training area, it made good progress. Thus, at the end of the historical period the unit had a long way to go; not all the key personnel to do it, but the determination to do the job, regardless.

SECTION I

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) is to train its aircrew and support personnel to a state of operational readiness, to equip the unit to the maximum of its authorization, to mobilize immediately when called upon to do so, and to deploy and perform the air rescue mission at any place on the globe. In addition, it is prepared to perform search and rescue service for the support of military and civilian agencies.

Organization:

Continental Air Command is the responsible command for this unit and provides administrative, personnel, logistic and budgetary support. Headquarters, Fifth Air Force Reserve Region (CONAC) is the intermediate CONAC headquarters. Located at Selfridge AFB, Michigan with the 305th ARSq, it is the unit's next higher headquarters.

The Air Rescue Service (MATS) is the squadron's immediate gaining command, charged with the responsibility for the supervision of training and General and Operational Readiness Inspections. Headquarters, ARS is located at Orlando AFB, Florida. Detachment 8, ARS is the unit's advisory element. It is composed of one officer and two airmen, Captain LaDou, MSgt Jackson and TSgt Carter,

with duties to review and advise the Commander on matters affecting the progress of training.

Logistical support of the unit is provided by the 1st Fighter Wing (ADC), host organization, and additional limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter is in the areas of financial support, hangar space, administrative office space and field maintenance within its capability in accordance with CONAC Regulation 66-1.

SECTION II

LOCATION AND FACILITIES

Selfridge Air Force Base is located on the shore of Lake St. Claire which is a connecting body of water joining Lakes Huron and Erie. It provides excellent training facilities for six or seven months each year for air rescue training. Although the lake is crowded with boats on most week ends and icebound five months of each year, it is immediately adjacent to the airfield and no flying time is wasted flying to and from water training sites. The winter climate imposes many restrictions to training due to snow and ice on the aircraft and ground. Delays are frequent and many manhours are spent preparing the planes for flight. Similarly, low ceilings, poor visibility, low freezing levels and other winter flying restrictions are prevalent much of the time. Flying schedules and mission progression are set back. When spring comes, many flying hours are used to requalify aircrews that normally would be used for transition, qualification and proficiency flying. A favorable by-product of these restrictions is that the aircrews and ground crews are prepared to operate in almost any climate.

Land and water drop zones for pararescue training are visible from the Operations office. They are excellent for certain, but not all, phases of this type of training. For example, the land drop zone is closer than one mile to open water and it cannot be

used for night drops. There are no areas of coniferous trees in the immediate location of Selfridge AFB which can be used for tree jumps.

Facilities continued to hamper effective operation and management of the unit, but some relief was promised in the form of funds (approximately $17,000.00) to partially rehabilitate the existing supply warehouse for ultimate use by the Commander, Air Advisors and the Personnel and Administration section. As cited in the Air Rescue Service General Inspection Report of October 1961, the buildings and facilities of the organization are too spread out; in two areas, in too poor a state of repair; in all areas, too crowded; and generally, the various working areas are too removed from one another so that good communication and coordination are almost impossible. Helicopters of the 28th Army Group (AD) share the SA-16 dock area for lack of other hangar space on the base. With both types of aircraft in the hangar, the folded rotors of the 'chopper barely pass under the wing of the SA-16, presenting the problem of personal injury and material damage if extreme caution is not observed. A bird's-eye view of the 305th ARSq's facilities with the Operations section as a focal point would reveal that the line personnel are downstairs, the maintenance office on the opposite end of the hangar from the flight chief, the dock chief on the hangar floor between the two. The Communications and Electronics section is closest to the flight line, the supply section is 300 yards across the ramp from the hangar and next door to the personal

equipment section, the pararescue building outside the ramp fence is 300 yards away in another direction, and the Command and Administrative offices are a mile away to the north. Dispersion to this extent creates difficulties in controlling personnel during Reserve training assemblies, and is especially detrimental to the thirty eight authorized ART personnel in performing their daily jobs.

SECTION III

Personnel

Air Reserve Technicians: Personnel vacancies existing at the beginning of this period continued to restrict the unit's capability to accomplish its objectives throughout the six months. On 1 July 1961 the following positions were vacant:

Operations and Training Officer - Major - GS-12
Rescue Survival Technician - MSgt - GS- 7
Airborne Radio Operator - SSgt - GS- 5
Clerk-Typist (Operations) - SSgt - GS- 4

On 23 October, Major Geiger, ART Maintenance Officer, was recalled to active duty with the 442nd Troop Carrier Wing for one year. This remained an obligated position and was not filled for the balance of the calendar year.

The Pararescueman, or Rescue Survival Technician, position was filled on 7 July by MSgt Udo C. J. Fischer. He was eminently qualified for the position having been trained on active duty with an Air Rescue Squadron. Sgt. Fischer brought to the unit not only his experience and knowledge, but the most priceless asset of all: his own personal belief and the ability to convey to his personnel that the high standards of the active service cannot be watered down to accommodate part-time Reserve rescuemen. The Pararescue Section roster could have been filled had not Sgt. Fischer established rigid standards. Regardless of an applicant's jump and medical qualifications, if he did not convey sincerity to Sgt. Fischer, he was rejected.

SSgt Charles R. Shepherd was hired to fill the clerk-typist position which had been vacant since April 1961. The Airborne Radio Operator position, which was vacant since August 1960, presented a continuing problem. The Civil Service position announcement does not require airborne radio operator experience and, consequently, the average applicant's experience ranged from teletype operator to amateur "ham" operator. None was selected for there was no means for training.

Captain Dyson S. Lloyd, Instructor Pilot, had been detailed to the Operations and Training Officer position for ninety days while an effort was being made to find an applicant who had previous experience and qualified for the position. The detail was extended for another ninety days. Two applicants were interviewed. One was not acceptable and the other declined. On 18 October, Captain Lloyd was promoted to the position and a vacancy for the Instructor Pilot position was created.

(The following comments are included by the Commander to give recognition to the historian, Lt. Robert Elvidge.) With 50% of the Operations and Training Section unmanned at the commencement of this period, progress required herculean efforts of all. That Lt. Elvidge, Squadron Navigator, recognized this and voluntarily took upon himself a multitude of additional duties is commendable. In addition to his navigator duties, he gave direct assistance to the Commander as Financial and Budget Officer, Assistant Administrative Officer and Civil Engineer project officer for the rehabilitation of a squadron building. He assumed full responsibility

for the unit collateral training program and, with the assistance of MSgt Thomas Jackson, Air Technical Advisor, reviewed, revised and established an effective individual training program for the squadron. The Air Force Reserve program is fortunate in having people of the caliber of Lt. Elvidge.

The coincidence of Major Geiger leaving for active duty at the conclusion of the Air Rescue Service General Inspection in October raised the question of whether or not Maintenance would suffer a serious set-back. CMSgt Arthur Krantz, who was performing duties as Line Chief, Maintenance Control, and Material Control, had assisted the Maintenance Officer in programming and phasing the 30 month calendar inspection into periodic aircraft inspections. Other similar units had found it necessary to have this inspection performed for them by depot. On his own time, Sgt. Krantz had been extracting pertinent data from maintenance statistical reports and converting the information into courses of action to improve the Maintenance Section's capability to support the mission. Posed with the problem as to whether or not Sgt. Krantz could be detailed to the full responsibility of Maintenance Officer, excepting flying, the decision was presented directly to him. His immediate reply was, "Can do". He was detailed and subsequent events have borne out his confidence in his ability.

Three Status Quo personnel retained their positions with the unit for the period. They are Messers Vardy and Dial of the aircraft maintenance section and Mr. Southern, personal equipment.

Reserve Personnel: Eight Reserve airmen were lost to the unit during this period and five were gained for a net decrease of three. Those lost were from the various sections of the squadron. Losses were attributed to relocations, hardships and termination of obligations. Each loss, regardless of reason, was difficult to accept considering the training given to each individual and the unit's need for their skills. The loss of SSgt Perry Knox was particularly harmful because, being a qualified airborne radio operator, his separation reduced the number of operational ready crews from three to two. Sgt. Knox left the unit with reluctance but, because he could not find employment because of his assignment with a Category "A" unit, he did so to accept a position in the automobile industry.

It is interesting to note that the largest percentage of airmen assigned during the period were non-prior service people who were not recruited by the squadron. In fact, no non-prior service airmen slots were ever given to this unit. They were mandatorily assigned by the Reserve Records Center and all had previously been recruited and trained for their original units of assignment. A fair proportion had been National Guardsmen. Having been assigned to NARS, most felt that their obligations had ended with their transfer to that section. Consequently, most were not pleased when they were assigned to the 305th ARSq. Appreciating their reaction, the Commander has emphasized to them their importance to the squadron and, if warranted, has recommended cross-training to utilize the skills they developed in their civilian

occupations. An example is the jet engine mechanic who was assigned against a recip engine slot. The individual had developed considerable experience in industry as an electronic computer technician. Having a vacancy in the Communications and Electronics Section, he was assigned for cross-training. Airman Nigg is happier with his assignment and is of greater value to the squadron then he possibly would have been had he not been considered.

By and large, the non-prior service airmen are a fine group. It is suspected that some supervisors rely too much on the obligation of these people to get results. The supervisor who disregards this factor and works with, and shows a true interest in, the individual invariably develops a group of conscientious and cooperative Reservists.

Three officers were also lost. All were rated pilots. Major Piddington, fully qualified rescue crew commander, transferred to 5th Air Force Reserve Region when promoted under ROPA to a rank not available within the squadron. Captain Eric Heizer left to devote his spare hours with his daughter who was critically ill with muscular dystrophy, and Lt. Jensen, who was one mission away from becoming qualified as a rescue crew commander, went into pilot training with Delta Airlines and transferred to Georgia. He was subsequently transferred to the 301st ARSq at Homestead AFB, Florida, and was not lost to the Reserve program.

Not previously mentioned in the ART portion of this narrative was the transfer to NARS of A1C Elsworth Kissick, ART propeller specialist. Mr. Kissick resigned to accept employment with the

National Aviation and Space Agency in Cleveland. His particular skill was sorely missed because the UEA propeller is adjusted to extremely close tolerances and is difficult to maintain. Mr. Kissick was eminently well qualified having spent many years in the propeller field with ARDC at Wright-Patterson, Ohio.

Air Advisor Personnel: Under the direction of Captain Edward M. LaDou, the Technical Advisors, MSgt Thomas Jackson and TSgt Lloyd Carter, performed their duties with the Maintenance and Supply Sections respectively. With the concurrance of the Detachment Commander they extended their advisory services to include actual participation in the normal and special functions of the sections. The value of these people can be measured only by the respect they have gained for themselves and the Air Rescue Service.

Recognizing the shortage of authorized Operations and Training personnel, the general low level of operational experience of those assigned, and the need to integrate the sub-functions of personal equipment, pararescue and training into a cohesive section, Captain LaDou disregarded the limitations of his duty assignment by giving flight instruction, administering instrument and proficiency flight checks, conducting briefings, giving aircrew ground training lectures, attending staff meetings and advising the Commander, accompanying the 305th ARSq crews on Operations Stairstep and directing the same crews and support personnel as Mission Commander on Operations Longlegs II. Long after Captain LaDou has

gone to future assignments, he will be remembered by the personnel of this squadron as a fine officer and representative of the Air Rescue Service.

SECTION IV

OPERATIONS and TRAINING

Operations opened the reporting period with three complete aircrews assigned of which three were operationally ready and concluded with three assigned and two operationally ready. Airborne radio operators were and continued to be the most difficult crew positions to fill, followed by younger pilots with recent experience who would require minimum orientation with the Rescue mission.

Other than search missions requested by local agencies, and the SAR center which had previously been located at Selfridge AFB, none of the crews had flown actual "Duckbutt" missions. This involves orbit over a specified ocean coordinate to provide navigational aid to other aircraft and to be prepared to intercept distressed aircraft, provide escort or, if the need arises, to search for and rescue the crew of a downed aircraft.

On 5 July a crew and aircraft performed such a mission out of Kindley AFB, Bermuda. The mission was a simulated attack on the New York area by fighter aircraft. The crew, under the guidance of Captain LaDou, flew the mission successfully and gained experience.

Upon their return to Selfridge AFB, they joined the rest of the squadron which had reported for the annual 15-day tour of active duty for training. The squadron had been directed by CONAC to perform this duty at Kincheloe AFB, Michigan, the same site as the

previous year. That base was unable to accommodate the unit. This was confirmed at too late a date to select and prepare a move to another location and, consequently, the squadron had to train at its home station. There were advantages, of course, but the unit did not have the opportunity to exercise its mobility plan for evaluation. Morale did not rise as it had done at Kincheloe because, as several Reservists summed up their opinions, "It (the encampment) seemed more like seven unit training assemblies put together."

The July UTA which followed summer camp, was used solely to test the mobility plan. This required full participation of all sections within the unit. The test was designed to check on the accuracy of weights, cubage, markings, loading manifests, aircraft loading, weight and balance and a cruise control problem. The test was carried through to the point of aircrew briefing at the aircraft. Numerous discrepancies were uncovered and, as a result, the Mobility Plan was reaccomplished and published on 22 September.

During the August and September UTAs, normal unit, specialized OJT and aircrew training were given a boost by unusually fine flying weather and aircraft maintenance. In the process, the squadron addressed its collective and individual efforts in preparation to satisfactorily pass the General Inspection to be conducted in October.

The October training assembly found everybody as busy as the proverbial cat on a slippery surface. In addition to the inspection which was being conducted, the unit had a visit from Lt Colonel

William Spencer, Chief of Flight Operations, CONAC, to determine if the unit could provide two crews, two aircraft and selected support personnel for Operation Stairstep. Colonels Felix Brenner and W. E. Thorne, Inspector General and Director of Operations, Air Rescue Service, participated in the conference. The mission was classified and presented a few difficulties in recruiting for the moment. The inspection was concluded and the unit was rated satisfactory. A few commendables and near-commendables were noted. Unfortunately, several repeat discrepancies were reported. They were the unit's continued lack of adequate space and facilities, the slovenly condition of Unit Supply, and the continuing vacancies in key ART positions.

Operation Stairstep and Operation Longlegs II

Previously noted was Lt Colonel Spencer's visit to give a preliminary briefing to the Commander and Operations personnel on the forthcoming Operation Stairstep. The information was sketchy and classified and concluded with a request for the Commander to make a committment of sending two crews, two aircraft and an unspecified number of support personnel on active duty for 60 days. The location was unknown but a choice of several possible locations was given.

Unlike other Reserve forces which were recalled for one year of active duty, the Rescue Squadron Reservists would be called to active duty for training. This posed an obstacle for the

Reservist in approaching his employer for permission to have the time off.

To the credit of all who participated, and those Air Reserve Technicians who volunteered but could not be spared without closing down the squadron, 29 officers and airmen, plus the three Air Advisors, departed Selfridge on 27 October 1961 to their operating locations, attachment to the 5hth Air Rescue Squadron, Goose AB, Labrador. They integrated into that unit, performed their missions, received expressions of appreciation for their exemplary performance from the 5hth ARSq Commander. (See Supporting Document Number 1).

On 10 November 1961, the two aircraft and crews, a para-rescue team and selected support personnel (18 officers and airmen) departed Goose AB with Captain LaDou as mission commander for Central and South America on Operation Longlegs II. On this mission they supported the USAF "Thunderbirds" demonstration team on their good will tour of our southern neighbors' countries and cities. For their part of the mission, the crews performed "Duckbutts" over land and water, strip alerts, and communications relay between the Thunderbirds and control towers. Both operations received the highest acclaim from the Chief of Staff, USAF, down through all levels of command, and the 305th ARSq is proud of its contribution. (See Supporting Document Number 2)

With so many Reservists being away until approximately Christmas and the November UTA not being very productive, the

Commander attended the SA-16 Ground School at the 48th Air Rescue Squadron, Eglin AFB, Florida for five weeks commencing in late November.

SECTION V

SUPPORT SECTIONS

Aircraft Maintenance:

During the period 1 July through 31 December 1961, the aircraft maintenance section supported 748 flying hours with an average incommission rate of 79%. The unit was authorized four SA-16B aircraft but possessed five.

Portions of the required 30 month calendar inspections were programmed into periodic inspections and seven P.E.s were completed. Two QEC kits were completed. Assistance from the host base was requested for both. The host base was directed to give assistance on an as-available basis. Since the summer encampment was held at the home station, one aircraft was scheduled into periodic inspection to provide training for Reservists who did not have many opportunities to start and complete one.

ART training was not ignored. Five persons attended the field training detachment course on AFM 66-1 which was primarily geared to time exception accounting and basic data collection. Another attended the SA-16 Ground School (Mechanics) at Eglin AFB, Florida. After many months of waiting and with command assistance, an engine analyzer was received and TSgt Trommater was sent to the analyzer and engine conditioning course at Chanute AFB.

A long standing need for a periodic inspection stand was satisfied with one built of dexion. It, and a cowling rack, were

designed by A2C Hazey and constructed whenever manhours were available from priority work. The inspection stand not only increased efficiency, but provided a safer working platform than the regular work stands. Another innovation was the construction of a generator and A.P.P. test stand. The need for this test equipment, which was built by A1C Pritts, was identified after 80 manhours had been spent on installing and re-installing a generator received from depot, and ultimately found defective. The interest and thinking of the maintenance personnel is attested to by the fact that the squadron led the base's suggestion award program and most were received from this section.

Day-by-day, the need for better supply support for the maintenance personnel became more apparent. Control over procurement of bits and parts was originally the responsibility of the individual submitting the requisition. Not only was an unacceptable number of manhours wasted in walking the 600 yards to and from the supply section, the follow-up was only as good as the individual could convince the supply man. MSgt Dulaney, Dock Chief, was given the responsibility to review, submit and follow-up all requisitions; this proved inadequate. The Line Chief, CMSgt Krantz, took over and found himself bogged down. He and MSgt LeMay and the Commander put their heads together and agreed to an experiment. A1C Beardslee was dispatched from unit supply to the material control area of the 403rd Troop Carrier Wing to take over as a modified material controller. After a while, as his knowledge of maintenance increased, the supply problem

diminished. Bench stock inventory was taken without fail each month, pre-issue was centrally controlled, and the maintenance personnel were happier.

The one area of supply support, or rather the lack of it, that put steely glints in the eyes of the Dock Chief and Line Chief when they spoke to the supply supervisor was potassium chromate crystals. The possessed aircraft tail numbers are preceded by the numeral "0", indicating they are over 10 years old. Corrosion control is an ever present problem and one that is attacked vigorously by this unit. Bids were sent out by base procurement for specified sized crystals of this compound, which took time and, when received, was in an unusable powder form. This was repeated twice and finally the supply section convinced the base procurement to order from a known supplier instead of requiring bids each time.

The General Inspection rated the maintenance section satisfactory. There were a few unsatisfactory areas and a few commendables. Notable was TSgt Waishkey's quality control program and the outstanding improvement in AGE. The latter is attributable to the temporary hire of a very highly qualified specialist, Mr. Ghodes, who accounted for 95% direct labor on the equipment.

When ten ART personnel went on active duty in October, six people were temporarily hired. For a brief period during these six months, the maintenance section was manned 100%.

Unit Supply:

By 1 July this section was in quite a turmoil preparing for the summer encampment. A clothing showdown the previous month had indicated replacement action to be taken, follow-up action had been initiated for maintenance parts on requisition, a lease for a privately owned rifle and pistol range had to be effected for small arms training, and carbines and pistols were borrowed from the base to preclude taking the unit's own weapons out of cosmoline.

A comprehensive OJT program had been planned for truly effective training for Reservists. There is normally little opportunity for them to work with base supply during UTAs because the base supply is closed. Further, the accumulation of stock catalogue revisions and other publications gather faster than the ART personnel can file them, and a large portion of each Reservist's UTA is spent in this work. Therefore, during the encampment they were given practical training in warehousing, inventory, maintenance of personal retention records, and material expediting procedures. ECL tool kits were assembled and initial shortages of existing kits were filled to the extent that these kits were approximately 90% complete at the close of the encampment.

Preparations for the forthcoming inspection in October indicated a review of previous inspection reports and an evaluation of general supply conditions. Previously noted was the poor condition of the supply office building (S-12) and the deplorable condition

of the warehouse (S-13). The latter had not improved and a good clean-up and rewarehousing was indicated. Much time and effort was expended on this task and in turning in excesses. When the latter had been completed, the supply storage areas in the building were re-marked in accordance with standard warehousing procedures, and all property grouped, insofar as practicable, by property class. Recognition for the efforts put into the job was given, but the inspection team was no less pleased than the squadron with the general run-down and disrepair of the buildings. Although some money had been earmarked by CONAC ($6,000.00) for the improvement of the buildings, it was apparent the only solution was to either raze each building or go into a complete rehabilitation program which would cost roughly $25,000.00 each.

The I.G. Supply Inspector, Major Jones, was generally satisfied with the condition of Unit Supply and made only two major recommendations concerning the activity. One, to review and revise AF Forms 538 in line with the latest T/A 016 and, two, to accomplish the annual physical inventory and transfer the account from the Commander to the Unit Supply Supervisor.

One week after the inspection and the alert to prepare for Operation Stairstep, the supply personnel were deep in the task of completing the enroute support kits and procuring, on loan, the necessary Arctic clothing not normally authorized in our climatic zone. Before the mission personnel departed for Goose AB,

all were outfitted and, except for a very few items in critical supply status, the enroute support kits were complete. AlC Jones, supply specialist, went on active duty leaving two ART supply people at Selfridge AFB.

On 5 November the host base supply began conversion to the RAMAC accounting system and supplies had to be obtained on a post-post basis, and then only for priorities one through five. Conversion was completed on 17 November. Normal operations were resumed including acceptance of routine requisitions.

During the first week of December, Colonel C. U. True, Chief of Staff, 5th AFRR, conducted a brief inspection of CONAC units on Selfridge AFB in anticipation of the scheduled visit of Major General Blake. He directed that the supply buildings be put into the very best state of presentability within the unit's capability. During the December UTA, the entire squadron, except Reservists at school and on Operation Stairstep, was put to work washing, waxing and painting the two supply buildings and the operations offices.

Captain Eisenberg, Reserve Supply Officer, indicated he was due for promotion consideration under ROPA and if promoted would be forced to look for another assignment.

Communications and Electronics:

Prior to the period of this history, the Communications and Electronics section had been located in very cramped quarters in building S-12. The distance between the section and the flight line was approximately 300 yards. The time going back and forth drained heavily on available manhours. As previously described, the building housed the Unit Supply, Personal Equipment and 780 equipment. The space afforded the C-E section did not permit installation of all required mock-ups. Further, the building was in such disrepair that the use of electrical equipment and the heat generated from its use posed a constant fire and safety hazard.

The helicopter section of the 28th Artillery Group had been given room #8 in hangar 36 for their combined operations and maintenance sections. An agreement between this Group, the 403rd TCW, and the 305th resulted in a switch. During the first week of July the section moved to the hangar. There was little increase in total space available, but the proximity to the dock and flight line, as well as improved safety conditions, was greatly appreciated.

There was no 220V, 60 cycle, 3 phase current available. A work order was initiated and the C-21A power unit was utilized for a while. The work order was delayed and a junction box had to be purchased. Meanwhile the power unit was needed on the flight line for prolonged system checks. The section manufactured, by self-help methods, a power junction box and requested the base safety

inspector to approve it. Tentative approval was given, but the inspector's inquiry hastened the delivery and installation of proper equipment.

The summer encampment started just after the section relocated. Approximately 1h0 manhours were spent performing C-E preflight inspections and on unscheduled maintenance, and another 100 hours on setting up the shop. Not withstanding, a very effective training program was accomplished. Captain Euteneuer and TSgt Murrey had planned to utilize each of the eight personnel assigned to conduct parts of the training. Mr. Sidney Stevens, a Philco technical representative, lectured approximately 15 hours to the section on theory and provided excellent demonstrations using mock-ups.

Another piece of test equipment, long awaited and requiring command assistance to procure, arrived and was erected during the encampment. Without this AN/APM 60 test equipment, the testing and troubleshooting on the APS 31 radar installed in the unit aircraft had been a laborious and time consuming function. The full advantage of the test set was not realized until later when adequate power to run it was installed.

OJT records and folders had been brought up-to-date before the encampment ended and the section was in generally good shape. Some mock-ups had not been set up for lack of components. Notable was the Tacan set.

As with all the others, this section was kept busy before the inspection. The equipment which was set up in mobility cases

required rearrangement for more efficient use, the shop was cleaned and painted, and insulation matting for the floor was ordered and installed. Publications not on hand were ordered, charts were reviewed for accuracy and brought up-to-date, and all test equipment not previously sent to PMEL was sent through for inspection and repair. The section received a satisfactory rating with a commendable mention. The most serious discrepancy of the few received was the lack of certain important CEPs and JANAPs. Those which were classified were not received by the end of this period, but most of the discrepancies were cleared.

The shop had, at an earlier time, been used as a paint shop and with the advent of cold weather, cold drafts gave clues that the fire door had to be modified in a shorter time than could be expected from a work order request. The section, with help from Maintenance, installed double doors which improved heating and ventilation. With what time was left, they reviewed their mobility plan and submitted changes to provide for equipment received since the publication of the original plan.

Personnel and Administration:

Preparatory to summer camp, this section was a beehive of activity. Orders calling the unit to active duty for training were published, immunizations scheduled and, on 8 July, the unit was processed "in". During the training period duty rosters were prepared, records checked, current identification cards and tags were issued, and the all-important payroll prepared. MSgt Brodeur, NCOIC of the section, found enough spare time to hand-pick the airmen's softball team for the annual officer-airman game. The selection paid off; the officers were drubbed and Sgt. Brodeur further established his reputation as an expert in personnel selection.

The section received a satisfactory rating from the I. G. team in October. AlC Sherard received favorable comments on the quality of his specialties. Two significant discrepancies were the poor condition of classified material logs and status of individual immunizations. Custody of the former had been turned over to the section by the commander just before the inspection and the "gig" against the section was not truly justified. The medical records had been maintained in the 1st USAF hospital by the 4O3rd TCW medical technician. This had always posed a problem. After the inspection, all records were removed to the P&A section and immunizations were brought up-to-date and posted.

Some of the unusual problems attending the call to active duty of unit personnel in support of Operation Stairstep was the publication of orders piecemeal as Reservists became available, resolving

problems concerning leave, military leave or military furlough for ART people, establishment of pay cards and a myriad of other details. After arriving at Goose AB people without security clearances or interim clearances had to have the paper work initiated. They were not acceptable for processing and A1C Sherard was dispatched to Goose AB to give assistance. The operation continued through December and the section was kept busy trying to catch up with the normal work load.

Information Services:

In response to the squadron's request for I.O. assistance, General C. P. Lessig, Commander, 5th AFRR had the Region I.O., Major Ross Miller develop a program in conjunction with Captain Blose and MSgt Brodeur of the 305th ARSq. General Lessig invited a number of radio, T.V., and newspaper people to observe a training mission in October. The pararescuemen made a water jump in anti-exposure suits to a "survivor" in a raft, and the aircrew made a water pick-up. All who were invited did not attend, but those who did were very impressed and provided good coverage. Mr. James 'Jim' Hendrick of radio station WBRB in Mt. Clemens, Michigan arranged for "live" interviews on three separate broadcasts and, on other later occasions, also plugged the unit. The local daily newspaper "Monitor Leader" published a first page recruiting pitch in December. Both media gave recruiting a significant boost.

Summary Evaluation:

Selfridge Air Force Base has been humorously referred to as a "hodgepodge of cats and dogs". The principal active duty units are a fighter wing and two squadrons (ADC), a refueling wing and two squadrons (SAC), a radar squadron, an Army artillery group (NORAD), and a hospital. The Reserve units include an Air Force Reserve Region, a Troop Carrier Wing and attached squadron, a rescue squadron, navigation training detachment, a recovery group, a mobile communications unit, and an aeromedical evacuation unit. Facilities and support are taxed to the utmost, as is the ability to recruit and fully man all the Reserve units.

The difficulties in filling key ART positions with qualified personnel has been a particularly difficult problem. With but three of the five authorized officer slots filled, the burden has been heavy. In spite of this, the 305th did an outstanding job in Labrador on Operation Stairstep and the only squadron to do it again on Operation Longlegs II in South America immediately afterwards. We met our quota of volunteers and then some. Support personnel were stationed at both locations during both operations, and those who remained at home continued to work and train. The "Business As Usual" signs were never taken down. The only attachments to this report are the plaudits given in recognition of a job well done by the Reservists of the 305th Air Rescue Squadron.

54th Air Rescue Squadron
Air Rescue Service (MATS)
UNITED STATES AIR FORCE
APO 677, New York, New York

C
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REPLY TO
ATTN OF: 54-C

12 Jan 1962

SUBJECT: Performance of Duty by Personnel of the 305th Air Rescue Squadron (Reserve)

TO: 305th ARSq (Reserve)(C)

1. I wish to express my appreciation for the exemplary performance of duty by personnel of the 305th Air Rescue Squadron during their tour of active duty with the 54th Air Rescue Squadron at Goose Air Base, Labrador.

2. Upon arrival at Goose Air Base, personnel of your unit were integrated into the 54th ARSq, and worked directly with my people in the various sections of the Squadron. This integration worked smoothly, with a definite and noticeable spirit of cooperation on both sides. We conducted an intensive training the first week-end, and everyone went to work with a vengence on Monday morning. All personnel did a highly commendable job in assisting with the movement of the fighters to Europe.

3. When a requirement came in to provide two SA-16 aircraft and crews to accompany, and provide coverage for the "Thunderbird" team in South America, I chose your two crews and aircraft. From all reports available to me, they performed all tasks in a highly satisfactory manner. I regret that they did not stay with us long enough to get better acquainted, and for us to get to know them better, and to accomplish the joint training exercises which we had planned. However, I am certain that your crews and support personnel gained valuable experience on the South American tour. It was an unusual opportunity for them.

4. It was a pleasure to have your personnel with us here at the Goose, and I hope we can do it again in the future.

/s/t/PARKER B. MUDGE
Lt Colonel, USAF
Commander

Supporting Document #1

Headquarters
CONTINENTAL AIR COMMAND
United States Air Force
Robins Air Force Base, Georgia

C
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REPLY TO
ATTN OF: PPS

21 Dec 1961

SUBJECT: CONAC Certificate of Recognition

TO: 5 AFRR

1. The attached CONAC Certificate of Recognition is forwarded for appropriate presentation to the Commander, 305th Air Rescue Squadron.

2. The Commander extends his congratulations to the personnel of the 305th Air Rescue Squadron who have distinguished themselves during Operation STAIR STEP.

FOR THE COMMANDER

/s/t/BURTON H. ROWDEN
Colonel, USAF
Deputy Chief of Staff, Personnel

1 Atch
Certificate

1st Ind

20 Jan 62

5AFRR, Selfridge AFB, Mich.

TO: 305 ARS, Selfridge AFB, Mich.

1. It is my pleasure to add my personal congratulations to those expressed by the Commander, CONAC, for a job well done.

2. By their actions, members of the 305th Air Rescue Squadron have demonstrated the high state of training achieved by our Reserve forces and their readiness to perform any directed task. This recognition reflects not only great credit upon the 305th Air Rescue Squadron but also upon the entire Air Force Reserve program.

/s/t/CECIL P. LESSIG
Brigadier General, USAF
Commander

Headquarters
MILITARY AIR TRANSPORT SERVICE
United States Air Force
Scott Air Force Base, Illinois

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REPLY TO
ATTN OF:

4 Dec 1961

SUBJECT: Appreciation

TO: ARS

1. In a recent letter from General W. C. Sweeney, Jr., Commander, Tactical Air Command, appreciation was expressed for the highly efficient airlift support provided by MATS in the completion of the deployment phase of operation "STAIR STEP."

2. General Sweeney advised that the splendid efforts of all concerned contributed significantly to the overall success of the operation. Particularly gratifying was his special mention of the excellent professionalism displayed by members of your command.

3. It is always a pleasure to receive correspondence of this nature expressing appreciation for services rendered by MATS personnel. Please extend my compliments to your people for the exemplary performance of duty which prompted this recognition.

/s/t/JOE W. KELLY
Lieutenant General, USAF
Commander

Ltr, Hq MATS, 4 Dec 61, Appreciation

C
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1st Ind (ARCCO) 19 Dec 1961

Hq ARS, Orlando AFB, Fla

TO: Major Charles D. Kilpatrick, 305 Air Rescue Sq, Selfridge AFB, Mich

1. It is with great pride that I add my personal indorsement to General Kelly's letter.

2. I deeply appreciate the splendid support provided by you and members of your staff during all phases of Operation STAIR STEP.

3. Please forward to each and everyone who contributed in this exercise my congratulations for their outstanding performance.

/s/t/JOSEPH A. CUNNINGHAM
Brigadier General, USAF
Commander

K-SG-RESC 305-H1

Jan-June 1963

5-3755-1

305TH AIR RESCUE SQUADRON (RESERVE)

United States Air Force

Selfridge Air Force Base, Michigan

REPORT OF ORGANIZATIONAL HISTORY

RCS: AU-D5

1 JANUARY 1962 THROUGH 30 JUNE 1962

PREPARED BY:

CHARLES D. KILPATRICK
Major, AFRes
Commander

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INTRODUCTION

With the steady improvement in the seasons, moving from bleak January through pleasant June, the squadron made gradual but steady progress. There were many minor changes in processes, procedures and in personnel; all designed to provide a strong foundation on which to build a more effective and efficient Reserve Rescue Squadron.

This was a relatively quiet period. There were no major changes in policy or operational programs. Technicians and Reservists alike developed a greater measure of stability and awareness of the unit's objectives. There was more and more evidence that sectionalism was on the wane and integrated effort was increasing.

The general world situation had, no doubt, a quiet influence in shaping the outlook of many people assigned to the unit. National Guard units had been activated and many deployed overseas. More frequently than previously, decisions to problems were made by the application of a possibility, "--- if we were activated".

SECTION I

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) did not change. It remained to train aircrews and support elements to a state of operational readiness, to man and equip to authorized levels, to prepare to mobilize and deploy when directed, and to perform search and rescue missions as required in support of military and civilian agencies.

Organization:

Five sections; Personnel and Administration, Operations and Training, Aircraft Maintenance, Communications and Electronics and Unit Supply comprise the squadron Reservewise and as it would be organized upon activation. The Commander is Major Charles D. Kilpatrick.

Under the ART organization plan, Communications and Electronics reverts to a division of the Aircraft Maintenance Section. The Unit Supply function and Personal Equipment are scheduled for transfer to BEMO.

Continental Air Command, parent command of the unit, provides administrative, personnel, logistical and financial

support. 5th Air Force Reserve Region, located at Selfridge AFB with the 305th ARSq, is the intermediate CONAC headquarters.

The Air Rescue Service (MATS) is the squadron's immediate gaining command, charged with the responsibility for the supervision of training and General and Operational Readiness Inspections. Headquarters, ARS is located at Orlando AFB, Florida. Detachment 8, ARS is the unit's advisory element. It is composed of one officer and two airmen, Captain LaDou, MSgt Jackson and TSgt Carter, with duties to review and advise the Commander on matters affecting the progress of training. Captain LaDou is scheduled for assignment to Command and Staff School in August.

Logistical support of the unit is provided by the 1st Fighter Wing (ADC), host organization, and additional limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter is in the areas of financial support, hangar space, administrative office space and field maintenance within its capability in accordance with CONAC Regulation 66-1.

SECTION II

LOCATION AND FACILITIES

Selfridge Air Force Base is located 30 miles northeast of metropolitan Detroit, Michigan. It is an Air Defense Command installation and host to a multitude of units and detachments. Geographically, it is limited to expansion and its buildings and other facilities are heavily taxed. However, interested the host may be in each of its tenant's needs for hangars, buildings, and services, the unit's mission priority is usually the deciding factor in allocations.

As far back as September 1960 this unit attempted to reorganize all its functions into one central area. The locations of the various functions have been identified in previous historical reports, as was the condition of the buildings that housed them. Since the base could not accommodate the request for separate facilities, it was determined that if two of the possessed buildings could be rehabilitated, the Command and Personnel and Administration sections could be moved to the flight line area which would be a considerable improvement.

CONAC granted an appropriation of $17,000.00 for interior work and the base agreed to fund for the exteriors and new heating equipment. The work on building S-13 commenced in

March and was to have been completed by June. One strike followed another; painters, tilers, and carpenters. Consequently, the building was not near completion by the end of this period.

The two CONAC units which occupied Hangar #36 also shared space with the helicopter detachment of the 28th Army Group (AD). As the gaining commands of both CONAC units took a deeper interest in them as a result of the revised management plan for Reserve Forces, they directed that each organize their maintenance functions more closely to the commands' active duty units. More often than not this required more operating space for the affected unit in a hangar that barely afforded adequate space for one unit.

An illustration of this was the requirement for the 403rd Troop Carrier Wing to establish an Aerospace Ground Equipment maintenance shop. Previously, maintenance on this equipment was performed outdoors as the weather permitted or in the wheel and tire shop as space was available. The 305th's Communications and Electronics shop was selected as the new location and the unit was asked to relinquish its space. The C & E shop had just been converted a few months ago from a paint shop after a move from an inadequate room in a building across the ramp. It was also the third move this shop had made in two

years. Recognizing that what had to be done must be done, the 305th moved its mock-ups and equipment back to the 403rd communications shop. This required certain equipment to be put into storage since there was not enough space in the shop to accommodate both units.

Frequent changes are bound to create irritation among the personnel affected, but to the credit of both units, supervisory personnel appreciate each other's reasons and needs, and adjust accordingly.

SECTION III

PERSONNEL

Air Reserve Technicians:

The ART element remained relatively stable during this period. Two key positions, Instructor Pilot and Maintenance Officer remained open until almost the end of June. On 23 June, Mr. Herrington was temporarily employed as Aircraft Maintenance Officer in the absence of Major Geiger whose position continued to be obligated while he was on active duty with the 442nd Troop Carrier Wing.

A qualified Instructor Pilot could not be found through the merit promotion program nor from registers of eligibles. Those who were certified on Civil Service registers were either over-in-grade for the position, retired, or otherwise not acceptable. The effect of this vacancy was to place an extra burden on the Operations Officer who had clerical vacancies that demanded his attention and, ultimately, resulted in his seeking employment with F.A.A.

The Detroit area is a favorable one for wage-board employees, but not so for lower graded classified people. This has been a subject of much discussion. It is difficult to recruit men for these positions. Those who, in the past, have taken GS-4 and GS-5 positions in Operations, Maintenance

and Personnel and Administration, have either turned out to be ineffective workers or, having ability, leave for better paying positions. Rotation of personnel places heavy demands on supervisors in training replacements; to the exclusion of performing their own primary tasks efficiently. For this reason it has been recommended to CONAC that these positions (GS-4's) be converted to civilian positions (female) and similar positions included in the Reserve manning document for training and occupancy if the unit is mobilized.

To illustrate, a factual example is cited: TSgt Williams (Ops Spec - GS-5) resigned to accept a GS-6 position with the Clinton County, Ohio, Troop Carrier Wing. SSgt Shepherd (Clerk - GS-4), who was not qualified for promotion, resigned to take a GS-5 position with the U.S. Army Reserve (civilian). AlC Sherard (P&A - GS-5) transferred to the Operations Specialist position for the increase in military grade (TSgt). AlC Crayton (Maint - GS-4) had previous personnel experience on active duty and transferred to Personnel and Administration section for an increase in grade (GS). TSgt Sherard hardly had time to familiarize himself with the Ops Spec position when he resigned to accept a GS-8 position with another Federal agency at Battle Creek, Michigan. Eventually, most positions were filled by temporarily hired female clerks, whereas, were they civilian

positions, permanent employment would have induced stability in all these areas. The unfavorable result of the conditions reported above could be measured in the discouragement of the supervisors and the poor general condition of administration, especially in the Operations and Personnel and Administration sections.

KEY PERSONNEL

AIR RESERVE TECHNICIANS

COMMANDER	Major Charles D. Kilpatrick
OPERATIONS & TRAINING OFFICER	Captain Dyson S. Lloyd
MAINTENANCE OFFICER	Mr. Kenneth F. Herrington (temporary)
SQUADRON NAVIGATOR	Captain Robert S. Elvidge
ADMINISTRATIVE ASSISTANT	MSgt Harvey W. Brodeur
MAINTENANCE NCOIC	CMSgt Arthur E. Krantz
SUPPLY NCOIC	MSgt Nelson J. LeMay
COMMUNICATIONS AND ELECTRONICS NCOIC	MSgt James Murrey
PARARESCUE NCOIC	MSgt Udo C. J. Fischer

Unit Training Assemblies for the six month period were:

13 - 14 January
3 - 4 February
3 - 4 March
7 - 8 April
19 - 20 May
2 - 3 June

At the end of June, 28 Air Reserve Technicians and 9 civilian employees, including 3 status quo and 5 temporary employees, were on board.

ART PERSONNEL	AUTHORIZED	ASSIGNED 1 Jan 62	ASSIGNED 30 Jun 62
Officers	5	3	3
Airmen	33	29	28
Civilian	1	1	1

Reserve Personnel:

In February, Headquarters 5th AFRR initiated an area wide recruiting drive - "Operation Centurion". To support and gain from this program, the unit Personnel Officer was called to active duty for 9 days to interview prospective recruits for Air Rescue Training. MSgt Brodeur (ART) assisted Captain Blose. MSgt Fischer, Pararescue NCOIC, with assistance from A1C Catlin, set up displays of Air Rescue survival equipment at each recruiting location. Interested prior servicemen were given information on all types of Reserve units administered by Region Headquarters. This effort, coupled with several newspaper and radio accounts of the 305th Air Rescue Squadron's activities, accounted for a gain of 18 airmen for the period. There were nine losses; eight reassignments to ARRC, Denver and one transfer to another organization.

In April, the unit received its first non-prior service personnel quota of three slots. Upon completion of basic training, two were assigned to Aircraft Maintenance and the other to the Personal Equipment shop. All non-prior service airmen, with few exceptions, turn in good performances.

The unit lost four officers and did not gain replacements. The Unit Supply Officer, Captain Eisenberg, was promoted to Major and transferred to a mobilization position with the 1st

Supply Squadron at Selfridge AFB. He was replaced by Captain Wentzel, a unit pilot, whose business precluded his meeting minimum requirements. Two Navigators, Captains McLaughlin and Jeavons were transferred to other units. Captain Brent, a Rescue Crew Commander, also experienced difficulty in meeting flying requirements and transferred to a non-flying unit.

Six airmen and four officers received promotions between January and June.

KEY PERSONNEL

RESERVES

COMMANDER	Major Charles D. Kilpatrick
OPERATIONS OFFICER	Captain Dyson S. Lloyd
MAINTENANCE OFFICER	Captain Norbert J. Fox
SUPPLY OFFICER	Captain William J. Wentzel
COMMUNICATIONS AND ELECTRONICS OFFICER	Captain Joseph J. Euteneuer
PERSONNEL OFFICER	Captain Elton W. Blose
FIRST SERGEANT	Master Sergeant Harvey W. Brodeur

AIR RESERVE ADVISORY TEAM

AIR ADVISOR	Captain Edward M. LaDou
MAINTENANCE	Master Sergeant Thomas Jackson
SUPPLY	Technical Sergeant Loyd N. Carter

ATTENDANCE AT UNIT TRAINING ASSEMBLIES

OFFICERS

	ASSIGNED STRENGTH	TRAINING PERIODS AUTHORIZED	TRAINING PERIODS ATTENDED	APPROPRIATE DUTY PERIODS	UNEXCUSED ABSENCES
JANUARY	20	80	67	9	4
FEBRUARY	19	76	66	4	6
MARCH	24	96	90	2	4
APRIL	23	92	90	2	-
MAY	22	88	82	2	4
JUNE	23	92	68	20	4

ATTENDANCE AT UNIT TRAINING ASSEMBLIES

AIRMEN

	ASSIGNED STRENGTH	TRAINING PERIODS AUTHORIZED	TRAINING PERIODS ATTENDED	APPROPRIATE DUTY PERIODS	UNEXCUSED ABSENCES
JANUARY	78	312	239	20	53
FEBRUARY	78	312	255	10	47
MARCH	72	288	256	10	22
APRIL	74	296	248	20	28
MAY	75	300	263	6	31
JUNE	78	312	255	12	45

SECTION IV

OPERATIONS AND TRAINING

Except for three specific instrument flying missions, the transition and qualification phases of aircrew training are conducted under VFR conditions. The weather between January and April was unusually bad, even for Selfridge, and more training missions were cancelled than during any similar period. Under such conditions, it is difficult to expend allotted flying hours in a manner that will reflect training progression. Pilot proficiency and currency requirements must be closely monitored and flying safety takes on greater proportions.

During this "slack" period, crews were encouraged to participate in overwater navigation training flights. Two such flights were made to Bermuda during February and April. Other flights were set up to carry aircrew members to Physiological Training locations in Illinois and Ohio. In this manner flying hours were used profitably, some directed training was accomplished, currency was maintained, and most aircrews gained profitable flying training experience under unfavorable winter weather conditions.

As spring replaced winter and the ice moved out of Anchor Bay (Lake St. Clair), preparations were made to expedite

water transition and requalification training. Every pilot is urged to give maximum availability during the week to work on this phase of training so that the weekends can be devoted to other types of rescue missions involving multiple crews and aircraft. This was realized to some degree, but it became apparent that the latter missions would have to be stressed during the summer encampment tour of duty.

A few non-directed assistance type of rescue missions were flown in the spring, locating ice-fishermen adrift on floes which had broken off larger ice sheets. All recoveries were made by helicopters. One directed tactical support mission came in May. A crew and airplane were dispatched to Myrtle Beach, S. C. to perform "Duckbutt" missions and strip alert in support of the Carolina maneuvers. No activity except a few practice intercepts was required. Later in the spring, another six day overwater navigation flight was made to Puerto Rico and two others started on coastal weekend flights, but aborted because of weather. One other three day flight was made to Goose AB, Labrador in May to negotiate Summer Encampment agreements with the 4082 Strategic Wing.

All sections developed detailed training Annexes to the Summer Encampment plan outlined by Operations. Integrated aircrew flying training was stressed, with allowance made for pilots in transition. Similarly, the Unit Mobility Plan which

had been tested the previous October was refined to insure essential equipment was taken to the training site and that non-essential items were withdrawn to accommodate the number and type of support aircraft expected to be made available.

Gains and losses of personnel had a definite effect on Operations. The section was still without an Instructor Pilot to replace Captain Lloyd who had been promoted to Operations and Training Officer. A Coast Guard Reserve officer with previous amphibious experience had been selected but not approved until the end of June. An ART clerk typist took another position with the Army Reserve as a civilian, the Operations Specialist took a higher graded position with a Troop Carrier Wing in Ohio and temporary female clerks were hired to replace them. A favorable hire was for the Airborne Radio Operator position which had been vacant for over a year. The position was held open for an active duty airmen who was separating from an overseas Rescue Squadron and who apparently possessed the skill required in this slot.

Continual emphasis was placed on operational readiness, and in the process, there were several losses in aircrew positions. Mostly, these were members whose availability was so limited that they barely met proficiency requirements. Two each pilots, navigators, pararescuemen, and one radio operator trainee were lost to the unit. As a result of "Operations Centurion", a recruiting drive conducted in February, a number

of former paratroopers were recruited for the Pararescue section. At one time they filled ten of the authorized eleven slots. MSgt Fischer weeded out some whose interest, physical condition or participation did not warrant retention.

During the bad weather months, collateral and individual training was emphasized. As the season warmed, Commander's Call was prefaced each month by an open ranks inspection and close order drill. The men presented a remarkably good appearance and enjoyed the drills. Observers from other organizations offered favorable comments regarding the formations.

Captain Sherrill and 1/Lt Wood attended the 25 day SA-16 ground school course for pilots and copilots at the 48th Air Rescue Squadron, Eglin AFB, Florida. TSgt Simmons, Flight Chief, attended a similar course for ground mechanics at the same school. A1C Hefferon, who was recruited on the basis of his medical background, was sent to the Ft. Benning Parachutist School in April. He sustained a leg injury and was returned to the unit prior to qualifying as a parachutist. Other crewmembers attended short tours of duty with the unit for transition and emergency procedures training.

The Pararescue section deserves special recognition for their voluntary training and exercises that involved much of their time without compensation. They performed twenty-seven

(27) jumps (land and water). Invariably, when jumps are made in the morning, the jumpers remain until evening participating in medical, survival and physical training. In their interest to recruit other qualified parachutists, they exhibited displays during Boy Scout Day, Armed Forces Day, International Freedom Days and at the Muskegon Air Fair.

The most serious impediment to operational readiness was the lack of Mission Commander training. Mission Commanders are qualified rescue crew commander pilots who, with the assistance of a mission staff, control airborne crews on rescue type missions by means of radios in the Rescue Coordination Center. The existing radio console contained operational VHF and UHF equipment. However, the principal HF transmitter-receiver was non-cperational for lack of a power supply. The unit was authorized the equipment which was on requisition. Command assistance was requested and given, but the equipment was not available at the end of this historical period.

In February, the squadron was awarded its third consecutive accident free year safety plaque by Air Rescue Service.

SECTION V

SUPPORT SECTIONS

Aircraft Maintenance:

With the four authorized and possessed SA-16's, Maintenance supported 590 flying hours with an average operational ready rate of 62%. The monthly rate varied between a low of 48% and a high of 74%. Six periodic inspections and 25 post flight inspections were accomplished.

Unscheduled maintenance and delayed supply action in certain instances accounted for the in-commission rate which the section considered unacceptable. During January and February an unprecedented rash of propeller control malfunctions was experienced. Trouble shooting procedures ultimately isolated the trouble to control assemblies. Replacements were in short supply. Another source of trouble was aircraft heaters and crew oxygen regulators. As these difficulties were resolved, bad weather precluded functional flight checks for as much as a week.

Three engine changes were required during the period. One was removed for depot inspection because a malfunctioning propeller caused the engine to revolve in reverse. Two precautionary inflight shut-downs were supported by findings of metal particles in the sumps which indicated internal failure.

Fortunately, spare engines had been built-up by the unit's engine shop and were on hand for replacements.

The most welcome improvement came on 28 June when the scheduled inspection criteria for periodic inspections was changed from 100 to 150 hours and for hourly post flights from 20 to 30 hours. This enabled the dock crews to work on clearing aircraft discrepancies as they occurred and brought relief to the flight line section.

As is indicated in the Personnel section of this report, the squadron's Maintenance Officer position was vacant but obligated until the incumbent returned from a tour of active duty. CMSgt Krantz capably filled both roles of Line Chief and Maintenance Officer. He attended an SA-16 maintenance conference at MOAMA, Brookley AFB, Alabama and contributed to the change in scheduled inspections related above.

Prior to going on active duty, Major Geiger indicated there were many GS-12 Maintenance Officer vacancies, in the ART Program, in Troop Carrier units and that he was interested in securing one. This was rational since the position in this unit is a GS-11 calling for a Reserve grade of Captain. Hoping against hope to find a qualified individual who would take the job temporarily, a register of eligibles was requested. Mr. K. F. Herrington was the top rated eligible on the register. After an interview during which the entire situation was outlined

to him, he agreed to the temporary position with the hope that if the position did become vacant, it would be offered to him on a permanent basis. Mr. Herrington was a tactical pilot and maintenance officer while on active duty with the U. S. Navy, land based and carrier based. He came aboard on 23 June.

Operations and Maintenance personnel observed that there were fewer write-ups than ever during this period and getting less all the time.

Captain Norbert Fox, who had been a service pilot in WW II and a professional pilot since, was assigned to the unit on the presumption that he would be granted an aeronautical rating of pilot. When this was not forthcoming, he was assigned to the Maintenance Section as the Reserve Maintenance Officer until that situation was fully resolved.

On 28 June, aircraft #517195 was delivered to the IRAN contractor at St. Augustine, Florida with the expectation that the major modification of the electrical system would alleviate the electrical and communications problems of the old system.

Unit Supply:

There were no changes in the organization of this section nor in personnel with one exception; Captain Wentzel replaced Major Eisenberg when the latter was promoted to Major and was transferred to a mobilization assignment. Captain Wentzel had previous limited supply experience and, considering he could not afford the time to meet his requirements as a rated pilot with the unit, was assigned to the Supply Officer position at his request. He brought to the section enthusiasm and direction previously missing.

MSgt LeMay still had one ART supply man detailed to the hangar to support maintenance. There were advantages and drawbacks to this arrangement. At best it was a poor substitute for a maintenance control position which the manning document does not authorize. On the other hand, as the individual gained experience, supply support for the maintenance section improved.

An experienced supply man was once heard to observe that the psycho wards were full of men who bent under the constant changes in that field. Two major changes occurred during this period; the RAMAC system and the conversion to MILSTRIP. Each change involved cancellation of routine requisitions and resubmission upon implementation. In May, Sgt LeMay attended a supply conference at Robins AFB to be briefed on the proposed

BEMO/CEMO concept. He indorsed the system but expressed concern for the security of his and other Supply and Personal Equipment sections jobs.

UAL equipment shortages were gradually filled. At the end of the fiscal year only a few items of communications test equipment were outstanding. The power unit for the Rescue Coordination Center high-frequency radio equipment was the single item that was desperately needed for training Mission Commanders. Command assistance was requested and given, but the anticipated delivery date remained December 1962.

Tool kits varied between 86% and 92% filled, most special equipment for the Pararescue section was on hand and enroute support kits were 98% complete. The major problems were the day-to-day problems of filling maintenance requisitions as fast as the current system and unit priority would permit.

Supply and Personal Equipment sections remained in buildings that had not improved noticeably except for interior painting done by the Reservists. In anticipation that the projected work on buildings S-12 and S-13 would get under way, warehoused items of supply were distributed to various storage areas as they became available. This involvement in moves and removes placed an additional load on supply personnel.

Communications and Electronics:

This section continued to be one of the busiest in the squadron. As stated previously, it changed location for the third time in two years and ended in its original location - combined with the 403rd Communications section. The move entailed reinstallation of AC-DC power facilities which was accomplished with assistance from Base AIO and storage of the ARC-8 mock-up, for lack of space.

Projects to improve the shop's capability included completion of the TACAN and ILS mock-up, fabrication of an ARN-44 mock-up, construction of an outdoor portable power shed for the B-8 rectifier and MD-1 generator. The ARC-3 mock-up was dismantled with the intention of more practical reconstruction. The Collins 618S-1 HF radio was installed in the Rescue Coordination Center but lacked a power source which is referenced under Unit Supply.

Out-of-shop work mostly concerned scheduled inspections and clearing write-ups. TACAN and radar write-ups were prevalent and it was hoped that the proposed electrical system modification would resolve most of these.

Under the guidance of Captain Euteneuer and Sergeant Murrey, NCOIC, training in this section has always been well planned and well conducted. Proof positive was the upgrading of three of the four men tested in the spring.

Personnel and Administration:

Two full time ART personnel are assigned to this section. They receive assistance from the Commander's secretary. Two years ago a recommendation was made to CONAC that an additional clerk was needed for this section and it remains valid.

Mrs. Nancy Nash replaced Mrs. Bishop as the Commander's secretary in January. In the latter part of April, AlC Sherard, personnel specialist, transferred to Operations to replace TSgt Williams. He was not immediately replaced and the set-back to the section was profound.

Details regarding this section are omitted here because they are reflected in other portions of the history.

5-4032-8

K-5G-RESC-305-41
July-Dec. 1962

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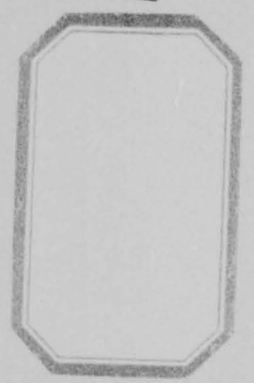

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5-4032-8

305TH AIR RESCUE SQUADRON (RESERVE)

United States Air Force

Selfridge Air Force Base, Michigan

REPORT OF ORGANIZATIONAL HISTORY

RCS: AU-D5

1 JULY 1962 THROUGH 31 DECEMBER 1962

PREPARED BY:

CHARLES D. KILPATRICK
Major, AFRes
Commander

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INTRODUCTION

The desk calendar quietly announced 1 July 1962. It was hardly noticed except for the rush and urgency to prepare and submit a rash of reports, and the gathering of loose ends for the annual encampment which would start in August. It did not portend the many important changes that were to be experienced in policy, procedures, manning, et al.

The Squadron performed its annual tour of active duty for training at Labrador, Canada; the first Reserve unit to conduct such training outside the continental limits of the United States. It experienced the first Operational Readiness Inspection by its Gaining Command, Air Rescue Service (MATS). It was not successful, measured by the rating it received, but it did prove the Squadron's mobility capability. Above all, it identified to all of us what the Rescue mission truly is and how it is pursued by the professional forces.

The Operational Readiness Test removed the abstract aura from training and replaced it with concrete objectives. In this respect the Test was fruitful and timely, in view of the recall of Troop Carrier units in October 1962, to meet the Cuban crisis. The 305th Air Rescue Squadron stood ready and better prepared for their mission had they too, been mobilized.

SECTION I

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) did not change. It remained to train aircrews and support elements to a state of operational readiness, to man and equip to authorized levels, to prepare to mobilize and deploy when directed, and to perform search and rescue missions as required in support of military and civilian agencies.

Organization:

Five sections; Personnel and Administration, Operations and Training, Aircraft Maintenance, Communications and Electronics and Unit Supply comprise the squadron Reservewise and as it would be organized upon activation. The Commander is Major Charles D. Kilpatrick.

Under the ART organization plan, Communications and Electronics reverts to a division of the Aircraft Maintenance Section. The Unit Supply and Personal Equipment functions were adjusted to conform with the Base Equipment Management office system.

Continental Air Command, parent command of the unit, provides administrative, personnel, logistical and financial

support. Fifth Air Force Reserve Region, located at Selfridge AFB with the 305th ARSq, is the intermediate CONAC headquarters.

The Air Rescue Service (MATS) is the squadron's immediate gaining command, charged with the responsibility for the supervision of training and General and Operational Readiness Inspections. Headquarters, ARS is located at Orlando AFB, Florida. Detachment 8, ARS is the unit's advisory element. It is composed of one officer and two airmen, Major LaDou, MSgt Jackson and MSgt Carter, with duties to review and advise the Commander on matters affecting the progress of training. Major LaDou reported to Command and Staff School in July and was replaced by Major Melbourne J. Nibe.

Logistical support of the unit is provided by the 1st Fighter Wing (ADC), host organization, and additional limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter is in the areas of financial support, hangar space, administrative office space and field maintenance within its capability in accordance with CONAC Regulation 66-1.

SECTION II

LOCATION AND FACILITIES

Selfridge Air Force Base is located 30 miles northeast of metropolitan Detroit, Michigan. It is an Air Defense Command installation and host to a multitude of units and detachments. Geographically, it is limited to expansion and its buildings and other facilities are heavily taxed. However interested the host may be in each of its tenant's needs for hangars, buildings and services, the unit's mission priority is usually the deciding factor in allocations.

Until October, the Command and Personnel and Administration offices were located in the 403rd Troop Carrier Wing Headquarters building, a considerable distance from other squadron elements. Buildings S-12 and S-13 are assigned to the squadron. Both were in the process of rehabilitation. S-12 was due for occupancy in June 1962 and S-13 by October. The former was not completed in October when the expansion of the Troop Carrier Wing demanded removal of the 305th. The move was made and the building was accepted in December. The other building was not ready by the end of December 1962.

The Operations, Maintenance and elements of Supply of both units are located in Hangar 36. Previous historical reports presented in detail how limited this facility is for two units

under normal circumstances. Mobilization levied greater demands for operating and maintenance space upon the Wing. To avoid a breach between the two units, the Wing appealed to 5th Air Force Reserve Region to attempt to procure a separate maintenance facility for the 305th. An unsuccessful attempt to gain the same hangar was made by the squadron two years previously. Although the Region gave full support, the results were the same. The Base could not accommodate. Demobilization thirty days later did ease the situation but did not solve the problem.

SECTION III

PERSONNEL

Air Reserve Technicians:

Vacancies in this element of the squadron continued to be the major unit problem. While the hourly wage group remained relatively stable, the top and lower graded positions did not.

The inadequate pay scale for GS-4 and GS-5 male technicians has been identified by Commanders, individually and collectively, at conferences, by correspondence and by other means. Recommendations were submitted but not acted upon. Consequently, the positions remain open or filled by temporary female clerks who move on to permanent positions. The short tenure in some instances does not justify the training involved. To illustrate, the GS-4 positions in Operations and in Maintenance were not filled with ART personnel during the period, nor was the GS-5 Operations Specialist position filled until October. All were filled from time to time with a succession of temporary female clerks. Incidentally, those who remained for reasonable periods of time did good jobs.

The top supervisory levels present a different picture. It commences with the fact that elegible personnel cannot be obtained, except the Commander position, through the Merit Promotion System. All unit positions are at the lowest grade and salary level. Consequently, promotion is not involved.

Since personnel with previous ART experience cannot be induced, the only recourse is selection from Civil Service registers of eligibles. Operations Officers with recent operations experience and Instructor Pilots with Air Rescue experience have not been found by this unit. Personnel have been selected on their potential rather than immediate capability. Their training is long, productivity is low, and the burden very heavy on the trainers who themselves can ill afford the time from their own tasks. When such conditions prevail over an extended period of time, it is not to be unexpected when those who are carrying more than their share look for and find other opportunities.

Such was the case of Major Lloyd who resigned on 14 October 1962. Following his predecessor's example, he accepted a flying position with F.A.A. and a Reserve officer position with the Michigan Air National Guard. The normal complement of ART personnel to support the Operations Officer includes an instructor pilot, a navigator and two clerks. The personal equipment specialist, radio operator and pararescueman do not normally assist directly in administration of the section. Indirect assistance is also given by the Air Advisor.

The open instructor pilot position was filled by Mr. William P. Guillou (U.S.C.G.R.) in June subject to award of an Air Force Reserve Commission and aeronautical rating. Neither were received by 31 December 1962.

The ART navigator, Captain Robert Elvidge, resigned in July to accept a civilian position as Budget Officer with the 403rd Troop Carrier Wing. He agreed to remain as a Reserve navigator until after the annual encampment and scheduled ORI inspection in August before transferring in this capacity to his unit of employment.

Advisory assistance was given by Major Edward LaDou, Air Advisor, until his transfer to Command and Staff school in July. He had assumed a considerable portion of the scheduled flights requiring a flight instructor or flight examiner. He was replaced by Major Melbourne J. Nibe who continued this valuable service until he too was recalled from the unit in October by Air Rescue Service in response to the need for his special qualifications during the Cuban crisis.

Both the ART clerk-typist and operations specialist positions were vacant. Major Lloyd resigned. TSgt Crushshon was hired against the operation specialist position later in the month of October.

Major Lloyd was replaced by Major Walter Fisher, a swept-wing fighter pilot from the Illinois Air National Guard in November. His qualifications for this position with an Air Rescue Squadron was seven years previous experience in fighter operations and some C-47 flying time. He arrived at the peak of the Cuban situation when the Commander, working seven days a week, could ill afford

the time to more than just familiarize Major Fisher with his principal duties. He and Mr. Guillou were given less than minimum flying instruction; truly, hardly enough to sustain their interest.

With the Air Advisor gone, both operations officers unfamiliar with the program and unqualified in the aircraft, and the unit on DEFCON 3 status, only the Commander remained to carry on the Operations, Training and Command functions.

With the onset of the Cuban situation, two Reserve rescue crew commander pilots gave indications of loss of interest in the Reserve program. One asked for release which was withheld until the end of the year because of the increased national tension. It was apparent that to meet operational readiness requirements should the unit be mobilized, as was the case with Troop Carrier units, non-qualified pilots and other crew members had to be given upgrade training immediately. Also, that the soft areas identified during the August ORT had to be firmed up. Being the only instructor pilot in the squadron, the Commander addressed himself to this task. He flew forty-three training missions and one hundred and ten hours between 15 October and 6 December. Considering the time spent in the cockpit and in briefing and critiquing crews, certain functions of Command were slighted. In some instances these were brought to his attention by higher

authority which did not fully appreciate the gravity of the situation brought about by the depth of shortages of qualified personnel.

Direct assistance was given by CONAC in procuring the services of Captain Stanley Ellis, ART Instructor Pilot from the 304th Air Rescue Squadron (Reserve), at Portland, Oregon. He arrived 1 December and remained until 23 December. National tension had eased by then and the Troop Carrier units had been demobilized. Captain Ellis' assistance in training the ART Operations Officer and Instructor Pilot was sorely needed. However, Old Man Winter lowered the boom. Snow, ice and typical winter conditions associated with Selfridge limited his flying to 27 hours. On the other hand, he contributed materially to the training of these people in fundamental rescue operations. The unit is grateful to him and his Commander, Lt Colonel John Forsythe, for their service to the 305th at a time when no unit could afford to reduce its own capabilities.

The obligated Maintenance Officer position continued to be filled by a temporarily hired Naval Reserve aviator, Mr. Kenneth Herrington. Although the incumbent, Major Geiger, had been released from active duty, there were indications that he desired appointment to a higher graded maintenance position with his de-activated Troop Carrier Wing of assignment. Throughout the Command, qualified maintenance officers were in great demand and

in short supply. Presuming Major Geiger would obtain a position in the grade he desired, an effort was made to secure Command approval to hire Mr. Herrington permanently in the ART program. Unfortunately, he did not meet all ART eligibility criteria and remained in temporary status. Recognition is given here to his accomplishments. Through effective management, his section established a time record for the accomplishment of a periodic inspection, a spirit of can-do and will-do, an unusually high in-commission and operationally ready aircraft rate, and generation of fleet time well above fifty percent at all times.

Two leader positions in Maintenance and in Communications-Electronics were established. SSgt Waishkey of the 305th was without contest the best man for the former position. He was promoted to the position and to TSgt. Two highly qualified persons were considered for the C-E position. TSgt Murrey of the 305th and SSgt Zaprawa of the 63rd Troop Carrier Squadron were considered. After much deliberate evaluation of all factors, Sgt Zaprawa was selected and, shortly thereafter, Sgt Murrey resigned from the unit. This had a profound effect on Captain Euteneuer, Reserve Communications-Electronics Officer, who had high regard, and rightly so, for Sgt. Murrey. He did reconcile himself to a system that leaves him no prerogative in the retention of a man he regarded as highly qualified and

suitable as his NCOIC. Sgt Zaprawa, meanwhile, has proven himself by measuring up to all that was expected of him.

At the end of December, 28 Air Reserve Technicians and 8 civilian employees, including two status quo and five temporary employees were on board.

ART EMPLOYEES	Authorized	1 Jul 62	31 Dec 62
Officers	5	3	2
Airmen	34	29	26
Civilians	1	1	1
Totals	40	33	29

KEY PERSONNEL

AIR RESERVE TECHNICIANS

COMMANDER	Major Charles D. Kilpatrick
OPERATIONS AND TRAINING OFFICER	Major Walter R. Fisher
MAINTENANCE OFFICER	Mr. Kenneth F. Herrington (temp)
SQUADRON NAVIGATOR	vacant
ADMINISTRATIVE ASSISTANT	MSgt Harvey W. Brodeur
MAINTENANCE NCOIC	CMSgt Arthur E. Krantz
SUPPLY NCOIC	MSgt Nelson J. LeMay
COMMUNICATIONS-ELECTRONICS NCOIC	MSgt John L. Zaprawa
PARARESCUE NCOIC	MSgt Udo C. J. Fischer

Reserve Personnel:

Two qualified Reserve Rescue Crew Commanders were lost to the unit at the end of this period. Their reasons were different, but it is the Commander's personal opinion that the motivation was the increased readiness posture assumed by the Reserves. One unqualified navigator also dropped out on the basis that he had received orders from ARRC that he had been discharged from the Reserve force. This was not substantiated until a much later date than this historical report.

Loss of positions to BEMO, termination of obligations, and screening of Reserve airmen brought about additional losses. Unfortunately, the unit did not have an aggressive recruiting and retention program to reduce losses and replace vacancies as they occurred.

One non-prior serviceman was enlisted on 10 September 1962. Two non-prior service enlistees completed their six months of active duty on 23 October 1962.

Three personnel who were discharged during the period decided to reenlist. All are Air Reserve Technicians.

Several airmen were promoted. They are:

A3C John L. Nigg to A2C effective 3 August 1962

A3C Jerome R. Rozanski to A2C effective 3 August 1962

A1C Richard E. Wagner to SSgt effective 1 December 1962

AlC Roy Dort	to TSgt effective 27 November 1962
SSgt Herbert Crushshon	to TSgt effective 27 November 1962
SSgt John L. Zaprawa	to MSgt effective 22 October 1962

The following airmen were downgraded because of job reassignment:

MSgt James Murrey	to SSgt effective 28 September 1962
TSgt Elwin Trommater	to AlC effective 28 September 1962

KEY PERSONNEL

RESERVES

COMMANDER	Major Charles D. Kilpatrick
OPERATIONS OFFICER	Major Walter R. Fisher
MAINTENANCE OFFICER	Captain Norbert J. Fox
SUPPLY OFFICER	Captain William J. Wentzel
COMMUNICATIONS-ELECTRONICS OFFICER	Captain Joseph J. Buteneuer
PERSONNEL OFFICER	Captain Elton W. Blose
FIRST SERGEANT	MSgt Harvey W. Brodeur

AIR RESCUE ADVISORY TEAM

AIR ADVISOR	Major Melbourne J. Mibe
MAINTENANCE TECHNICAL ADVISOR	MSgt Thomas Jackson
SUPPLY TECHNICAL ADVISOR	MSgt Loyd N. Carter

GAINS AND LOSSES

1 July 1962 - 31 December 1962

OFFICERS

GAINS:

A.R.T. - 1

Reserve - 5

Losses:

A.R.T. - 2

Reserve - 3

AIRMEN

GAINS:

A.R.T. - 5

Reserve - 6

Selective Assignee - 3

Non-Prior Service - 2

Losses:

A.R.T. - 10

Reserve - 13

Selective Assignee - 1

Non-Prior Service - 2

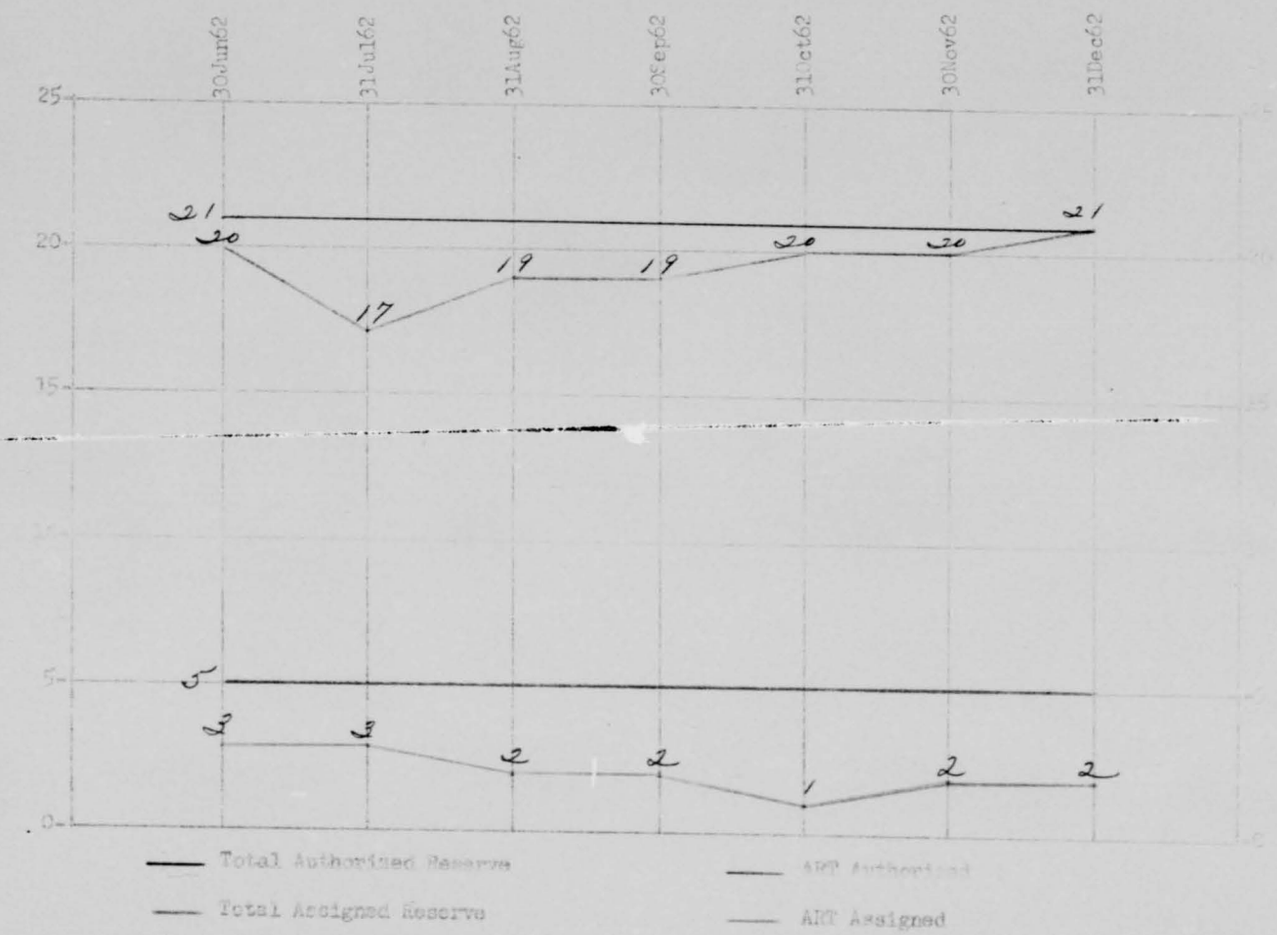
305TH AIR RESCUE SQUADRON (RESERVE)

MANNING TABLE

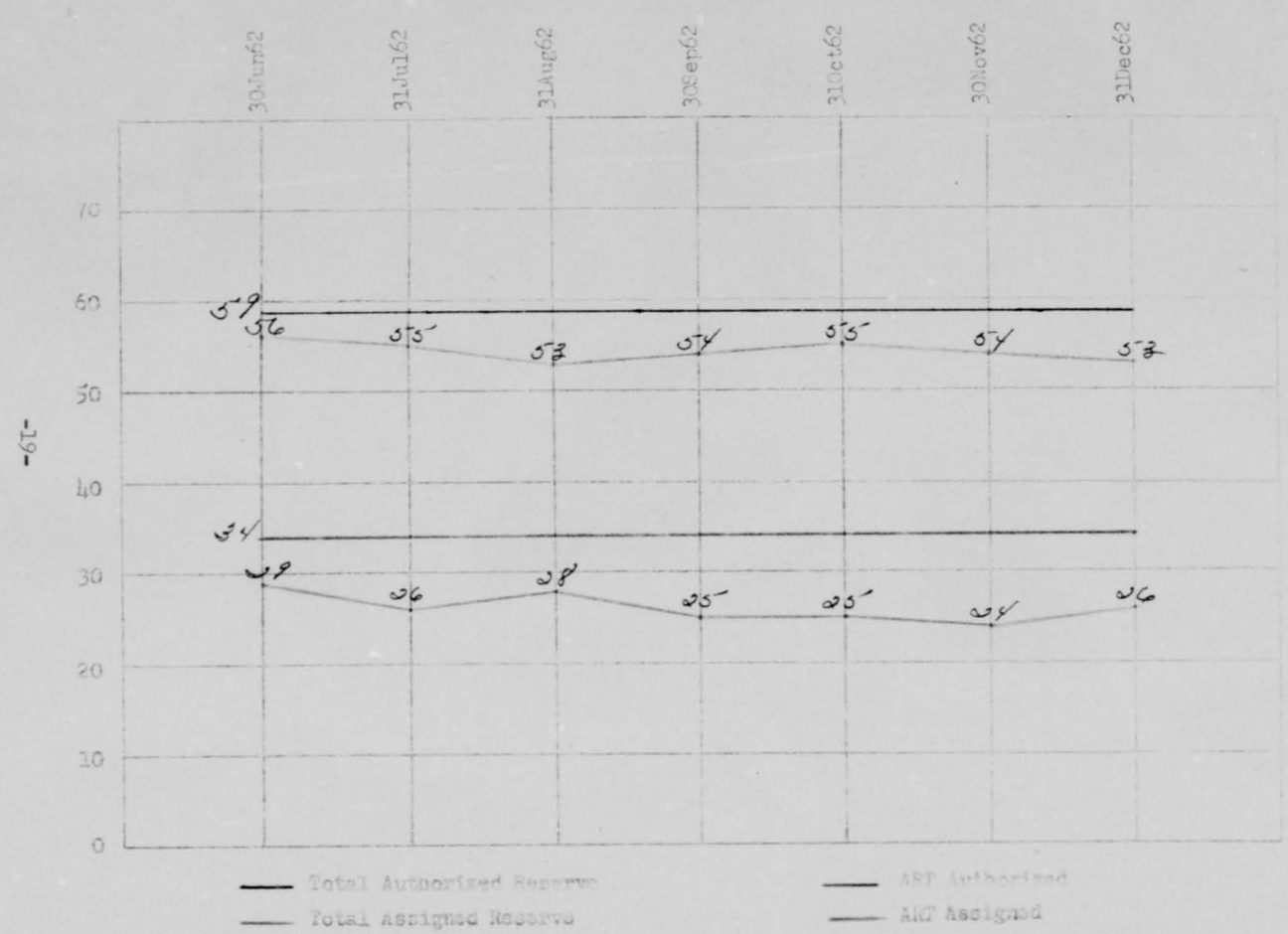
	OFFICERS				AIRMEN				TOTAL			
	RESERVE		ART		RESERVE		ART		RESERVE		ART	
	AUTH	ASSG	AUTH	ASSG	AUTH	ASSG	AUTH	ASSG	AUTH	ASSG	AUTH	ASSG
30 Jun 62	21	20	5	3	59	56	34	29	80	76	39	32
31 Jul 62	21	17	5	3	59	55	34	26	80	72	39	29
31 Aug 62	21	19	5	2	59	53	34	28	80	72	39	30
30 Sep 62	21	19	5	2	59	54	34	25	80	73	39	27
31 Oct 62	21	20	5	1	59	55	34	25	80	75	39	26
30 Nov 62	21	20	5	2	59	54	34	24	80	74	39	26
31 Dec 62	21	21	5	2	59	53	34	26	80	74	39	28

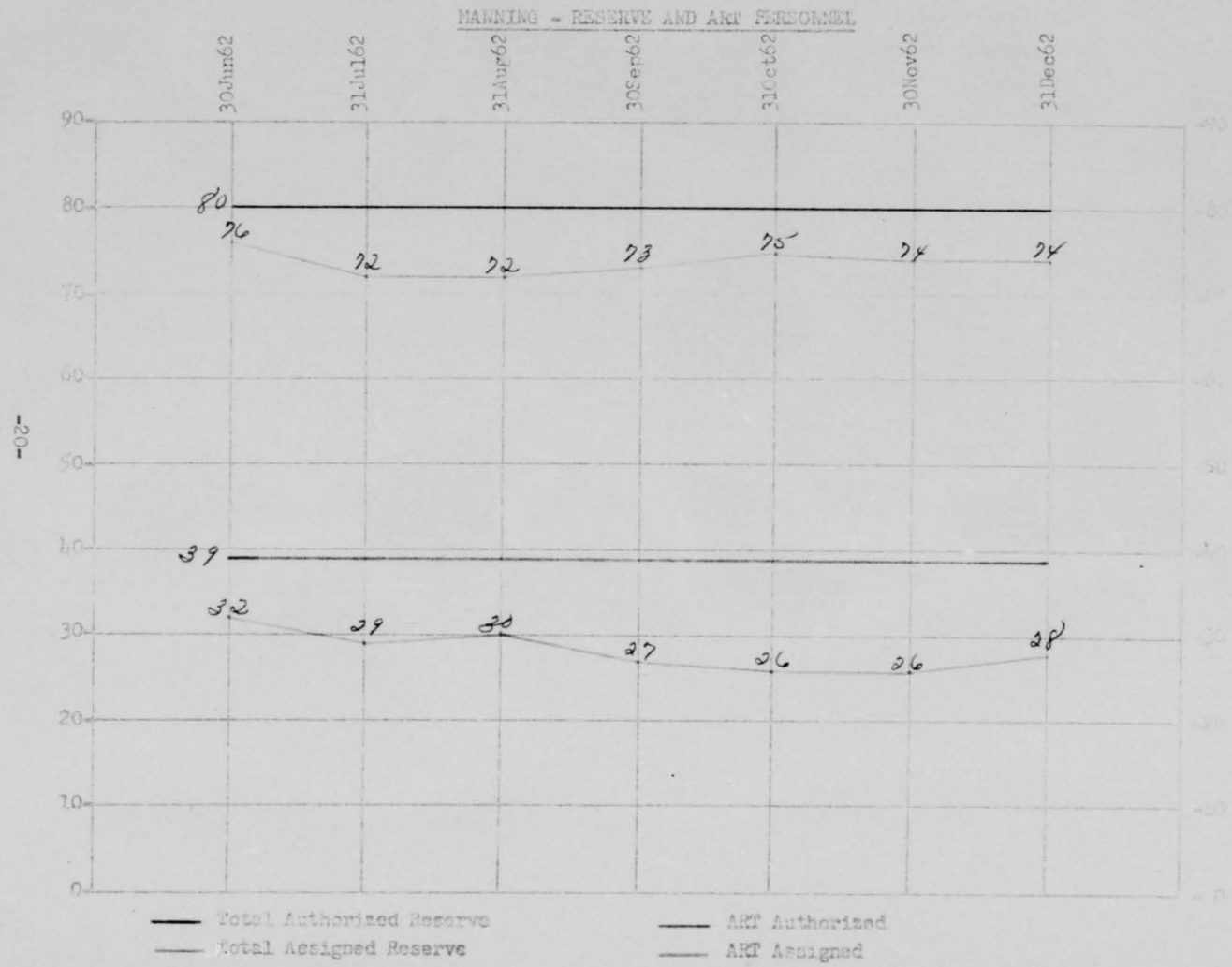
-17-

MANNING - RESERVE AND ART OFFICERS



MANNING - RESERVE AND ART AIRMEN




MANNING - RESERVE AND ART PERSONNEL
30Jun62
31Jul62
31Aug62
30Sep62
31Oct62
30Nov62
31Dec62
90
80
70
60
50
40
30
20
10
0
80
76
72
72
73
75
74
74
39
32
29
30
27
26
26
28
Total Authorized Reserve
Total Assigned Reserve
ART Authorized
ART Assigned

ATTENDANCE AT UNIT TRAINING ASSEMBLIES

OFFICERS

	ASSIGNED STRENGTH	TRAINING PERIODS AUTHORIZED	TRAINING PERIODS ATTENDED	APPROPRIATE DUTY PERIODS	UNEXCUSED ABSENCES
JULY	21	84	74	-	10
AUGUST	20	80	80	-	--
OCTOBER	21	84	72	12	--
NOVEMBER	19	76	70	2	4
DECEMBER	19	76	58	2	12

ATTENDANCE AT UNIT TRAINING ASSEMBLIES

AIRMEN

	ASSIGNED STRENGTH	TRAINING PERIODS AUTHORIZED	TRAINING PERIODS ATTENDED	APPROPRIATE DUTY PERIODS	UNEXCUSED ABSENCES
JULY	82	328	262	16	50
AUGUST	79	316	260	18	34
OCTOBER	76	304	230	21	53
NOVEMBER	77	308	274	14	20
DECEMBER	77	308	264	8	28

UNIT TRAINING ASSEMBLY

ATTENDANCE CHART

June - December 1962

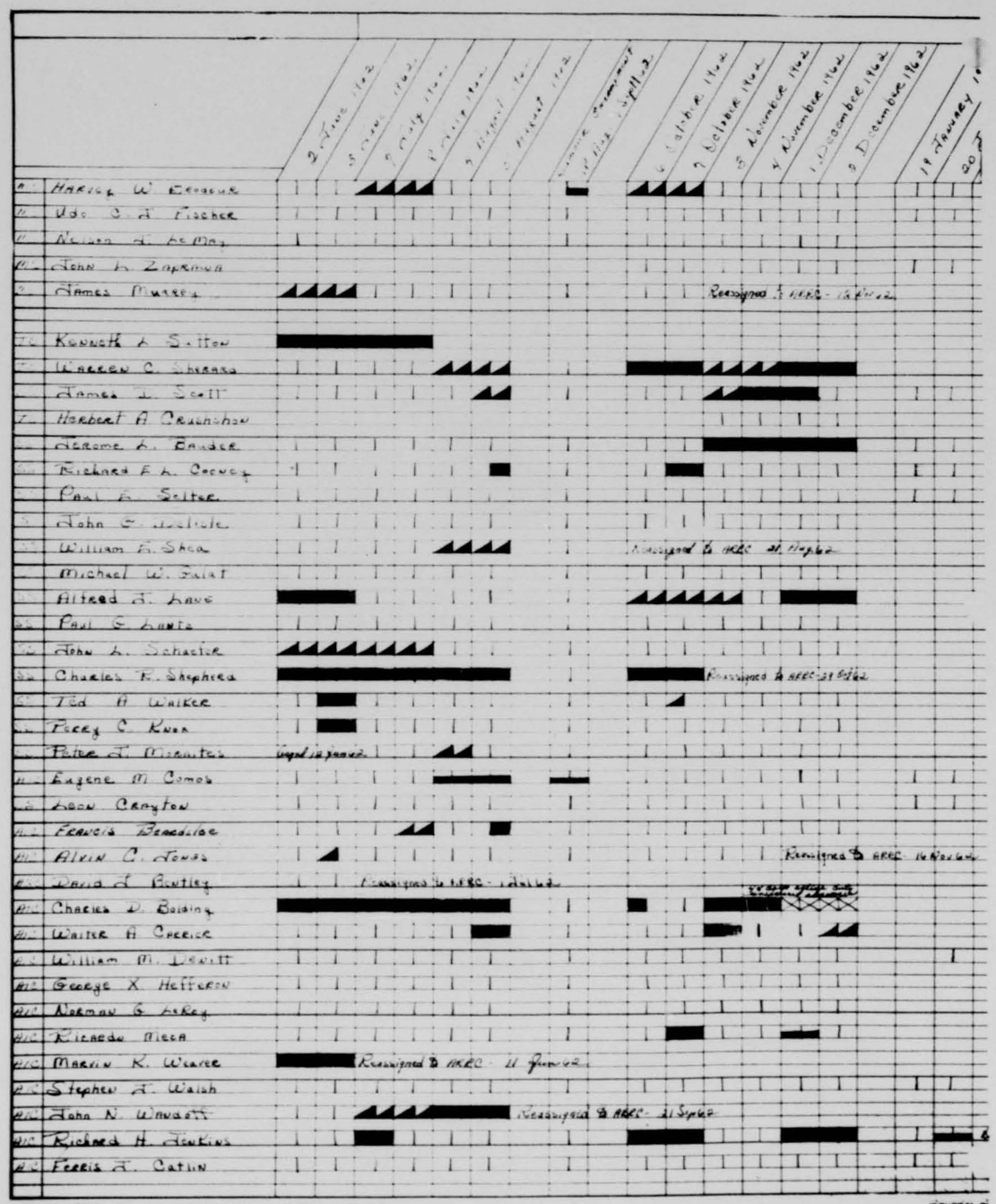
- code -

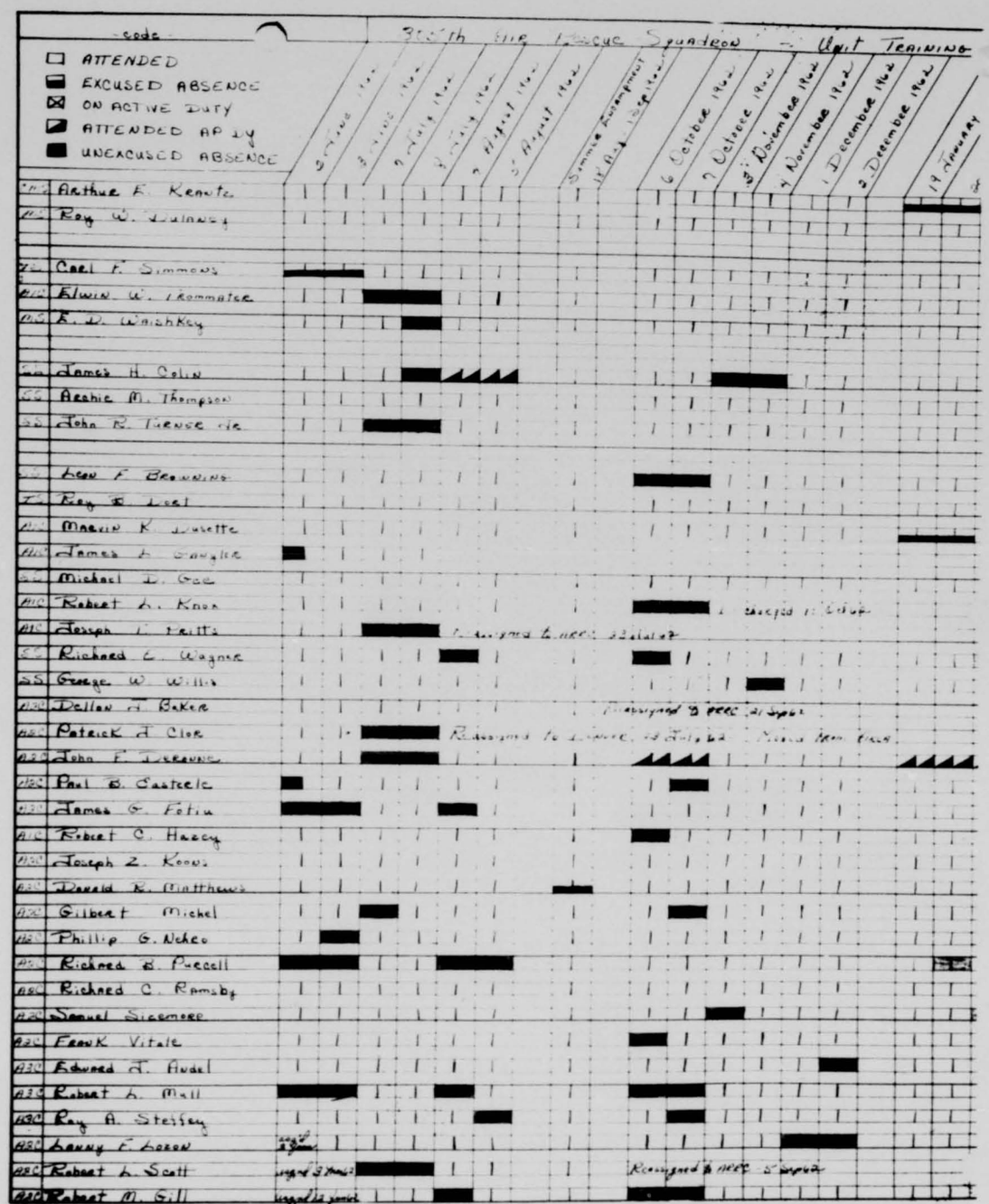
- ATTENDED
- EXCUSED ABSENCE
- ON ACTIVE DUTY
- ATTENDED AP DY
- UNEXCUSED ABSENCE

305'th Air Rescue Squadron – Unit Training Assemb

		2 June 1962	3 June 1962	7 July 1962	8 July 1962	4 August 1962	5 August 1962	Summer Encampment 18 Aug - 1 Sep 1962	6 October 1962	7 October 1962	3 November 1962	4 November 1962	1 December 1962	2 December 1962	19 January 196	20 Ja
Capt	Charles D. Kilpatrick															
Capt	Richard S. Macauley	Assigned 1 Oct 62														
Capt	Ray M. Piddington															
Capt	William L. Siegel															
Capt	Elton W. Blose															
Capt	Howard D. Coffman															
Capt	Robert S. Elvidge															
Capt	Joseph J. Eutenauer															
Capt	Leo J. Fantin														Reassigned to	
Capt	Norbert J. Fox															
Capt	Eric W. Heizer			Reassigned to ARRC - 1 Jul 62												
Capt	Bernard J. Kaske															
Capt	Andrew S. Kur															
Capt	Dyson S. Lloyd										Transferred to Mich ANG - 10 Oct 62					
Capt	Robert J. McClear	Assigned 1 Aug 62														
Capt	George G. McLaughlin					Reassigned to ARRC - Officers Request - 23 Jul 62										
Capt	James W. Onesi															
Capt	Henry E. Sherrill															
Capt	Charles F. Snell															
Capt	William L. Wentzel															
Capt	Robert E. Wurtz															
Vet	Walter H. Breyer										Discharged - 15 Oct 62					
Vet	George A. Freda Jr.					Reassigned to ARRC - Officers Request - 23 Jul 62										
Vet	Patrick A. Lennon															

CENAC FORM 171 1 MAR 57 REPLACES EDITION OF 1 JUL 55, WHICH MAY BE USED. GENERAL PU


2 June 1962
5 June 1962
9 July 1962
8 August 1962
3 August 1962
5 September 1962
4 October 1962
7 October 1962
5 November 1962
4 November 1962
1 December 1962
3 December 1962
19 January 1963
Harold W. Erdsack
Wm. C. A. Fischer
Norman A. McMay
John L. Zaprowa
James Murray
Reassigned to HREC - 14 Nov 62
Kenneth A. Sutton
Warren C. Sheeran
James L. Scott
Herbert A. Crutchfield
Jerome L. Bruder
Richard E. L. Cooney
Paul L. Seiter
John C. Westfield
William A. Shea
Reassigned to HREC 21 Nov 62
Michael W. Saint
Alfred J. Lowe
Paul G. Hunte
John L. Schaefer
Charles E. Shepherd
Reassigned to HREC 21 Oct 62
Ted H. Walker
Percy C. Knox
Peter T. Mizenko
Eugene M. Comer
Leon Crayton
Francis Benedict
Alvin C. Jones
Reassigned to HREC 14 Nov 62
David L. Bentley
Reassigned to HREC - address
Charles D. Boisdy
Walter H. Greene
William M. Leavitt
George X. Heffern
Norman G. Arkey
Richard Mega
Marvin K. Weaver
Reassigned to HREC 11 June 62
Stephen J. Walsh
John N. Wandell
Reassigned to HREC 21 Sept 62
Richard H. Jenkins
Ferris J. Catlin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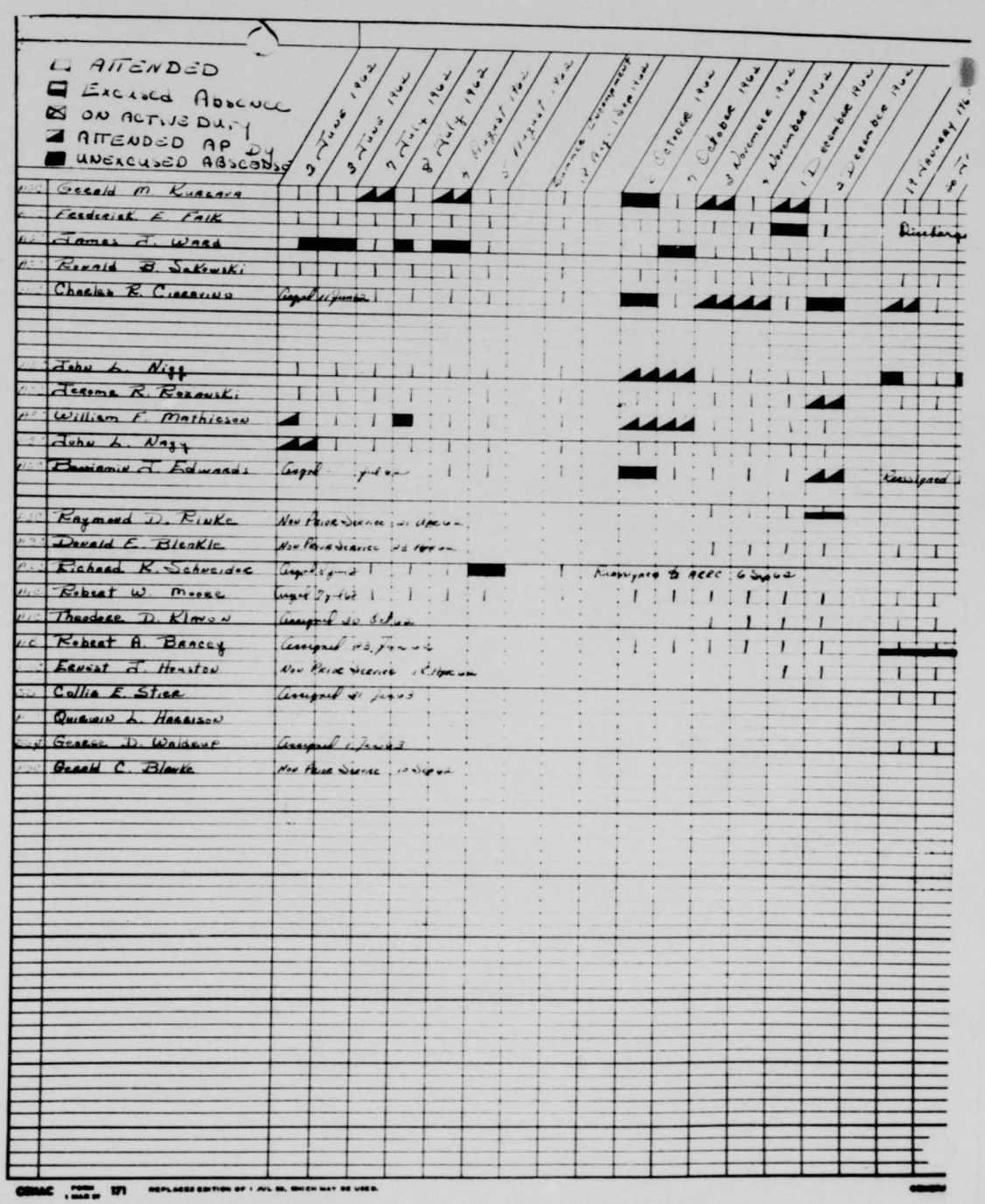
ATTENDED
EXCUSED ABSENCE
ON ACTIVE DUTY
ATTENDED AP DY
UNEXCUSED ABSENCE
Unit Training
6 October 1962
7 October 1962
3 November 1962
4 November 1962
1 December 1962
2 December 1962
19 January
Arthur E. Krantz
Roy W. Dulaney
Carl F. Simmons
Elwin W. Trommater
E. D. Walshkey
James H. Colin
Archie M. Thompson
John R. Turner Jr.
Leon F. Browning
Roy B. Doet
Marvin K. Dusette
James L. Gangler
Michael D. Gee
Robert L. Knox
Joseph T. Pritts
Richard E. Wagner
George W. Willis
Dellan J. Baker
Patrick J. Clor
John F. Deronne
Paul B. Easterle
James G. Fotiu
Robert C. Hazey
Joseph Z. Koons
Donald R. Matthews
Gilbert Michel
Phillip G. Nehro
Richard B. Purcell
Richard C. Ramsby
Samuel Sizemore
Frank Vitale
Edward J. Andel
Robert L. Mull
Roy A. Steffey
Lanny F. Lozon
Robert L. Scott
Robert M. Gill
Reassigned to ARRC 23 July 62
Reassigned to ARRC 21 Sep 62
Reassigned to ARRC 5 Sep 62
GENAC FORM 1 MAR 57 171 REPLACES EDITION OF 1 JUL 55, WHICH MAY BE USED.
GENERAL



ATTENDED
Excused Absence
ON ACTIVE DUTY
ATTENDED AP DY
UNEXCUSED ABSCENSE

		2 June 1962	3 June 1962	7 July 1962	8 July 1962	4 August 1962	5 August 1962	Summer Encampment 18 Aug - 1 Sep 1962	6 October 1962	7 October 1962	3 November 1962	4 November 1962	1 December 1962	2 December 1962	19 January 1963	20 J
	Gerald M. Kurzava															
	Frederick E. Falk															
	James J. Ward														Discharge	
	Ronald B. Sakowski															
	Charles R. Ciaravino	Assigned 11 Jun 62														
	John L. Nigg															
	Jerome R. Rozanski															
	William F. Mathieson															
	John L. Nagy															
	Benjamin J. Edwards	Assigned [illegible] Jul 62													Reassigned	
	Raymond D. Rinke	Non Prior Service 21 Apr 62														
	Donald E. Blenkle	Non Prior Service 23 [illegible] 62														
	Richard K. Schneider	Assigned [illegible]							Reassigned to ARRC 6 Sep 62							
	Robert W. Moore	Assigned 7 Jul 62														
	Theodore D. Klavon	Assigned 30 Oct 62														
	Robert A. Bracey	Assigned 23 Jun 62														
	Ernest J. Houston	Non Prior Service 18 Apr 62														
	Collie E. Stier	Assigned 21 Jun 63														
	Quirwin L. Harrison															
	George D. Waldrup	Assigned 1 Jun 63														
	Gerald C. Blanke	Non Prior Service 10 Sep 62														

CENAC FORM 1 MAR 57 171 REPLACES EDITION OF 1 JUL 55, WHICH MAY BE USED.

Personnel and Administration Section:

In August, the unit prepared to leave for annual encampment. Fifth Air Force Reserve Region sent several representatives to review records in preparation for the IG inspection to be held by Hq Air Rescue Service, during the encampment. It was determined by the Fifth AFRR representatives that the squadron was in satisfactory shape.

The annual encampment pre-planning trip to Goose AB in May showed dividends. When the unit aircraft and support aircraft arrived at Goose, there were busses for personnel; trucks and personnel were standing by to off-load support aircraft. The unit personnel were taken to their quarters area, given a short briefing and assigned to barracks.

From 21 through 24 August, Hq Air Rescue Service conducted an Operational Readiness and General Inspection. The Personnel and Administration Section failed the General Inspection. It is felt that encampment for the Section was of little value for the following reasons. While the Section was fully manned with one officer and four airmen, A1C Comos was excused from the encampment for medical reasons. A1C Crayton was detailed to the Goose AB finance office to prepare the unit payroll as agreed upon. MSgt Brodeur, First Sergeant, was excused on 23 August (four days after arrival) because of a family emergency. Captain Blose was

absent from the section most of the time pursuing his additional duty as Information Officer. This left A2C Kurzava the only man available during the inspection.

The packing and departure from Goose AB was as successful as was the movement to Goose.

All personnel returned to Selfridge as scheduled except four who were aboard a C-119 support aircraft which had engine failure on take-off and had to ditch on a small sand bar. The Supply NCOIC, MSgt LeMay, the Operations Officer, Major Lloyd, the apprentice personnel specialist, A2C Kurzava, and a Supply specialist, A3C Ward, were the only passengers from this unit. No one was injured; the personnel were removed and returned to Goose AB and later arrived safely at Selfridge AFB by C-119.

In September there was no Unit Training Assembly scheduled because of a lack of funds. This UTA will be made up at a later date.

In October, the Commander and the Personnel and Administrative Section relocated from Building 970 to Building S-13 which had been remodeled. The area vacated was located in the 403d Troop Carrier Wing Headquarters building in which we had two small offices as compared to the building now being occupied. When the plans were drawn for Building S-13, office space was

made available for the three Air Rescue Service advisors. The move took the entire weekend for October.

In December, the annual records review that was scheduled for the encampment, was held and completed.

It is felt that the level of proficiency expected cannot be maintained in this section without an additional position authorized under the ART element.

SECTION IV

OPERATIONS and TRAINING

Plans:

As the new fiscal year rolled around, the three big C's - Castro, Cuba and Communism - gained more headlines in the news. Little more than passing attention was given to this situation which, in a few short months, would become the focal point in the lives of most Reservists. More urgent matters were at hand; summer encampment in August at Goose Bay, Labrador alone required a new plan and revision of an older plan. All sections bore down and submitted annexes and appendices for inclusion in the encampment plan prepared by Training. Similarly, they reviewed and revised equipment and loading lists to the Mobility Plan which proved to be excellent. The validity of the Training Plan could hardly be measured because the diversions induced by the ORI and IG inspections precluded adherance to the plan. Operations Orders and Movement Plans were implemented successfully.

The Mobilization Plan which included the Alert Plan as an annex, was considered adequate until the Troop Carrier units were mobilized. This action directed immediate attention to determine whether the plan was as adequate as it was hoped. With some adjustments and a month-to-month revision of the Alert Plan, it was believed to be adequate. Fortunately, the need to implement it never came.

Operations:

The previous historical narrative identifies that the selection of Goose Bay, Labrador as the annual encampment training site was the alternate to Kindley AFB, Bermuda which was rejected by the possessing and gaining commands because of the shortage of fresh water to wash down aircraft that had been in salt water. The nomination of both was to go as far away as possible and to a unique location for the purpose of overcoming the negative reaction of the assigned personnel who had not been stimulated by the last encampment at the home location.

Also identified in the same narrative was the excellent coordination with the hosts at Goose AFB in May 1962. A simple but inclusive agreement was published. The encampment was to be unique in that the 305th was to be the first Air Force Reserve unit ever to conduct their annual training at a foreign location and to receive a combination I.G. and O.R.I. at that location.

The July and August unit training assemblies were devoted to taking care of the tasks that would assure success. Of grave concern was the non-operational status of the Rescue Coordination Center - the nerve center of all Rescue units. The radio equipment was on hand but not operative for lack of a power source for the equipment. Through the efforts of the Air Advisor and his staff, Air Rescue Service shipped the equipment on loan and after arrival at Goose, the Center was in operation for the first time.

On 18 August 1962 the four assigned SA-16's, personnel, equipment and support aircraft left Selfridge and arrived at the Goose without incident. In less than twenty-four hours after arrival, the unit was prepared. The host 4082nd Strat Wing (SAC) supported the squadron far beyond its expectations and shared its disappointment in failing the inspection. The encampment and inspections are covered in separate reports and will not be repeated here. The troops gave their best. They did not measure up to the standards. But, while they were disappointed, they were not defeated. The unity of the squadron was greater than ever. In the process of evaluating their capabilities, they themselves learned for the first time what their gaining command expected of them and determined that the next time they would do it.

Only one incident marred the return trip. A support aircraft with four squadron personnel and the unit's electronic and communication equipment aboard, crashed after take-off. Fear for their safety was replaced by quiet prayers of gratitude when the word was passed along the line of aircraft in flight that all were safe and unscratched.

Many unit personnel had had their noses to the grindstone steadily since June; particularly the aircrews. CONAC directed that one unit training assembly be deleted from the current

quarter due to a shortage of funds. In consideration of the fact that most Reservists with children had spent little time with them prior to encampment and found them back in school when they returned from the Goose, it was decided to surrender the September UTA. It was a difficult decision because September usually presents, with October, the best flying weather of the year.

Reservists are truly remarkable people. Their responsibilities are no less than the fellow next door who is satisfied to pay his taxes and let the 'pros' defend his security. Whatever the chemistry that makes him so, the Reservist also pays his taxes and then gives a considerable portion of his time and himself to train and stand equal to the 'pro' by his own standards.

During the UTA in early October, the strengths and weaknesses of the unit were reviewed and a course of action planned to maintain the former and correct the latter. An accelerated program had to be undertaken to qualify those in water transition before the water area froze. Qualified crew members had to have more rescue type missions: intercepts, search, personnel and equipment drops, etc. Those in the qualification stage were to fly as copilot with qualified RCC's until an instructor could round off the rough edges and check them out. The program had gotten off to a good start when the President took his famous stand on Cuba.

Appreciating the limitations imposed on the one remaining instructor pilot, all crew members adjusted their availability to permit individual type training throughout the week, even to the extent of taking time off from their jobs. Week-ends were devoted to integrated crew-type missions that would provide maximum training for navigators, radio operators and pilots. Flight mechanics were worked hard in both types.

Mission Commander training had not been conducted prior to summer encampment for lack of an operational rescue coordination center. This alone was a major contributing cause to the failure to pass the ORI. Captain Wood and Lieutenant Lennon voluntarily assumed the responsibility for equiping the center with charts, navigation equipment, ready reference files of rescue agencies and assisting agencies. In the process of proving the adequacy of the center, they controlled the earlier training missions, became the experts and in turn, trained others. By the time the international situation eased in December, the historical period was closing on a greatly improved group of rescue crews.

The Pararescue Section deserves special mention for the all-out effort they made to prepare for any eventuality. MSgt Udo Fischer's appeals to his jumpers must have been fired with irresistable enthusiasm judging from the fact that from dawn 'til after dark they were either suspended from their chutes, on field

exercises or engaged in medical training. This was true almost every day during DEFCON 3 condition. The lights in the pararescue shack burned long into the night.

At Sgt Fischer's urging to find and secure approval for a suitable tree jump area, a group surveyed a likely area on Wurtsmith AFB, Michigan. It was found to be more than adequate and an agreement was negotiated for its use with the 379th Bomb Wing (SAC) in December.

In September, the Continental Air Command 1000 Hour Achievement certificates and pins were presented to the following personnel:

Major Edward M. LaDou, Air Advisor

Major Dyson S. Lloyd, Operations Officer

SSgt Ted A. Walker, Flight Mechanic

SSgt John G. DeLisle, Flight Mechanic

Reserve Training:

The amount of formal aircrew training at this time of the year is relatively low because maximum advantage of good weather is taken for flying training. The second half of the year brings the worst weather and, consequently, more time is devoted to classroom work. OJT for other-than-aircrew personnel follows similar lines except when there is no aircraft undergoing periodic inspection. Once the aircraft are airborne, ample time for lectures is available until they return.

Collateral training had been emphasized in the previous six months in recognition that such training would interfere with the summer encampment activities and the preparations during the preceding assembly.

The Cuban situation dictated that the events leading up to it, the Air Force's role in it, and possibly our own, be disseminated to unit personnel to be appreciated. Commander's Call was used for this purpose. The Commander and Captain Blose used information contained in "This Changing World" and "Air Force Information Policy Letters for Commanders" effectively.

UNIT TRAINING ASSEMBLIES

7 - 8 July 1962

4 - 5 August 1962

6 - 7 October 1962

3 - 4 November 1962

1 - 2 December 1962

MANDAYS EXPENDED

	Officers	Airmen
Air Rescue Training and Overwater Flights	41	23
SA-16 Ground School Training	23	--
Summer Encampment		
Flying Status	240	285
Non-flying Status	60	840
Advance Rear Cadre	10	26
Aircraft Ferrying	5	--
Emergency Procedures Training	4	9
Manning Improvement	3	2

SECTION V

AIRCRAFT MAINTENANCE

Mr. Herrington continued to fill the temporary Maintenance Officer vacancy during this period, assisted during training periods by Captain Fox who attended to the problems of the Reservists. The maturity of this section can be measured by the fact that there were no major problems. There were no engine failures which attested to a sound engine conditioning program and prudent usage by crews trained to recognize and observe engine limitations. CMSgt Krantz did much in this area. He briefed pilots and maintenance personnel on observing manifold pressure limitations due to cold climate operation and the ratio of engine rpm to manifold pressure. Performance data is computed for each flight and, consequently, over-boosting is practically non-existant.

Heretofore, there had been rashes of various type maintenance difficulties; for example, propellers, oil diverter segregator valve problems, and others. There were none during this period. With more manhours available due to the increased interval between periodic and post flight inspections, the flight line gained by having the dock personnel and specialists more readily available to clear off discrepancies and to perform unscheduled

maintenance more rapidly. Dock inspection stands and bench check mock-ups were manufactured by self-help and material available that also improved the efficiency of the section. AGE continued to improve from a previous unsatisfactory condition to outstanding.

Certain attachments develop for old acquaintances, including airplanes. Such was the case of SA-16 #517195 which was input to IRAN in June. With the encampment due to start in August, CONAC was queried as to whether or not it would be available in time. With an ORI scheduled as part of the encampment, possession of all authorized aircraft was most important. It was determined #195 would not be ready in time. However, it was arranged that a permanent swap be made to assign SA-16 #510045 from the 301st AMS (Res) to the 305th when it came out of IRAN at an earlier date, and in turn, the 301st would get #195.

The maintenance sections of each squadron informed their respective Commanders that they had been "taken"; that they had gotten the other unit's "dog"! Probably more out of sentiment than in fact. The modified aircraft was appreciated by the aircrews. All have commented that the modification would have been more effective had more thought been given to the location of switches and controls; e.g., landing light switches, emergency power switch and VHF navigation control head.

Most notable example of Maintenance's capabilities was the trip to Goose AFB, the encampment there and the ORI, and return flight to Selfridge. The planes flew to Goose and were operational upon arrival. During the ORI, an in-commission and operational ready rate of 98.7% was maintained. All returned home, ready for refueling and another flight.

There was an overall improvement in Operations-Maintenance scheduling effectiveness. Meetings were held weekly and monthly to evaluate the previous period. Delays, aborts, cancellations and changes in aircraft or mission were tabulated, reviewed and corrected in the next schedule where correction was indicated.

When DEFCON 3 status was in effect during October and November, one requirement was to maintain fleet time above 300 hours. One aircraft was approaching periodic inspection and fleet time was diminishing to the minimum level. The aircraft had to be inspected in minimum time. All maintenance personnel worked ten hours each day starting on Monday. By Friday noon the bird was ready for test and in operational status by Saturday.

On 16 December, SA-16 #17169 was delivered to IRAN.

MAINTENANCE CAPABILITY DATA

	JUL	AUG	SEP	OCT	NOV	DEC
AIRCRAFT ASSIGNED	4	4	4	4	4	4
AIRCRAFT POSSESSED	3	4	4	4	4	3
PERIODIC INSPECTION	1	0	1	1	0	0
AIRCRAFT IN IRAN	1	0	0	0	0	1
FLIGHT HOUR CAPABILITY	130	255	296	163	167	201
HOURS SCHEDULED	89	229	114	104	140	142
HOURS FLOWN	92	190	107	86	87	118
AIRCRAFT DAYS AVAILABLE	65	85	96	104	97	69
IN-COMMISSION RATE	91%	78% (98.7%ORI)	84%	90%	96%	71%
MAN HOURS PER FLYING HOUR	23.9	21	17.3	17.6	18.5	17.3

SECTION VI

COMMUNICATIONS - ELECTRONICS

The daily work of this section went along on an even tenor. Aircraft radio and radar equipment write-ups were cleared as fast as possible. Periodic inspections and daily communications preflights were conducted. Reserve training continued to be conscientiously prepared and presented. Two airmen were awarded PAFSC's of 30130 and 30131 and promoted to A2C.

The Rescue Coordination Center of a squadron is the nerve center for the conduct of missions. It relies primarily on radio communications, especially the High frequency transmitter-receiver which has the longest range. UHF and VHF radios are best employed on close-in aircraft control. The last two were in operation for months, but not so the HF equipment because the power source for its operation could not be obtained. Command assistance had been requested and given, but the item was in very short supply. One week prior to departing for Goose Bay it was received, on loan, from Air Rescue Service.

Upon arrival at the Goose, the priority job of the section was to set up this equipment, connect it with power especially provided by the Base, install the necessary antennae, and have the equipment operational by the time the ORT started. It was done and the equipment was operational during the test.

During the inspection, only a few minor write-ups were noted.

The mock-ups and test equipment for the section were loaded on one aircraft at the completion of the encampment. Unfortunately, the plane crashed after take-off but, miraculously, the personnel were unscratched and the equipment undamaged. Its ultimate return was delayed until after the accident investigation was completed.

In July, a leader position (ART) was authorized for this section. Sgt. Murrey, who was the NCOIC, was temporarily appointed and upgraded to MSgt. Later, in September, applicants for the position were closely screened and interviewed. SSgt Zaprawa of the 63rd Troop Carrier Squadron at Selfridge, merited favorable consideration for the position and was selected. Sgt. Murrey resigned. SSgt Bauder also left the organization for a better position, but remained as a Reservist.

In November, a non-prior service airman, A2C Boldin, was recalled for a 45-day tour of Active Duty for non-participation. He is an airborne radio operator. As such, there was little for him to do in his skill during most days. Having extensive training in television and radio repair, he was detailed to the C-E Section where he did a good job and was of great assistance to the section.

The exception to routine work in December was compliance with T.O. 12R5-2ARN21-509, "Modification to improve channeling reliability and identity response of RT-220A and RT220B/ARN-21".

SECTION VII

SUPPLY

Unit Supply personnel completed final preparations for summer camp, such as identifying and marking items to accompany them to the encampment site, making personal follow-up to Base Supply on items due in to fill shortages in the unit Enroute Support Kit and Pre-Issue. In addition, guides for supply action in maintenance support (expediter), issues from Pre-Issue and Enroute Support Kit assets, and procurement of ammunition, pyrotechnics and housekeeping supplies, were published for supply personnel to use at Goose AB.

The outstanding event was, of course, the summer encampment at Goose AB. The unit departed Selfridge AFB on 18 August 1962 and arrived that evening at Goose AB, Labrador. The Enroute Support Kit was complete with the exception of critical and non-available items such as synchronizers and fuel valves. Fortunately, no requirement for these items developed while at Goose. Items required to support maintenance which were not available from Pre-Issue, Enroute Support Kits or Bench Stock, were called in to the Base Supply expediter on a fill or kill basis. Over fifty percent of the items called in were supplied. This good supply response, plus the items available from our own resources, prevented aircraft from being grounded for lack of parts. The 54th ARS (AD) Unit

Supply allowed us to use numbers from their document control register to cover our call-ins to Base Supply. In addition, we used their reparable processing section to exchange our reparables generated while at Goose. Supply facilities, while small, were adequate and the Base made available to us minimum administrative and housekeeping equipment on a loan basis. Reserve Supply personnel performed their duties in an outstanding manner; in fact, far superior to any performance observed in the past. In addition, they received good training in materiel control procedures and became familiar with the basic procedures of Base Supply expediter system.

The unit returned to Selfridge 31 August 1962. After all supplies and equipment were unloaded and returned to their proper location, unit supply personnel immediately began the actions required to transfer our supply account to the Base Equipment Management Office. At the same time, due to renovation of Building S-12, equipment on hand had to be moved to the 403d Troop Carrier Wing warehouse, Building 970. A temporary unit supply office was established in Building S-13 on which renovation had been practically completed.

October marked the completion of actions required to transfer the unit supply account to BEMO and the account was formally transferred on 15 October 1962.

On 17 November 1962, A1C Alvin C. Jones left the unit to take a position with the Cleveland Air Procurement Office. A manning document change transferred this position to civilian status (non-AMT) for a period of six months after which it will be withdrawn under BEMO reduction. The position of MSgt LeMay is to be reduced to TSgt effective 1 January 1963. In view of the departure of A1C Jones and the requirement to maintain a materiel control section with supply responsibilities, Sgt. LeMay was not loaned to BEMO but retained in the unit to supervice Materiel Control and coordinate supply operations. Sgt. LeMay is alternate custodian for the eighteen custodial accounts in the unit.

As of 31 December 1962, Building S-12, the old supply administrative building and personal equipment section, was still unfinished. Materiel control operations, supply support to maintenance, continued to be conducted in the offices of the 403d Troop Carrier Wing materiel control. The Enroute Support Kit is currently stored in Building S-13 in the Air Advisor's office. For the future, our major problem seems to be to find an area to carry on supply operations and to store the Enroute Support Kit and Pre-Issue, which will not be too far removed from Maintenance and yet provide sufficient space so that the supplies

and equipment associated with materiel control functions can be under the immediate control of the supply people. At present, an unsatisfactory situation exists in that space does not permit the records and the materiel to be in one area or in an immediately adjacent area.

NEWS ARTICLE

"Air Reservist Magazine"

November 1962

RESERVISTS TRAIN OVERSEAS

SHORTLY after nine o'clock on a clear, August 18th morning this year, the first of four SA-16 aircraft lifted off the runway at Selfridge AFB, Mich., picked up a northerly heading and made Air Force Reserve history.

For the first time, a Reserve unit was traveling outside the continental limits of the United States to perform its 15-day period of active duty for training—its summer encampment.

The men and planes of the 305th Air Rescue Squadron (Reserve,) Selfridge AFB, commanded by Maj. Charles D. Kilpatrick, completed the historical chapter two weeks later when they cleared the tower at Goose Air Base, Labrador, headed south and home.

At each echelon of command, the 305th's tour at Goose AB was more than successful—it was logistically and administratively profitable. Continental Air Command, Strategic Air Command and MATS' Air Rescue Service each a decisive participant in the paper mechanics of this "first time" event—met and conquered the many command level problems involved in such a move. But, the ones to profit most were the protagonists themselves, the men of the 305th. They have had the opportunity to learn, first hand, some of the peculiarities of North Atlantic weather, hazards of the terrain and the customs of the local inhabitants. In short, they have gained "on-site" experience, and to a unit which if ever recalled may be easily attached to Goose AB or a similar installation, this experience will prove invaluable.

Although the concept of a Reserve unit performing its training overseas is not a new one, the actual planning for such an event did not begin until last March and was followed by command and unit coordination in May. Then, with the ground work completed, the plan took final shape in the form of Operations Order 427-62, and in August the 305th transformed the concept into a reality. An important by-product of this groundwork—the detailed planning, coordination and inter-command cooperation—that preceded the move, was the smooth and effortless manner in which the 305th became a working member of SAC's 4082nd Strategic Wing complex at Goose Air Base.

The 1,175 mile flight to Labrador ended about eight hours after takeoff with a "typical" Goose AB, GCA assisted landing. Dense fogs, freezing rains, and inclement weather are meteorological factors well known to pilots operating in this land to the north.

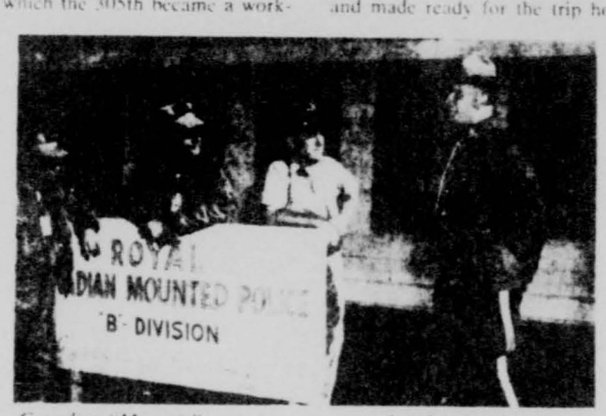
Accompanying the four SA-16, "Albatross," aircraft of the 305th were eight C-119s and crews from CONAC's 403rd Troop Carrier Wing, also based at Selfridge. The assistance rendered by the Reservists of the 403rd in transporting the personnel and equipment is, of itself, a tribute to the Reserve Forces "in house" capability. (Incidentally, the 403rd may now claim the distinction of being the first unit to assist in establishing a Reserve unit at its overseas summer encampment location.) When the unloading was completed the C-119s were refueled and returned to Selfridge.

Left on their own, the men of the 305th spent Sunday and Monday setting up shops and equipment in their assigned hangar, in preparation for the operational readiness inspection which was to be conducted Tuesday. After meeting the ORI standards successfully, the 305th settled down for a period of intensive training. Flight crews practiced and met all "Scramble" criteria. Maintenance men recorded a near perfect 97.8 percent in commission rating for the aircraft. Supply and communications men were on call, and responded, at any time of night or day. Every phase of the rescue mission was covered, and each crew had an opportunity to sharpen its abilities. The working days were filled with briefings, scrambles, searches, intercepts, orbits, and sea-rescue kit drops. Parapersonnemen made jumps to simulated downed areas, and with the approval of Canadian officials, spent many hours in the outlying "bush" country on survival training maneuvers.

The full days left little time for pleasure, yet diversion was there and came in many forms, ranging from the usual on-base facilities such as the clubs, theater and bowling alleys to a Sunday sightseeing tour of the area, or a flight into the bush country for some excellent trout and pike fishing.

Plans for the return to Selfridge were as detailed and comprehensive as those which brought the men to Labrador, and on Thursday of the second week the Reservists began "breaking camp." As quickly as the 403rd TC Wg's fleet of C-119s arrived they were loaded with equipment and made ready for the trip home next day.

What the future holds for other Air Force Reserve units, and for other Air Force installations overseas can only be speculated upon at this time. What is more important is that Major Kilpatrick and the men of the 305th have proven that Reserve units performing summer encampment training in foreign lands is not only feasible and practical, but beneficial to all.



Canadian "Mountie" captures attention of 305th Rescue Sq officers (l-r) Capt. Howard Coffman, Maj. Henry E. Sherrill and Capt. Joseph Eatenetier during "overseas" summer encampment.

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch

HISTORY

305th Air Rescue Sq (Res)
Selfridge AFB, Michigan

1 Jan 63 - 30 Jun 63

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HISTORY

of the

305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 January 1963 - 30 June 1963

Prepared by

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Fifth Air Force Reserve Region, Continental Air Command
United States Air Force

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FORWARD

Traditionally New Year's day is a time for review, reflection and resolution; for analysis of the past and planning for the future. So on 2 January 1963, the staff of the 305th Air Rescue Squadron (Reserve) convened to do that.

There was no doubt as to the unit's goal - Operational Readiness! Still smarting from its failure to pass an operational readiness test at Goose Air Force Base, Labrador, the previous August, success in the next scheduled test in February 1963 became paramount.

The staff weighed all factors and concluded that it would be a difficult, but possible task, if soft areas could be bolstered in time. For example, pilots would have to regain water currency; qualified co-pilots had to be upgraded to compensate for the loss of two rescue crew commanders, who were reassigned to the inactive Reserve after the Cuban situation subsided; Mission Commander training had to receive continuing emphasis; and recruiting, personnel matters, and administration needed jacking up. Morale was good, and the troops were ready to take to the field, but the one big question in the Commander's mind was,

"Can the backfield hold up?" The qualifications of the ART officers were a major serious problem. The Operations Officer, Major Walter R. Fisher, had been assigned less than forty-five days. How fast could he adapt from swept-wing fighter operations to Air Rescue operations? The instructor pilot position was occupied by Mr. William P. Guillou (civilian) - awaiting an Air Force Reserve commission and aeronautical rating since 23 June 1962. Mr. Kenneth Herrington, civilian, was serving as Maintenance Officer in a temporary status, and Captain Phillip Guerra, Navigator, was to report on 7 January. He arrived on schedule and the following day the squadron received Air Rescue Service Operational Readiness Inspection Operations Plan 453-63.

The "Old Man" knew then that time was short. There would have to be scrimmages, scrimmages, and more scrimmages; chalk drills, head drills, and pep talks. He also knew that until Saturday's game, he and the line coach, Major Melbourne J. Nibe, would be on the field every day and in every play. The odds were not favorable, but the line was strong and gutty. The team could just possibly win. But there had better be plenty of tape and liniment in the locker room when it was over.

CHAPTER I

MISSION AND RESOURCES

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) did not change. It remained to train aircrews and support elements to a status of operational readiness; to man and equip to authorized levels; to be prepared to mobilize and deploy when directed; and to perform search and rescue missions as required in support of military and civilian agencies.

Organization:

Five sections; Personnel and Administration, Operations and Training, Aircraft Maintenance, Communications and Electronics, and Unit Supply comprise the squadron Reserve-wise and as it would be organized upon activation. The Commander is Major Charles D. Kilpatrick.

Under the ART organizational plan, Communications and Electronics reverts to a division of the Aircraft Maintenance Section. The Unit Supply and Personal Equipment functions were adjusted to conform with the Base Equipment Management Office system.

Continental Air Command, parent command of the unit, provides administrative, personnel, logistical and financial

support. Fifth Air Force Reserve Region, located at Selfridge Air Force Base with the 305th Air Rescue Squadron, is the intermediate Continental Air Command Headquarters.

Air Rescue Service (MATS) is the squadron's immediate gaining command, charged with the responsibility of supervising training and General and Operational Readiness Inspections. Headquarters, Air Rescue Service, is located at Orlando Air Force Base, Florida. Detachment 8, Air Rescue Service, is the unit's advisory element. It is composed of one officer, Major Nibe, and two airmen, MSgt Thomas E. Jackson and MSgt Loyd N. Carter, with duties to advise the Commander on matters affecting the progress of training.

Logistical support of the unit is provided by the First Fighter Wing (ADC), host organization, and additional limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter support is in the areas of financial planning, hangar space, administrative office space, and field maintenance within its capability in accordance with CONACR 66-1.

PERSONNEL

Changes within the airman grades were partially due to mandatory losses incurred by BEMO conversion, and replacement of temporary hires with ART personnel.

Involved in those actions were A1C Alvin Jones and A2C Francis Beardslee, Unit Supply; Mr. Lee Southern, Personal Equipment; and SSgt Richard Cooney, Communications and Electronics. An outstanding repairman, Mr. Ghodes, was replaced by SSgt Cletus Withrow and SSgt Quirwin L. Harrison joined the Flight Chief's gang. An unusual situation arose when SSgt Robert Knox passed a reenlistment physical examination. He had anticipated he would not pass and would revert to "status quo." His case was arbitrated, and he lost. SSgt Stier replaced him. The NCOIC of the Communications-Electronics Shop, MSgt Murrey, was temporarily elevated to the level of leader of that section when the position was created. Eventually, MSgt John Zaprawa was selected permanently, and Sgt. Murrey resigned. SSgt George Waldrup was hired to fill the resulting vacancy. Strength at the NCO supervisory level maintained high throughout this change.

The ART officer situation at the commencement of this period was grave as the introduction to this report reveals.

The ART Maintenance Officer was still on a one-year active duty tour and his position was "obligated" until he returned. Well-founded rumors were circulating that with the additional experience gained on active duty, he intended to use the ninety days between the end of his tour and mandatory return date to seek a higher graded ART position. This was the way it worked out. The position was held "open" for the fifteen months between October 1961 and February 1963.

Lt Commander Kenneth Herrington, USNR, accepted a temporary hire in civilian status in June 1962. Although he was number one on the register of eligibles, he did not meet Command criteria and separated from the squadron after one year in June 1963. His managerial capabilities were commendable, but, lacking an Air Force Reserve commission, his overall effectiveness was extremely limited.

The ART Instructor Pilot position was filled by Lt Commander William P. Guillou, USCGR, in civilian status, since June 1962. A Flying Evaluation Board had convened in October of that year and recommended that he be awarded an Air Force aeronautical rating. His papers and application for an Air

Force Reserve commission were forwarded through channels. Neither were forthcoming until very much later in the next historical period.

After considerable research, it was determined that he could fly in civilian status. Approval was granted by Continental Air Command, and his training was initiated on a limited basis. His effectiveness in his position was akin to Mr. Herrington's. However, to better prepare him for the time when he would attain full status, he attended and completed the HU 16 ground school for pilots at Eglin Air Force Base, Florida -- in civilian status. Later, Mr. Guillou attended and completed the Air Force Instrument Instructor's course at Randolph Air Force Base, Texas, as a civilian. He never flew once as an instructor. His flight training progressed him to first pilot (land) and qualified him for an instrument rating, if and when ----------. *

The interminably slow process of qualifying a rated officer from another Service casts serious doubts as to whether this unit would ever consider such applicants in the future. There just is not enough "depth" in the two

*Supporting Document 1

cited fields for others to carry on for so long a period and not be seriously handicapped in performing their own tasks.

The open ART Navigator position on 1 January was filled on 7 January by Captain Phillip Guerra. As a resident of California, he was given a courtesy interview by the Commander of the 303rd Air Rescue Squadron, Lt Colonel Reginald Anderson, who recommended his selection. Basically a very highly qualified navigator, he had no Rescue experience, and only a sketchy idea of what his position entailed. The void in Rescue navigation techniques would be quickly remedied by highly qualified Reserve instructor navigators. Ironically, for general job knowledge and work assignments he depended upon his ART Operations Officer, Major Walter Fisher, who had a total of forty-five days experience in Rescue operations since his selection and reassignment from a swept-wing fighter squadron of the Illinois National Guard!

With a critical ORI and General Inspection just forty-five days away the outlook was not exactly peachy-dandy!

LOCATION AND FACILITIES

Selfridge Air Force Base, Michigan, is located thirty miles Northeast of Detroit, Michigan. An Air Defense Command base it is the headquarters of First Fighter Wing (ADC) and host to Strategic Air Command, several Continental Air Command units, including Headquarters Fifth Air Force Reserve Region, and numerous other large and small units.

Adjoining Lake St. Clair provides a sheltered water training area for the 305th. The water level varies; sometimes to a marginal low level for amphibian operations. Its close proximity to the field is a distinct advantage - from May to November. At other times it is a mecca for ice fishermen and ice boaters, and the unit must squander many allocated airframe hours to fly crews to Florida to meet qualification and currency requirements.

Until October 1962 the Command and Administrative offices were located in the 403rd Troop Carrier Wing Headquarters building - one mile from the Operations and Maintenance Sections.

Two buildings adjacent to the flight line, S-12 and S-13, were assigned to the squadron. Both were in the process of being rehabilitated, when in October 1962, the Command and Administration elements were required to move

into S-13 to accommodate the 403rd Troop Carrier Wing expansion brought about by mobilization. The Air Advisor's group and Personal Equipment Section deferred occupancy until the contractor completed his work. S-12 was scheduled for occupancy by Operations and Training, the Rescue Coordination Center and aircrew lockers. In the process of consolidating Command, Administration and Operations in one area, the squadron forfeited many square feet of needed space but gained a long desired functional advantage. The 403rd Troop Carrier Wing gained the spaces vacated by the 305th in Hangar 36 and Building 970. In exchange, it was agreed that one room next to the 305th Maintenance Office would be allocated for the Materiel Control Officer, a tool crib and storage area for Nuclear Air Transportable Kits. Dual occupancy of specialist shops would remain in being, and the exchange would be effected when Building S-12 was complete. Building T-35 continued to house the Pararescue Section. The water lines burst when the space heater failed. It wasn't the best, but the best available. Ramp space was adequate although deteriorated and lacking tie-down rings and static ground receptacles. Common squadron property (mobility nesting crates, weapons, etc., and 780 equipment)

was warehoused in the 403rd Troop Carrier Wing Supply, building 880. AGE was stored both inside and outside Hangar 36. Protective canvas covers were made for all powered equipment. The two CONAC units maintained separate POL and paint storage lockers in a common area.

A satisfactory agreement existed for scheduling HU 16, C 119 and Army helicopters into the hangar for maintenance on a priority basis. The agreement between the 305th Air Rescue Squadron and the 403rd Troop Carrier Wing was altered by subsequent events. Headquarters Continental Air Command levied the responsibility of maintaining two C-47's assigned to Detachment 5, 2223 Instructor Squadron to the 403rd Troop Carrier Wing. Three unsuccessful attempts had been made by the 403rd, 305th and Fifth Air Force Reserve Region to obtain Hangar #10 from the host base (ADC) which was used for AGE maintenance. To relieve the congestion, the 403rd withdrew hangar support from the Army Aviation Section.

The Army was assigned space in another hangar but lacked a Supply Room. The Base Commander directed the 305th to surrender the small room in S-12, which was intended as the Rescue Coordination Center, when completed. The objections of the 305th were overruled.

In June the BEMO Officer insisted that the Personal Equipment Room was inadequate for flotation gear storage and inspection; that he would not assume this function until and unless the crew locker room in S-12 (which has double doors) was turned over to BEMO. This was granted reluctantly. The base flotation gear was not consolidated and equipment in the new location remained essentially that which the squadron transferred to BEMO.

The unsafe condition of the aircraft parking ramp was reported to the Base Safety Council and a work order to effect repairs and install grounding receptacles and tie-down rings was submittted to the Base Civil Engineer. *

A pronounced improvement in facilities and functions was apparent at the end of this period although Personal Equipment was in the crew locker room, crew lockers were in the Air Advisor's Office, and the Army was in the Rescue Coordination Center! While facilities utilization did not work out as originally planned, it was a remarkable improvement over the past. In the process of the Base Appearance

*Supporting Document 2

Improvement Program, many old structures were razed but not replaced. The shrinkage of space worked hardship on many organizations and the 305th was fortunate in coming out with what they did.

In a joint meeting between the 305th Air Rescue Squadron, 403rd Troop Carrier Wing and the Base Master Planning Board on 16 January 1963, it was announced by the Board that additional or improved facilities would not be available in the immediate or intermediate future.

The squadron had a local land and water drop zone and had negotiated with Wurtsmith Air Force Base, Michigan, for a tree jump area. * Sadly lacking (and not identified in previous historical reports) was a crash boat to cover water operations, and a seaplane ramp. Complex and time consuming arrangements for water coverage was effected by before-the-flight agreements with the local Sheriff Department lake patrol boats, the Harsens Island Coast Guard Station or, borrowing a boat from Base Personal Services.

The nearest suitable ramp is at Elizabeth City, North Carolina Coast Guard Air Station. Weather there is seldom

* Supporting Document 3

good except in the summer months, and most frequently ramping training is accomplished at St. Petersburg Coast Guard Air Station, Florida.

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS

As has been previously stated, if the outcome of the February Operational Readiness Inspection depended on the knowledge and experience of Operations supervisory personnel the Command could have declared the squadron non-operational and spared the inspection team the effort to confirm it. However, the aircrews and the maintenance support personnel were "seasoned" by the inspection at the "Goose". It cannot be said they were anxious for the next one but it is in the training records that they did work hard to prepare for it. All knew there would be no "faking;" that it would take heads-up thinking and performance. Except for two pararescue men.

The pararescue chief, MSgt Fischer wrangled 'mandays' from CONAC to whip these two into shape. Before their ten day tour was ended Sergeant Fischer concluded they didn't have the initiative, interest or knowledge to warrant further effort. He declared them unsuitable and recommended their reassignment. Although their names on the rolls would present a better manning picture to the inspectors, they were released. Sergeant Fischer's action reflected the unit policy that quantity will never be substituted for quality.

Michigan weather joined forces with Air Rescue Service's reply to the squadron's inquiry if they would waive water currency for pilots - which was "no." On 12 January two aircraft and crews were dispatched to Florida for water operations. Support personnel and NATKs accompanied them. Using seventy airframe hours they accomplished their mission. Another crew prepared to depart for a weekend on a similar mission on 28 January. Most had taken off from work at noon Friday to insure arriving at McCoy Air Force Base, Florida in time to get a good rest and requalify in water operations at St. Petersburg on Saturday, and possibly on Sunday. They waited all Friday and Saturday morning in vain, waiting for airfields on the East or Gulf coasts to open up sufficiently to provide an alternate. By noon none had, and the mission was scrubbed. Also, they weren't operationally ready for the test.

The ORT started with a heavy snow cover on the ground, temperature at -20 degrees F., and an icy runway. A test hop was flown early Sunday morning. With the existing icy surface and crosswind, reverse thrust was not used and it took most of the 9,000 feet of runway for the runout. These were the conditions under which the ORT was carried out and

both maintenance and aircrews were thoroughly tested.

The ORT concluded with the unit being awarded a C-3 rating which was upgraded to C-2 within three days by flying the pilots who were not water qualified to Florida for requalification. The good news was not received so much with elation as it was by a quiet feeling of satisfaction derived from knowing that we were on the right track at last. Figuratively speaking, the squadron recognized that this was only the second game of the season; that more and harder games were to be won before they would be recognized as champions. However, this win did give them confidence in themselves. Coupled with the determination they had displayed so frequently since the "Goose" it was conceivable that they could be major contenders in a short time if the 'backfield' firmed up. *

To insure water currency throughout the year CONAC was requested to approve a change of annual encampment from summer to winter. Approval was granted to change the scheduled period from July 1963 to February 1964 at Brookley Air Force Base, Alabama. **

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*Supporting Document 4
** Supporting Document 5

Before this newly found capability improved it went down. Immediately after the inspection three qualified crewmembers left the squadron. Captain Robert S. Elvridge, ART Navigator, had applied for and received the civilian Comptroller position with the 403rd Troop Carrier Wing. With the concurrence of the Wing Commander he remained with the 305th as a reserve navigator until the ORT was concluded and was then transferred to the 63rd Troop Carrier Squadron which was also in dire need of navigators. SSgt Lane had remained under the same conditions. His problem was job conflict and respect for his wife's deep concern about his being on flying status. He could have been transferred to a ground maintenance slot had not the job conflict been so pronounced. Lt. Patrick A. Lennon transferred to the Michigan Air National Guard. This young officer had been jet-fighter qualified on active duty and the invitation to fly RF 84F's with the Guard had a strong appeal.

The loss of three pilots, one navigator and one flight mechanic hurt Operations immeasurably. But the loss of the Air Advisor, Major Nibe, on 15 March almost pulled the plug. *

*Supporting Document 6

His reassignment to Homestead Air Force Base, Florida, left the Commander the only instructor pilot and flight examiner in the squadron, and unfortunately, the only ART pilot to carry on Operation's primary tasks. The Commander selected and trained a Reserve pilot, Major William L. Siegel, as an instructor pilot. By June his assistance became apparent. Requests for instructor pilot assistance were forwarded to CONAC and Air Rescue Service but none was available. * CONAC did give a major assist by authorizing an additional ninety flying hours in this period.

Three pilot flight checks were permitted to go overdue during this time, including the ART Operations Officer's. He failed, but subsequently passed his annual instrument flight check and checked out as first pilot (land). The general progress of the Operations Section was very slow.

As Spring advanced aircrews met their over water navigation requirements by flights to Puerto Rico and Bermuda. Pilots regained water qualification when the ice moved out of Lake St. Clair. A method of improving crew

* Supporting Document 7

integrity was tried and found satisfactory. One crew would leave on Friday night to a base far enough away to permit navigators to run celestial or grid missions. If weather interferred, the pilots gained airway flying experience. Saturday was used for land and water searches on the route home, and occasionally an aircraft flying in the local area would provide a simulated emergency condition to set up intercepts and escort. The same crew would fly water missions on Sunday.

Operations supported community relations by providing static displays of aircraft and equipment on such occasions as the Canadian-American International Freedom Festival, Scout Day and Armed Forces Day. Top echelon of the Detroit Police Force were flown by Major Ray M. Piddington on an orientation flight. Major Piddington was a detective sergeant on the force. * **

*Supporting Document 8
**Supporting Document 9

TRAINING

Past references to the low level of experience in the Operations and Training Section included Captain Phillip Guerra, who came aboard 7 January, shortly after his graduation from college. This young, aggressive and intelligent officer became Rescue qualified in minimum time. By virtue of his industriousness and other fine qualities he gravitated to assuming responsibility for the entire squadron training program; - collateral, individual and on-the-job training. He did an outstanding job. In the absence of the aircrew scheduling officer he assumed these tasks too. He also monitored aircrew training and standardization records for accuracy and completeness.

Much credit for a successful OJT program was due to CMSgt Arthur Krantz, MSgt Roy W. Dulaney, MSgt John Zaprawa, and the Maintenance Technical Advisor, MSgt Thomas Jackson, and the OJT trainers. Captain Guerra and the personnel mentioned above completed the OJT Administrative Supervisors Course AJF 75000 conducted at Selfridge Air Force Base, 11 through 15 February 1963.

Other military and civilian school or improvement courses and programs were attended by the following personnel during this period:

HU 16 Ground School, Eglin AFB, Florida

AlC Dusette, Marvin	Flight Mechanic	2 Jan - 5 Feb
SSgt Delisle, John	Flight Mechanic	4 Mar - 5 Apr
MSgt Dulaney, Roy	Ground Mechanic	18 Mar - 6 Apr
Mr. Guillou, William	Pilot - Co-Pilot	9 Apr - 30 Apr
AlC Harrison, Quirwin	Ground Mechanic	13 May - 5 Jun

Maintenance Analysis - OZR 4344, Chanute AFB, Ill.

CMSgt Krantz, Arthur	Line Chief	8 Jan - 28 Feb

Rescue & Survival Technician Medical Course - AZR 92170, Gunter AFB

SSgt Walsh, Stephen	Pararescue	15 Mar - 3 Apr
AlC Ciaravino, Chas.	Pararescue	15 Mar - 3 Apr

Basic Training & Technical School (NPS Personnel)

A/B Janowak, George	Basic (Lackland AFB)	21 Mar for 58 days
A/B Cassidy, Donald	Basic (Lackland AFB) A/C Prop (Sheppard AFB)	18 Apr for 127 days
A/B Helms, Richard	Basic (Lackland AFB)	14 Jan - 58 days

U.S. Forest Service Smoke Jumpers Course (Contract)

AlC Heffron, George	Pararesuce (Junction Cave, Ore.)	5 May - 31 May

Executive Development Seminar - Wayne State University, Detroit Michigan. Sponsor: Selfridge AFB Civilian Personnel Office.

Subjects: Organizational Goals - 12 hours		1 May 63 - 21 Jun 63
Major Kilpatrick, Chas. D.	Commander	
Major Fisher, Walter	Operations Officer	

Captain Guerra, Phillip	Training Officer
Mr. Guillou, William	Instructor Pilot - in training
Mr. Herrington, Kenneth	Maintenance Officer - temporary

Civilian Personnel Management Conference, Selfridge AFB Civilian Personnel Office.

MSgt Zaprawa, John	6 May - 17 May
TSGt Crushshon, Herbert	6 May - 17 May
Mr. Herrington, Kenneth	6 May - 17 May

HU 16 Phase Inspection Conference, Eglin AFB, Florida.

CMSgt Krantz, Arthur	8 - 13 Apr

Where grades were awarded at the conclusion of a course or a student evaluation was made, squadron personnel did very well. AlC Dusette received an award for the highest grades attained in his class at the HU 16 school. Their knowledge and interest can be measured by the number of suggestion awards received. During this period the 305th Air Rescue Squadron was identified as the leading unit in suggestions submitted and approved, percentage wise, on Selfridge Air Force Base.

The medical courses were most appreciated by the Commander and the pararescuemen who attended. Completion of this course, and the Aircrew Survival Course at Stead Air Force Base, Nevada,

is mandatory before a basically qualified parachutist can be awarded the pararescueman AFSC - and promotion. When consideration is given to the fact that these low graded, but very active airmen put in many hours of ground training and preparation for jumps and receive little compensation for regular and additional training, one wonders what the real inducement is that makes them enlist. Certainly it is more than the far distant promotions and promises for improved pay. Few can qualify in less than two years because school slots are infrequent and there is little likelihood that a family man can afford to, or get approval, to leave his job more than once each year.

Being Reservists, the two pararescuemen who were to attend this Survival Medical Technician Course could not be advanced payment for their tour. Their families had to be sustained in their absences, and for lack of an advance, both almost turned down the course. Private assistance made it possible for them to attend and complete the course.

Other base sponsored short courses ranged from one to eight hours duration and were attended by ART personnel. These included Safety Seminars, Fire Prevention Classes, and CBR Lectures.

CHAPTER III

MAINTENANCE AND SUPPLY

MAINTENANCE

As the new year rolled in the Maintenance Section was in the best shape of all sections to handle their part of the coming ORT. Which was strange because the worst weather of the year was upon them, ART vacancies existed, a temporary civilian Maintenance Officer was in and out of the driver's seat attending orientation courses, management courses and pursuing his aspiration to be selected permanently for the ART position he held. The line chief was attending technical school for fifty-eight days starting 8 January and concluding after the ORT, followed by a phase inspection conference a few weeks thereafter. Two ground mechanics and two flight mechanics completed one-month courses at Eglin Air Force Base. A complete turnover in the Communications and Electronics Shop was experienced. One aircraft was in IRAN at the commencement and another followed later in the period. And, on 2 January a wounded bird was awaiting a rudder that was not forthcoming for thirty days. A snow plow had thrown a chunk of ice through the fabric. What might have been an 'incident' was salvaged by the fact that the fabric could not pass the Mullins test.

Strange indeed, that they should be considered in good shape. But the secret was that these 'pros'; manager,

supervisors and workers were skilled, smart, and adaptable to changing conditions. They doubled in brass, filled chinks before they became breaks, backed each other up, and produced a good product - mostly on time. Watching them was like watching the Harlem Globetrotters working the ball in tune with "Sweet Georgia Brown." They dropped the ball occasionally but recovered nicely.

Two major programs were introduced. Phase inspections replaced periodic inspections. Under the new concept each aircraft would undergo a "phase" inspection each twenty-five hours of flight time. Twenty-four such inspections were included in an inspection "cycle". The new system appealed to maintenance personnel. Before implementation it was decided each aircraft would commence with the completion of a periodic inspection. In this manner, no component or area would forego inspection for a long period of time. When #517169 returned from IRAN the new system began. There was this about the new system that required closer attention: coordination between Operations and Maintenance would require greater attention to preclude breakdown in inspection schedules.

The following excerpt from the April monthly maintenance report to the Commander illustrates this point: "We appreciate

the problems involved in scheduling flight crews, but it was only by extra effort and replanning that Maintenance was able to meet schedule changes and compensate for late take-offs and returns. For example, an aircraft awaiting test flight may cause substitutions for two or more days and if one of the flights happens to be a long cross-country flight, the inspection "spread" between aircraft becomes uncomfortably small. Our main goal here is that we want to be able at all times to give the squadron its fullest capability in operationally ready aircraft for any emergency or extended period."

This excerpt conclusively proved the section was geared to the overall picture and very much an important part of it. Another excerpt from a bulletin to all maintenance personnel; ART and non-ART, further supports this attitude.

A Honolulu dairy has the following motto: "Our cows are never contented; they are forever striving to do better." We feel the same way.

The other major program came in SAAMA message, SNATRE 336379, dated 28 January 1963. Essentially it directed all users of R1820-76 engines to replace existing engines with modified engines as fast as they were shipped. High time

engines were first priority. It required that high-time engines be replaced with built-up unmodified engines to get the former into the supply line quickly. Two built-up engines were installed to replace the two highest time engines, and as they were received QEC's and modified engines were married and hung. By June, five engines had been changed; three of them modified. Occasionally engine changes had to be performed outdoors for short periods. For every favorable vote OldMan Winter got from the skiiers, he lost ten from each mechanic in the 305th.

COMACM 20-2, dated 29 March 1963, created changes in positions, military and civilian grades, and alignment of the maintenance structure. Two aircraft mechanics were converted to flight mechanics, the unit supply supervisor was deleted as such, and established as materiel control. The dock chief was to become the specialist chief and the flight chief became responsible for both flight line maintenance and aircraft inspections. The latter were identified as working foremen, and the engine shop leader position was deleted. With the knowledge that the Troop Carrier units were to be realigned with a proposed change to their guiding manual, personnel actions were deferred with CONAC approval, except in a few cases, until the latter was published. The delay

was in deference to the belief that two separate major changes involving many positions in two distinctly separated units with a common civilian personnel servicing office would be served best by doing both at one time. Actions were effected for those persons who could not be considered in RIF actions.

Statistical data such as in-commission rates, NORS rates, etc., have been omitted from this narrative because they would serve no real useful purpose. Be it sufficient to report that when his services terminated in June and Mr. Herrington again turned over the reins to CMSgt Krantz, the latter replied to the Commander's inquiry as to how he thought matters would go: "No sweat, sir. Leave it to me and Sergeants Simmons, Dulaney and Dort, and we'll give you the birds you need; and, they'll be good ones, too."

Them's purty good potatoes.

SUPPLY

The most harried group in the squadron during this period were the unit supply people. One slot, the Stock Clerk position, had earlier been transferred to BEMO, leaving Supply Supervisor, MSgt Nelson LeMay, AlC Francis Beardslee, and the Air Technical Supply Advisor, MSgt Loyd Carter, to resolve many complicated and vexing problems. The conversion to BASO and BEMO procedures were not going smoothly. Common squadron property was scattered over several locations, and to make matters worse, Sergeant LeMay was given the additional duty of Budget Officer, when Captain Elvidge transferred to the 403rd Troop Carrier Wing as their civilian comptroller and reserve navigator.

During the rehabilitation of building S-13, which had been the supply warehouse and was now tagged to be the Administration building, property not assigned to individuals on custodial receipts was stored in various buildings in different locations. As the base improvement program progressed and buildings were razed it was necessary to scrounge space and remove the equipment. At one time materiel was stored in five different locations. When it became necessary to re-occupy building S-13 prior to

completion and inspection, Sgt LeMay had to transfer his desk, publications, and all the Enroute Support Kit equipment into a new office designated for the Air Advisor and staff.

It was important that Sgt. LeMay should become familiar with Materiel Control procedures for he was designated to fulfill that requirement when the UMD would change 1 July 63. Unit Supply would be deleted as such; Airman Beardslee's position would be abolished; and Sgt LeMay would end up holding the whole ball of wax - Materiel Controller, Unit Supply Coordinator, Budget Officer, trouble shooter, et al. CONAC was advised as to the improbability of one man being able to be all things at once and do a good job. It was true that the Supply Technical Adviser was carrying a load equal to LeMay's, but it wasn't his job to do so, and upon his retirement later in the calendar year the full impact would be realized -- too late.

The new year started off with a major change in Enroute Support Kit contents and procedures. AF Forms 197 were established, new items requisitioned and excess items turned into Base Supply. The kits, redesignated Nuclear Air Transportable Kits were repacked for mobility, a control board constructed, and accountability transferred to BASO. They

were retained in the squadron on custodial receipts. Listings and punch cards were forwarded to MATS.

Maintenance of supply catalogues had been discontinued on the erroneous assumption that the BASO-BEMO procedures would not require tenant units to maintain duplicate files. Consequently, they were reviewed and realigned with AFM 181-4, GSA and open purchase requirements for FY 64 and FY 65 were compiled and forwarded to the host base. The first revision to the Financial Plan was prepared and the general and operational readiness inspections were just around the corner.

The section was found to be satisfactory with exceptions, and the inspection report emphasized the critical need for more manpower. The remaining months were used feverishly to reorganize as best as possible so that on 30 June, when Airman Beardslee was separated, supply support would not collapse. Captain Fox replaced Captain William J. Wentzel as Unit Supply Officer. He contributed little to overall supply knowledge but he was acknowledged as a real asset by Sgt LeMay.

To comply with BASO procedures the host was to have taken over bench stock and preissue functions but did not. They did not have the necessary manpower authorizations and consequently these responsibilities remained with the squadron. Additionally,

the unit had to realign and stock-code all bench stocks in accordance with Air Defense Command Manual 67-2. Much time and effort was expended by unit personnel following up on normal and priority aircraft parts requisitions. It was necessary at times for them to use "back door" methods of tracing down the status of requisitions. In such instances where breakdown in Base Supply procedures were brought to light, the matter was discussed with the Base Supply Officer who was anxious to keep his fences in the best state of repair.

Another drawback was the fact that BEMO did not take over responsibility for unit weapons on the premise that they were not required to be responsible for items identified as mission equipment. Consequently the supply people had to make arrangements for base weapons people to give them direction and whenever possible, assistance in cleaning and storing carbines and pistols.

Time was found to screen Equipment Authorization Documents. All authorized items were reviewed for need and those not falling into this category were identified for CEMO approval for deletion from the EAD.

This was a hectic period and the squadron was fortunate that Sgt LeMay held up under the pressure.

COMMUNICATIONS AND ELECTRONICS

This section was ably managed by ART personnel; MSgt John Zaprawa, SSgt George Waldrup and SSgt Cooney. The last position was deleted from the manning document and Sgt. Cooney transferred to the 63rd Troop Carrier Squadron on 31 March 1963.

When the NCOIC position was elevated to Leader position during the previous historical period, the reserve OIC, Captain Joseph Euteneuer was irked because Sgt Zaprawa's selection, which was based on civil and reserve merit criteria, did not meet his approval. It was the one and only instance to date where there was friction between ART and non-ART personnel. In substance, he refused to recognize civilian employment requirements and was further miffed that the final selection was up to CMSgt Krantz who had the responsibility of supervising the person selected. Captain Euteneuer left the squadron in April.

The General Inspection report of February 1963 attested to the quality of the work performed by the section. Recommendations were made to improve bench mock-ups. These were readily accepted and implemented. The entire section was reworked.

Mobility type benches and mock-ups were rewired, electrical connectors were flush mounted, surfaces were replaced with new plywood covered with felt, and everything was given a fresh coat of paint.

Supply follow-up action was accelerated to get a required generator and signal generator which were finally received.

When Operations moved from Hangar 36 to Building S-12 the Communications Section completely reworked the Rescue Coordination Center radio console. A sheet metal container was constructed outdoors to house radio and power elements. It was light, well constructed and mobile. Difficult problems arose concerning the range of HF radio transmissions. The range was so limited that the equipment was inadequate for controlling aircraft during exercises designed for aircrew and mission commander training. They were not resolved by the end of June. Help was requested from Base Communications people and from the 2031st Communications Squadron located on the base. Neither could make recommendations for improvement. It appeared to be that the transmitter antennae were in a blind spot.

Other than this particular problem there were none to mar the enviable reputation the section had built for itself.

CHAPTER IV

PERSONNEL AND ADMINISTRATION

PERSONNEL AND ADMINISTRATION

This section was manned by SMSgt Harvey Brodeur and SSgt Leon Crayton, with assistance from the stenographer who was under the dual management of Sgt Brodeur and the Commander. Captain Wentzel was assigned at the beginning of the period as the reserve OIC. Airmen Eugene Comos and Gerald Kurzava performed personnel and administration work during training weekends.

Captain Wentzel had limited military personnel experience when he was reassigned from the Operations Section where he had been a pilot until his job commitments necessitated request for reassignment. He was willing but depended upon the First Sergeant to direct him in improving his knowledge. Little help was available.

This section continued to be the weak link of all the sections. The contrast between the two ART people was remarkable. Their attitudes reflected both, why the section had not improved, and how the section was sustained at all. Sgt Brodeur had no military aspirations whatever; and preferred to be referred to as Mr. rather than Sgt. Forty hours a week and that was all. He reluctantly attended evening staff meetings or begged off. On the other hand, Sgt Crayton

exhibited concern, did a fine job, and reflected loyalty to his organization in everything he did. It was not unusual to find him at his desk on a non-working day to insure his reports and payrolls were accurate and timely.

The section was rated marginal. It was unsatisfactory in recruiting and retention and too many other areas. In April a slot was offered the unit at the Air Force Recruiters Course and Sgt Brodeur was directed to attend. He refused on flimsy grounds. They were sufficiently strong to preclude his dismissal. He recognized his retention depended upon marked improvement in his work and attitude, and began making arrangements to work elsewhere. He was still on board on 30 June.

Many facets of the work to be performed by this section must be accomplished, or directed and approved by an ART employee of officer rank. Unfortunately so much comes to the Commander's desk that his effectiveness as a Commander is reduced. It was evident that a strong effort must be made to CONAC to realize this and approve a request for an ART Personnel Officer.

CONCLUSION

If this historical narrative seemed to emphasize the roles of the Air Reserve Technicians to the exclusion of those of the oft-referred-to "pure" Reservists, such was not the intention of the historian.

All of them, without exception, make many sacrifices each week, each month, each year. As do their families, and to an extent, their employers. They make many more sacrifices, as a group, than their ART counterparts. The latter receive training as part of their jobs, and additional training at times selected for their convenience. Not so with the non-ART reservist who must take his physicals when the hospital can schedule him; who must take tests and flight checks according to the calendar. All of them; the Reservists, their families, and their bosses, deserve high praise.

If you need a spark to kindle the fire of appreciation for these reservists, consider this scene:

It's late on Saturday and some of the troops are already walking to their cars. All, except four airman deuces and their Sarge. You wouldn't recognize them by their grades because they are bundled up in their parkas and gloves and pacs against the real cold of a Michigan winter. In fact

you wouldn't recognize their faces in the darkness unless the Sarge turned his head and you could see the silhouette of his moustache against the ramp lights. He says: "O.K., troops, let's button up and go home. We'll finish up in the morning." One of them, it could have been Ramsby, or Nehro, or Easterly, or any one of his boys, replied: "Look, Sarge, if they need this bird for 'Alert' in the morning, why don't we finish it up now?" I couldn't see his face, but I know there was a sparkle in his eyes when Sergeant Simmons answered, "Well, what are we waiting for?"

I didn't need a spark but I fell in love with a small group of a larger group that is the best group of Reservists in Uncle Sugar's Air Force - the 305th Air Rescue Squadron (Reserve). I'm their Commander.

Supporting Document 1

COMDR, 305 Air Rescue Sq, 30 Oct 62, Subj: AFRes Comm for William P. Guillou

2d Ind (RPCM-11) 10 Jan 1963

Hq ARRC, 3800 York St, Denver 5, Colo.

TO: 305th Air Rescue Sq (COMDR)

1. We are returning application for appointment in the Air Force Reserve (ARTP) from Lt Comdr William P Guillou, 39969, Coast Guard Reserve for compliance with paragraphs 7e(8) and 13a(9), AFM 36-5. Under cited authority, a conditional release from the parent organization must accompany the application. There is a request for conditional release dated and signed by Lt Comdr Guillou on 26 July 1962. However, there is no indication that it was submitted to his present Reserve organization.

2. In addition to the above, all applications for appointment as major and above in the Air Force Reserve are subject to approval by the Chief of Staff. (Reference par 4a(1), AFM 36-5 and 7c(2) CONAC Sup 2, 19 May 1961, to AFM 36-5.) We therefore suggest complete application be returned to us, Attn: RPCM-11, through Hq USAF ATTN: AFPTR-P. Approval of the aeronautical rating of pilot, USAF, has been granted by Hq USAF (AFPMP-1-0) but this does not constitute approval of appointment in grade of Major. Board proceedings and related documents have been retained by us pending return of the application.

3. Upon return of application, with conditional release attached, we will tender Lt Comdr Guillou appointment in the Air Force Reserve as soon as national agency check results have been furnished in accordance with par 17, CONAC Sup 2, 19 May 1961, to AFM 36-5.

4. Also, request complete assignment instructions be furnished and PAFSC be indicated on upper left hand corner of AF Form 24.

FOR THE COMMANDER

H. DILLON
Chief, Procurement Section I
Procurement Branch

1 Atch
n/c

305TH AIR RESCUE SQUADRON (RESERVE)
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

Supporting Document 2

REPLY TO ATTN OF: COMDR

11 January 1963

SUBJECT: Aircraft Grounding Receptacles

TO: 1st Fighter Wing (1CSA)

1. This unit requested, through its safety representative, Major Lloyd, testing and marking of static ground receptacles for HU-16 aircraft parking area.

2. The work was scheduled for November, but was deferred during an ORI and has not been accomplished to date. This has been a repeat deficiency during our monthly area inspections. You are requested to advise when the work is scheduled for accomplishment.

/s/
CHARLES D. KILPATRICK
Major, AFRes
Commander

305TH AIR RESCUE SQUADRON (RESERVE)
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

Supporting Document 3

REPLY TO ATTN OF: COMDR

5 December 1962

SUBJECT: Coordination Visit, 29 November 1962

TO: Commander
379th Combat Support Group (SAC)
Wurtsmith AFB, Michigan

1. The following personnel of the 305th Air Rescue Squadron (Res) (CONAC) visited Wurtsmith AFB, Michigan on 29 November 1962:

Major Charles D. Kilpatrick, Commander
Major Raymond Piddington, Rescue Crew Commander
MSgt Udo C. J. Fischer, Pararescue NCOIC
AlC George X. Hefferon, Pararescueman

2. The purpose of the visit was to establish liaison with the 379th Bomb Wing (SAC) to:

a. Survey a coniferous tree area on the base, from the air and afoot, to evaluate its suitability in accordance with Air Rescue Service Manual 55-1 for pararescue tree jump exercises.

b. Obtain approval of the Base Commander to use the area approximately one weekend each calendar quarter for tree jump training.

3. Personnel contacted (or office).

a. 379th Bomb Wing (DCO-TO/Major Ince). Major Ince's office proposed no objection. He contacted the Base Commander's office (Colonel LaCombe) for approval which was given and then the Base Civil Engineer Officer (Mr. Seybold) where concurrence was received.

b. 853rd Medical Group (Colonel Niemi).

(1) Agreed to provide ambulance, driver and a medical technician to be in place near jump zone during pararescue jumps.

(2) If agreeable to the Flight Surgeon, and as he is available, personnel on the drop zone will be tagged with simulated injuries for evaluation and simulated treatment by pararescue technicians.

c. 379th Combat Defense Squadron (Lt. Emerson).

(1) Will alert mobile strike teams to the presence of jumpers and ground party in the wooded area adjacent to the Category I storage area south of the jump zone.

(2) Station a qualified dog handler in the kennel north of the drop zone until all jumpers are on the ground.

d. Rescue Detachment #25, CARC (MATS) (Captain Williams). Agreed to participate in exercises for mutual training.

e. 2030th Communications Squadron (No contact). Will provide traffic advisories to deliver aircraft during personnel and field equipment drops.

4. Additional Support (No contact). Pick-up truck on dispatch from Motor Pool to return personnel and equipment to transient ramp after exercise.

5. The 305th Air Rescue Squadron will:

a. Observe all safety measures commensurate with this type of operation.

b. Conform to base regulations and customs.

c. Report any damage or injury to proper base authority.

d. Keep the area free of litter.

e. Notify 379th Bomb Wing (DCO-TO) 24 hours prior to arrival from Selfridge AFB and prior to departure from Wurtsmith AFB.

6. Your comments and recommendations are solicited. If the agreements stated above meet your approval, please so indicate by indorsement. Upon receipt, sufficient copies will be prepared and forwarded for distribution to participating and support elements.

/s/
CHARLES D. KILPATRICK
Major, AFRes
Commander

Supporting Document 3
Continued.

Ltr, 305 ARS (C) Selfridge AFB Mich, Coordination Visit, 29 Nov 62

1st Ind (BC) 4 Jan 1963

Hq 379 Cmbt Spt Gp (SAC), Wurtsmith AFB Mich

TO: 305 ARS (Reserve)(C)
Selfridge AFB Mich

Agreements as stated in basic letter are agreeable.

/s/
RAYMOND J. LACOMBE
Colonel, USAF
Commander

305TH AIR RESCUE SQUADRON (RESERVE)
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

Supporting Document 7

REPLY TO ATTN OF: ADM

27 June 1963

SUBJECT: Instructor Pilot (HU-16)

TO: CONAC(DCS/O)

THRU: 5AFRR(DO)

1. The permanent withdrawal of Major Nibe, ARS Air Advisor from this unit on 10 June 1963 has had serious consequences in the aircraft check-out and operational qualifications of the squadron ART Operations and Assistant Operations Officers. Neither are Rescue qualified.

2. During an ARS Advisory visit on 28-29 May the team chief Lt Col Jones, indicated that if Major Nibe were transferred, the probability of finding a replacement for him was negligible.

3. The commander and qualified rescue crew commanders can and will develop these two key persons in the Air Rescue Mission and operational concept. However, the commander and one reserve officer are the only instructor pilots; the latter with limited availability. The assistance of a qualified instructor pilot during all or any part of the next three months would expedite the qualification of eight pilots in various stages of land and water transition.

4. You are requested to determine if such assistance is available within CONAC.

/s/
CHARLES D. KILPATRICK
Major, AFRes
Commander

305TH AIR RESCUE SQUADRON (RESERVE)
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

Supporting Document 4

REPLY TO ATTN OF: COMDR

26 February 1963

SUBJECT: Operational Readiness Inspection, 24 & 25 Feb 63

TO: Officer, Non-Commissioned Officers and Airmen, 305th Air Rescue Sq (Res)

CONGRATULATIONS - WE DID IT!

1. On Monday morning, 26 February, the ORIT concluded at 0800 hours and the unit was awarded a rating of C-3. Had not old man winter been with us two additional pilots would have been current in water maneuvers and the rating could have been C-2. This is a memorable milestone in our march to the top.

2. Words can hardly convey the pride I have in you individually, and as a squadron. To each of you I extend congratulations and a pat on the back for a job well done.

3. With the same aggressive and determined spirit you demonstrated these past six months, we can and will get our C-1 rating the next time - IF WE FILL UP OUR RANKS. Talk it up and bring them in to join the best outfit in CONAC! You'll benefit too. How? Each man is doing 1¼ man's job now.

4. To those people who worked without compensation on their holiday to ready the aircraft, equipment, supply support, et al, a very special thanks.

/s/
CHARLES D. KILPATRICK
Major, AFRes
Commander

305TH AIR RESCUE SQUADRON (RESERVE)
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

Supporting Document 5

REPLY TO ATTN OF: CMDR

26 February 1963

SUBJECT: Annual Encampment

TO: All Personnel, 305th ARSQ(RES)

1. The winter conditions at Selfridge impose restrictions that seriously hamper our training and operational capability. All of you know how much low ceilings, ice, snow and just plain cold weather slows us down.

2. Aircrews must remain current in water operations throughout the entire year. This requirement cannot be waived and thus we have a problem to resolve.

3. Since we can't bring Florida to Michigan in February, the answer appears to be to have our annual training during the period of Jan - Feb each year and we'll all go South. And as a bonus, have the entire summer to spend in our own Michigan Water Wonderland!

4. It's going to take a real quick reply from each of you to present this to CONAC. Command must have time to evaluate and render a decision. Our encampment planning for July has started and it may be difficult to stop, unless we have concrete data.

5. Therefore mail back the enclosed completed questionnaire no later than 6 MARCH 1963.

/s/
CHARLES D. KILPATRICK
Major, AFRes
Commander

1 Atch
Questionnaire

Supporting Document 5
Continued

QUESTIONNAIRE

1. _____
Name Grade Duty Section

2. Personal and Family Preference (Check One)

a. Winter encampment _____

b. Summer encampment _____

3. I (have - have not) discussed the proposed winter encampment with my employer (line one out).

4. Employers Preference:

a. Winter encampment _____

b. Summer encampment _____

5. Employment:

a. Self-Employed _____

b. Employed by _____
Employer's Name

c. Unemployed _____

6. REMARKS: (If winter encampment is not compatible with your job, etc, explain in sufficient detail here.)

Supporting Document 6

HEADQUARTERS
AIR RESCUE SERVICE
Military Air Transport Service
United States Air Force
Orlando Air Force Base, Florida

REPLY TO
ATTN OF: ARCVC

20 Jun 1963

SUBJECT: Reserve Rescue Squadron Advisor Policy

TO: Det 6 Hq ARS
March AFB Calif

303 ARescue Sq
March AFB Calif

Air Rescue Sq, Provisional, 1st
Homestead AFB Fla

304 ARescue Sq
Portland Int'l Aprt Oreg

301st ARescue Sq
Homestead AFB Fla

305 ARescue Sq
Selfridge AFB Mich

302 ARescue Sq
Luke AFB Ariz

MATS

CONAC

The purpose of this letter is to announce policy for the accomplishment of Reserve Rescue Squadron's advisory functions.

a. Effective 1 June 1963, Officer Advisors with the exception of the Advisor to the 303d Air Rescue Sq (Reserve), will be transferred PCS to the Air Rescue Sq, Provisional, 1st. This will leave only the maintenance NCO Advisors as representatives from this headquarters on duty with the Reserve Rescue Squadrons, with the exception of the 303d Air Rescue Sq as noted above.

b. The advisory function of the Reserve Rescue Squadrons will continue to be the responsibility of the Deputy Chief of Staff, Operations, Headquarters Air Rescue Service. Commanders of the Reserve Squadrons will direct their requests for advisory services accordingly. Personnel from the office of the Deputy Chief of Staff, Operations will perform this function in conformance with MATS Regulation 45-4.

c. The Maintenance Advisor will submit monthly activity reports in accordance with ARS Regulation 45-2 and will report direct to this headquarters on all administrative and operational matters.

/s/
T. P. TATUM
Colonel, USAF
Vice Commander

Copy to:
All Staff Agencies

Supporting Document 8

HEADQUARTERS
SELFRIDGE AIR FORCE BASE
and
1st COMBAT SUPPORT GROUP
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

REPLY TO
ATTN OF: 1WSDC

31 May 1963

SUBJECT: Letter of Appreciation

TO: Commander, 305th Air Rescue Squadron (Reserve)

1. The HU-16 materiel drop and static display was instrumental in making Scouts Day 1963 a success.

2. It was unfortunate that high winds prevented the scheduled para-rescue drop but your lustre was not dimmed as you had the attention and interest of 30,000 scouts and adults in attendance.

3. Please convey my sincere appreciation to Major Fisher for his cooperation, Major Sherrill and Capt McClear for their fine air work and your maintenance people for providing the static display.

/s/
CALEB P MOBERLY
Colonel, USAF
Commander

Copy to
1WSDC (Capt Hoyt)

Supporting Document 9

HEADQUARTERS
MICHIGAN WING CIVIL AIR PATROL
MACOMB GROUP 633

REPLY TO
ATTN OF: COMDR

SUBJECT: CAP Encampment

TO: 305 Air Rescue Sq
ATTN: Maj Charles D. Kilpatrick, Commander

1. I wish to take this opportunity to thank you for the assistance given to the Civil Air Patrol during our encampment on 4 May 1963, at St Clair County Airport. We all greatly appreciate the fine performance by your personnel, especially that of Paramedics. Our Cadets benefitted greatly by the instruction given them, which was an invaluable contribution to the success of our exercise.

2. If at any time we can be of assistance to you, please call on us. We are always ready to cooperate in whatever way we can to continue the close relationship between Air Force and CAP. We consider it a privilege to serve you.

/s/
EARL R. HOVIS
Lt Colonel, CAP
Commander

RETURN TO:
Director
Aerospace Studies Inst

HISTORY
OF
305TH AIR RESCUE SQ (RES)
Selfridge AFB, Michigan

1 JUL 63 - 31 DEC 63

G-1300-12

K-SQ-RESC-305-Dir

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

HISTORY OF
305TH AIR RESCUE SQUADRON (RESERVE)
Selfridge Air Force Base,
Michigan

1 JULY 1963 - 31 DECEMBER 1963

RCS: AU-D5

Prepared by

Delphine L. Stayler

Approved by:

HARRY R. STOWELL
Major, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND

UNITED STATES AIR FORCE

6-1300-12

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FORWARD

This historical period began on a note in tune with the purpose of an Air Rescue Squadron -- a search mission. A rescue crew and aircraft were enroute to home base after concluding a three-day search for a missing aircraft in the mountains of Wyoming and Montana. In consonance with the squadron's purpose, to train and learn, the mission provided the first opportunity to experience the problems induced by high altitudes, irregular terrain and treacherous canyon winds.

New experiences in organization, management and overall operations were also to be met in the coming six months. To test the unit's adaptability another General and Operational Readiness Inspection would be experienced within six months of the last one.

CHAPTER I

MISSION AND RESOURCES

MISSION AND ORGANIZATION

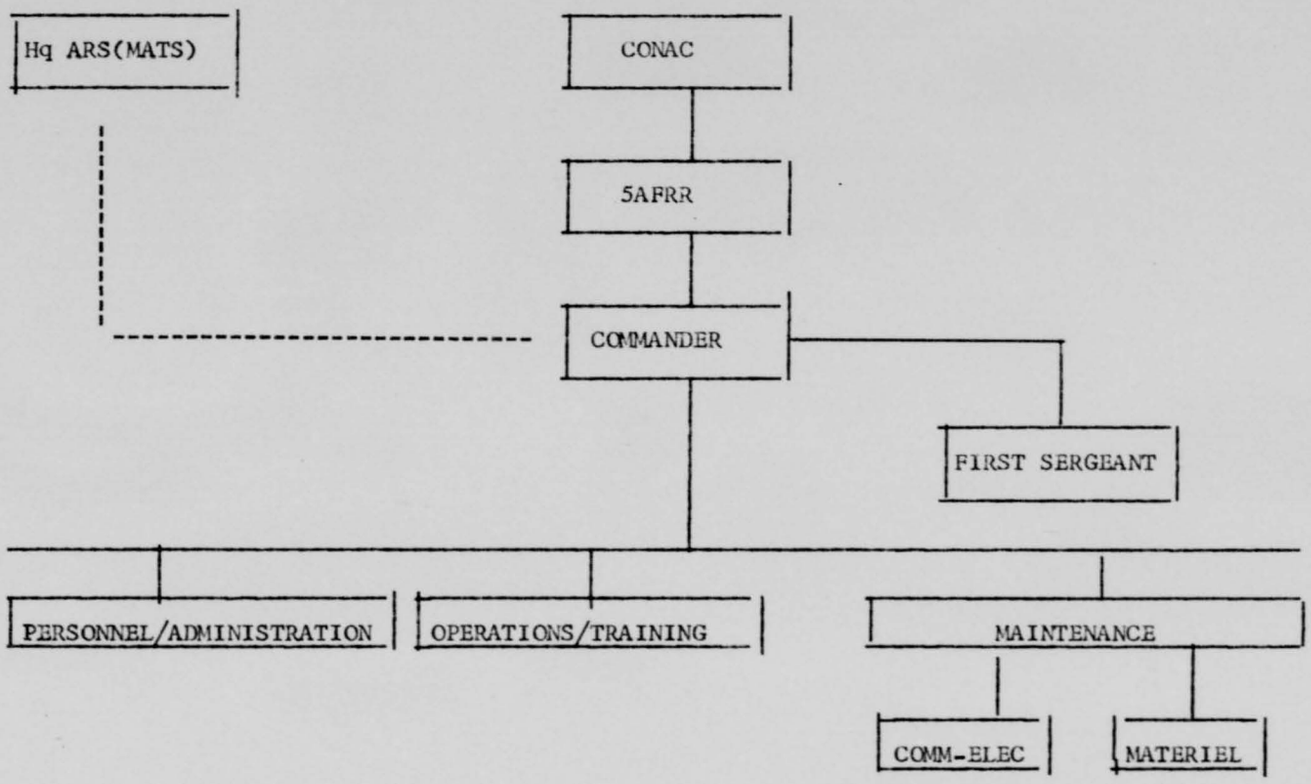
Mission:

The mission of the 305th Air Rescue Squadron (Reserve) is to train aircrews and support elements to a status of operational readiness; to man and equip to authorized levels; to be prepared to mobilize and deploy when directed; and to perform search and rescue missions, as required, in support of military and civilian agencies.

Organization:

The original five squadron sections: Personnel and Administration, Operations and Training, Maintenance, Communications-Electronics, and Unit Supply, were reorganized into three principal sections. Operations and Training and Personnel and Administration remained as they were. Aircraft Maintenance absorbed Communications and Electronics, as a support element, and Unit Supply became Materiel Control, in accordance with Air Force Manual 66-1.

The squadron was commanded by Major Charles D. Kilpatrick, AO 797842.


Hq ARS(MATS)
CONAC
5AFRR
COMMANDER
FIRST SERGEANT
PERSONNEL/ADMINISTRATION
OPERATIONS/TRAINING
MAINTENANCE
COMM-ELEC
MATERIEL

PERSONNEL

Manning:

	Authorized	Assigned
As of 1 July 1963		
Officers	26	20
Airmen	90	76
Civilian	3	3
As of 31 December 1963		
Officers	26	24
Airmen	90	81
Civilian	3	3

Key Personnel:

Major Charles D. Kilpatrick	Commander
Major Walter R. Fisher	Operations & Training Officer
Major Harry R. Stowell	Maintenance Officer
Capt. William P. Guillou	Instructor Pilot
Capt. Phillip A. Guerra	Navigator
SMSgt Ronald E. LaFleur	Administrative Assistant (First Sergeant)

Two major changes in ART personnel took place during this period. On 29 September 1963 the Aircraft Maintenance Officer position was filled by an Air Reserve Technician who had previously been assigned to the Delaware Air National Guard. This position had been vacant since June.

The resignation of the First Sergeant brought about the other major change in personnel. On 18 November the new First Sergeant assumed his duties. His vast Personnel experience promised to be a most valuable asset to the Personnel and Administration Section.

It was also during this period, on 29 August, that the civilian incumbent of the Instructor Pilot position received his Air Force Reserve commission. He had been filling this position since June of 1962 in a civilian status.

Another major change in Air Reserve Technician positions was brought about by abolishment of the General Supply Supervisor position and the Aircraft Piston Engine Mechanic Leader. Incumbents of these positions accepted reassignment to Stock Control Clerk and to Aircraft Overhaul Inspector positions respectively, in lieu of reduction in force. Since these positions

were authorized Technical Sergeant grades and the incumbents had previously held the grade of Master Sergeant, approval was requested, and received, from Continental Air Command to retain the grades of Master Sergeant. *

A much needed additional ART position was authorized for the Materiel Control Section. It was anticipated the additional help would be a great boon to the over-taxed Stock Control Clerk who was daily falling further behind.

Recruiting:

A recruiting brochure was prepared for distribution to local recruiting offices. The brochure consisted of a three-ring binder containing pictures of the reservists actively engaged in performance of their duties. Each picture was accompanied by an explanation of what phase of the Air Rescue Mission was being accomplished, as well as identification of the reservist, with a brief sketch about the civilian background of each. The brochure proved to be a good recruiting tool and drew much favorable comment.

* Supporting Document 1

Encampment Planning:

A pre-encampment visit was made to Brookley Air Force Base, Alabama, 13 - 15 December 1963 by the Commander, Operations and Training Officer, Maintenance Officer, Maintenance Superintendent, Communications-Electronics NCOIC and the Acting First Sergeant. As a result of this planning conference a detailed agreement was drawn up with the 2850th Air Base Wing at Brookley, which was to pave the way for a highly successful tour of active duty for the 305th Air Rescue Squadron. *

* Supporting Document 2

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

Operational Readiness:

The unit had four operational ready aircrews. A fifth crew was formed, however the navigator was not qualified, and while accelerated efforts were being made to qualify him, he dropped out of the program. A new navigator was assigned in December.

Training Program:

During the reporting period the squadron commander, with the aid of one reservist, performed all flight examiner and instructor pilot duties.

Water training flights were conducted on Lake St. Clair until November when cold weather precluded further water work at this site. The Macomb County Sheriff Marine Patrol provided boat coverage for the unit's water work at no expense to the Government. Occasionally, when the marine patrol was unavailable a boat was borrowed from the host Special Services and manned by an Air Reserve Technician. Support was also provided by the Coast Guard stationed at Harsens Island, just North of the base.

Pararescue personnel engaged in a tree jump in the Huron National Forest at Mio, Michigan. They remained overnight to conduct survival training.

The squadron underwent 5RX testing during this period. Out of eighty-three persons tested and weighed, one man was determined to be unqualified and was scheduled for testing again at a later date.

Small arms firing was also conducted. Fifteen men in the unit qualified as Expert.

Special Training Exercises:

The Pararescue Section was actively engaged in providing training for other organizations. A water rescue and survival course was conducted for the 172d Tactical Reconnaissance Squadron of the Michigan Air National Guard; survival training was provided for the 8571st Air Force Recovery Group and for Fifth Air Force Reserve Region. Cold weather survival training was furnished to the 71st and 94th Fighter Interceptor Squadrons.

Missions:

As stated earlier in the historical report, this

reporting period began with the return of an aircraft from a search mission in the Montana-Wyoming area.

On 13 August 1963 the squadron was again called upon to participate in a search for a civilian aircraft. A creeping line search was made along the Ohio River, East of Cincinnati. The rough wooded area provided excellent training for the crew.

During the Unit Training Assembly on 22 September 1963 at 1130 hours the unit was alerted for a search mission for a C-133 which was missing in the Atlantic. By 1430 hours two aircraft were airborne on their way to McGuire to participate in the search.

Again, on 10 November 1963 the 305th was called upon to engage in a search for a private Piper Commanche lost over Lake Erie. A formation route search was made along the South shore of Lake Erie to Buffalo, New York, and return.

Special Problems:

The absence of the instructor pilot for fifty-seven days, while attending the Instrument Instructors Course at Randolph Air Force Base, adversely affected the mission of the Operations Section due to the austere manning provided under the ART concept.

Another problem was the restriction from all night operations and the cut in half of the crosswind component due to the runway resurfacing during the period 10 July to 15 October 1963. During this time the only runway available for use was a taxiway seventy-five feet wide and 7,000 feet long.

CHAPTER III

INFORMATION-PUBLIC RELATIONS

INFORMATION-PUBLIC RELATIONS

The 305th Air Rescue Squadron participated in many community projects. The Pararescue Section provided an attractive display for the International Freedom Festival, held jointly by Windsor, Canada, and Detroit, Michigan, 1 - 16 July 1963. Every advantage was taken of the opportunity to make the public aware of our mission and to further our recruiting program.

On 28 July 1963 an HU 16 was provided for static display at the Bishop Airport in Flint, Michigan. This was another opportunity to acquaint people of still another neighboring community with the 305th Air Rescue Squadron, and the opportunities to be gained by becoming a member in the Reserve program.

On 12 October 1963 the squadron provided a display in support of the 403rd Troop Carrier Wing (Reserve) "Bosses Day" celebration, held at Selfridge Air Force Base. This was a program to fete and further acquaint the civilian employers of the reservists with the Reserve program. The 305th was pleased to lend support to the 403d TCW on this endeavor. *

* Supporting Document 3

CHAPTER IV

MAINTENANCE AND SUPPLY

MAINTENANCE AND SUPPLY

It was during this period that the Aircraft Maintenance Section was reorganized to absorb Communications-Electronics, as a support element, and Unit Supply, which became Materiel Control, in accordance with AFM 66-1. Materiel Control continued to be a problem due to the lack of sufficient personnel to handle the workload. The Air Advisor had rendered immeasurable assistance during his assignment with the squadron, however he retired from the Air Force in October and there was no one to fill the void. Materiel Control was not able to function in accordance with AFM 66-1, as supplemented by CONAC, due to personnel shortage.

In December another Air Reserve Technician position was authorized in this section, however, due to the mechanics of announcing the vacancy, and other related details, the position was not filled during this reporting period.

The newly assigned Maintenance Officer was present for duty on 29 September 1963 and much of this reporting

period was spent in becoming familiar with the unit mission and organizational maintenance. By the end of December the Maintenance Section showed definite signs of stabilizing under the change in management.

One of the problems faced by the Maintenance Section was lack of flying schedules that were realistic and timely. Continuing effort failed to obtain results in this area. This condition was noted by members of the team during the General Inspection and the Operational Readiness Inspection.

It was also during this period that the unit received the TRC-68 which is the authorized UHF set for the Rescue Coordination Center. The electrical configuration of Building S-12 was changed by 305th Air Rescue Squadron personnel to accommodate this extra power requirement.

The antenna for the UHF and VHF sets was raised to approximately forty-five feet for the purpose of increasing the effective range of communications.

Aircraft 51-0045 was delivered to IRAN, St. Augustine, Florida, on 17 October 1963, and aircraft 51-0056 was accepted from IRAN.

The Maintenance Section demonstrated ability to effectively support the unit mission during the General Inspection held 23 to 27 October 1963 in spite of the fact that one aircraft was in IRAN. They attained a score of 74% operational readiness with only three aircraft.

Receipt of aircraft 51-0045 from IRAN disclosed a need for extensive maintenance. Inspection reports were submitted to the applicable Air Force Headquarters, giving details of inspection findings which included evidence of poor workmanship and noncompliance with contractual requirements. It was decided the 305th Air Rescue Squadron would perform required work, however wherever possible they would delay items until the unit went to the annual encampment, scheduled to be held at Brookley Air Force Base, Alabama. A team would be on hand at Brookley Air Force Base to inspect the aircraft and note the undesirable conditions, particularly the condition of the bilges in the hull.

During the reporting period Maintenance supported

the mission as follows:

Aircraft possessed - 4 Aircraft assigned - 4

Operational ready rate - 74%

NORS rate - 7%

NORM rate - 19%

Hours flown - 674 hours

Phase inspections completed - 26

Engine changes (1 Jul - 13 Dec)

Scheduled - 4

Unscheduled - 0

Supporting Document 1

Ltr, 305 Air Rescue Sq (COMDR), 19 Nov 63, Retention of Military Grades

1st Ind(PCP)

Hq CONAC, Robins AFB, Ga 22 Nov 1963

TO: 305 Air Rescue Sq(COMDR)

1. Confirming telephone conversation between Mr. Lingelbach and Major Kilpatrick, 21 November 1963, based on information furnished, both Sergeants LeMay and Waishkey may be retained as Master Sergeants during their tenure of assignment to a Technical Sergeant position so long as such assignment is the result of other than voluntary action on their part, i.e., reduction-in-force, reorganization, etc. As indicated in basic communication, this happened in the case of LeMay by virtue of the abolishment of his GS-6 position and his reassignment to the GS-5 position in lieu of reduction-in-force. The same was true in the case of Waishkey since, as indicated in referenced telephone conversation, his assignment to ART-AR59 was in lieu of reduction-in-force due to abolishment of his previous position (ART-AR75) in a reorganization.

2. With reference to paragraph 1, basic communication, upon review we recognize that our unilateral approval of Sergeant Waishkey was inappropriate in the event it was not discussed with you or a member of your Personnel function, and further since the facts on which the decision was based were not indicated.

FOR THE COMMANDER

/s/
L. C. LINGELBACH
Director of Civilian Personnel

305TH AIR RESCUE SQUADRON (RESERVE)
UNITED STATES AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN Supporting Document 2

REPLY TO ATTN OF: COMDR 19 November 1963

SUBJECT: Pre-Annual Encampment Planning Conference, 13 - 15 Nov 63

TO: 2850th Air Base Wing
Brookley AFB, Ala.

INFO TO: Hq CONAC, Robins AFB, Ga.
Hq Air Rescue Service, Orlando AFB, Fla.
3AFRR, Dobbins AFB, Ga.
5AFRR (DO), Selfridge AFB, Mich.

1. Selected staff members of the 305th Air Rescue Sq (Res) convened with Project Officer, Lt Colonel Allen T. Weaver Jr., and representatives from MOAMA; 1919th Communications Sq; Det 1, 15th Weather Sq; Det 58 CARC and Mobile, Alabama U.S. Coast Guard Station. The purpose of the conference was to negotiate a support agreement to insure the successful accomplishment of a tour of active duty training, 1 - 15 February 1964, by the 305th Air Rescue Sq.

2. Situation: Approximately twenty-six officers, ninety airmen, four HU 16 aircraft and mobility equipment will arrive at Brookley AFB on 1 February and depart 14 February 1964. Approximately five C 119 support aircraft will RON on 1 and 13 February. Personnel, equipment and support aircraft will depart 14 February for home station. The following support requirements were identified, and upon indorsement by the host project officer will constitute and informal AFR 11-4 agreement.

a. Administration.

(1) Provide housing for twenty-six officers and ninety airmen.

(2) Authorize meals for officers and airmen in the Airman Dining Hall.

(3) Authorize meals at irregular hours for aircrews and support personnel.

(4) Authorize designated personnel to release and receive mail, electrically transmitted messages and classified correspondence.

(5) Designate mail and distribution schedules, pick up points and locations.

(6) Establish policy with regard to host and community relations applicable to unit personnel.

(7) Establish a channel of communication between Commander, 2850th Air Base Wing, and Commander, 305th AResSq, or their designated representatives.

(8) Provide normal Base Religious Services, Red Cross, BX, Laundry, Dry Cleaning and similar services to squadron personnel.

(9) Extend officer and NCO club privileges.

(10) Validate Selfridge AFB issued vehicle operator permits.

(11) Conduct an orientation briefing after arrival.

(12) Process maintenance data.

(13) Disperse unit welfare funds IAW AFR 176-1.

(14) Maintain AF Forms 5.

b. Facilities.

(1) Provide Command and Administrative offices in Dock #5.

(2) Install telephones, desks, tables and chairs.

(3) Designate second floor lounge and conference room in Base Operations as 305th Operations Section.

(4) Integrate Maintenance Officer, Maintenance Control and Work Load Control, Quality Control, Materiel Control, Maintenance and Communications Specialists and Personal Equipment into existing offices and shops.

(5) Provide hangar space and parking area for four HU 16 aircraft.

(6) Provide storage and parking area for AGE and vehicles.

(7) Provide storage space for engines and enroute support kits.

(8) Schedule use of aircraft washrack.

(9) Authorize use of ammo van adjacent to taxiway "L" for overnight storage of JATO and pyrotechnic equipment.

(10) Approve use of Sand Point Drop Zone for personnel drops.

c. Equipment.

(1) Provide the following vehicles on fourteen-day dispatch:

(a) One passenger bus.

(b) One metro van.

(c) One radio-equipped maintenance vehicle.

(d) One $1\frac{1}{2}$ ton truck.

(e) One aircraft towing tug.

(f) One station wagon.

(2) Provide maintenance stands, jacks, high pressure oxygen cart air compressor, EPU mule and towbar.

(3) Preposition two each HU 16 main and nose wheels and tires.

(4) Preposition office equipment as follows:

(a) Commander's office: one desk and chair, five folding chairs and one telephone.

(b) Administration: three desks and chairs, six folding chairs, three tables, one telephone and one bulletin board.

(c) Operations Briefing Room (lounge): partition room, install forty folding chairs and six crew lockers.

(d) Operations Office (Conference Room): two desks and chairs and one telephone.

d. Medical.

(1) Schedule physical examinations and immunizations, if required.

(2) Publish Sick Call schedules.

(3) Establish policy on emergency medical and dental care.

(4) Position an ambulance, driver and medical technician on drop zone during personnel drops.

(5) Evaluate pararescue medical training exercise.

e. Materiel.

(1) Preposition aviation fuel, oil, JATO bottles and pyrotechnics. Note: quantities, and types, identified in message COMDR 173, dated 19 Nov 63.

(2) Deliver required quantities of JATO and pyrotechnics to local storage area upon twenty-four hour notice.

(3) Establish procedures for processing routine and priority requisitions, reparable turn-in and maintenance type local purchases. (Organization code numbers forwarded in message COMDR 173.)

(4) Inspect and repack approximately eight Ma-1 Sea Rescue Kits.

(5) Provide flatbed vehicle forklift and operator for loading and unloading support aircraft upon arrival and departure.

(6) Authorize the following personnel to use parachute repacking facility:

MSgt Udo C. J. Fischer, AF 16 378 727
SSgt Charles R. Ciaravino, AF 27 040 319
A1C William M. DeWitt, AF 16 364 082
A1C George X. Hefferon, AF 21 690 256

A1C Charles R. Ingersoll, AF 16 507 540
A1C Stephen J. Walsh, AF 46 062 829
A2C Donald A. Brennan, AF 19 347 882
A2C James D. Scott, AF 14 517 189

f. Safety.

(1) Conduct a flying and ground safety briefing for all personnel at base theater on morning following arrival.

(2) Observe and report unsafe practices, conditions, etc., to Squadron Safety Officer.

(3) Assume responsibility for accident investigation IAW AFR 127-4.

g. Information Services.

(1) Prepare and distribute news releases regarding the 305th to base and local news media to coincide with arrival.

(2) Assist Squadron Information Officer in preparing releases for home area newspapers, radio and television stations.

(3) Provide photographic coverage of training.

h. Det 58 CARC.

(1) Authorize use of Rescue Coordination Center equipment by 305 ARes Sq Operations personnel.

(2) Participate in rescue mission training exercises on a voluntary basis.

i. 1919th Communications Sq.

(1) Requisition and install high frequency crystal 9018KC and 4575KC in Collins T-159 radio transmitter (Det 58).

j. Staff Judge Advocate.

(1) Exercise courts-martial jurisdiction over 305 ARes Sq personnel.

(2) Jointly exercise Article 15, USMJ with Commander 305 ARes Sq.

(3) Process all claims arising out of activities of 305 ARes Sq.

(4) Provide legal assistance as required.

k. Law Enforcement.

(1) Assume law enforcement responsibilities for 305 ARes Sq personnel during training period.

(2) Arrange an agreement with local authorities relative to the apprehension and confinement of 305 ARes Sq personnel.

3. After reconsideration the 305th will not have a requirement for survival training on Dolphin Island as this will be accomplished at Eglin AFB Reservation.

/s/
CHARLES D. KILPATRICK
Major, AFRes
Commander

Ltr, 305th ARS (COMDR), 19 November 1963, Pre-Annual Encampment Planning Conference, 13 - 15 November 1963

1st Ind(MOB) 2 Jan 1964

Hq 2850th Air Base Wing, Brookley AFB, Alabama 36615

TO: 305th Air Rescue Squadron (Reserve)(COMDR)
Selfridge AFB, Michigan 48046

Concur with basic letter.

/s/
WALTER P. WILLIAMS
Lt Colonel, USAF
Base Commander

Supporting Document 3

HEADQUARTERS
403D TROOP CARRIER WING, MEDIUM (RESERVE)
UNITED STATES AIR FORCE
Selfridge Air Force Base, Michigan

C

22 Oct 1963

Letter of Appreciation

305th Air Rescue Sq (COMDR)

1. On 12 October 1963, this organization sponsored a "Bosses Day". Employers and supervisors of our Reserve officers and airmen were given orientation flights, and tours of the base and facilities. A variety of static displays were also available for their viewing and inspection. The purpose of the program was to stimulate interest in the Air Force, and particularly to promote Reserve retention and recruiting working through supervisors and employers.

2. Our program was highly successful. But, much of the credit must go to the many units and individuals outside our organization who helped or assisted in our efforts. I wish to personally thank you for your unit's cooperation. I particularly wish to commend the Maintenance Section for their participation and support. Without their full support and the many hours of assistance, our program could not have been as effective.

3. Again, accept my sincere appreciation for your personal support and for the cooperation and assistance of your unit personnel.

/s/
GARI F. KING
Colonel, AFRes
Commander

Copy to:
5AFRR (COMDR)

K-SQ-RESC-305-HI
Jan-Jun 1964

RETURN TO:

Direc
Aerosp

HISTORY OF
305 AIR RESCUE SQUADRON (RES)
Selfridge Air Force Base, Mich

1 Jan 64 - ~~31 Jul 64~~ 30 June 64

RCS: AU-D5

6-1781-71

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

HISTORY OF

305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base,

Michigan

1 JANAURY 1964 - 31 JULY 1964

RCS: AU-D5

Prepared by:

Major Harry R. Stowell

Approved by:

for Harry R. Stowell
JOHN C. RILEY
Lt Col, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND

UNITED STATES AIR FORCE

6-1781-7

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FORWARD

During the period of this report the 305th Air Rescue Squadron continued efforts to reach a satisfactory state of operational readiness. The unit did manage to maintain an operationally ready status although there were major changes of personnel in key positions during the last month of this reporting period. The unit commander was transferred from his ART position on 11 June 1964 as the the result of final pass-over for promotion to Lieutenant Colonel. The Operations and Training Officer was released from his ART position because of failure to meet flying requirements of his position.

These two positions remained vacant through the end of June. The Chief of Maintenance was appointed Commander by DP orders.*

Despite these serious developments the morale of the personnel remained at a high level, and there was a realistic display of "Esprit de corps" throughout the organization.

The only instructor pilot, a Reserve Major, volunteered

* Supporting Document 1

his availability on a full time basis at the request of the appointed commander. Thus, at the end of this historical period the unit was marginally ready to perform its mission if called upon.

CHAPTER I

MISSION AND ORGANIZATION

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) is to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to its full authorization, and to be ready at all times to perform rescue missions or to deploy to any place on the globe to perform rescue missions in support of our military forces.

Organization:

Continental Air Command has operational control during inactive duty training of the unit. During inactive duty training Headquarters CONAC provides administrative, personnel, logistics and budgetary support. Fifth Air Force Reserve Region (CONAC) is the intermediate command, and is located at Selfridge Air Force Base with the 305th Air Rescue Squadron.

In the event of mobilization of the 305th Air Rescue Squadron the gaining command is Military Air Transport Service. Air Rescue Service, Orlando Air Force Base, Florida, is the intermediate gaining command. Headquarters Air Rescue Service is charged with the responsibility for

the supervision of training and performs the general and operational readiness inspections.

Detachment 8, Air Rescue Service, is the unit's advisory element. The Air Rescue Service Detachment is comprised of one airman, MSgt Thomas E. Jackson. The Detachment is located with the 305th Air Rescue Squadron, and its primary mission is to review training requirements established by Headquarters Air Rescue Service and advise the commander on matters affecting these requirements.

Logistical support of the unit is provided by the host base under the control of First Fighter Wing (ADC). A limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter shares hangar space and some field maintenance within its capability, in accordance with AFM 66-1/CONAC Sup 1.

The 305th Air Rescue Squadron was commanded by Major Charles D. Kilpatrick, AO 797842, until 11 June 1964. On 12 June 1964 Major Harry R. Stowell, AO 524071, assumed the duties of commander.

PERSONNEL

Manning:

	Authorized	Assigned
As of 1 January 1964		
Officers	26	25
Airmen	90	85
Civilians	3	3
As of 30 June 1964		
Officers	26	22
Airmen	90	74
Civilians	3	3

Key Personnel:

Major Charles D. Kilpatrick	Commander
Major Harry R. Stowell	Chief of Maintenance
Major Walter R. Fisher	Operations and Training Officer
Captain Phillip A. Guerra	Navigator
Captain William P. Guillou	Instructor Pilot
CMSgt Arthur E. Krantz	Acting Maintenance Officer as of 12 Jun
SMSgt Ronald E. LaFleur	First Sergeant

There were two major changes affecting key positions during this period. On 11 June 1964 the commander position (ART) was vacant as a result of the transfer of Major Charles D. Kilpatrick to another unit. The transfer was brought about because this officer was passed over for the second time for promotion to Lt. Colonel, and was retired from the Air Force Reserve.

Following the transfer of the commander, Major Kilpatrick, the Operations and Training Officer position (ART) became vacant on 16 June 1964. Major Walter R. Fisher was filling this position and was relieved by adverse action initiated by Major Kilpatrick while he was in command of the unit. Major Fisher's release resulted because he failed to meet the requirement for upgrading to rescuecrew commander and instructor/flight examiner pilot, as required of him to qualify for his position.

The Chief of Maintenance (ART), Major Harry R. Stowell, was appointed commander by DP orders on 12 June 1964. The unit standardization pilot (ART), Captain William P. Guillou, was detailed as Operations and Training Officer pending a decision on the appeal made by Major Fisher that he be reinstated.

It was also necessary to detail CMSgt Arthur E. Krantz

to perform the duties of aircraft maintenance officer. CMSgt Krantz normally is assigned as foreman (ART) for the aircraft maintenance section.

The changes in personnel were temporary and it was agreed between 5AFRR and CONAC the unit could continue operating until the vacant positions were filled by permanent applicants.

On 8 June 1964 Colonel Reg L. Anderson, commander of the 303rd Air Rescue Squadron, March Air Force Base, California, arrived at Selfridge Air Force Base to act as the senior air reserve technician to provide continuity and direction pending selection of a new commander, and possibly, a new operations and training officer. The commander's desk was occupied by Colonel Anderson for the remainder of this period. Major Stowell, appointed reserve commander, was consulted by Colonel Anderson on matters of major importance. This was a highly sensitive situation, and in order to cause Colonel Anderson's position to be more effective, the information regarding Major Stowell's appointment was not emphasized in the unit. However, Major Stowell worked in close coordination with Colonel Anderson on all matters of importance in the unit.

The temporary duty assignment of Colonel Anderson with the 305th Air Rescue Squadron was most effective in that there was an exchange of ideas and information which proved very beneficial for the 305th, as well as for the 303rd.

On 15 June Major Troy Rhodes reported to the unit for a two-week temporary duty assignment. Major Rhodes was the standardization pilot (ART) from the 302nd Air Rescue Squadron (Reserve), Luke Air Force Base, Arizona. Major Rhodes rendered assistance to Major Siegel, the only qualified instructor pilot in the 305th. Major Siegel was placed on active duty for twenty days to conduct flight training of aircrews.

Also, during this period the stock control clerk position was upgraded to aircraft material controller, MSgt, GS-7, from TSgt, GS-5. This was a welcome change in the material control section, and a real morale booster.

Recruiting:

Emphasis was placed on the recruiting and retention plan. The unit recruiting team made some progress during this period. On Armed Forces Day the team arranged to have a booth on display to make personal contact with interested applicants, and to pass out brochures to stimulate interest in the 305th Air Rescue Squadron. As a direct result of this effort,

three prior service reservists were recruited. The recruiting brochure made up by CONAC for the 305th proved to be a valuable asset in stimulating interest in reserve rescue squadrons.

It is anticipated that within thirty days following this period the recruiting efforts will bring the unit close to full strength, based on the strength of the number of interested recruits that have been generated.

Active Duty Training:

The 305th Air Rescue Squadron was deployed to Brookley Air Force Base, Alabama, on 1 February to perform fifteen days active duty for training. The primary purpose of having the encampment at Brookley Air Force Base was to conduct water transition and maintain water currency for the aircrews. The deployment of the unit to Brookley was made with four unit HU 16B aircraft and five support C 119 aircraft. The support aircraft were from the 403rd Troop Carrier Wing at Selfridge Air Force Base. The return trip to Selfridge was accomplished by one C 119 and two C 124 aircraft of different troop carrier units, as well as by the four unit aircraft. A short delay was caused by the necessity for one C 124 to land because of engine malfunction. This aircraft was carrying mobility cargo.

The mobility cargo was transferred to another aircraft and it arrived at Selfridge the day following the end of the fifteen day active duty for training encampment.

The Mobility Plan had just been completely revised prior to deployment and proved very effective. When orders were given to prepare mobility cargo for the return trip the support and unit aircraft were completely loaded within three hours and the crews were secured for the take off the following day.

The unit received much favorable publicity through the efforts of Captain William J. Wentzel, Information Officer.

A team from 5AFRR, Selfridge Air Force Base, visited the unit during the encampment at Brookley. The team included Colonel C. U. True, commander, and members of his staff. Colonel True and members of his staff familiarized themselves with the training being accomplished and the problems of the 305th while at the encampment.

The period of encampment at Brookley Air Force Base was extremely satisfactory. Base facilities were excellent and the host base assisted in every way possible to help accomplish the unit training. The base commander and his staff gave their interest in supporting the reserves. They expressed their sincere desire that CONAC continue to approve reserve units to attend their encampment at Brookley AFB.

Headquarters Air Rescue Service provided advisory assistance of their Standardization Team to participate with the unit during the encampment. The team consisted of five officers and three noncommissioned officers. The team chief was Major Cecil N. Muirhead. The team assisted considerably in giving evaluation and proficiency flight checks. Assistance for the team from Air Rescue Service was provided by the 303rd Air Rescue Squadron in sending Major Robert B. Pard to Brookley Air Force Base.

The following information encompasses the period of active duty during the encampment.

Flying hours:

Hours scheduled	196:00
Hours flown	175:20
Sorties scheduled	36
Sorties flown	45
Landings (land)	137
Landings (water)	119

In-commission Rate:

Required minimum in-commission	75%
Actual in-commission	89.1%

Schedule Effectiveness:

	Cancellations	Delays	Early T.O.	Late T.O.
Maintenance	0	5	-	-
Operations	7	-	5	19
Weather	2	2	-	-

Unscheduled Maintenance:

Spark plug change (1 set)

Mag change (1 set)

Compression check (1 engine, all cylinders)

Carburetor change (1 engine)

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

Air Crews

The unit lost three pilots during this period: Major Charles D. Kilpatrick (ART Commander), Major Walter R. Fisher (ART Operations Officer), and Captain Marshall Sergeant. One pilot, Captain Charles F. Srull, was gained. Captain Srull had formerly been assigned to the unit.

Major William L. Siegel (Reservist) attended Instructor Pilot Instrument School and assisted in upgrading unit pilots after Major Kilpatrick left the unit.

Major Troy Rhodes, Assistant Operations Officer, 302nd Air Rescue Squadron, assisted the operations section in screening of the AF Forms 846 for two weeks in June.

Operational Readiness

	Assigned	Combat Ready
Pilots	14	12
Navigators	5	4
Flight Mechanics	6	4
Radio Operators	6	4
Pararescue	7	3
Parachute Qualified		6
Medically Qualified		6
Survival Qualified		3
AFSC Qualified		3

Flying Hour Summary

Flights Scheduled	222
Flights Accomplished	209
Hours Scheduled	862:15
Hours Flown	756:25
Landings (land)	1116
Landings (water)	475

Training Program

The unit dropped from a C-2 to C-4 rating during the month of June because technical errors were discovered in the AF Forms 8b of various aircrew members. These errors were due mainly to entries that were inadvertently omitted on proficiency flight checks and upgrading flight checks. As soon as all individuals received a flight check to accomplish the omitted entries the unit was upgraded to C-2 on the CONAC V-5 Report for June.

Search Mission

The 305th Air Rescue Squadron performed one actual search mission during this period. This mission was performed to locate five missing crewmembers of a B-52 that crashed in the Cumberland Mountains of Maryland.

The search party departed from Selfridge Air Force Base

at 1215 EST 14 January 1964 and arrived over the search area at 1345 hours.

The scanners aboard the aircraft made several sightings during the day but there was uncertainty as to whether or not survivors were in the vicinity and no jumps were permitted.

Following is a summary of the search mission:

At 0800 hours, Tuesday, 14 January 1964, the NCOIC, pararescue section, was notified by the Operations Officer, 305th Air Rescue Squadron, to prepare for possible participation in aerial search and rescue of five missing crew members of a B-52 bomber in Maryland. The NCOIC of pararescue was requested to make one more pararescueman available. SSgt Ciaravino was contacted and available to perform the mission.

The NCOIC of pararescue (MSgt Udo C. J. Fischer) was advised that all crew members of the ill-fated B-52 had bailed out during a severe snowstorm. Rescue equipment was selected, loaded and secured accordingly. Since the incident was reported over mountainous terrain and not near open water, the MA-1 Kit was removed from the aircraft, and replaced by an A-16 Winter Survival Items Sled. Several individual survival kits were also loaded. There were two URC-4/11 transceivers on board, one ready for drop, and the other

in the left wheel well. Pararescue gear was selected for winter and snow operations, and to take care of any injuries sustained by survivors.

Arrival in the search area disclosed scanning visibility to be good to excellent, and flying visibility diminished by broken cloud cover with intermittent snowshowers.

Shortly after arrival at the search area, the left scanner sighted and reported a parachute canopy hanging in the tree tops in a large wooded area. The sighting was reported at 90'Clock low, 300 feet from the path of the aircraft. There was a hesitation before turning the aircraft, finally, the pilot started to turn to the RIGHT, which was immediately corrected to a left turn . Momentary sight of the target was lost, however, the pilot was informed of the general direction of the sighting and was guided back over the target.

Numerous passes over the target were made during which the flight mechanic and the two jumpers observed and reported seeing one complete chute hanging high in the trees, two long objects appearing like sleeping bags or bodies were on the ground next to the hanging parachute. Next to the objects what appeared to be an A-Frame shelter constructed from

parachute material was observed. At this time it could not be determined if there was life on the scene. Pararescue personnel prepared for possible jump.

Meanwhile, the pilot summoned a nearby USA H-21 helicopter to the scene. The helicopter landed about three-quarters of a mile from the scene and a ground party dispatched to the scene. The ground party reported finding only one parachute.

On the basis of this report the pilot informed the pararescue team in the aircraft that parachuting to the scene would not be necessary since the helicopter reported no sign of life.

The search continued for other possible survivors and about forty minutes before dark a second parachute was sighted hanging in a tree. It was impossible to determine if a person was in the area. The aircraft stayed in the general area until a helicopter arrived and reported no sign of life visible. The HU 16B was then forced to discontinue the search for the night due to darkness.

On the morning of the 15th the search was resumed but no other sightings were made and the aircraft returned to Selfridge Air Force Base.

On 8 May 1964, at approximately 1700 EST, a devasting tornado struck the area. The tornado did not strike the base proper but did extensive damage to the bordering community of Chesterfield Township. Some military families owning or renting in private homes in this area lost their homes, personal possessions, and some, their loved ones. The Capehart Housing area is located in Chesterfield Township but escaped without serious damage, or injuries.

The following members of the 305th Pararescue Section participated in rescue activities during the disaster control efforts following the tornado:

MSgt Udo C. J. Fischer

SSgt Charles R. Ciaravino

SSgt Stephen J. Walsh, Jr.

A1C George X. Hefferon

A2C Donald A. Brennan

The team members performed continuous duty in the disaster area from 2030 hours, 8 May, until released by Major Bashaw, USAF Flight Surgeon, 1st USAF Hospital, Selfridge AFB, at 1700 hours on 9 May 1964.

The pararescue personnel participated in the following activities, working as one team:

Mobile and stationary ambulance coverage in disaster area.

First aid.

Mobile radio relay station from ambulance.

Search for victims through wreckage and along bay shore.

Emergency immunization to populace.

General assistance to victims of disaster.

A base ambulance was provided to the pararescue team during its participation. Various pararescue equipment was also utilized. The hand-carry type searchlights proved to be of great value while searching through the debris during the dark hours.

Special Problems

The shortage of instructor pilots in the unit continued to adversely affect the mission. The loss of the commander, who was the only full time instructor/flight examiner pilot (ART) presented a serious problem at the end of this reporting period. The only relief to this situation was the upgrading of one reserve instructor pilot to flight examiner under management of the temporary commander.

Another problem was the loss of the Operations and Training Officer (ART). The Assistant Operations Officer (ART) was not qualified to take over the Operations Officer's

duties. The temporary commander was required to give special attention to the operations section to maintain order.

One reserve navigator was still unqualified at the end of this reporting period. This was due mainly to a conflicting flying schedule with his civilian job. At the end of this period attempts to recruit a sixth navigator were still unsuccessful

CHAPTER III

INFORMATION - PUBLIC RELATIONS

INFORMATION - PUBLIC RELATIONS

The 305th Air Rescue Squadron received a tribute from the Michigan State House of Representatives along with two other rescue units at Selfridge Air Force Base. Joseph M. Snyder, State Representative from the Second District of Macomb County, personally presented framed copies of the resolution to commanders of Detachment 8, Central Air Rescue Center; the Aviation Section of the Army's 28th Artillery Group; and the 305th Air Rescue Squadron.

During this reporting period the 305th Air Rescue Squadron was added to The MATS Flyer's Roll of Honor in recognition of a five-year accident free record.*

The squadron was also presented a five-year plaque for its accident-free record by Brigadier General Adriel N. Williams at the Reserve Commanders' conference held in March at Orlando Air Force Base.

* Supporting Document 2

CHAPTER IV

MAINTENANCE AND SUPPLY

MAINTENANCE AND SUPPLY

During this period the aircraft maintenance section supported the unit well. The authorization of one additional ART position in Material Control contributed materially to supporting this section. The maintenance section continued efforts to recruit reservists to fill vacancies. The vacancies in this section were particularly noticeable during the two weeks active duty training tour at Brookley Air Force Base, Alabama.

Considerable improvements were made in the maintenance section after the Maintenance Officer was relieved of additional duties not pertaining to maintenance. During the last part of June the Maintenance Officer was required to devote less time to maintenance in order to perform the duties of commander although Headquarters CONAC had assigned a senior air reserve technician on a temporary basis to act as ART commander.

Assistance was requested from Mobile Air Depot (MOAMA) for removing damaged horizontal stabilizer and installing a new assembly on unit aircraft 51-7169. The stabilizer damaged internally and no history of the damage was noted in the aircraft maintenance records. The damage included

rib and stiffener members that were buckled and broken. This damage may have been in existance before the aircraft was assigned to the 305th Air Rescue Squadron. There remained the possibility that the damage was caused by a possible severe air load, such as turbulence encountered in thunderstorm activity. The damage was not visible from the outside of the stablilizer. Two technicians were furnished by MOAMA on temporary duty. The assistance of the two technicians contributed greatly to reduce the down-time of this aircraft.

The maintenance section experienced a problem of concern regarding bird's nests in the air intakes of unit aircraft. A special cover was designed and fabricated by the maintenance section to prevent birds from building nests in the carburetor air intake. No further problems were experienced with bird's nests after the special covers were used.

Active Duty for Training

The fifteen day tour of active duty for training at Brookley Air Force Base, 1 through 15 February 1964, was satisfactory. The maintenance section experienced no major problems during the training period. The following is a report of the maintenance activities during the active duty training period.

Mobility: Deployment of mobility cargo and passengers for the 305th Air Rescue Squadron to Brookley Air Force Base was conducted by the 403rd Troop Carrier Wing with five C-119G aircraft. The mobility cargo was deployed in three C-119 aircraft and passengers were deployed in two C-119 aircraft. The 403rd support aircraft were scheduled for the airlift 1 February 1964 to Brookley Air Force Base. The airlift was planned to be made using an Air Corridor Reservation. The mobility cargo was unloaded to the support aircraft the afternoon preceding the day of active duty orders by loading teams consisting of ART personnel from the 305th Air Rescue Squadron. Minor problems were encountered pertaining to deployment of mobility cargo. One support C-119 aircraft was removed from the flight line to the hangar by the 403rd to perform a gear retraction test. The aircraft remained in the hangar and loading mobility cargo was delayed until the aircraft was called in commission at 1500 hours. One forklift was available for loading mobility cargo and it was shared with loading crews for Log Air. Personnel assigned by the 403rd to supervise loading mobility cargo attended Commander's Call at 1500 and did not return to check on loading of the support aircraft. Result was that take off of support aircraft was delayed the following morning until cargo was properly secured. All support aircraft on the

airlift arrived at Brookley and were off-loaded without incident. The 2850th Base Maintenance Section at Brookley Air Force Base was awaiting arrival of support aircraft and were standing by with equipment to assist in off-loading.

Two unit HU-16B aircraft departed on schedule 1 February 1964 for Brookley Air Force Base and arrived without incident. Two unit HU 16B aircraft remained at the home station for maintenance. Aircraft 0045 required a flight test for elevator change and propeller check. Aircraft 7195 was in the process of number 2 engine change and required functional check flight. The commander, 305th Air Rescue Squadron, remained at Selfridge to perform functional flight check on 2 February 1964. Both unit aircraft departed for Brookley Air Force Base on 2 February 1964 and arrived without incident. A request for practice intercept was made by the commander enroute to Brookley AFB. The intercept was accomplished satisfactorily by one of the 305th Air Rescue Squadron crews at Brookley Air Force Base.

Redeployment was accomplished from Brookley Air Force Base on 14 February 1964. All unit aircraft departed on schedule and arrived at Selfridge Air Force Base by 1600 hours, 14 February 1964. Unit aircraft 0056 required a propeller change on number 1 engine after arrival at home

base because a large section of plating broke away from a propeller blade during the return flight from Brookley AFB. Airlift support for redeployment was provided by the 917th Troop Carrier Group, Barksdale Air Force Base, with one C-124; 442nd Troop Carrier Wing, Richards-Gebauer Air Force Base with one C-124; and 434th Troop Carrier Wing, Bakalar Air Force Base, with one C-119 aircraft. The C-124 airlift passengers and the C-119 airlift mobility cargo departed on schedule and arrived at Selfridge Air Force Base without incident. The C-124 from the 442nd TCW, Richards-Gebauer, airlifting mobility cargo, accomplished an emergency landing at Richards-Gebauer Air Force Base, Missouri. The mobility cargo was transferred to another C-124 and arrived at Selfridge Air Force Base the night of 16 February.

Aircraft Maintenance:

The 305th Air Rescue Squadron began training operations at Brookley Air Force Base on 3 February 1964. A daily flying schedule was distributed by Operations on 2 Feb 64 for flying training on 3 Feb 64. At the end of the first day of training, no flying schedule had been prepared for the second day of training at Brookley Air Force Base. A

meeting was held with Operations to establish procedures regarding flight scheduling. During the meeting procedures were outlined for coordinating information between Operations and Maintenance Control. Line for communication between Operations and Maintenance Control was agreed upon. Maintenance Control assigned an individual on duty during all periods unit aircraft were operating and was in direct communication with the flight line chief, radio control vehicle and Operations. The 305th Maintenance Control operated from the 2850th Base Maintenance Section. All communication facilities were furnished by the 2850th Base Maintenance Section. The 305th maintenance specialists were located in the specialist shop of their respective field and operated with maintenance specialists from the 2850th Base Maintenance Section. The specialists were on a normal work schedule from 0700 to 1700, and assigned specialists were on duty during night flying operations. Whenever work was required to be accomplished by maintenance specialists after normal duty hours, special assignments were made for individuals to work overtime until work was accomplished so unit aircraft would be in commission.

The flight line was operated on a two shift basis. The first shift worked from 0700 - 1700 and the second shift

shift worked from 1500 to 2100, or until all work was accomplished and aircraft ready for the next mission. There were no major problems within the 305th Air Rescue Squadron Maintenance Section. Working arrangements with personnel of the 2850th Base Maintenance Section were excellent. The two units cooperated to lend assistance to one another on maintenance problems.

On one occasion it was necessary to move unit aircraft to safety because of a severe storm warning. Arrangements were made to move unit aircraft into the Base Depot buildings because space was unavailable in the hangar.

Communications and Electronics

This section supported the mission well considering a manpower shortage of two communications specialists and one radar specialist. TACAN failure was relatively high at the beginning of the active duty training period. A break down of shop test equipment resulted in minor supply problems in replacing failed components. The test simulator was restored as quickly as possible and alleviated the supply problem.

Water entering the aircraft (#0045) during water landings caused an unnecessary workload in that considerable

communication equipment was removed and condemned because salt water was throughout the circuits. Whenever possible, this aircraft was not scheduled for water operation, however, it was released for water operations when necessary to avoid cancellation of a mission. The workload was considered to be higher than necessary due to constant changes in the flying schedule. Perscnnel in the communications-electronics section were on duty an excessive number of hours during the active duty training period to support the flying plan.

Materiel Control and Unit Supply

This section worked closely with the 2850th Base Maintenance Supply people and received excellent assistance during the entire active duty period.

The major problem encountered in this area was the lack of coordination with operation on requirements for pyrotechnics. Operations exceeded their planned requirement, especially for JATO bottles. JATO bottles were not locally available and required a lead time for acquisition.

In the early stages of the active duty period there was considerable confusion as to access to pyrotechnics. Maintenance agreed to responsibility for all pyrotechnics and operations made their requirements to maintenance control

With the exception of shortages in JATO bottles, the problems of pyrotechnics were resolved very quickly.

There were forty-six line items ordered for maintenance and thirty-three were received. The balance were non-available at Brookley Air Force Base. The 305th Air Rescue Squadron received 71.7% support for fireball* requirements, which is considered to be very good support.

Summary

The following is a summary of the maintenance section for the reporting period:

Aircraft Assigned:	4
Aircraft Possessed:	4
Total number of flights scheduled:	222
Total number of flights accomplished:	209
Total flying hours scheduled:	862.2
Total flying hours accomplished:	756.4
Total landings:	1116
Total water landings:	475
Total fuel consumed:	79,245 gal.
Total oil consumed:	910 gal.

* Direct between depot and user, bypasses normal BASO.

Average operational ready rate:	76.8%
Average NORS rate:	6.8%
Number phase inspections completed:	39
Average manhours per flying hours:	18.0
Average delivery time for priority items:	:56
AGE average in-commission rate:	99%
Personnel authorized:	56
Personnel assigned:	44
ART authorized:	25
ART assigned:	24

Vacancies by AFSC:

AFSC	Shortage
30151B	3
43470	1
43131A	1
43151A	2
42132	1
3234C	1
30150	1
30131B	1
43190	1

As of 30 June twenty airmen were on-the-job training.

Four 1 to 3 level, ten 3 to 5 level, five 5 to 7 level and one cross-training. 100% of eligibles are on OJT.

During this period there were two engine changes, two propeller changes, one horizontal stabilizer, and two aircraft requiring major inspections due to lightning strike.

COPY

Supporting Document 1

HEADQUARTERS
FIFTH AIR FORCE RESERVE REGION (CONAC)
United States Air Force
Selfridge Air Force Base, Michgan

SPECIAL ORDER
XA-137

12 June 1964

DP, MAJ HARRY R. STOWELL, AO524071, AFRes, is appointed Commander, 305 Air Rescue Squadron (CONAC), Selfridge Air Force Base, Michigan. Authority: Telephone conversation between Hq CONAC and this hq on 12 June 1964

FOR THE COMMANDER

(OFFICIAL SEAL HQ
5AFRR)

FRED F. GOLLER
Lt Colonel, USAF
Director of Administrative Services

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Supporting Document 2

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
Scott Air Force Base, Illinois

MAIOS/PUB

18 Apr 1964

The MATS Flyer Roll of Honor

305 Air Rescue Sq
Selfridge AFB, Mich

The 305th Air Rescue Squadron has been added to The MATS Flyer's Roll of Honor. This will be effective with the June 1964 issue, as the May issue has just been printed. Congratulations on a complete accident-free record.

/s/
RAYMOND L. KUHLMAN, Capt, USAF
Editor, The MATS Flyer

HISTORY OF

305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 July 1964 - 31 December 1964

K730.607-12

HISTORY

of the

305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 July 1964 - 31 December 1964

Prepared by

Delphine L. Stayler

Approved by:

John C. Riley

JOHN C. RILEY
Lt Col, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND
UNITED STATES AIR FORCE

K-SQ-RESC-305-DI

63962-12

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CHAPTER I

MISSION AND RESOURCES

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) is to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to its full authorization, and to be ready at all times to perform rescue missions or to deploy to any place on the globe to perform rescue missions in support of our military forces.

Organization:

Continental Air Command has operational control during inactive duty training of the unit. During inactive duty training Headquarters Continental Air Command provides administrative, personnel, logistics and budgetary support. Fifth Air Force Reserve Region (CONAC) is the intermediate command, and is located at Selfridge Air Force Base with the 305th Air Rescue Squadron.

In the event of mobilization of the 305th Air Rescue Squadron the gaining command is Military Air Transport Service. Air Rescue Service, Orlando Air Force Base, Florida, is the intermediate gaining command. Headquarters Air Rescue Service

is charged with the responsibility for the supervision of training and performs the general and operational readiness inspections.

Detachment 8, Air Rescue Service (MATS), is the unit's advisory element. The Air Rescue Service Detachment is comprised of one officer, Captain Donald E. Blair, AO 3038532, and one airman, MSgt Thomas E. Jackson. The Detachment is physically located with the 305th Air Rescue Squadron and its primary mission is to review training requirements established by Headquarters Air Rescue Service, and advise the commander on matters affecting these requirements.

Logistical support of the unit is provided by the host base under the control of First Fighter Wing (ADC). A limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter shares hangar space and some field maintenance within its capability, in accordance with AFM 66-1, CONAC Sup 1.

The 305th Air Rescue Squadron (Reserve) is commanded by Lt Colonel John C. Riley, AO 3061636.

LOCATION AND FACILITIES

Selfridge Air Force Base is located thirty miles northeast of metropolitan Detroit, Michigan. It is an Air Defense Command installation and host to many units and detachments. Facilities are heavily taxed and the demolition of many World War II temporary buildings has caused an even more serious space problem.

The 305th Air Rescue Squadron occupies space in buildings S-12, S-13, 880 and Hangar 36. Building S-13 houses the Command and Personnel and Administration Sections, as well as the Rescue Control Center and aircrew briefing and locker room. The Operations and Training Section is located in building S-12. A portion of this building is utilized by the Base Personal Equipment Section and the Army Helicopter Detachment. The Maintenance Section shares space in Hangar 36 with the 403rd Troop Carrier Wing (Reserve), and the Pararescue Section utilizes a room in building 880.

The Pararescue Section was forced to move from building 35 as this building was one which had been scheduled for demolition.

The unit operated in limited facilities during this period, with no prospect for relief in the immediate future.

PERSONNEL

As this reporting period began the unit was still functioning without benefit of a permanent Commander (Air Reserve Technician) and without ar Operations and Training Officer (Air Reserve Technician). The Chief of Maintenance, Major Harry R. Stowell, AO 524071, continued as Commander and Captain William P. Guillou, AO 3052418, Instructor Pilot, fulfilled the duties of the Operations and Training Officer. However, on 6 August 1964, Walter R. Fisher won a Civil Service grievance appeal and was reinstated as Operations and Training Officer (Air Reserve Technician).

On 16 September 1964, Lt. Colonel John C. Riley, AO 3061636, assumed command of the squadron, relieving Major Harry R. Stowell, who returned to his normal duties as Chief of Maintenance. *

The unit continued to operate with all key positions manned until 14 October 1964 when the Commander, Lt. Colonel Riley, departed for the 48th Air Rescue Squadron, Eglin Air Force Base, Florida, for two months to attend the HU-16 Ground and Flying Training Course. The Chief of Maintenance functioned as the Commander's designated representative during this period.

On 14 November 1964 the Operations and Training Officer position again became vacant by resignation of Walter R. Fisher.

Supporting Document 1

For the second time during this period the Instructor Pilot was called upon to perform the duties of Operations and Training Officer.

Recruiting began immediately to fill the position and Captain Archie M. Hylton, AO 840099, 357th Troop Carrier Squadron, Brookley Air Force Base, Alabama, was selected on 23 December 1964. However, Captain Hylton did not assume the duties of Operations and Training Officer during this reporting period.

The Personnel and Administration Section experienced the loss of the Reserve Personnel Officer, Captain John C. Diller, Jr., AO 3014210, who moved from the area due to an employment relocation on 8 October 1964. Captain Diller's aggressive recruiting campaign had been instrumental in filling vacancies for which qualified prior service personnel were not easily attainable.

1st Lt. Ray C. Lopez, AO 2229602, was selected for the position of Reserve Personnel Officer on 22 October 1964. On 9 November 1964, Lt. Lopez was promoted to the grade of Captain.

Recruiting:

The unit published a Recruiting and Retention Plan on 1 October 1964. Also, a Recruiting Committee was formed and functioned under the general direction of the Personnel Officer.

Nonprior service quotas were filled as follows:

Apr Aircraft Mechanic, 43131A - AB John V. Roodbeen, AF16776945

Airborne Radio Operator, A29332 - AB William J. Grobbel, AF16776943

Apr Aircraft Mechanic, 43131A - AB Raymond W. Sobieski, AF16776944

Apr AC El Nav/Equipment Repairman, 30131B - AB Gerald E. Hachenski, AF16776942

Two prior service personnel, SSgt Buford Alexander, AF16449547, 30151B, and A2C Robert W. Dixon, AF 16561901, 30151, were enlisted.

Reenlisting during this period were the following personnel:

SMSgt Roy W. Dulaney, AF16252764, 43190

SMSgt Ronald E. LaFleur, AF16420729, 01090

SSgt Elwin W. Trommater, AF16365572, 43251

A1C William M. Coughlin, AF16448851, 43430

Congratulations were in order for the following personnel who were promoted to grades indicated:

SSgt George D. Waldrup, AF16381507, to MSgt

A1C John M. Graham, AF16603246, to SSgt

A2C Philip G. Nehro, AF12727440, to A1C

A3C Roland J. McLarty, AF17642396, to A2C

Strength:

As the reporting period ended twenty-three officers, seventy-eight airmen and four civilians were on board.

	Auth	1 Jul	31 Dec
Officers	26	21	23
Airmen	87	75	78
Civilian	3	3	4 *

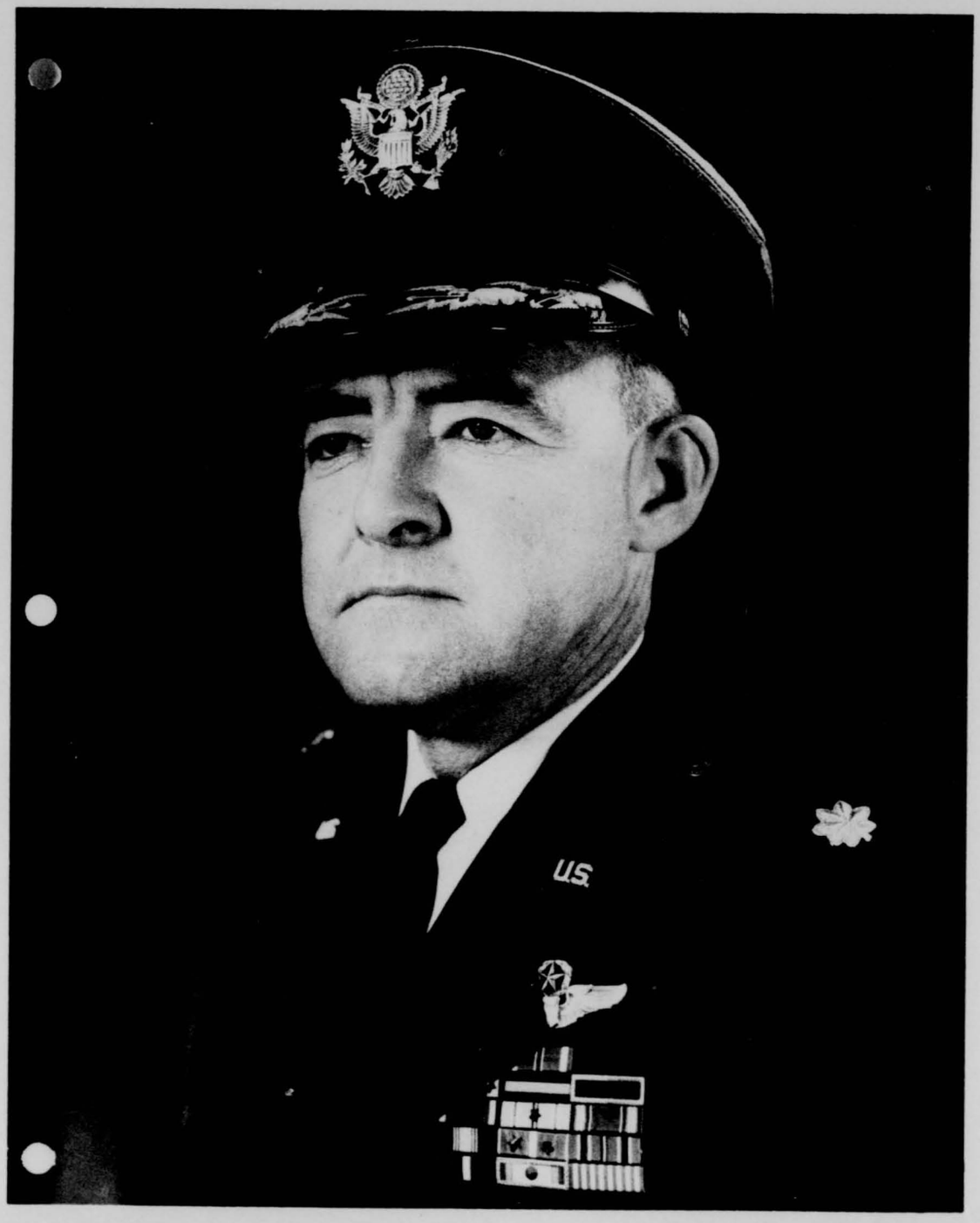
* Temporary overhire in custodial services.

KEY PERSONNEL

Lt Colonel John C. Riley	Commander
Major Walter R. Fisher	Operations and Training Officer
Major Harry R. Stowell	Chief of Maintenance
Captain Phillip A. Guerra	Staff Navigator
Captain William P. Guillou	Instructor Pilot
CMSgt Arthur E. Krantz	Acting Maintenance Officer (1 Jul - 16 Sep 64)
SMSgt Ronald E. LaFleur	Administrative Assistant First Sergeant

LIEUTENANT COLONEL JOHN C. RILEY

COMMANDER


U.S.

LT COLONEL JOHN C. RILEY

John C. Riley enlisted as a Naval Aviation Cadet in May of 1942. Upon completion of flight training he was commissioned in the grade of 2d Lieutenant in the United States Marine Corps Reserve. He flew sixty-five combat sorties during World War II against the Japanese in the South Pacific and the Phillipines. He was released to inactive duty in January 1946 and joined Marine Fighter Squadron 235 as a reservist in Boston, Massachusetts. As a civilian he was employed as a flight instructor and contract pilot.

At the outbreak of the Korean conflict his reserve squadron was called to active duty. He ultimately joined the first Marine jet fighter squadron and was flying close support and interdeciom missions in Korea in late 1960. He was the first Naval aviator to achieve over a hundred combat missions flying jet propelled aircraft. He flew a total of 120 combat missions while in Korea.

Colonel Riley returned to the States where he served as Executive Officer to Marine Air Reserve Detachment at New York and later as Operations Officer to VMF 235 (Jet) at Edenton, North Carolina. In 1954 he returned to Korea for another

fourteen months as Assistant Group Operations Officer and later as Operations Officer to his original jet fighter squadron VMF 311. Upon return to the United States he was assigned as Operations Officer of a jet fighter squadron at Marine Corps Air Station El Toro and later Projects Officer of the Third Marine Air Wing. He organized and conducted the first gunnery meet for jet aircraft in Marine Corps Aviation.

In 1957 he was assigned as Executive Officer of Marine Air Reserve Training Detachment at Norfolk, Virginia. Lieutenant Colonel Riley returned to inactive duty in June of 1960.

During October of 1960 he accepted employment as the Chief of Maintenance of the 902d Troop Carrier Group at Grenier Field, Manchester, New Hampshire. He maintained a combat ready status in the C-119, attended Maintenance, Disaster Control and management courses offered by the Air Force and Civil Service Commission. In November of 1963 he was commended by Commander, Continental Air Command, for outstanding service in effecting a fix for the C-119 landing gear shimmy.

Lt Colonel Riley's decorations include the Distinguished Flying Cross, seven Air Medals, Presidential Unit Citation, Army Unit Citation, Navy Unit Citation, in addition to campaign ribbons.

Lt. Colonel Riley was educated in the Taunton, Massachusetts, school system and has completed two years of college at the Norfolk Division of the College of William and Mary in Virginia.

INFORMATION - PUBLIC RELATIONS

In consonance with squadron policy the unit continued to provide speakers for civic meetings, schools, etc., as requested. The interesting and colorful mission of an Air Rescue Squadron generates many requests from the local area.

The squadron also provided training for other units in the area. One example of this is evidenced by letter of appreciation from the 910th Troop Carrier Group (Reserve) for water survial training in Lake Erie on 12 September 1964. *

This mission, although initially scheduled as a training mission, evolved into a condition that required the assistance of the Albatross. The thirty odd one-man life rafts that had been launched from the training ship became fairly widely separated due to winds and tide. The covering boat lost sight of a number of rafts that had drifted to the extremities of the training area. The Albatross, scheduled for a MA-1 Kit drop for two hours was requested to remain on station and oversee the pick up of the practicing pilots. In a number of instances instructions and direction were given to the boat in the recovery of the one-man life rafts. A routine training mission that was scheduled for a two-hour flight ended in a five-hour flight "in order that others might live."

Supporting Document 2

Information received from Continental Air Command on 2 December 1964 announcing that the 305th Air Rescue Squadron would be equipped with eight HC-97 aircraft early in calendar year 1966 was received with much eager anticipation. The HU-16B aircraft presently assigned to the unit were programmed for reassignment to another Reserve Air Rescue Squadron.

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

On 3 July 1964, Major Ralph W. Savory, A0721296, Detachment 6, Headquarters Air Rescue Service (Military Air Transport Service), Air Advisor to the 303rd Air Rescue Squadron (Reserve) at March Air Force Base, California, arrived at the 305th Air Rescue Squadron for temporary duty to lend assistance to the Operations and Training Section. He remained with the squadron until 12 August 1964 when he returned to March Air Force Base to resume his duties with the 303rd Air Rescue Squadron (Reserve).

Walter R. Fisher (Air Reserve Technician) was reinstated as a result of his Civil Service grievance appeal on 6 August 1964 and assumed the position of Operations and Training Officer. An extensive retraining program was carried on in an effort to qualify the Operations and Training Officer in the unit aircraft prior to 17 September 1964. Reservist Major William L. Siegel, AO 1903145, who had been on active duty during the period was due to revert to inactive status on that date and lack of a full-time Instructor Pilot would seriously hamper the upgrading program.

Captain Donald E. Blair, A0303832, USAF, was assigned to Detachment 8, Headquarters Air Rescue Service (Military Air Transport Service) to serve as Air Advisor to the 305th Air

Rescue Squadron and reported for duty on 17 August 1964.

Headquarters Air Rescue Service conducted a General Inspection and Operational Readiness Inspection 20 - 25 October 1964. During this inspection the unit was awarded a C-3 rating. By the end of the reporting period a C-2 rating had been attained.

On 13 November 1964, Major Walter R. Fisher resigned from his Air Reserve Technician position as Operations and Training Officer but stayed aboard as a Reservist until 23 December 1964 when he was transferred to Non-Affiliated Reserve Section, Air Reserve Records Center in Denver, Colorado.

Training:

Unit Training Assemblies were held the third weekend of each month. The following films were shown to the members of the squadron during Unit Training Assemblies:

AF New Review Feature Film	July
Partners in Freedom	August
Strike III	September
AF New Review Feature Film	October
Espionage Target - You	November
Ten Years to Remember	December
About Rumors	December
The "H" Bomb	December
Moral and Medical Aspects of VD	December

Pararescue:

Seven airmen were assigned to the Pararescue Section during this period. All of these airmen were Medical School qualified, six were Jump qualified and four have completed the Survival Course. Members of the Pararescue Section executed the number of jumps indicated below during this period:

MSgt Udo C. J. Fischer (NCOIC)	18
SSgt Charles R. Ciaravino	10
SSgt James D. Scott	13
SSgt Stephen J. Walsh, Jr.	11
AlC William M. DeWitt	3
AlC George X. Hefferon	4

Search and Rescue Missions:

The unit participated in three actual search missions during the latter portion of this period. On 13 November 1964 one aircraft was dispatched to search for an overdue boat and personnel in the Mitchell Bay (Michigan) area. The search and rescue team located the sunken boat which was then towed in by the Coast Guard. One body was recovered by the Coast Guard and two persons remained missing. The mission consisted of one sortie; 2+40 hours flying time.

On 1 December 1964 one aircraft was dispatched to the Suffolk Air Force Base, New York, area for search of a downed military

aircraft. The search aircraft returned to Selfridge on 3 December. The mission consisted of four sorties; 18+00 hours flying time.

On 19 December 1964 the unit was called upon to participate in the search for a downed civilian aircraft near Elkins, West Virginia. The search was terminated on 22 December when a civilian ground party located the wreckage with pilot and passenger deceased. Sixteen officer and fourteen airmen MPA funded mandays were utilized. The mission consisted of five sorties; 40+20 hours flying time.

Pre-encampment Planning:

As the time for the annual active duty for training encampment planning approached, the newly assigned Commander discovered that the site selected prior to his assignment had not been coordinated with the base concerned. Investigation disclosed extensive runway construction would preclude the 305th Air Rescue Squadron from conducting an encampment at that base.

Immediate contact was established with Brookley Air Force Base, Alabama, where the squadron performed its FY 64 encampment. Based upon the exceptionally good relations established at that time, approval to conduct the FY 65 encampment there was obtained.

On 2, 3 and 4 December 1964 staff members visited Brookley Air Force Base and plans for the forthcoming encampment became firm.

Operation Cartwheel:

During the latter part of this reporting period the unit accepted the invitation of the 302nd Air Rescue Squadron (Reserve), Luke Air Force Base, Arizona, to participate in Operation Cartwheel, a combined Air Rescue Maneuver Exercise, to be conducted at Nellis Air Force Base, Nevada, in January. A crew was formed and eagerly began training for the event. A sincere desire to win prevailed as the team hopefully looked forward to the exercise.

Aircrew Statistics:

The following breakout was the status of aircrew personnel on 31 December 1964:

	Assigned	Combat Ready
Pilot	15	12
Navigator	5	4
Aircraft Mechanic	5	4
Radio Operator	7	4

Five crews were formed and four were combat ready.

Breakdown of Flying Hours and Sorties

Month	Flying Hours	Sorties
July	107+15	45
August	129+40	38
September	143+45	55
October	106+15	41
November	71+35	23
December	143+45	51
	762+15	253

Hours Flown by Pilot Position

	1st Qtr	2nd Qtr	Total
Instructor Pilot	181+25	173+50	355+15
Pilot	318+50	433+55	752+45
Co-Pilot	183+00	233+45	416+45
Command Pilot	13+20	23+25	36+45
	696+35	864+55	1,561+30

Extra Flying Training Periods

	1st Qtr	2nd Qtr	Total
Officer	158	166	324
Airmen	103	63	166
Total	261	229	490

Air Rescue and Overwater Training Mandays Used

	1st Qtr	2nd Qtr	Total
Officer	12	32	44
Airmen	40	46	86
Total	52	78	130

Landings Accomplished

	1st Qtr	2nd Qtr	Total
Water	397	391	788
Land	349	289	638
Open Sea	0	0	0
	746	680	1,426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CHAPTER III

MAINTENANCE

MAINTENANCE

During most of this reporting period the Aircraft Maintenance Section was handicapped through the loss of the services of the Aircraft Maintenance Officer who had been detailed as Commander, and then later as the Commander's designated representative. It became necessary for the general foreman, CMSgt Arthur E. Krantz, AF 35545200, to perform the duties of the Aircraft Maintenance Officer during these periods.

In spite of this handicap the Aircraft Maintenance Section supported 774.2 flying hours with an average NORS rate of 8.05%, and an operational ready rate of 76.3%.

Factors influencing the NORS rate were:

Lack of a trailing antenna relay on one aircraft for 480.3 hours. The problem was resolved through command assistance.

Lack of nose wheel shimmy dampener. Base Supply delivered the wrong part.

Lack of a cylinder baffle for seventy-two hours, a rudder boost for ninety-six hours and a cylinder assembly for 249 hours. Command assistance was requested on cylinder assembly.

Lack of hydraulic pressure regulator. Item was not available on base. A delay of eight days was experienced from date requisition left the base until the part arrived on base.

During the month of August aircraft 51-169 was loaned to the 303rd Air Rescue Squadron, March Air Force Base, California, for a period of fifteen days.

Since the 303rd and 305th Air Rescue Squadrons had aircraft scheduled for IRAN during their respective tours of active duty for training it was mutua lly agreed that each unit would loan the other an aircraft in order that four aircraft would be available to accomplish the maximum amount of training possible.

The General Inspection and Operational Readiness Inspection was conducted by Air Rescue Service 20 - 25 October 1964. The Aerospace Ground Support Branch was awarded an Outstanding rating.

MSgt Thomas E. Jackson, Air Rescue Service Maintenance Technician received reassignment orders and departed on 10 November 1964. The services of this noncommissioned officer have been sorely missed. His fine attitude and cheerful willingness to assist the unit whenever and wherever necessary were much appreciated.

Training:

As of 31 December 1964 nineteen airmen were on-the-job training in the Maintenance Section; four training to three level, nine training to five level, five training to seven level and one in cross-training. Of personnel available, 100% were on-the-job training.

The following formal training was accomplished during this period:

Aircraft Mechanic Course 43131A A3C Alan V. Verhaghe, AF16776937

Training and Safety Film - twenty-three personnel

OJT Lecture and Film TF5479A - thirteen personnel

OJT Lecture and Film TF5479B - fourteen personnel

OJT Lecture and Film TP 5479C - seventeen personnel

T.O. 00-20-2-1 Maintenance Data Collection - thirty-four personnel

AGE Lecture and Demonstration - twelve personnel

The following summarizes the Maintenance Section for the period, 1 July - 31 December 1964:

Aircraft assigned: 4 HU 16B

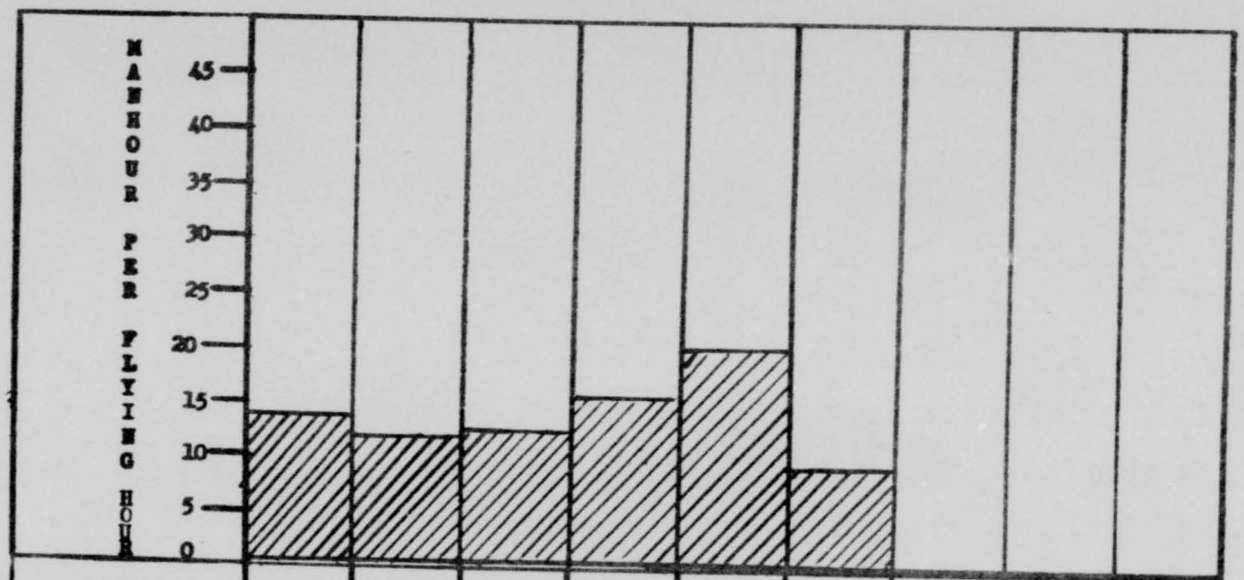
Aircraft possessed: 4 HU 16B

Fuel consumed	85,659 gallons
Oil consumed	1,123 gallons
Phase Inspections Completed	39

As of 31 December 1964 the following vacancies existed in the Aircraft Maintenance Section:

3234C	1
30151D	1
43251	1
43151A	2
43231	1
64650	1

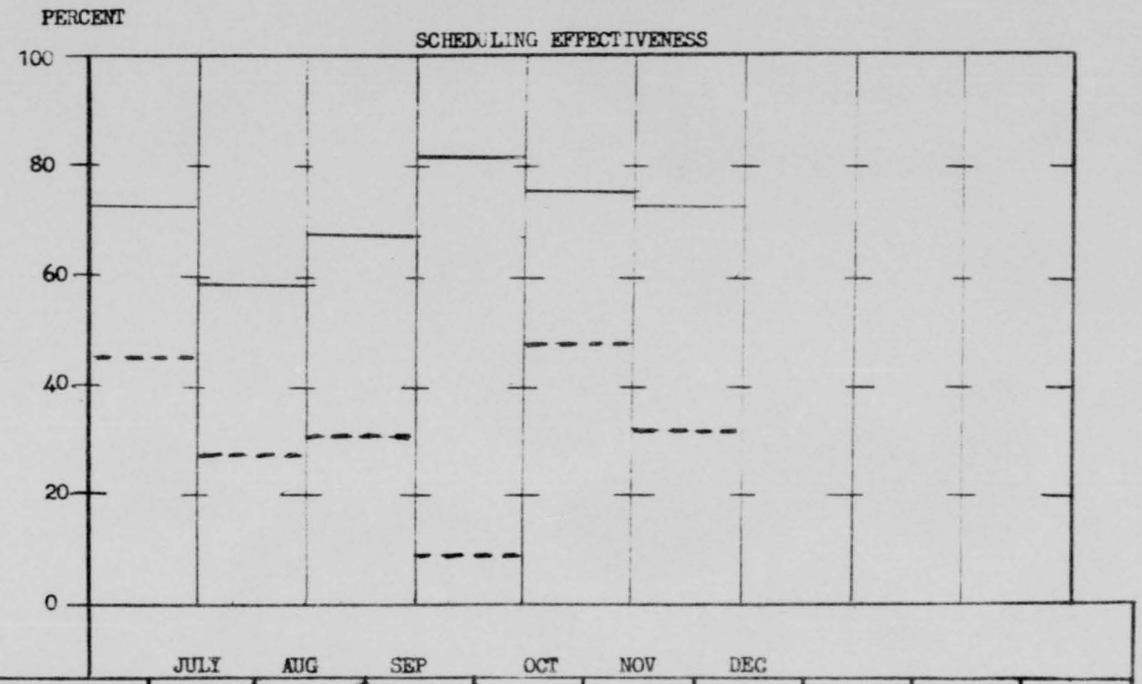
MAN HOURS PER FLYING HOURS



1964	JULY	AUG	SEP	OCT	NOV	DEC			
MAINT. M/HR PER FLYING HOUR	14.1	12.4	13.5.	15.2	21.1	9.65			
FLYING HOURS	107.2	127.0	143.9	106.5	71.9	204.5			
TOTAL MAINT. MAN HOURS	1513.8	1572.0	1953.9	1627.6	1521.0	1980.8			

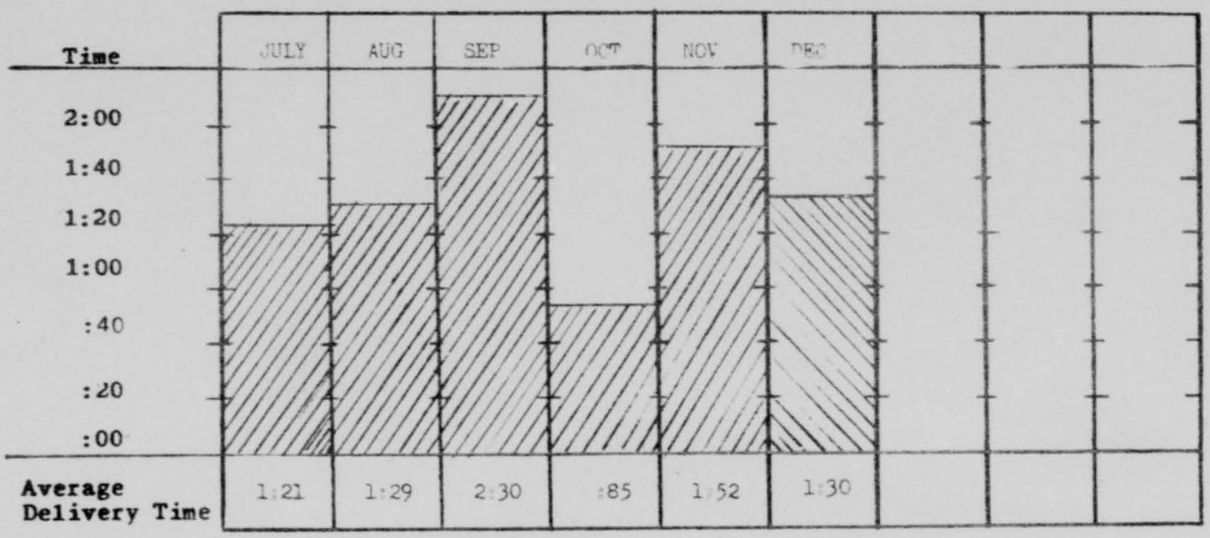
Bench Check Items

Bench Check Action	JULY	AUG	SEP	OCT	NOV	DEC			
A. Repaired	11	17	21	15	11	20			
B. Serviceable	0	0	0	0	1	0			
C. Shop Repair Required	10	18	15	30	17	22			
1. NRTS(Not Auth)	0	2	0	2	0	12			
2. NRTS Equip/Tools	0	0	0	0	0	0			
3. NRTS Lack of Skill	0	0	0	0	0	0			
4. NRTS Lack Parts	0	0	0	0	0	0			
5. NRTS Shop Backlog	0	0	0	0	0	0			
6. NRTS Lack Tech Data	0	0	0	0	0	0			
7. NRTS Excess to Requirements	0	0	0	0	0	0			
9. NRTS Condemned	0	0	0	0	0	0			
Total Bench Check Action	21	37	36	47	29	54			
% NRTS	0%	.5%	0%	.04%	0%	22.25%			
% Repaired	10%	45%	68%	3%	46%	37.0%			
% Found Serviceable	0%	0%	0%	0%	0%	0%			



	JULY	AUG	SEP	OCT	NOV	DEC			
AS SCHED (ADJ.):	73.8%	59.5%	68.5%	82.0%	75.5%	73.0%			
UNSCHEDULED:	47.6%	33.3%	36.2%	10.0%	48.5%	33.0%			

Delivery Time for Priority Items



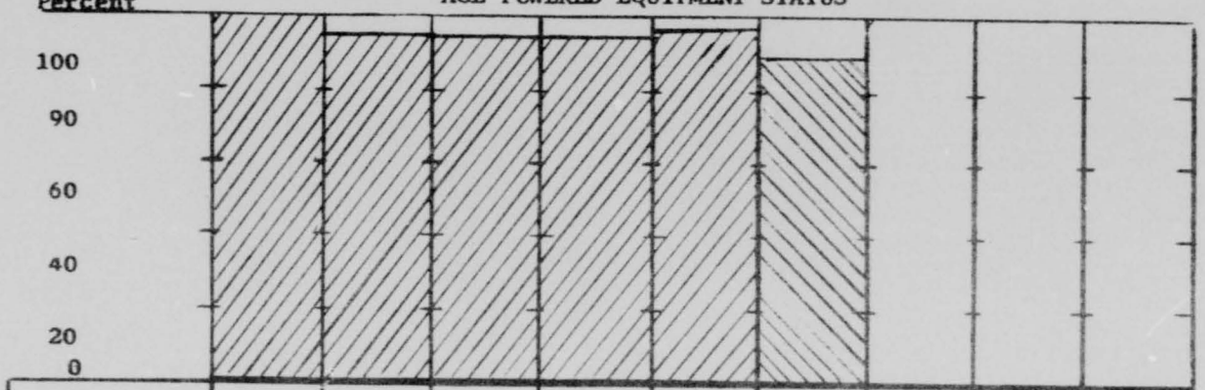
Desired Average Delivery Time 1:10

Number of Requests 47

Number of Issues 45

Average Total Delivery Time 1:30

AGE POWERED EQUIPMENT STATUS



Month	JULY	AUG	SEP	OCT	NOV	DEC			
Percent In-Commission	100%	97%	97%	98%	98%	95%			
Authorized	20	20	20	20	20	20			
Possessed	20	20	20	20	20	19			

COPY

Supporting Document 1

HEADQUARTERS
FIFTH AIR FORCE RESERVE REGION (CONAC)
United States Air Force
Selfridge Air Force Base, Michigan

RESERVE ORDER
A-327

16 November 1964

LTCOL JOHN C RILEY, A03 162636, is assigned as Commander, 305 Air Rescue Squadron, Selfridge AFB, Michigan, vice MAJ HARRY R STOWELL, effective 16 September 1964. Authority: AFR 35-54 and letter, CONAC (PRP-AA) 5 Nov 64, Appointment of Commander.

FOR THE COMMANDER

(OFFICIAL HQ 5AFRR SEAL)
FRED F GOLLER
Lt Colonel, USAF
Director of Administrative Services

DISTRIBUTION
3 - Individual
6 - DP
1 - CONAC (PMP-OA)
1 - CONAC (PMP-D)
2 - CONAC (PRP-AA)
5 - ARRC
3 - 305 Air Rescue Sq
1 - COMDR
5 - OI
1 - Permanent file

COPY

Supporting Document 2

HEADQUARTERS
910th TROOP CARRIER GROUP (RESERVE)
UNITED STATES AIR FORCE
Youngstown Municipal Airport
Vienna Ohio 44473

REPLY TO
ATTN OF: 910C

30 September 1964

SUBJECT: Letter of Appreciation

TO: Commander
305th Air Rescue Sq (MATS)
Selfridge AFB
Mt. Clemens, Mich.

1. Please extend my thanks to your crew for their participation in our water survival training in Lake Erie on 12 September 1964. Our crews expressed universal feelings of greater security at the sight of your aircraft overhead. The airdrop of the MA-1 kit was right on target, and the equipment was actually boarded and utilized by some of the "survivors", even though this was not one of the training factors we wished to achieve.

2. We sincerely appreciate your cooperation and the attitude of the participating crew who stayed on scene until our last man was recovered. Your unit significantly increased the effectiveness of our training as well as adding an invaluable safety factor.

/s/
RANDALL W. HENDRICKS
Colonel, AFRes
Commander

Reserve Rescue Unit To Convert to HC-97s

By TSgt BILL BISHOP

The 305th Air Force Reserve Air Rescue Squadron (CONAC), Selfridge AFB, will begin receiving a more modern rescue aircraft early in calendar year 1966, according to its commander, Lt. Col. John C. Riley. The Boeing HC-97 Stratorescue will replace the current Gruman HU-16.

The 305th, along with the 303rd at March AFB, California, will receive the Boeing-built air rescue aircraft from units of the U.S. Air Force Rescue Service which is converting to Lockheed HC-130H Hercules.

The Gruman built HU-16 Albatross has been in the inventory of the Selfridge unit since 1951. When the newer planes are received, the current ones will be transferred to other units of the Air Rescue service.

The mission of the 305th includes pararescue team and equipment drops, search, capsule and presonnel recovery, escort, night illumination, precautionary orbit and intercept of aircraft in trouble.

Colonel Riley said that pilot and navigation training for the Stratorescue crews might be conducted at Selfridge, using the simulators that belong to the Strategic Air Command unit.

With the Stratorescue aircraft the 305th is expected to increase its scope of operation, according to Colonel Riley. He said he expects additional personnel, perhaps doubling its present strength of 113 personnel.

For more than 30 years the Air Rescue organizations have been performing humanitarian flights and search and rescue missions such as the 305th carried out last May in Chesterfield township when a tornado ripped that area with devastating force.

Within minutes after the tornado struck Chesterfield, five pararescue men of the 305th volunteered their services, and without orders, or even a formal request, dashed into action at the scene of the disaster. They patrolled the area independently, providing general assistance, searched for victims, carried the injured to hospitals, set up a mobile relay station between the disaster area and hospitals and gave some 150 typhoid immunizations.

These rescuemen live with the motto: "These things we do that others may live."

The 305th crew was on rescue duty more than 20 continuous hours without asking for relief.

Air Rescue men are dedicated to the preservation of life, whether it be many souls aboard a disabled aircraft over land or sea, a defense interceptor crew that bailed out, a jungle missionary with a urgent plea for help, or storm victims anywhere on the globe.

With the more modern type Boeing HC 97 rescue type aircraft, the 305th men can perform their vital mission. The HC-97 has a capability of a larger range, has a higher speed than the HU-16 Albatross, and has more than double the endurance, although the new type aircraft does not land on water. With the longer range, the aircraft can drop paramedics and rescue survival equipment to victims of water crashes or other water emergencies.

Participation in rescue operations by crews of the 305th is not limited to the local area.

Last year rescue crews were called into action to search for a B-52 that had crashed in the Cumberland mountains. The 305th spotted the crashed bomber. In November of this year rescue crews were dispatched to New York to help in the search of a crashed civilian aircraft.

Like other units of rescue operations the 305th stands ready to go into action on short notice in the event of a local disaster — civilian or military — or search and rescue to any other areas where their services are needed in troubled spots.

Rescue Crews Ready to Aid Burning Ship

Two Selfridge AFB rescue units stood by Wednesday, Dec. 16, to aid the burning Canadian grain-ship Donnacona in Lake Huron.

Neither unit, called to help by the Coast Guard, was needed while the fire was brought under control by the crew.

Det. 8, Central Air Rescue Center, and the 305th Air Rescue Squadron (Res.) were on the scene of the burning 604 foot ship within minutes after the Coast Guard, which has rescue jurisdiction over the lakes, asked for stand-by aid.

Det. 8 sent an HH-43 Husky Helicopter to the ship 60 miles north of here to transport any casualties to near-by hospitals if necessary, and the 305th sent a HU-16 and pararescue crew.

No injuries were reported, the fire was extinguished and the ship was towed to port.

Crew of the HH-43 included rescue crew commander, Capt. John Simmons, co-pilot Capt. Anthony Volonis, A2C George W. Townsend, crew chief, and A3C Sheridan M. Washington, medic.

305th in Search For Missing Plane

Among the first rescue teams to join in the search for a light Cessna airplane that was missing Friday afternoon in the hills of northwestern West Virgina were two crews from the 305th Air Rescue Squadron, Selfridge AFB. The 305th, which is an Air Force Reserve unit, was called into action early Saturday morning and responded immediately by dispatching two fully-equipped HU-16B rescue aircraft to the general area. These two planes with their Reserve crews constituted two thirds of all U.S. Air Force search parties.

The search on Saturday was unsuccessful and, because of heavy ground fog in the search area on Sunday, rescue operations were not resumed until Monday, at which time another crew from the 305th was dispatched to the scene. Even so, because of the rugged terrain and dense vegetation in the search area, the overdue plane has not yet been located. The 305th plans to continue its efforts to locate the missing plane.

The 305th was called into action by the Eastern Air Rescue Center of the Air Rescue Service and approval for 305th participation was granted by Continental Air Command.

According to Lt. Col. John C. Riley, Commander of the Selfridge squadron, this type of rescue mission is a prime example of the continuing mission of the 305th—whether in peacetime or wartime, this squadron is always ready to help save lives.

HISTORY OF

305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 January - 30 June 1965



HISTORY OF THE 305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 January - 30 June 1965

AU D5

Prepared by

Delphine L. Stayler

Approved by:

John C. Riley

JOHN C. RILEY, Lt Col, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND

UNITED STATES AIR FORCE

CONAC-1Cmbt Spt Gp - ADC
Selfridge AFB, Mich.

KSQ-PESC-305.41

62878-3

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FOREWARD

The birth of a new year was symbolic with the rebirth of the 305th Air Rescue Squadron (Reserve), for after a dormant period the unit was destined to experience one of the busiest and most fruitful periods in its history.

The previous six months had been particularly trying due to losses in personnel in key positions so necessary for effective management. With the new Commander back at the helm after two months at the HU 16 ground and flight school, and an Operations and Training Officer expected aboard in early January, a brighter future loomed on the horizon.

All personnel faced the new year with an eagerness to go out and do the best possible job. This was borne out by the achievement of the C-1 rating during the annual active duty for training encampment held early in February, and the zest with which personnel volunteered to perform the numerous search and rescue missions which arose. A crew, anxious to be "where the action is" volunteered their services for a three-month period to serve in Southeast Asia, and were sorely disappointed when the request was not approved.

With an attitude such as this how could any squadron help but experience a rewarding and eventful six months period, and the 305th Air Rescue Squadron (Reserve) did just that.

CHAPTER I

MISSION AND ORGANIZATION

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) is to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to its full authorization, and to be ready at all times to perform rescue missions or to deploy to any place on the globe to perform rescue missions in support of our military forces.

Organization:

Continental Air Command has operational control during inactive duty training of the unit. During inactive duty training Continental Air Command provides administrative, personnel, logistics and budgetary support. Fifth Air Force Reserve Region (CONAC), is the intermediate command, and is located at Selfridge Air Force Base with the 305th Air Rescue Squadron (Reserve).

In event of mobilization of the 305th Air Rescue Squadron the gaining command is Military Air Transport Service. Air Rescue Service, Orlando Air Force Base, Florida, is the intermediate gaining command. Headquarters

Air Rescue Service is charged with the responsibility for the supervision of training and performs the general and operational readiness inspection.

Detachment 8, Air Rescue Service (MATS), was the unit's advisory element. On 15 June Detachment 8 was redesignated Operating Location 6 per MATS Special Order G 61, dated 24 May 1965. The Air Rescue Service Detachment is comprised of one officer, Captain Donald E. Blair, AO 3038523, and one airman, SSgt Bobby G. Steele, AF 1550253. The Detachment is physically located with the 305th Air Rescue Squadron and its primary mission is to review training requirements established by Headquarters Air Rescue Service, and advise the Commander on matters affecting these requirements.

Logistical support of the unit is provided by the host base under the control of First Fighter Wing (Air Defense Command). A limited support is received from the 403rd Troop Carrier Wing (Reserve). The latter shares hangar space and some field maintenance within its capability, in accordance with AFM 66-1.

The 305th Air Rescue Squadron is commanded by Lt. Colonel John C. Riley, AO 3061636.

Lieutenant Colonel John C. Riley

Commander


US
U.S.

LOCATION AND FACILITIES

Selfridge Air Force Base is located thirty miles Northeast of Metropolitan Detroit, Michigan, on Lake St. Clair. It is an Air Defense Command installation and hosts many units and detachments of various major air commands. Facilities continue to be heavily taxed as the extensive demolition of World War II buildings continues. The 305th Air Rescue Squadron did attain a small degree of success in obtaining more space during this period however.

Building S-12 was still being used jointly by the 305th Air Rescue Squadron Operations and Training Section, Base Personal Equipment Section, and the Army helicopter detachment. However, the Army relinquished the room they had been utilizing and this space provided an office for the Operations and Training Officer. The Command, Personnel and Administration Section, Rescue Control Center, Aircrew Briefing and Locker Room, continued to be housed in Building S-13.

Further gain in space was realized when building 725 was made available for the Pararescue Section, thereby relieving some of the congestion in building 880, which is

jointly shared with the 403rd Troop Carrier Wing (Reserve). The Maintenance Section continued to function in hangar 36, sharing the limited facilities with the 403rd Troop Carrier Wing.

While facilities were still far from adequate it was felt that some progress had been made and that perhaps eventually adequate space would be attained.

CHAPTER II

PERSONNEL

PERSONNEL

An accelerated recruiting program was under way in an effort to fully man the unit by 30 June. Twice during this time the unit was recognized by Fifth Air Force Reserve Region for its efforts in this direction. On 27 April the Centurian Manning Recognition Award for airman manning was presented to the squadron and on 20 May the award was again presented for officer manning.

Two Air Reserve Technician positions were vacated during this reporting period. Major Harry R. Stowell, AO 524 071, Maintenance Officer, resigned on 10 March due to personal reasons and the Administrative Assistant (First Sergeant), Senior Master Sergeant Ronald E. LaFleur, resigned from his position to accept another position at Bakalar Air Force Base, Indiana.

Major William L. Siegel, AO 1903145, a reservist in the squadron who performed as chief pilot, expressed an interest in becoming the Air Reserve Technician Aircraft Maintenance Officer. Major Siegel was on the register of eligibles and with CONAC approval was selected to fill the position. He assumed the Aircraft Maintenance Officer duties on 18 April 1965.

MSgt Everrette D. Waishkey, AF 16438095, Quality Control Inspector, was detailed to the position of Administrative Assistant (First Sergeant) from 24 February through 1 May to provide continuity during the change of personnel in that position.

TSgt Elijah L. Baker, AF 15283098, NCOIC of the Operations and Training Section was selected for promotion to the Administrative Assistant (First Sergeant) position and assumed his new duties on 1 May. Sergeant Baker had extensive experience in Personnel prior to accepting the position in the Operations and Training Section.

The Personnel and Administration Section was authorized two temporary overhires during this period, a clerk-typist from 16 March - 6 June, and a sanitation helper during the entire period.

Due to the almost non-existant custodial services provided by the base it was necessary to retain the sanitation helper in order to maintain a suitable state of housekeeping for buildings S-12 and S-13. Efforts to obtain more than bare minimal custodial services through host base have been unsuccessful.

Under the President's Youth Opportunity Program three young people were hired and one was utilized in the Personnel and Administration Section as a clerk-typist.

During the month of March it was determined that to more fully support the mission of the 305th Air Rescue Squadron the basic work week would be changed from Monday through Friday, to Tuesday through Saturday. The Tuesday through Saturday work week has proven very successful and training of reservists has progressed well.

In May, Fifth Air Force Reserve Region personnel made a staff visit to the unit and were very helpful in aiding the new Administrative Assistant in his effort to quickly become orientated in the many and varied phases of the position.

Five members of the squadron were discharged and reenlisted to fill their own vacancies: MSgt Roy B. Dort (ART), SSgt Walter A. Carrier, SSgt John W. Mueller, SSgt Leon Crayton (ART), and SSgt Anthony S. Lubinski (ART).

Nine airmen were upgraded during this period, five to the three level through formal schools; three to three level through AF Form 1098 action; and one from five to seven level through AF Form 1098 action.

Special Knowedge Tests were administered to four airmen, three passed at the three level, and one at the five level.

Personnel losses to the squadron during this period were Major Harry R. Stowell, Major Norbert Fox, who was promoted out of his position, SMSgt Ronald E. LaFleur, SSgt Paul E. Selter, A1C Charles D. Boldin, A1C Norman G. Leroy, A1C Philip G. Nehro and A1C Bertrum D. Sasse, A1C Robert C. White, Jr., and A3C Francis R. Johnson. Job conflict was the reason given in most instances and personnel were reluctant to give up their reserve participation.

As of 30 June twenty-five officers and eighty-five airmen were assigned to the squadron.

KEY PERSONNEL

Lt Colonel John C. Riley	Commander
Major Archie M. Hylton	Operations & Training Officer
Major William L. Siegel	Aircraft Maintenance Officer
Captain Phillip A. Guerra	Staff Navigator
Captain William P. Guillou	Instructor Pilot
Captain Ray C. Lopez	Personnel Officer
CMSgt Arthur E. Krantz	Aircraft Maintenance General Foreman
MSgt Elijah L. Baker	Administrative Assistant First Sergeant

PERSONNEL GAINS

Captain Archie M. Hylton	Operations & Training Officer (ART)
Captain David C. Cutshall	Navigator
Captain Myron C. Conger	Navigator
Captain Robert R. Watts	Navigator
TSgt John L. Zaprawa	Aircraft Radio Maintenance Technician
SSgt William H. Sykes	Flight Mechanic (ART)
SSgt Robert F. Padilla	Rescue & Survival Specialist
SSgt Gordon A. Dressel	Personnel Technician
A1C Arthur P. Piwonski	Aircraft Mechanic
A1C Tommy L. Scott	Rescue & Survival Specialist
A2C Roger W. Blattel	Inventory Management Specialist
A1C Dennis G. Ott	Personal Equipment Specialist
A1C David J. Pazdernik	Aircraft Mechanic
A3C Alex B. Richards	Aircraft Mechanic
A3C Ercole J. Santilli	Rescue & Survival Specialist
A3C James A. Masserang	Rescue & Survival Specialist
A3C Patrick J. Francis	Rescue & Survival Specialist
A3C Michael P. Whitehead	Aircraft Mechanic

A3C James A. Starkey	Aircraft Mechanic
A3C Vincent A. Trzcinski	Aircraft Mechanic
A3C Marion C. Earls	Aircraft Mechanic

PROMOTIONS

	TO GRADE	EFFECTIVE
Archie M. Hylton (ART)	Major	11 Jun 65
Norbert J. Fox	Major	1 Apr 65
Robert E. Wurtz	Major	27 May 65
Patrick A. Lennon	Captain	4 Feb 65
Roger G. Ferguson	Captain	4 Jun 65
Elijah L. Baker (ART)	MSgt	26 May 65
Alfred J. Lane	TSgt	21 Jan 65
William M. Coughlin	SSgt	23 Feb 65
John W. Mueller	SSgt	21 Jan 65
Gerhart S. Heiser	A1C	21 Jan 65
Gary J. Arnold	A2C	9 Apr 65
David L. Dubey	A2C	23 Feb 65
Gerald E. Hachenski	A2C	30 Apr 65
Pulump P. Hysen	A2C	22 May 65
Gary E. Johnson	A2C	22 May 65
Gordon H. Leahy	A2C	23 Feb 65
Allan V. Verhaeghe	A2C	17 Apr 65
Marion C. Earls	A3C	28 May 65
Patrick J. Francis	A3C	9 Apr 65

James A. Masserang	A3C	9 Apr 65
Alex R. Richards	A3C	26 Mar 65
John V. Roodbeen	A3C	8 Jan 65
Ercole J. Santilli	A3C	9 Apr 65
Raymond W. Sobieski	A3C	22 Jan 65
Vincent A. Trzcinski	A3C	4 Jun 65

Master Sergeant Elijah L. Baker

First Sergeant


BAKER

Newly promoted Major Archie M. Hylton, Operations and Training Officer, receives his gold leaves from Lt Col John C. Riley. Smiling their wholehearted approval are Captain Phillip A. Guerra, Squadron Navigator, and Major William L. Siegel, Aircraft Maintenance Officer.



Staff Sergeant Leon Crayton, Personnel Assistant, presents newly promoted A2C Gary E. Johnson, Personnel Specialist, with the insignia of his new grade.



Also getting an idea how his new chevrons will look is A2C Pulump P. Hysen, Operations Specialist.



CHAPTER III

INFORMATION - PUBLIC RELATIONS

INFORMATION - PUBLIC RELATIONS

The 305th Air Rescue Squadron was greatly honored when Senior Master Sergeant Roy W. Dulaney, AF 16252754, aircraft maintenance superintendent, was selected to represent the Air Force Reserve at the Eleventh Annual Armed Forces Day Proclamation Ceremonies in the office of the Governor of the State of Michigan. The ceremony took place on 20 April and was attended by representatives of all branches of the uniformed services.

Plans were also under way for the unit's participation in "Operation Oscoda," a joint exercise held by the 305th Air Rescue Squadron and the Birmingham Explorer Scout Troop of Birmingham, Michigan. The exercise derived its name from the area in which it was held, Oscoda, Michigan. On 19 June when the reservists and scouts departed for the area in which the unique survival exercise was to take place, Mr. Joe Weaver, a local television newscaster, accompanied the party and covered the exercise on film. He later devoted a portion of his newscast to coverage of "Operation Oscoda," and public interest was stirred to the point where planning was begun to do a half-hour

documentary for television on the men and the mission of the 305th Air Rescue Squadron.

Extensive participation in search and rescue missions afforded the unit adequate coverage by the local news media during this period.

As in previous years, the members of the 305th Air Rescue Squadron joined the active duty squadrons at Selfridge Air Force Base in support of the Little League. The generous contributions from personnel of the unit made full sponsorship of one team possible.

Lt Col Riley presents awards in recognition of ten years of Federal service to Cletus Withrow and George W. Willis of the Aircraft Maintenance Section, as Major William L. Siegel beams his approval. Also receiving awards were Otis E. Smith, George D. Waldrup and Marvin K. Dusette, who were not present when the photograph was taken.



CHAPTER IV

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

As the Operations and Training Section embarked on the new year the knowledge that an Operations and Training Officer would soon be at the helm sparked a fresh desire among personnel to again become an aggressive productive section.

On 17 January 1965, Captain Archie M. Hylton, AO 840099, assumed the duties of Operations and Training Officer. Captain Hylton came to the 305th Air Rescue Squadron from Brookley Air Force Base, Alabama, where he had performed the duties of Standardization Officer with the 357th Troop Carrier Group. Captain Hylton's keen sense of direction and firm leadership quickly set the pattern which would be instrumental in the units attaining a C-1 rating.

With the annual active duty for training encampment looming on the horizon all effort was being expended toward assuring a successful training period. Flight training and ground training were accomplished as scheduled during the encampment, however, inclement weather made it necessary to deploy two aircraft to McCoy Air Force Base, Florida, on two occasions.

Flight training accomplished resulted in the upgrading of one radio operator, one navigator and one flight mechanic from unqualified to qualified; one co-pilot was upgraded to first pilot, one unqualified pilot upgraded to first pilot; partial flight checks completed on one pilot and one radio operator, and an annual proficiency evaluation completed on two pararescue men.

Ground training accomplished during the encampment was: aircrew - 264 hours; link trainer - 16 hours; general military training - 249 hours; maintenance training - 92.5 hours; and small arms qualification - 96 hours. Inclement weather caused cancellation of small arms firing training. The annual instrument school was conducted for all pilots and the annual navigator academic refresher course and examinations were given to all navigators.

During the visit of Brigadier General Ardiel N. Williams and staff to the unit encampment, General Williams presented the MATS Accident-Free Award Plaque to the 305th Air Rescue Squadron denoting six years of accident-free flying by the squadron.

The high point of the encampment was the attainment of the C-1 rating on 16 February 1965.

As the 305th Air Rescue Squadron was enroute to home station on 19 February, aircraft 51-0056, aircraft commander Captain Donald E. Blair, Air Rescue Service Air Advisor, and aircraft 51-7180, aircraft commander Lt Colonel John C. Riley, Commander 305th Air Rescue Squadron, received a report on an F-100 crash on Guard channel at approximately 1450Z, fifteen miles Southeast of Orangeburg, South Carolina. Aircraft 51-0056 arrived over the crash at 1520Z and relieved orbiting F-100, wingman of the crashed aircraft, on station. Aircraft 51-7180 arrived at 1545Z and assumed on-scene commander radio relay with Shaw approach control. Once it was determined that the pilot was in the remains of crashed F-100, aircraft 51-0056 departed on course. Aircraft 51-7180 relinquished on-scene command to Air Guard 93971 (C-47 scrambled out of McEntire Field) at 1700Z and departed on course for Selfridge Air Force Base.

Captain Archie M. Hylton did not return to Selfridge Air Force Base with the rest of the unit but went to Eglin Air Force Base to attend the HU 16 ground school.

In January, prior to the annual encampment, the 305th Air Rescue Squadron experienced a "first" through entry

in "Operation Cartwheel" at Nellis Air Force Base, Nevada, on 16 January 1965. Events included MA-1 kit delivery, search mission, raft approach, bouy hook-up and parabundle delivery, as well as aerial delivery of two pararescue men.

After hours of intensive training the team departed for Nellis Air Force Base with spirits and hopes high. However, they were not destined to win the competition and returned home defeated, but with heads held high and proud in the knowledge that they had performed in a most professional manner as they competed with their counterparts. (All the world hates a good loser).

On 5 May 1965 the 305th Air Rescue Squadron was called upon to deploy two aircraft with rescue qualified crews to Goose Bay, Labrador. The 54th Air Rescue Squadron, stationed at this site, had deployed aircraft and crews to Homestead Air Force Base, Florida, in support of Operation Power Pack and required coverage in rescue operations in this far northern land. The aircraft departed on 6 May and after eight hours enroute, landed and were "cocked" for operation.

On 7 May both aircrews flew in and around "Goose." Pararescue men parachuted from HU-16's working in close

coordination with the 54th Air Rescue Squadron. The squadron assumed scramble duty, and flew a training mission while maintaining alert posture, and did some "duck butting."

The 305th Air Rescue Squadron was afforded the opportunity to display the professionalism that instills pride in all members of the unit when a nonscheduled airliner with ninety-seven people on board departed "Goose" Northeast bound requested a precautionary escort. One engine was feathered and the aircraft was returning to Goose Bay, altitude 8,000, approximately 220 miles Northeast. The 305th alert crew was having dinner, distant from the aircraft, when the alert sounded and fifteen minutes later the aircraft lifted off from the "Goose." The distressed aircraft was sighted about forty-five minutes later and escort position immediately taken as the distressed aircraft limped back to Goose, and landed safely. As the HU 16 taxied by, the Captain of the distressed aircraft radioed the thanks of his passengers and crew for the safe escort. The Operations Officer of the 54th Air Rescue Squadron complimented the 305th Air Squadron (Reserve) on their rapid response time and the

professional manner in which they completed the mission. He further stated the speed into action of fifteen minutes from a relaxed alert position is a record that will stand for some time to come. The squadron remained on alert until 17 May when they returned to Selfridge Air Force Base.

On 28 May 1965, the 305th Air Rescue Squadron received another call for assistance. The Clinton River Coast Guard reported that a boat with two occupants was overdue and requested aid in locating the boat. An aircraft was launched and after several minutes over Lake St. Clair the boat was located with the occupants still aboard. The boat appeared to be stuck in the mud on the eastern shore of the lake. Information was radioed to the Coast Guard Station and the aircraft returned to Selfridge Air Force Base.

On 6 June, Eastern Air Rescue Center requested assistance in the search of an overdue C-119 with ten people aboard, somewhere between Homestead Air Force Base, Florida, and Grand Turk Island in the Bahamas. Aircraft 17169 and aircraft 517195 departed for Homestead Air Force Base and arrived at 1930 hours. At dawn on 7 June aircraft 17169 departed Homestead Air Force Base for the search area, located approximately 250 miles

due East of Miami, Florida. Aircraft 517195 launched for the search area at 1000 hours. Both aircraft searched throughout the day, logging over ten hours of flying time each as they flew a creeping line search pattern at altitudes of 300 to 500 feet above the sea. Although 305th Air Rescue Squadron scanners searched hard and long, no significant sightings were made.

On 8 June aircraft 517195 returned to Selfridge Air Force Base while aircraft 17169 returned to the search area to continue the hunt for the missing aircraft. After an eleven hour flight the search crew returned to Homestead Air Force Base with negative results.

While the Selfridge crew rested on 9 June, the 305th aircraft was utilized by a crew from the 48th Air Rescue Squadron.

The search was suspended and aircraft 17169 returned to Selfridge Air Force Base on 11 June, after a routine flight.

"Operation Oscoda," an exercise to provide survival training for a local Explorer Scout Troop, as well as for reservists of the unit, was conducted on 19 and 20 June, in the Huron National Forest near Oscoda, Michigan.

Through the combined efforts of Captain Jerry Marlatt of the Fifth Air Force Reserve Region Information Office, and the Birmingham Optimist Club, Birmingham, Michigan. Joe Weaver, a television announcer with WJBK-TV in Detroit, Michigan, accompanied the scouts to record the events of the weekend in order to give television coverage to the unique exercise.

The ground party, consisting of MSgt Udo Fischer, Pararescue NCOIC, SSgt Kenneth L. Griffith and SSgt Robert F. Padilla of the 305th Air Rescue Squadron, and MSgt M. Argent of the 1st USAF Hospital, Selfridge Air Force Base, departed Selfridge Air Force Base on 18 June via the unit ambulance and a crew cab. Upon arrival at the campsite in the Huron National Forest the area was prepared for the mock rescue mission scheduled to take place the following day.

As the scouts arrived at the campsite they were briefed by MSgt Fischer on the events that would take place throughout the exercise, as well as construction of teepees and tents, and utilization of natural resources to provide shelter for themselves. Then the following simulated exercise was put into effect.

A group of explorer scouts were four days overdue in returning to civilization because two of the scouts had failed to return to their camp following a navigation mission. The 305th Air Rescue Squadron was called upon to locate the lost scouts.

As the simulated exercise progressed an HU 16B from the 305th Air Rescue Squadron made an aerial delivery of men and supplies. The pararescue men organized a ground search party and proceeded to locate the missing scouts, who had been realistically hidden earlier. A parallel sweep over the most likely area was conducted, and after several sweeps the missing scouts were located.

Further training in survival, shelter construction and survival foods was conducted to round out the training.

On 20 June the scouts and reservists returned to their home areas endowed with a better knowledge of survival techniques.

The Operations and Training Section experienced personnel losses during this period. Perhaps the most significant of which was the loss of the Operations supervisor (ART), TSgt Elijah L. Baker, who accepted

promotion to the position of Administrative Assistant (ART) (First Sergeant) of the unit. Also lost during this period were the following: one radio operator, one pararescueman, one personal equipment specialist and one clerk-typist. Gained were three navigators, five pararescue men and an Operations Supervisor. Mr. Vern Quick accepted the position of Operations Supervisor.

Aircrews flew 454 sorties for a total of 901:45 hours during this reporting period. They completed 1,196 landings, 636 of which were water. Participation in additional flying training periods amount to 454.

General Williams presents the MATS Accident-Free Award Plaque to Lt Colonel Riley


FUEL 1000
RCC SIEGEL
CP LENNON
INST SCHOOL 0900
NAV SCHOOL 0900
RCC PHONE 8117
ALERT

Captain Robert E. Wurtz and Captain John F. Wood Flight Planning a Mission.



Members of the Pararescue Section Provide Survival Training for the Explorer Scout Troop During "Operation Oscoda."





CHAPTER V

AIRCRAFT MAINTENANCE

AIRCRAFT MAINTENANCE

The Aircraft Maintenance Officer had been relieved of detail to the Command Section and was again able to devote his full attention to the Aircraft Maintenance Section. Preparations were in full swing for the annual encampment to be held in February. Aircraft HU 16 17169 was lost to IRAN at Hondo, Texas, on 10 January 1965. An aircraft was expected to arrive from the 303rd Air Rescue Squadron (Reserve) prior to departure for the encampment site, Brookley Air Force Base, Alabama. The 303rd Air Rescue Squadron was reciprocating for the loan of a 305th Air Rescue Squadron aircraft during their annual encampment when the same situation prevailed.

Fate was again working against the section as an emergency in the family of the Aircraft Maintenance Officer required his presence in another state, making it necessary for the section to go to the active duty for training encampment without benefit of an Aircraft Maintenance Officer. However, the general foreman assumed the Aircraft Maintenance Officer duties and the section supported the flying schedule well.

While at the active duty for training site all maintenance shops were integrated with the 2850th Base Aircraft Maintenance Division and they received outstanding support from the host. Two phase inspections were accomplished during the encampment, all discrepancies cleared in an expeditious and professional manner.

Material Control experienced some difficulties during this training which resulted in a requirement for excessive cannibilization. For example, one aircraft side-window had to be taped in a safe manner, yet denying access. Side windows were later manufactured, after managerial personnel were alerted. Another problem was the unavailability of an aircraft propeller timer. A timer had to be obtained from Robins Air Force Base, Georgia.

Upon return of the unit to Selfridge Air Force Base it became apparent that the condition which required the absence of the Aircraft Maintenance Officer would not be resolved in the near future, and therefore on 12 March 1965, Major Harry R. Stowell resigned from his ART position and was transferred to ARRC, Denver, Colorado, as a reservist.

Recruiting began immediately to fill the position, and Major William L. Siegel, a reserve pilot with the 305th Air Rescue Squadron was selected for the position on 9 April 1965.

The remainder of the period was extremely busy. The section was called upon to support aircraft for a search and rescue mission at Craig Air Force Base, Alabama, in April, for a total of 48.4 flying hours; in May two aircraft were deployed to Goose Bay, Labrador, for a total of 68.4 flying hours, and in June two aircraft participated in a search and rescue mission in the Carribean area for a total of 78.5 flying hours.

Meanwhile the remaining aircraft struggled to meet the scheduled training plans. Engine failure and oil cooler not available for aircraft 517195 kept this aircraft out of commission thirteen days in April. Engine trouble again reared its ugly head in May when aircraft 517169 had an engine failure and the engine had to be replaced. This made it necessary to use the quick engine change kit. The quick engine change kit replacement could not be completed until the close of the month of June due to the absence of one technician attending HU 16 school at Eglin Air Force Base,

Florida, and one technician replacing the Quality Control Inspector who was detailed as First Sergeant.

During this time the Unit Mobility Plan was undergoing extensive revision by Major Henry R. Sherrill and SMSgt Roy W. Dulaney. Upon completion, the plan was exercised on 24 June 1965. The exercise mobilized two unit aircraft in phase I, condition I.

The Communications-Electronics Shop also experienced some difficulties during this period. The unit communication equipment supply had been poor due to the low priority of the unit. Four TCTO's on APN-9 were completed. The newly revised mobility plan required that considerable time be expended to mark the equipment and nesting crates. Also, on 16 February, MSgt George D. Waldrup, AF 16381508, NCOIC of the Communications and Electronics Shop departed for the TACAN School at Keesler Air Force Base, Mississippi. He returned on 1 April.

On the brighter side, during this period the Aircraft Radio Maintenance Technician position vacancy was filled by a prior service man.

Material Control suffered a loss during this period when Captain Norbert J. Fox, Supply Officer, was promoted to

Major and became overgrade for the position, and was subsequently transferred to ARRC, Denver, Colorado.

Low priority on base created a major problem in obtaining parts and NORS items for the Material Control Section. Most items on NORS were infrequent issue and the standby level had been dropped at Base Supply. Also, under the Reparable Cycle concept difficulty was experienced getting reparable items that are reparable at this station out of base shops and back into supply channels for depot repair.

Storage areas for 780 equipment and mission mobility equipment, which was not in use, were transferred from bays in building 880 to building 725. Also, unit mission mobility weapons were moved from the storage area used jointly with the 403rd Troop Carrier Wing in building 880 to a separate storage area segregated from the 403rd Troop Carrier Wing weapons area.

Accountability for WRM-TK was transferred to Base Supply and the transportable kits were moved from open storage area in building 880 to a separate storage area managed by Base Supply personnel. Some difficulty was

experienced in this area due to the fast turn-over of personnel in charge of storage, but this situation has improved as a result of the assignment of a noncommissioned officer on a permanent basis in this area.

The Aircraft Maintenance Section supported 901:45 flying hours, expending 103,719 gallons of fuel and 1,328 gallons of oil. The average NORS rate for the period was 12% and thirty-four phase inspections were completed.

Formal training was provided to personnel on the following subjects: Corrosion control, 16 personnel; Oil Spectrum Analysis, 16 personnel; Ground Safety, 15 personnel.

The unit continued to possess four HU 16B aircraft, numbered 510045, 510056, 517169 and 517195.

As the period closed twenty-three airmen were on-the-job training.

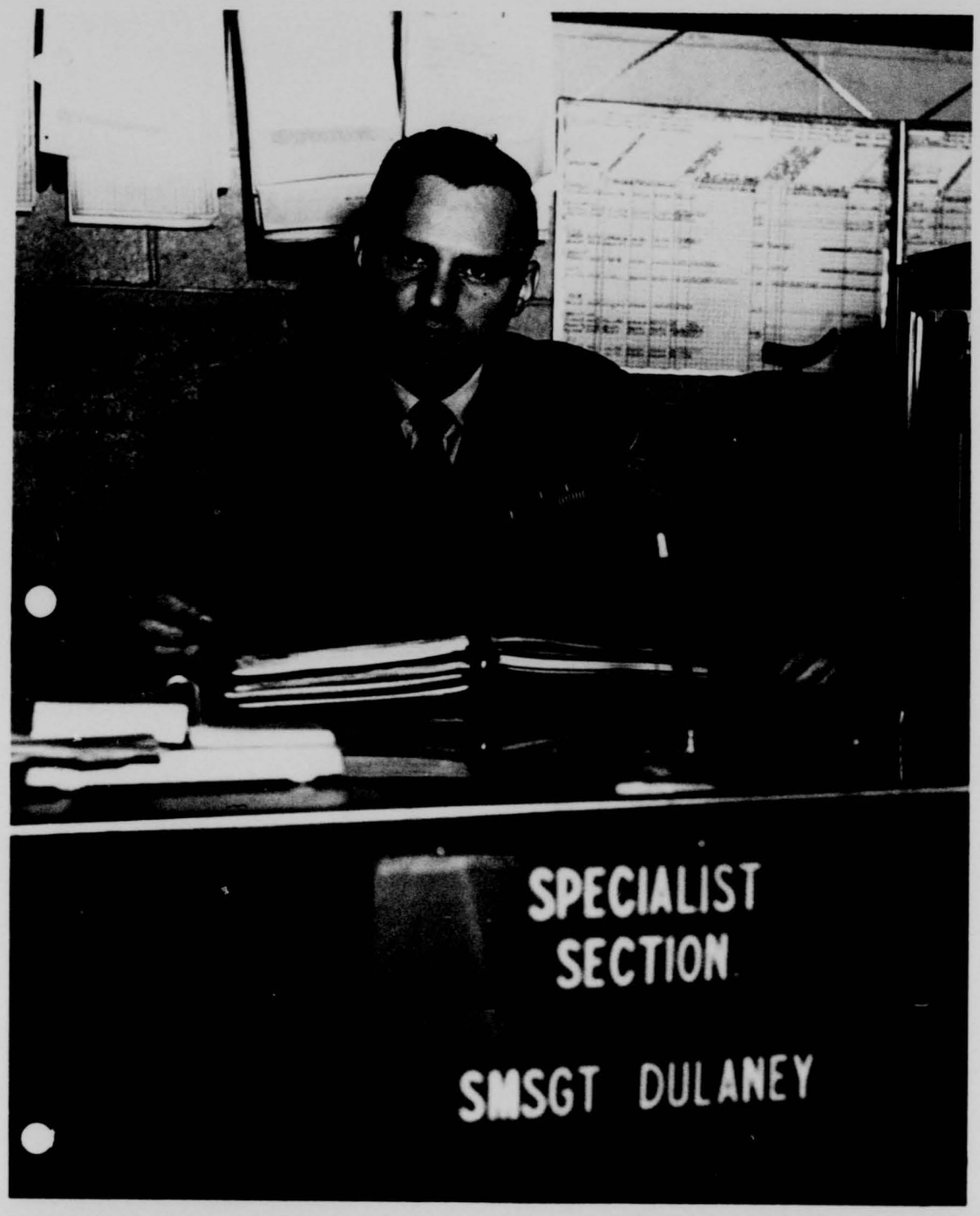
Unit Aircraft


U.S AIR

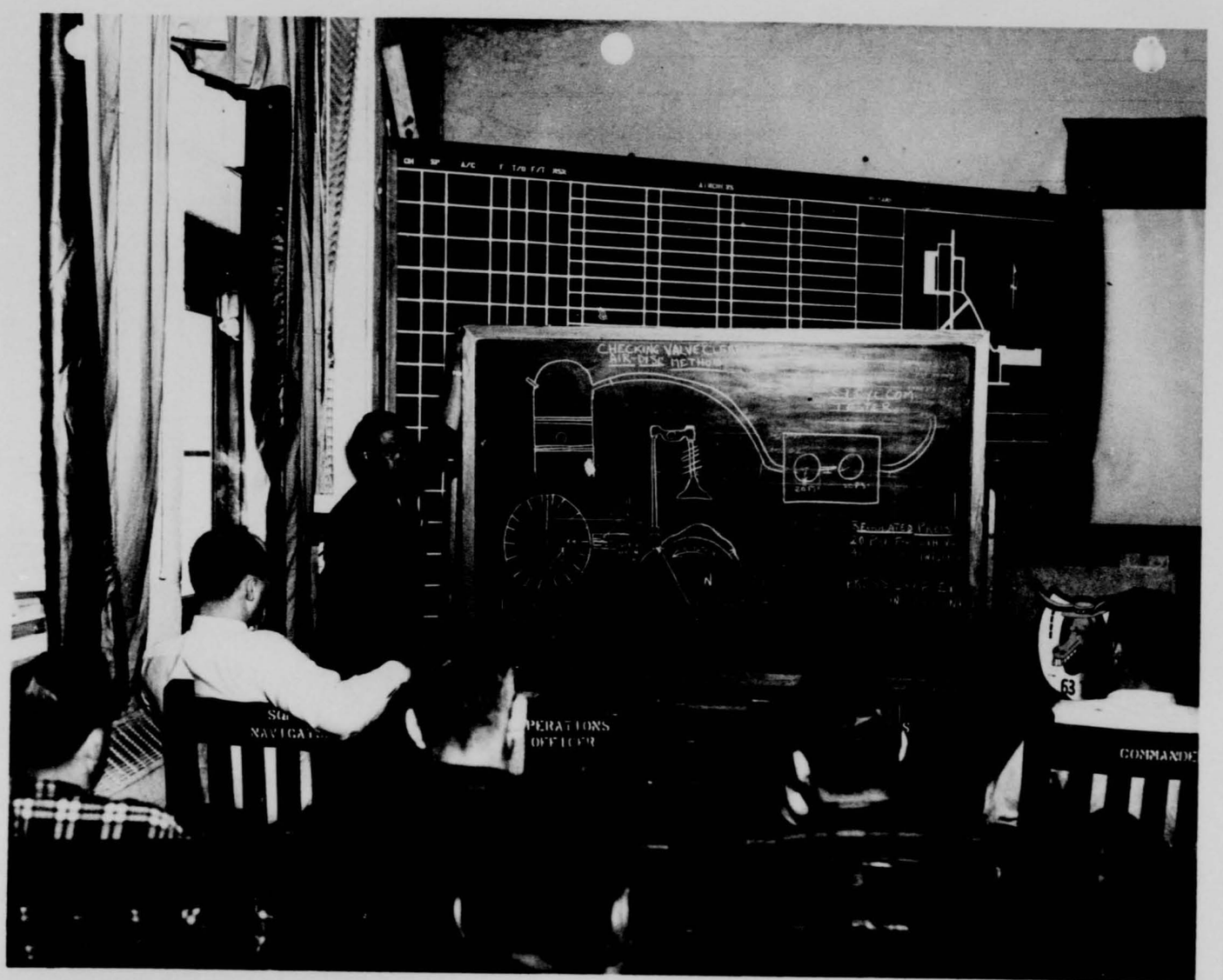
In spite of the crippling snowstorm which swept the area late in February, completely immobilizing the entire area, the 305th Air Rescue Squadron photographer was on the job and managed to photograph one of the mountainous drifts which almost hid the HU 16B.



Pausing momentarily from his task of rewriting the Unit Mobility Plan is Senior Master Sergeant Roy W. Dulaney.


SPECIALIST
SECTION
SMSGT DULANEY

Mr. Garcia of SAAMA instructs some of the Maintenance personnel in engine reconditioning during his visit in April.


CHECKING VALVE
OPERATIONS
OFFICER

HISTORY OF THE 305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 July - 31 December 1965



K-SQ-RESC-305-H1
Jul-Dec. 1965
RETURN TO

HISTORY OF THE 305TH AIR RESCUE SQUADRON (RESERVE)

Selfridge Air Force Base, Michigan

1 July - 31 December 1965

RCS: AU D-5

Prepared by Delphine L. Stayler

Approved by:

JOHN C. RILEY, Lt Col, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND

UNITED STATES AIR FORCE

CONAC-1CMBT SPT GP - ADC
SELFRIDGE AFB, MICHIGAN

DEDICATION

This historical report is dedicated to the ever faithful HU 16B aircraft; for this period denotes the passing of an era in the 305th Air Rescue Squadron.

The "Albatross" will always be fondly remembered in the 305th Air Rescue Squadron. It has served the squadron well, and safely, through many missions and seven years of accident free flying.

The unit will soon be equipped with nine HC 97G aircraft. All personnel are looking forward to the challenge of the new aircraft, and to the greater mission that will come with it; but at the same time are experiencing mixed emotions at the loss of the old aircraft which has safely carried them on countless search and rescue missions.

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FOREWARD

July through December proved to be an extremely busy period for the squadron. As the period progressed the impending conversion to HC 97 G aircraft gained momentum. This was a time of much planning in an effort to assure an orderly transition from an air rescue squadron equipped with four HU 16B aircraft to a larger, more versatile squadron equipped with nine HC 97G aircraft. Conferences were held at Continental Air Command Headquarters with CONAC and Air Rescue Service staff members to determine what the requirements of the new program would be and how best to satisfy them.

Receipt of two KC 97 aircraft from the 307th Air Refueling Squadron (SAC) along with approval from Continental Air Command to overhire flight engineers and some maintenance personnel set the transition program off to an early and smooth beginning.

As the reporting period drew to a close the long awaited move to larger facilities was in motion. For the first time the unit was to operate all its sections from one central location. The facilities occupied by the unit had long been an item of concern to general inspection teams from Air Rescue Service.

Thus, as 1965 fades from the scene and a new year rolls up, the 305th Air Rescue Squadron (Reserve) is primed to meet the challenge ahead.

CHAPTER I

MISSION AND ORGANIZATION

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Air Rescue Squadron (Reserve) is to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to its full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

Organization:

Continental Air Command has operational control during inactive duty training of the unit. During inactive duty training Continental Air Command provides administrative, personnel, logistics and budgetary support. Fifth Air Force Reserve Region (CONAC), is the intermediate command, and is located at Selfridge Air Force Base with the 305th Air Rescue Squadron (Reserve).

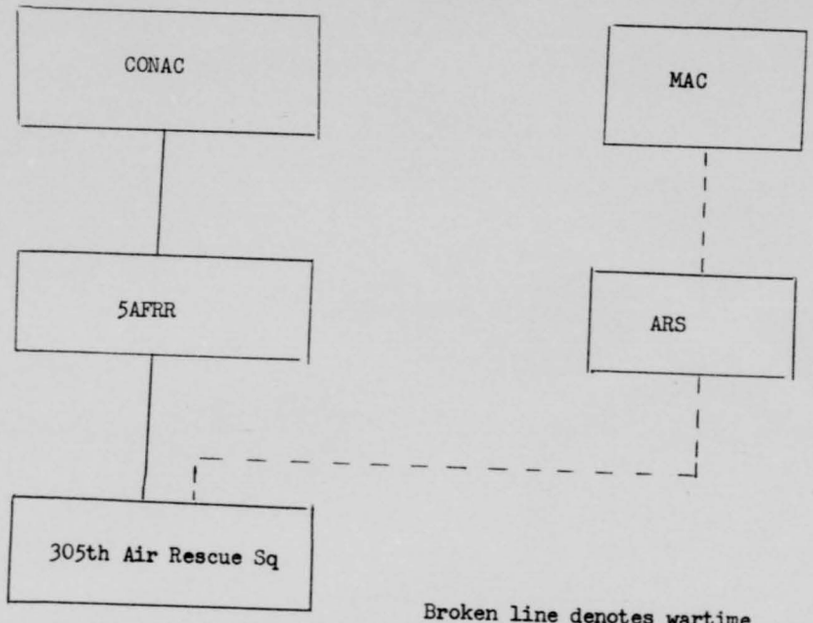
In the event of mobilization of the 305th Air Rescue Squadron the gaining command is Military Airlift Command. Air Rescue Service, Orlando Air Force Base, Florida, is the intermediate gaining command. Headquarters Air Rescue Service is charged with the responsibility for the supervision of

training and performs the general and operational readiness inspection.

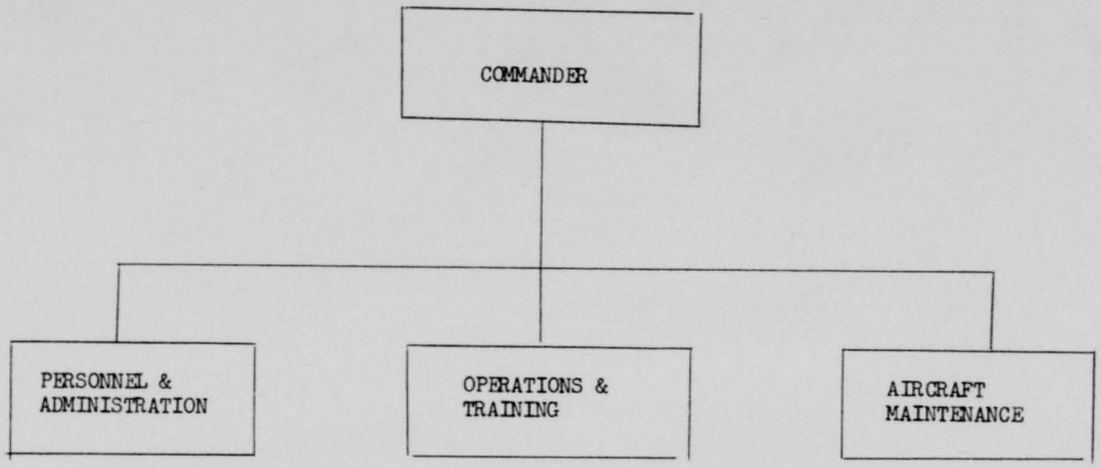
Operating Location 6, Air Rescue Service (MAC), was the unit's advisory element. Operating Location 6 is comprised of one officer, Captain Donald E. Blair, FV 3038523, and one airman, TSgt Bobby G. Steele, AF 1550253. The Detachment is physically located with the 305th Air Rescue Squadron and its primary mission is to review training requirements established by Headquarters Air Rescue Service, and advise the Commander on matters affecting these requirements.

Logistical support of the unit is provided by the host base under the control of First Fighter Wing (Air Defense Command). A limited support was received from the 403rd Troop Carrier Wing (Reserve). The latter shared hangar space and some field maintenance within its capability, in accordance with AFM 66-1 for the major portion of the period.

The 305th Air Rescue Squadron is commanded by Lt Colonel John C. Riley, FV 3061636.



Broken line denotes wartime gaining command structure.


COMMANDER
PERSONNEL & ADMINISTRATION
OPERATIONS & TRAINING
AIRCRAFT MAINTENANCE

Lieutenant Colonel John C. Riley
Commander


U.S.

LOCATION AND FACILITIES

Selfridge Air Force Base is located thirty miles Northeast of Metropolitan Detroit, Michigan, on Lake St. Clair. It is an Air Defense Command installation and hosts many units and detachments of various major air commands.

Building S-12 was shared by 305th Air Rescue Squadron Operations and Training Section and the Base Personal Equipment Section. The Command, Personnel and Administration Section, Rescue Control Center, Aircrew Briefing and Locker Room, continued to be housed in building S-13.

The Pararescue Section was utilizing building 725 and some space in building 880, which was jointly shared with the 403rd Troop Carrier Wing (Reserve). The Aircraft Maintenance Section continued to function in hangar 36, sharing the limited facilities with the 403rd Troop Carrier Wing.

However, during the latter part of December the squadron was allocated 8,680 square feet of space in building 1414, as well as two nose docks, buildings 1428 and 1429. The remaining space in building 1414 will be occupied by the United States Naval Reserve at a future date.

CHAPTER II

PERSONNEL

PERSONNEL

Major Robert E. Wurtz, AO 2080856, navigator, was transferred to the retired reserve section in accordance with paragraph 40h, Air Force Manual 35-7, on 31 July 1965. Major Wurtz was the first officer to retire from the 305th Air Rescue Squadron (Reserve).

The general inspection was conducted by Headquarters Air Rescue Service 16 - 22 August and the Personnel and Administration Section received a satisfactory rating.

Continental Air Command provided the squadron advance copies of manning documents for the HC 97 program. The manning documents authorize a substantial increase in personnel and it was apparent that a large recruiting program loomed ahead. At the outset it appeared that the greatest problem would be recruiting qualified flight engineers for the air reserve technician vacancies. However, due to the fact that retired military personnel can be hired as air reserve technician flight engineers, the problem was minimized. Six aircraft mechanics also went into training to become flight engineers.

Continental Air Command granted authority to overhire some air reserve technicians against the 4/66 unit manning document. The first overhire approval was for the instructor pilot, GS 12 position, and it was filled by Charles E. Day, Captain, Air Force Reserve, who had recently been released from the 307th Air Refueling Squadron (SAC) and was qualified and current in the KC 97 aircraft.

Further overhire approval was subsequently received for four flight engineers, and some aircraft maintenance personnel. Recruiting for these positions posed no particular problem, inasmuch as labor is plentiful due to the high wage board scale in the area.

A major change came about in the Personnel Section when the consolidated reserve personnel concept was put into effect by CONAC. All military personnel records were transferred to the Air Reserve Personnel Records Center, 3800 York Street, Denver, Colorado, and personnel actions handled in accordance with CONAC Manual 45-4, dated 15 October 1965.

The squadron strength as of 31 December consisted of twenty-five officers, eighty-eight airmen and five civilians. Included in the five civilian positions were two overhire, one for janitorial services and one clerk-typist in the unit administration section.

PERSONNEL LOSSES

Major William L. Siegel	Reassigned
Major Robert E. Wurtz	Retired
Captain Patrick A. Lennon	Reassigned
MSgt George D. Waldrup	Reassigned
TSgt John L. Zaprawa	Reassigned
SSgt Gordon A. Dressel	Reassigned
SSgt Perry C. Knox	Reassigned
SSgt George W. Willis	Reassigned
A1C William M. DeWitt	Reassigned
A1C Paul J. Kossek	Reassigned
A1C David J. Pazdernik	Reassigned
A1C Tommy L. Scott	Reassigned
A2C Edward J. Andel	Discharged
A2C Joseph Z. Koons	Discharged

ENLISTMENTS

TSgt Verne Quick, Jr.	Operations Specialist
AB Joseph C. Skues	Apprentice Aircraft Radio Repairman
A1C Charles D. Boldin	Radio Operator
AB Lawrence M. Bobrowski	OTS Program
AB William R. Johns	Administrative Clerk
AB Steven H. Judd	Administrative Clerk
AB James C. Purdy	OTS Program

REENLISTMENTS

MSgt Elijah L. Baker	First Sergeant
SSgt Thomas F. Kovacik	Aircraft Mechanic
MSgt Udo C. J. Fischer	Pararescue Technician
SSgt James H. Colin	Flight Mechanic
SSgt William M. Coughlin	Maintenance Analysis Speclst
SSgt George X. Hefferon	Pararescue Technician
SSgt William E. Shea, Jr.	Flight Mechanic

PROMOTIONS

	To Grade	Effective Date
Gordon R. Trayer	MSgt	30 Sep 65
Buford Alexander	TSgt	30 Jul 65
Charles R. Ciaraviro	TSgt	30 Sep 65
James D. Scott	TSgt	21 Aug 65
Charles D. Boldin	SSgt	7 Nov 65
David R. Godwin	SSgt	29 Oct 65
George X. Hefferon	SSgt	30 Nov 65
Dennis G. Ott	SSgt	29 Oct 65
Barrett J. Harrison	A1C	29 Oct 65
William J. Grobbel	A2C	19 Oct 65
Richard T. Helms	A2C	17 Jul 65
Melvin K. Johnson	A2C	7 Dec 65
Joseph C. Skues	A3C	19 Nov 65

DEMOTIONS

Lanny F. Lozon	A3C	5 Dec 65

CHAPTER III

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

The reporting period began on a high note as the unit achieved 100% aircrew manning and continued to enjoy a C-1 rating.

During the month of July the squadron was able, through the assistance of the host base, to reopen the seaplane ramping facility at Selfridge Air Force Base. * Ramping had always been a big factor in the currency of pilots since previously it had been necessary for them to go to Elizabeth City, North Carolina, to maintain their currency.

August proved to be another busy month for the unit. On 10 August one aircraft was deployed to Homestead Air Force Base, Florida, to support Detachment 10 for a two-week period. Seven sorties were flown consuming 26+35 hours of flying time.

The inspection team for Aerospace Rescue and Recovery Service conducted the general inspection 16 - 22 August and this section received a satisfactory rating.

On 8 September 1965 the host base requested the unit be permitted to assume rescue responsibility within its resource

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* Supporting Document 1

capability during daily operations. This request was prompted by the overseas commitments of Detachment 8, Central Air Rescue Center, which forced them to reduce their rescue alert capability at Selfridge Air Force Base. Approval was received from CONAC on 27 September 1965. *

On 1 October 1965 Central Air Rescue Center requested assistance from the 305th Air Rescue Squadron to search for an overdue Cessna 172 with three persons on board. The aircraft was enroute from Lansing, Michigan, to Reed City, Michigan. The first aircraft, HU 16B 10045, was airborne at 1100 EST with Captain Donald E. Blair, Major William L. Siegel, Captain Phillip A. Guerra, MSgt Udo C. Fischer, SSgt JohnDelisle, SSgt Kenneth L. Griffith and SSgt John R. Turner aboard. The second aircraft, HU 16B 10056, was airborne at 1310 EST with Major Andrew S. Kur, Captain Robert J. McClear, Captain Myron C. Conger, SSgt Michael W. Galat and SSgt Marvin K. Dusette aboard.

The third aircraft, HU 16B 17169, was airborne at 1500 EST, with Major Henry R. Sherrill, Captain Howard D. Coffman, Captain Roger G. Ferguson, SSgt William H. Sykes, SSgt Charles J. Zamponi and A1C Gerald K. Beedor aboard.

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* Supporting Document 2

The missing aircraft was initially located by a Michigan Civil Air Patrol aircraft but positive identification could not be made. Rescue 10045 proceeded to the area, sixteen miles East of White Cloud, Michigan, a hilly and heavily wooded area, and made positive identification that crash was the subject of search. Rescue 10045 remained over the crash site and assumed the duties of radio communication relay and directed the ground party to the crash through air-to-ground radio communication. The ground party reported all three persons had deceased. Three sorties were flown for a total of 14+35 hours.

During the October Unit Training Assembly the first Dependents' Day was held. Guests were treated to a demonstration of water operations of the HU 16, including delivery of a MA 1 kit, open sea type landing, aircraft ramping and minimum run jet assisted take-off. After the water display the group went to the drop zone where they observed aerial delivery of supplies. Excessively high winds precluded personnel deliveries.

On 31 October, while on a local training mission, HU 16B 10045 was diverted to locate a small boat reported aground near Strawberry Island in Lake St Clair. The boat, with three persons on board was located and a helicopter

of Detachment 8, Central Air Rescue Center, removed the personnel and airlifted them to Selfridge Air Force Base.

Continental Air Command declared the 305th Air Rescue Squadron non-operational for aircraft conversion planning on 1 November 1965.

MSgt Udo C. Fischer and A3C Ercole Santilli participated in a field survival exercise in the mountainous area near Schnectady, New York. Liaison was completed with the New York Civil Air Patrol to perform additional joint field training exercises in the area to include pararescue personnel from this squadron and members of the New York Civil Air Patrol.

On 13 December Central Air Rescue Center requested assistance from the 305th Air Rescue Squadron to search near Colorado Springs, Colorado, for an aircraft with three persons on board which was overdue on a flight from Aspen, Colorado, to Alburquerque, New Mexico. Aircraft HU 16B 10045 with Lt Colonel John C. Riley, Captain John F. Wood, Captain Roger G. Ferguson, MSgt Udo C. Fischer, TSgt Charles R. Ciaravino, SSgt John Delisle and A2C William J. Grobbel departed Selfridge Air Force Base at 0810 EST on 14 December for Peterson Air Force Base, Colorado.

On the following day, aircraft HU 16B 17169 departed Selfridge Air Force Base for Peterson Air Force Base at 0820 EST with the following crew aboard: Captain Donald E. Blair, Major Henry R. Sherrill, Captain Robert J. McClear, Captain Myron C. Conger, TSgt Bobby G. Steele, SSgt Michael W. Galat and SSgt James H. Colin. At approximately 1200 EST information was received that the missing aircraft had been sighted, crashed on a mountainside. Rescue 17169 was contacted and advised to return to Selfridge Air Force Base. Rescue 10045 remained at Peterson Air Force Base to assist in flying air coverage for helicopters during recovery of bodies from the crash site. All crash victims were deceased. Six sorties were flown for a total of 29+50 hours.

The missing aircraft had contained Dr. and Mrs. Lovelace and the search attracted nation-wide attention. *

Supporting Document 3

AIRCREW CERTIFICATION

One pilot upgraded to instructor pilot.

One navigator upgraded to instructor navigator.

One radio operator upgraded to flight examiner radio operator

Aircrew Status As of 31 December 1965

	Auth	Asgd	Ops Ready	Unqual	Non-current	DNIF
Pilots	12	13	3	3	7	0
Navigators	6	7	5	0	1	1
Radio Operators	6	7	5	2	0	0
Flight Mechanics	6	7	6	1	0	0

Seven pilots and one navigator were noncurrent in accordance with ARSM 55-1 requirements; however, all qualified crew members were current in accordance with AFM 60-1 and accomplished minimum requirements outlined in AFM 60-1 for the period 1 July - 31 December 1965. Air Reserve Technician navigator DNIF indefinitely due to a concussion suffered when he fainted and struck his head on the floor while attending an HC 97 conversion conference at CONAC Headquarters in October.

CHAPTER IV

INFORMATION - PUBLIC RELATIONS

INFORMATION - PUBLIC RELATIONS

Members of the 305th Air Rescue Squadron became television stars for a day as a local television station filmed them for a half-hour documentary. Planning for this film started in June when the Pararescue Section provided survival training for a group of local explorer scouts.

The film was aired several times and the television station received many requests from local groups to use the film.

On 3 October 1965 the 305th Air Rescue Squadron sponsored its first family day, which became known as Dependents' Day. The day was set aside so that the reservists could invite their families to spend a day seeing first hand, just what takes dad away one weekend each month.

The program started with lunch being served in Lakeview Dining Hall and at the Officers' Club. Then the reservists and their guests proceeded to the seaplane ramp area on Lake St. Clair to observe water operations of the HU 16B. Included in the demonstration was delivery of an MA 1 sea rescue kit, open sea type landing (full stall minimum run) aircraft ramping and minimum run JATO take off. After the water display the

group proceeded enmass to the drop zone area to the West of the golf course where they observed aerial delivery of supplies. Excessively high winds precluded personnel deliveries.

Hangar 36 housed static displays which included the much publicized pararescue display developed by MSgt Udo C. Fischer. Other displays included escorted tours through the HU 16B, C 119, F 106 and a helicopter used by the rescue detachment. Outside the hangar the reservists and their guests had an opportunity to preview the HC 97, which will soon replace the HU 16B aircraft in the unit. The 55th Air Rescue Squadron, Kindley Air Force Base, Bermuda, ferried the aircraft to Selfridge for the occasion.

Although the day was very cold, the turnout was outstanding and considered a huge success. Families went home that evening looking forward to future "Dependents' Days."

On 16 October and again on 19 November, Captain Guillou and SSgt Bobby G. Steele, gave orientation lectures to ROTC cadets. The first group was from Notre Dame University in Indiana, and the second group was from Bowling Green University in Ohio. The cadets were briefed on the mission of the squadron and given indoctrination flights which included water landings.

The cadets displayed an avid interest and were a most receptive audience. *

* Supporting Document 4

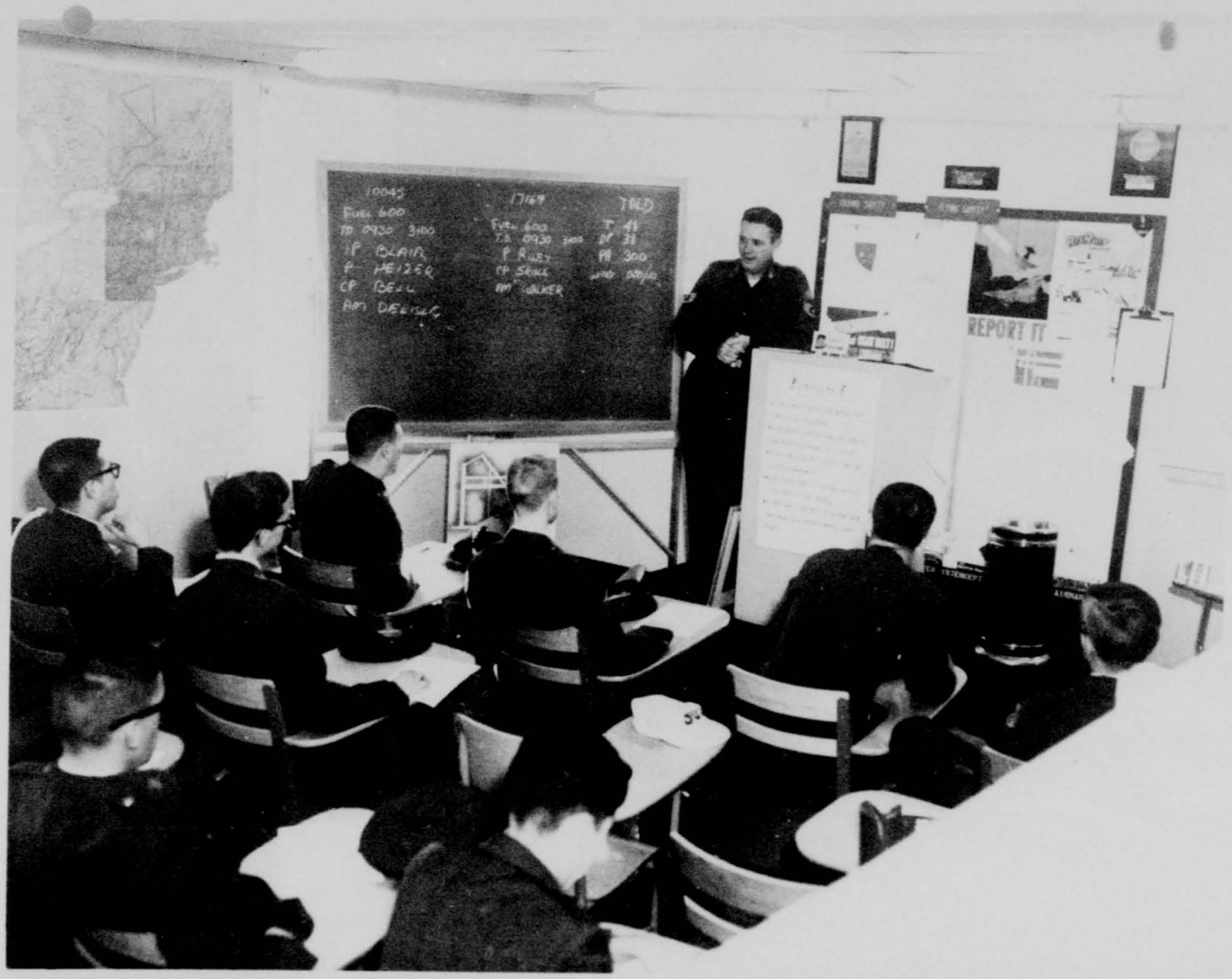
Four members of the 305th Air Rescue Squadron were feted in a ceremony in the unit briefing room in honor of completion of twenty years of federal service. Pins and certificates were presented to Miss Charlotte Kurch of the Operations and Training Section; Mr. Carl Simmons, Mr. John R. Turner, Jr., and Mr. Arthur E. Krantz, of the Aircraft Maintenance Section.

Also honored was Mr. Udo C. Fischer of the Pararescue Section who was recognized for the outstanding manner in which he performed his duties, and for his untiring efforts in assisting the community of Chesterfield Township following the disasterous tornado which struck the area in April of 1964. Mr. Fischer received a sustained superior performance award.

The 305th Air Rescue Squadron was featured in "The Selfridge Flyer," on 20 August 1965, in an article depicting the history, mission and future plans for the squadron. *

* Supporting Document 5

Sergeant Bobby G. Steele Lectures a Group of ROTC Cadets


10045
17169
TOLD
FUEL 600
TO 0930 3100
IP BLAIR
P HEIZER
CP BELL
AM DELISLE
FUEL 600
T.O. 0930 3100
P RILEY
CP SKILL
AM WALKER
T 41
DP 31
PA 300
REPORT IT

Dependents' Day



Pararescue Display


Display
305th Air Rescue Squdn. Res.

CHAPTER V

AIRCRAFT MAINTENANCE SECTION

AIRCRAFT MAINTENANCE

An unusually high NORS rate of 17% was experienced during the month of July due to delivery from the depot of 4RT 274, APS 31 Radar instead of the RT 193 which had been ordered. The substitute item was not suitable for the HU 16B aircraft. A total of twenty-one calendar days were lost awaiting correct parts. In addition, five days NORS in July and six in August resulted from lack of an ignition lead seal.

During the month of August the general inspection was conducted by Air Rescue Service and the Aircraft Maintenance Section proved to be supporting the unit mission in a satisfactory manner.

On 15 September HU 16B 51-7195 departed Selfridge Air Force Base for delivery to IRAN facilities, Bamco, Harlingen, Texas. The aircraft was never returned to the 305th Air Rescue Squadron but delivered to the 304th Air Rescue Squadron. This was the first aircraft lost in anticipation of the HC 97 conversion program.

The second aircraft, HU 16B 10056, was lost to the 301st Air Rescue Squadron on 28 December 1965, decreasing our inventory to two HU 16B aircraft.

The unit gained two KC 97G aircraft from the 307th Air Refueling Squadron (SAC), KC 97G 53-253 on 13 December 1965, and KC 97G 52-2784 on 17 December 1965. These aircraft were utilized for maintenance training purposes only, in an effort to orientate maintenance personnel prior to receipt of the HC 97 aircraft.

Personnel of the Aircraft Maintenance Section underwent much training during this period in preparation for conversion to the new aircraft. Training consisted of:

Workload Control School	8 weeks
AFM 66-1 Course	40 hours
Aircraft Piston Engine Mechanic	40 hours
Aircraft Propeller Specialist	40 hours
Flight Engineer Panel School	8 weeks

On-the-job training was conducted in the following areas:

KC 97 Engine Run-up	8 hours
KC 97 Engine Run-up & Simulator Training	8 hours
KC 97 Phase Inspection Training	8 hours
KC 97 R4360-59B Engine Build-up	4 days
KC 97 Aircraft Preflight	3 hours

During the entire reporting period the Materiel Control Section worked closely with Base Supply and BEMO to coordinate the acquisition of parts and equipment for the HC 97 aircraft.

Major William L. Siegel, Aircraft Maintenance Officer, accepted a position as instructor pilot with the 304th Air Rescue Squadron, Portland International Airport, Oregon, and departed in December.

Lt Colonel Donald F. Beyl, Aircraft Maintenance Officer, at Grenier Field, New Hampshire, accepted the position of Aircraft Maintenance Officer with the 305th Air Rescue Squadron, however, did not assume the position until January 1966.

The Aircraft Maintenance Section supported 680.2 flying hours during the period consuming 70,175 gallons of fuel and 891 gallons of oil. The average operational ready rate was 79.7% and the average NORS rate was 3.8%. Twenty-nine phase inspections were completed.

The 305th Air Rescue Squadron had assigned and possessed two HU 16B aircraft, 510045 and 51169, and two KC 97 aircraft, 53-253 and 52-2784.

Captain Charles E. Day Accepting KC 97G Aircraft


U.S. AIR FORCE
0253
22784

Supporting Document 1



EMERGING FROM THE WATER OF ANCHOR BAY with a roar of the propellers the Albatross made its initial use of the sea ramp behind the Vandenberg Service Club, Capt. William P. Guillou, 305th Air Rescue Squadron standard evaluation pilot, taxied the Albatross with a 96 feet 8 inch wingspan up the 40 foot wide ramp. (USAF Photo by William Blank)

Albatross Uses Boat Launch For Training Requirements

Last week, Capt. William P. Guillou, 305th Air Rescue Squadron standard evaluation pilot, landed the 36,000 pound HU 16B Albatross on Anchor Bay and slowly approached the sea ramp behind the Vandenberg Service Club on Selfridge AFB.

After feeling the nose gear touch the ramp, Captain Guillou pushed the throttles forward and the Albatross came up the ramp under the direction of the Beachmaster, SSgt. Ted A. Walker, turned around, and taxied back into the waters of Anchor Bay.

This short procedure is part of the training requirements for rescue pilots, but before using this ramp the pilots had to fly as far away as St. Petersburg, Fla., to complete their training. Several of his men, moved a ... pole and a fence.

Turning frogman for the day, the 305th ARS parajrescue men removed pounds of debris from ... for ramp floor and the 307th Air ... Squadron sent a welder ... to cut down some iron poles. ... soundings were made by the ... Macomb County Sheriff's Department and channel buoys were positioned so the pilot would not run aground on the ... sandbars.

Combining the work of several squadrons on Selfridge, the ... Air Rescue Sq. now has ... sea ramp on its home ... in the Continental Air ... According to Colonel

COPY

Supporting Document 2

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31094

REPLY TO
ATTN OF: OOP-C (Maj Huxley/5414) 27 Sep 1965

SUBJECT: Rescue Coverage by 305th Air Rescue Squadron (Reserve)

TO: 1st Ftr Wg
Selfridge AFB Mich 48046

1. The 305th Air Rescue Squadron is authorized to make its resources available for any assistance possible during actual rescue missions in support of the Selfridge AFB SAR office. The unit may maintain an increased readiness posture of its aircraft so as to respond within a 30-minute period during normal duty hours. These actions are possible as a byproduct of the primary mission of training. Additional funding is not authorized.

2. The support provided the 305th Air Rescue Squadron by Selfridge AFB is appreciated. We are pleased to reciprocate within our capability.

FOR THE COMMANDER

Signed
LEWIS P. MENG
Colonel, USAF
DCS/Operations

1 Atch
~~Ltr, 1st Ftr Wg, 8 Sep 65,~~
Req for Rescue Coverage ~~by~~
305 ARS ~~(Res) w/1st~~ & 2nd Ind and
~~1 Atch~~ (w/o atch 88)

Copies to:
305 ARS
5AFRR

COPY

HEADQUARTERS
1ST FIGHTER WING (AIR DEFENSE)(ADC)
UNITED STATES AIR FORCE
Selfridge Air Force Base, Mich 48046

REPLY TO
ATTN OF: 1WODC 8 Sep 65

SUBJECT: Request for Rescue Coverage by the 305th Air Rescue Squadron (Res)

TO: CONAC (DCS/O)

THRU: 305 Air Rescue Sq (Res)
5 AFRes Rgn (DO)

1. Because of overseas commitments, Detachment 8, CARC, assigned to this Base for rescue coverage, has been forced to reduce their rescue alert capability. In order to maintain adequate rescue coverage during daily operation, it is requested that the 305th Air Rescue Squadron (Res), Selfridge AFB, Michigan, be permitted to assume rescue responsibility within their resource capability.

2. It is not anticipated at this time that this responsibility be extended outside the normal work day, work week of the 305th. At a meeting held 3 Sep 65 between the Commander, 305th Air Rescue Squadron, and the Deputy Commander for Operations, 1st Fighter Wing, general requirements were stated and were agreed to be within the capability of the 305th Rescue Reserve Squadron. Close coordination will be maintained.

3. It is believed that both the Regular and Reserve Forces here at Selfridge will benefit from this arrangement.

CAROL R. NORTHCUTT, Lt Colonel, USAF
Acting Deputy Wing Commander for Operations

COPY

Ltr, 1st Fighter Wing (1WODC), 8 September 1965, Request for Rescue Coverage by the 305th Air Rescue Squadron (Res)

1st Ind (CCMDR)

Sep 10 1965

TO: 5AFRes Rgn (DO)

1. Recommend approval.

2. Under the present ART manning this unit is capable of supporting the request as stated. The responsibility and knowledge of lending-a-hand will create a healthy atmosphere for members of the 305th. The reliance on, and acceptance of, this unit as a team member will do much toward improving the team spirit of Host-Tenant Units.

3. The training, preparation, and daily alert-posture will enhance the combat capability of the 305th. It is not anticipated that the assumption of the basic request will restrict nor impose a serious workload on the present ART manning. This unit has maintained an aircraft in an alert status (alert load-in commission aircraft prepared for two hour launch time) since we gained C-1 status. The moving of this alert aircraft to a 30 -45 minute alert will require a preflight that had not been accomplished on the two hour alert aircraft. However, this preflight will not have been wasted except for two pre-flights, since the alert aircraft will be flown as the prime training aircraft on normally scheduled flights (flight training missions are normally scheduled on each Wednesday, Friday, and Saturday). Since Sunday and Monday are days off, the only pre-flights that would be accomplished and not used, unless scrambled, would be on Tuesday and Thursday.

4. The approval of the basic request will maximize relations and cooperation at a time most critical to this unit. Space allocation increased workoad for host due to additional and more complex aircraft will be prime factors in determining the future of the 305th for the next several years. The assumption of an alert-posture as requested is payment in small part for the physical benefit as well as the posture climate that will improve the ability of this squadron to live up to, "The Name of the Game is the Same!" Attachment 1 is the primary justification for the basic request.

Signed
JOHN C. RILEY, Lt Colonel, AFRes
Commander

1 Atch
Msg 2600P-S 34280 Aug 63
(Copy)

C O P Y

NNNNRTTU JAW RCIFHA0103 2422115-UUUU-RUNTPQA

ZNR UUUUU
R 302109Z
FM 26AIRDIV STEWART AFB NY
TO AIG 649
AIG 659
RUWTPQA/1FTRWG SELFRIDGE AFB MICH
RUC1BWA/52FTRWG SUFFOLK CO AFB NY
RUEAAM/4638SPTSQ FT LEE AFS VA
RUCIEKA/4621AFB NIAGRA FALLS UNI APRT NY
RUEBBPA/4624SPTSQ HANCOCK FLD NY
RUEABZ/4626SPTSQ TOPSHAM AFS MAINE
RUCUBW/4627SPTSQ CUSTER AFS MICH
RUCIEWA/551AEWCNWG OTIS AFB MASS
ZEN/DET 1 52FTRWG STEWART AFB NY
ZEN/4603ABGP STEWART AFB NY
ZEN/4713 DEFSYSEVALSQ STEWART AFB NY
RUENTH/4683ABGP THULE AB GREENLAND
RUDIC/AF ICELAND HQ KEFLAVIK NI ICELAND
BT
UNCLAS 2600P-S 34280 Aug 63.
FOR OPS. THE FOL ADC MSG IS QUOTED FOR YOUR INFO AND NEC ACTION.
QUOTE "AOODC 38836 AUG 65. SUBJ: LOCAL BASE RESCUE (LBR) LIMITATIONS. THIS MSG IN THREE PARTS. PART 1. THE AIR RESCUE SERVICE (ARS) HAS BEEN DIRECTED TO AUGMENT THE AIR RESCUE FORCES IN OVERSEAS AREAS. THE REQUIREMENT FOR RESCUE TYPE HELICOPTER AIRCRAFT AND RESCUE QUALIFIED PERSONNEL DICTATES THAT THE BULK OF THE AUGMENTATION MUST COME FROM ARS RESCOURCES. TO SATISFY THIS REQUIREMENT, ARS HAS BEEN FORCED TO REDUCE THE CONUS LBR COVERAGE. NUMEROUS LBR DETACHMENTS HAVE BEEN DEPLOYED ON A TDY BASIS

PAGE 2 RCIFHA0103 UNCLAS
OTHER HAVE BEEN INACTIVATED BECAUSE OF AIRCRAFT AND AIRCREW SHORTAGE, WHILE STILL OTHERS ARE OPERATING AT A REDUCED CAPABILITY. ARS HAS JUDICIOUSLY SELECTED UNITS AND/OR RESOURCES FROM AIR BASES THAT HAVE THE LOWEST INCIDENT RATES. IN GENERAL, AREAS CONSIDERED TO HAVE THE GREATEST NEED SUCH AS THOSE WITH HEAVY STUDENT TRAINING TRAFFIC. PART II. THE REDUCTION IN LBR COVERAGE HAS AFFECTED MANY ADC OPERATING LOCATIONS. COMMANDERS AT ALL ECHELONS MUST BE AWARE OF THESE REDUCTIONS AND INSURE THAT LOCAL SEARCH AND RESCUE (SAR) PLANS ARE CURRENT AND ADEQUATE. ALSO, BASE CRASH AND RESCUE EQUIPMENT/PERSONNEL AND OTHER RESCOURCES MUST BE USED TO THE MAXIMUM TO PROVIDE A QUICK REACTING RESCUE FORCE. PART III. REQUEST THE CONTENTS OF THIS MSG BE DISSEMINATED TO ALL UNITS. RESCUE RESOURCES AVAILABLE WILL BE A SUBJECT FOR FUTURE AIRCREW FLYING SAFETY MEETINGS. UNQUOTE.
BT

COPY

Supporting Document 3

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FIFTH AIR FORCE RESERVE REGION(CONAC)
Selfridge Air Force Base, Michigan 48046

REPLY TO
ATTN OF: COMDR

24 January 1966

SUBJECT: CARC Mission C-107

TO: 305 Aerospace Rescue and Recovery Sq (COMDR)

I am sure you will be pleased as I was to receive this fine acknowledgement of the help provided by your unit in the search for Doctor and Mrs. Lovelace. You are your crew are to be commended for your excellent support and cooperation.

Signed
C. U. TRUE, Colonel, USAF
Commander

1 Atch
Hq CONAC Ltr, 13 Jan 66,
w/atch

CONAC-lCmbt Spt Gp-CDC
Selfridge AFB, Mich

HEADQUARTERS
AIR RESCUE SERVICE (MATS)
UNITED STATES AIR FORCE
Orlando Air Force Base, Florida

Reply To
Attn Of: ARCCO

SUBJECT: CARC Mission C-107 3 Jan 66

TO: CONAC
Robins AFB Ga 31094

1. The rapid response of both the 302d and 305th Air Rescue Squadrons to assist in the search for Doctor and Mrs. Lovelace once again proves the devotion and true professionalism of the Reserve forces.

2. Please pass to Lt Colonel Moser and personnel of the 302 Air Rescue Squadron and Lt Colonel Riley and personnel of the 305 Air Rescue Squadron my appreciation for their active participation in this mission of high national interest.

Signed
ALLISON C. BROOKS, Colonel, USAF
Commander

CONAC-1Cmbt Spt Gp-CDC
Selfridge AFB, Michigan

COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
Robins Air Force Base, Georgia 31094

REPLY TO
ATTN OF: OOP-C

13 Jan 1966

SUBJECT: CARC Mission C-107

TO: 5AFRR(COMDR)

It is a pleasure to forward this expression of appreciation to you for the prompt efficient response of your command to this mission. I am pleased to know that the dedication required of all 305th Air Rescue Squadron personnel to build and maintain a professional capability is also recognized by the Air Rescue Service Commander.

Signed
J. STANLEY HOLTONER
Major General, USAF
Vice Commander

1 Atch
Hq ARS Ltr, 3 Jan 66

CONAC-1Cmbt Spt Gp-CDC
Selfridge AFB, Michigan

COPY

Supporting Document 4

UNIVERSITY OF NOTRE DAME
Notre Dame, Indiana 46556

Department of Aerospace Studies

19 October 1965

Lt Col John Riley
305th Air Rescue Sq/Res/CONAC
Selfridge AFB, Michigan

Dear Colonel Riley:

The visit by the Notre Dame AFROTC Cadets to Selfridge AFB was an outstanding success. They returned highly enthused and very impressed with the experiences prepared for them by the officers of Selfridge.

The cadets were pleased and appreciative of your personal attention. The flights in the HU 16 were the highlight of the visit.

Please extend our gratitude to Captain Guillou for his efforts and personal sacrifices in assisting to make these very exciting flights possible.

We are very appreciative for giving these young cadets a very favorable impression of the Air Force mission.

Sincerely yours,

Signed
VICTOR J. FERRARI
Colonel, USAF
Professor of AF Aerospace Studies

THIS IS SELFRIDGE

Supporting Document 5

305th Air Re[illegible] Squadron



DROP ZONE MARKED — Birmingham, Mich. [illegible] parareserve men mark the drop zone [illegible] National Forest. (USAF Photo)



COLONEL RILEY

THE SELFRIDGE FLYER — [illegible]

305th

(Continued From Page 1)

ron consists of 25 officers and 87 airmen.

The people who make the 305th the C-1 (Operationally Ready) that it is today are experienced, devoted, and of a high caliber that is unequalled in its history.

Air Reserve Technician individuals average fourteen years of experience in aviation background. The 305th personnel are headed up by World War II combat aircrew members with a scattering of Korean veterans.

Perhaps the most interesting and yet greatest variance among the squadron's members are the civilian occupations of its Reserve officers and airmen.

They make their homes largely in the Greater Detroit area and earn their daily bread at such jobs as bus driver, policeman, postman, engineer, teacher, IBM analyst, laborer, lawyer, banker, machinist, pilot, production expert, fender-bender and electrician. One man is responsible for the testing and safety of the monkeys at a local pharmaceutical laboratory.

They all gather at Selfridge on weekends and in the evenings to fly, and when needed to perform Rescue missions.

Within the past year aircrews of the 305th participated in more than 12 missions in support of the active duty units.

The versatile HU-16B Albatrosses took them as far North as "the Goose" and deep into South America in the fulfillment of their mission.

The Selfridge Reserve rescueman perhaps ascended to no greater heights than he did in February of this year when a rescue qualified aircrew volunteered for a tour of duty with Air Rescue Service in Southeast Asia. The request was eventually denied, but the bags were packed and the plans made to "Do these things in order that others might live."

The 305th is presently undergoing its annual Operational readiness inspection (ORI) this week.

Headquarters Air Rescue Service at Orlando AFB, Fla., is conducting the ORI.

The inspection team is under the direction of Col. Arthur W. Beall and has six officers and four airmen.

HISTORY OF 305TH ARRSQ
Selfridge AFB, Michigan

1 Jan - 30 Jun 66

K-SQ-RESC-305.HI
Jan - Jun 1966
Director
Air Force Studies Inst
Archives Branch
Maxwell AFB, Alabama

6-4959-5

K-SQ-RESC-305-Hi
RETURN TO:
Director
Aerospace Studies Inst
Attn: [illegible] Branch
Maxwell AFB, Alabama

HISTORY OF

305 AEROSPACE RESCUE AND RECOVERY SQUADRON (RES)

Selfridge Air Force Base, Michigan 48045

1 January - 30 June 1966

RCS: AU D-5

Prepared by Delphine L. Stayler

Approved by:

John C. Riley

JOHN C. RILEY, Lt Colonel, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND
UNITED STATES AIR FORCE

CAC-1CMBT SPT GP-ADC
Selfridge AFB, Mich.

6-4959-5

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SUPPORTING DOCUMENTS

Special Order 6, Hq CONAC, 18 Jan 66 ..... Document 1

Special Order 52, Hq CONAC, 5 May 66 ..... Document 2

Message Unclas DCS/P 00569 Apr 66 ..... Document 3

Letter from ARRS, 16 Dec 65, Reserve Pararescuemen ..... Document 4

Letter from Michigan State Police, dated 4 May 1966 ..... Document 5

Letter from Hq CONAC(LSS-C), dated 9 Jun 66, Watercraft ..... Document 6

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FOREWORD

"New" most certainly is the word that describes this reporting period. For in this "new" year the 305th began operations in "new" facilities, gained a "new" designation and began operating in a "new" aircraft, with many "new" hands on board.

"New" frequently imparts a feeling of excitement, but it also denotes strangeness, and it is important that we do not allow excitement to over-shadow the strangeness. For strangeness warns us that we must be alert, we can no longer act automatically but we must learn all we can about our "new" aircraft and soon the strangeness will disappear, but, perhaps the excitement will not die, for the mission of the Aerospace Rescue and Recovery Service is indeed exciting.

CHAPTER I

MISSION AND ORGANIZATION

MISSION AND ORGANIZATION

Mission:

The mission of the 305th Aerospace Rescue and Recovery Squadron (Reserve) is to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

Organization:

On 18 January 1966 the 305th Air Rescue Squadron (Reserve) was redesignated 305 Aerospace Rescue and Recovery Squadron (Reserve) per Special Order G-16, Headquarters Continental Air Command, 18 January 1966.* The unit continued to be assigned to Continental Air Command for administrative, personnel, logistic and budgetary support with an M-Day assignment to Military Airlift Command, with intermediate gaining command of Aerospace Rescue and Recovery Service.

Headquarters Aerospace Rescue and Recovery Service continued to supervise training and perform general and operational readiness inspections.

*Supporting Document 1

Effective 1 June 1966 the 305th Aerospace Rescue and Recovery Squadron was reorganized under Organizational Table 2215, 1 December 1964, paragraph 1 and 2c, Part I (Parts 11A and C) per Special Order G-52, Headquarters Continental Air Command, dated 5 May 1966. *

Lt Colonel John C. Riley, FV 3061636, commanded the 305th Aerospace Rescue and Recovery Squadron (Reserve) through the reporting period.

*Supporting Document 2

Lieutenant Colonel John C. Riley
Commander


US
U.S.

ADVISORY ELEMENT

Operating Location 6, Aerospace Rescue and Recovery Service (Military Airlift Command) provided advisory services to the unit. Captain Donald E. Blair, FV 3038523, and TSG Bobby G. Steele, AF 1550253, served as Advisors until the arrival of Major John F. Blankemeir, FV 938885, and MSG Leo J. Mulligan, AF 15042855, MAC Advisors. Captain Blair was then transferred to Headquarters Aerospace Rescue and Recovery Service, Orlando Air Force Base, Florida, and Sergeant Steele to Tinker Air Force Base, Oklahoma.

Major Blankemeir and Sergeant Mulligan remained on temporary duty with the 305th Aerospace Rescue and Recovery Squadron until 29 April when Major Carl J. Nastoupil, Jr., FV 768189, replaced Major Blankemeir as temporary duty Advisor until 13 June 1966.

The regular staff of Advisors began to arrive in April with the assignment of MSG Kenneth R. Yax, AF16261091, from the 55th Aerospace Rescue and Recovery Squadron, Kindley Air Force Base, Bermuda. Next to arrive was MSG William J. Bandy, AF 18386265, and in June Major Paul A. Kolesar, FV 1911578, joined Operating Location 6. An additional officer and airman were programmed for the advisory staff but did not arrive until the next reporting period.

LOCATION AND FACILITIES

Selfridge Air Force Base, Michigan, an Air Defense Command installation, is located on Lake St. Clair, thirty miles Northeast of Metropolitan Detroit, Michigan.

The 305th Aerospace Rescue and Recovery Squadron (Reserve) occupied 8,680 square feet of space in building 1414, and two nose docks, hangers 1428 and 1429. While the allotted space was adequate for the present, it was clearly evident that when the full complement of personnel and aircraft were on hand additional storage space would be required.

Action was initiated to correct the shortage through submission of request for minor construction of a 2700SF lean-to addition to nose dock 1428 for an engine shop, a 2010SF lean-to addition to nose dock 1429 for an AGE shop and shelter, and a 1950SF addition to industrial building 1414 for pararescue storage and operations. Also project SLF 167-6 Alter A/C Shop 1414 was submitted.

CHAPTER II

PERSONNEL

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Major Archie M. Hylton
AIRCRAFT MAINTENANCE OFFICER	Lt Colonel Donald F. Beyl
INSTRUCTOR PILOT	Major Charles E. Day
	Major William P. Guillou
NAVIGATOR	Captain Phillip A. Guerra
PERSONNEL OFFICER	Captain Ray C. Lopez
ASSISTANT PERSONNEL OFFICER	2d Lt Lawrence M. Bobrowski
ORGANIZATIONAL MAINTENANCE GENERAL FOREMAN	CMS Robert I. Boyle
AIRCRAFT & SYSTEMS OVERHAUL GENERAL FOREMAN	CMS Arthur E. Krantz
ADMINISTRATIVE ASSISTANT AND FIRST SERGEANT	SMSgt Elijah L. Baker

PERSONNEL

A substantial increase in the authorized strength of the unit was realized in the 4/66 unit manning document. The authorized strength rose from twenty-five officers, eighty-seven airmen and three civilians, to forty-three officers, one-hundred and sixty-two airmen and five civilians, to support the nine authorized aircraft. Continental Air Command authorized advance overhire of some air reserve technician positions against the 4/66 unit manning document and it was possible to bring some personnel on board ahead of time to help alleviate the already increasing workload.

However, a severe set-back to the recruiting program in the unit was suffered when Continental Air Command prohibited transfers to the 305th Aerospace Rescue and Recovery Squadron of personnel of the 403rd Troop Carrier Wing.* The 403rd Troop Carrier Wing is one of the C 119 units which has been scheduled for deactivation by the Department of Defense. Personnel who might have accepted employment with the 305th Aerospace Rescue and Recovery squadron were seeking employment in other agencies and many reservists were lost to the program in the process.

*Supporting Document 3

The 305th Aerospace Rescue and Recovery Squadron recruited fourteen officers and thirty-five airmen during this reporting period. The availability of qualified pilots in the area posed one of the most serious recruiting problems. Six pilots were recruited through the concentrated effort of the commander, operations officer, personnel officer and other pilots.

Recruiting of nonprior service personnel to fill allocated vacancies posed no problem to the unit. The number of nonprior service men desiring a reserve assignment far exceeded the nonprior service allocation and the waiting list grew by leaps and bounds.

On 31 March 1966 SSG Lawrence M. Bobrowski and SSG James C. Purdy graduated from Officer Training School and were commissioned Second Lieutenants in the Air Force Reserve. They remained on active duty with the unit until 5 May 1966. Lieutenant Bobrowski fulfilled the duties of Information Officer and Assistant Personnel Officer, and Lieutenant Purdy assumed the duties of Assistant Supply Officer.

Extensive use was made of the President's Youth Opportunity Program as fourteen students were employed and utilized. They

performed such duties as filing, posting and typing in the offices and washing aircraft on the flight line releasing air reserve technicians for attention to more technical duties.

Continued effort was put forth in order to get a determination on the status of the air reserve technician navigator who had been suspended from flying due to a head injury suffered in October 1965. However, the close of the reporting period saw the problem still unresolved.

On 30 June 1966 the strength of the 305th Aerospace Rescue and Recovery Squadron stood at forty-one officers, one-hundred and sixteen airmen, five civilians, one permanent overhire (custodian) and one temporary overhire. The temporary overhire was utilized in the air reserve technician position of military personnel clerk. Difficulty in filling the position was encountered due to the civil service grade of GS-5.

PERSONNEL GAINS

Lt Col Donald F. Beyl	Aircraft Maintenance Officer
Lt Col Jack N. Taft	Pilot
Major David G. Elliott	Pilot
Major Bernard Farrell	Navigator
Major Robert Hlatky	Navigator
Major Franklin O. Hofmeister	Pilot
Major Michael J. McLeod	Pilot
Major Donald F. Reid	Pilot
Captain John H. Austin	Navigator
Captain Adam A. Boraski	Pilot
Captain Gerald J. Braun	Pilot
Captain George G. McLaughlin	Navigator
Captain John J. Ruttenberg	Navigator
Captain Jack Schwartz	Supply Officer
Captain Giles A. Wanamaker	Navigator
SMS Jack B. Adams	Flight Engineer
MSG J. W. Bankhead	Quality Control
MSG John W. Dykema	Flight Engineer
MSG Charles W. Harry	Flight Engineer
MSG Robert L. Siefert	Scheduling Technician
TSG Ronald D. Connole	Radio/Radar Repairman
TSG Jack Keiningham	Flight Engineer
TSG Jack V. Nice	Flight Engineer
TSG Gerald W. Taylor	Radio Operator
TSG Ralph H. Washabaugh	Flight Line Leader
SSG William M. Brown, Jr.	Reciprocating Engine Mechanic
SSG Ronald A. Eveland	Radio Operator
SSG Merrill C. Haesler	Electrician
SSG Edward J. McDonald	Reciprocating Engine Mechanic
SSG Orlo M. McLane, Jr.	Apr Acft Elect-Nav Equip Repairman
SSG David G. Roman	Aircraft Mechanic
SSG Jerry W. Trammell	Aircraft Frame Repairman
SSG Gerald L. Woolcock	Aircraft Engine Mechanic
A1C Walter W. Johnson, Jr.	Aircraft Propeller Mechanic
A1C Steven E. Latta	Reciprocating Engine Mechanic
A1C Glenn E. Medina	Reciprocating Engine Mechanic
A1C Michael R. Metz	Reciprocating Engine Mechanic
A2C Bruce D. Crawford	Airborne Radio Operator

A3C Robert A. Brusseau	Reciprocating Engine Mechanic
A3C John E. Casper	Administrative Clerk
A3C Robert L. Graff	Electrician
A3C Robert G. Jones	Radio/Radar Repairman
A3C Lawrence J. Lutz	Administrative Clerk
A3C James J. Mulholland	Military Personnel Clerk
A3C Robert C. Samuelson	Aircraft Propellor Repairman
A3C James K. Stromberg	App Aircraft Mechanic
A3C Robert C. Tippery	Aircraft Frame Repairman
A3C Carrol E. Urban, Jr.	Personal Equipment
A3C Robert V. Warner, Jr.	Aircraft Engine Mechanic
AB Daniel Celani	Personal Equipment
AB Joseph P. Yuhas	Aircraft Radio Repairman

REENLISTMENTS

CMS Arthur E. Krantz	16 Mar 66
MSG Gordon R. Trayer	12 Jan 66
MSG Buddy B. Walker	27 Apr 66
TSG Charles R. Ciaravino	11 Jan 66
TSG James D. Scott	6 Jan 66

PROMOTIONS

Name	To Grade	Date
Baker, Elijah L.	SMS	21 Jan 66
Bobrowski, Lawrence M.	2d Lt	31 Mar 66
Colin, James H.	TSG	17 May 66
Crayton, Leon	TSG	26 Apr 66
Day, Charles E.	Major	16 Jun 66
Dort, Roy B.	SMS	23 Jun 66
Ericksen, John L.	TSG	21 May 66
Gill, Dennis C.	TSG	23 Jun 66
Godwin, David R.	TSG	26 May 66
Guillou, William P.	Major	26 Jan 66*
Hefferon, George X.	TSG	26 May 66
Judd, Steven H.	A3C	22 Mar 66
Keiningham, Jack	MSG	17 May 66
Lutz, Lawrence J.	A3C	6 Apr 66
Mulhaolland, James J.	A3C	16 Apr 66
Nice, Jack V.	MSG	17 May 66
Purdy, James C.	2d Lt	31 Mar 66
Richards, Alex R.	A2C	23 Jun 66
Roodbeen, John V.	A2C	17 May 66
Skues, Joseph C.	A2C	17 May 66
Sobieski, Raymond W.	A2C	30 Apr 66
Starkey, James A.	A2C	17 May 66
Sykes, William H., Jr.	TSG	26 May 66
Trzcinski, Vincent A.	A2C	30 Apr 66
Ulrich, Paul S.	A1C	21 May 66
Urban, Carrol E., Jr.	A3C	16 Apr 66
Washabaugh, Ralph R.	TSG	10 Jun 66

DEMOTION

Lozon, Lanny F.	AB	14 May 66

* Promotion retroactive to 1 July 1960.

ROSTER AS OF 30 JUNE 1966

Alexander, Richard Ward	Lt Colonel	FV835100
Beyl, Donald Frederick	Lt Colonel	FV3061685
Hindman, Robert J.	Lt Colonel	FV550965
Riley, John Covel	Lt Colonel	FV3061636
Taft, Jack N.	Lt Colonel	FV810969
Bowring, Harold H.	Major	FV689013
Coffman, Howard D.	Major	FV2067107
Day, Charles Eland	Major	FV3025503
Elliott, David G.	Major	FV763125
Farrell, Bernard	Major	FV667274
Guillou, William Pierre	Major	FV3062418
Hlatky, Robert	Major	FV943017
Hofmeister, Franklin Otto	Major	FV926818
Hylton, Archie Miller	Major	FV840099
McLeod, Michael T.	Major	FV835040
Onesi, James William	Major	FV2063461
Piddington, Ray Maxwell	Major	FV831269
Reid, Donald Kenneth	Major	FV2223651
Sherrill, Henry Ellis	Major	FV2071375
Watts, Robert Rust	Major	FV2084080
Austin, John Heston	Captain	FV3014245
Bell, Norman Russell	Captain	FV3058238
Boraski, Adam A. Jr.	Captain	FV3025031
Braun, Gerard Joseph	Captain	FV3080337
Conger, Myron Clair	Captain	FV3058977
Cutshall, David Charles	Captain	FV937074
Ferguson, Roger George	Captain	FV3085834
Guerra, Phillip Anthony	Captain	FV3023837
Heizer, Eric W.	Captain	FV2206284
Kaske, Bernard Joseph, Jr.	Captain	FV3035645
Lopez, Ray C.	Captain	FV2229602
McClear, Robert Joseph	Captain	FV2211712
McLaughlin, George G.	Captain	FV3033676
Robinson, Thomas Earl, Jr.	Captain	FV3005259
Ruttenberg, John Jules	Captain	FV3050915
Schwartz, Jack (NMN)	Captain	FV3019071
Srull, Charles Frederick	Captain	FV3039922
Wanamaker, Giles Alexander	Captain	FV3011925
Wood, John Filmore	Captain	FV3025248
Bobrowski, Lawrence Marion	2d Lt	FV3178863
Purdy, James Clark	2d Lt	FV3178860

Boyle, Robert Irving	CMS	AF11252056
Krantz, Arthur Edward	CMS	AF35545200
Adams, Jack Bateman	SMS	AF18083439
Baker, Elijah L.	SMS	AF15283098
Dulaney, Roy Wilson	SMS	AF16252764
Knippenburg, William Carleton	SMS	AF16624786
Parker, James R.	SMS	AF16253818
Bankhead, J. W.	MSG	AF18041237
Dort, Roy Brenton	MSG	AF16322924
Dykema, John William	MSG	AF16425107
Fischer, Udo Claus Juergen	MSG	AF16378727
Harry, Charles William	MSG	AF[illegible]207718
LeMay, Nelson Junior	MSG	AF36852516
Nice, Jack Vincent	MSG	AF15069091
Siefert, Robert Lee	MSG	AF16346163
Simmons, Carl Frederick	MSG	AF6832855
Trayer, Gordon Russell	MSG	AF16747618
Walker, Buddy Boyce	MSG	AF16441179
Alexander, Buford	TSG	AF16449547
Ciaravino, Charles Robert	TSG	AF27040319
Connole, Ronald Dwaine	TSG	AF16490768
Colin, James Henry	TSG	AF16401007
Crayton, Leon	TSG	AF14563840
Dusette, Marvin Kenneth	TSG	AF16624769
Gill, Dennis Clarence	TSG	AF16246946
Godwin, David Raymond	TSG	AF16583875
Hefferon, George Xav[illegible]	TSG	AF21690256
Keiningham, Jack	TSG	AF18339573
Scott, James Denton	TSG	AF14517189
Taylor, Gerald W.	TSG	AF18302312
Washabaugh, Ralph H.	TSG	AF16326525
Watts, James Joseph	TSG	AF14564875
Boldin, Charles Donald	SSG	AF12521119
Brown, William McKimm Jr.	SSG	AF13734311
Coughlin, William Michael	SSG	AF16448851
Delisle, John Gilbert	SSG	AF16427433
Ericksen, John Lozon	SSG	AF16268299
Eveland, Ronald A.	SSG	AF16410857
Flint, Kenneth E.	SSG	AF15650353
Galat, Michael William	SSG	AF16160083
Graham, John Mason	SSG	AF16603246
Griffith, Kenneth Leroy	SSG	AF16440868

Hicks, Phillip M.	SSG	AF25003344
Haesler, Merrill Colin	SSG	AF16432227
Inman, Gilbert Clyde	SSG	AF18396377
Kovacik, Thomas Frederick	SSG	AF16509899
Lyons, Raymond J.	SSG	AF16439618
Lubinski, Anthony Stephen	SSG	AF36869368
McDonald, Edward J.	SSG	AF16043084
McLane, Orlo M.	SSG	AF16738447
Moraites, Peter James	SSG	AF16507888
Padilla, Robert Francis	SSG	AF27044108
Roman, David G.	SSG	AF16462960
Shea, William Edward Jr.	SSG	AF16111217
Sykes, William Haynes, Jr.	SSG	AF11[illegible]750
Trammell, Jerry Willis	SSG	AF16841464
Turner, John Robert, Jr.	SSG	AF16624794
Walker, Ted Allen	SSG	AF15542316
Withrow, Cleatus Owen	SSG	AF1[illegible]
Woolcock, Gerald Lee	SSG	AF13742529
Zamponi, Charles James	SSG	AF13544906
Harrison, Barrett Jon	A1C	AF18652629
Heizer, Gerhart Stephen	A1C	AF27069110
Johnson, Walter William Jr.	A1C	AF14689817
Latta, Steven Earl	A1C	AF16732912
Medina, Glenn E.	A1C	AF17607396
Metz, Michael R.	A1C	AF16673657
Piwonski, Arthur Peter	A1C	AF27087260
Ulrich, Paul Stanley	A1C	AF17612363
Arnold, Gary James	A2C	AF16776801
Blattel, Roger Walter	A2C	AF16450727
Blenkle, Donald Edward	A2C	AF16738428
Buback, Lawrence Peter	A2C	AF16747657
Carreyn, Roger Thomas	A2C	AF27127120
Cassidy, Donald Martin	A2C	AF16747655
Crawford, Bruce D.	A2C	AF16776935
Dubey, David Lawrence	A2C	AF16776936
Francis, Patrick James	A2C	AF16800113
Grobbel, William Joseph	A2C	AF16776943
Hachenski, Gerald Edwards	A2C	AF16776942
Helms, Richard Townsend	A2C	AF16737656
Houston, Ernest James Jr.	A2C	AF16719138
Hysen, Pulump Paul	A2C	AF16776884
Janowack, George	A2C	AF16747634
Johnson, Gary Edwin	A2C	AF16776883

Johnson, Melvin Kermit	A2C	AF16719118
Leahy, Gordon Howard	A2C	AF16776885
McLarty, Roland John	A2C	AF17642396
Masserang, James Arthur	A2C	AF16800112
Richards, Alex Rhado	A2C	AF16800106
Santilli, Ercole John	A2C	AF16800114
Skues, Joseph Charles	A2C	AF16800132
Sobieski, Raymond Wallace	A2C	AF16776944
Verhaeghe, Allen Vincent	A2C	AF16776937
Earls, Marion Clifford	A3C	AF16800131
Johns, William Roy	A3C	AF16800133
Judd, Steven Howard	A3C	AF16841430
Lutz, Lawrence James	A3C	AF16841448
Mulholland, James Joseph	A3C	AF16841451
Roodbeen, John Victor	A3C	AF16776945
Starkey, James Alger	A3C	AF16800122
Tippery, Robert Craig	A3C	AF16841456
Trzcinski, Vincent Anthony	A3C	AF16800121
Urban, Carrol Eugene Jr.	A3C	AF16841449
Whitehead, Michael Page	A3C	AF16800120
Brusseau, Robert Allen	AB	AF16841452
Casper, John Edward	AB	AF16841446
Celani, Daniel	AB	AF16841462
Graff, Robert Lee	AB	AF16841450
Jones, Robert Gordon	AB	AF16841458
Lozon, Lanny	AB	AF27083375
Samuelson, Robert Craig	AB	AF16831355
Stromberg, James Kermit	AB	AF16841456
Warner, Robert Vincent	AB	AF16841447
Yuhas, Joseph Peter	AB	AF16841457

CHAPTER III

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

During the early months of this period the unit was endeavoring to maintain currency in the HU 16B as well as beginning training in the KC 97. Thirty flights took place during January and February in the HU 16B, and a search mission was flown by two "Albatross" on 17 and 18 March for a missing civilian aircraft between Weiston, Canada, and Alpena, Michigan. Twelve hours and twenty minutes were flown on this last search mission for the HU 16B aircraft in the 305th Aerospace Rescue and Recovery Squadron.

The annual active duty for training encampment was held at Selfridge Air Force Base 5-20 February 1966. The time period and training site were selected to coincide with the availability of the C-97 MTD which was required to initiate the unit aircraft conversion program.

Twenty-five officers were authorized on the unit manning document, thirty officers were assigned and twenty-six attended the encampment. The unit was authorized eighty-seven airmen, ninety-four were assigned and seventy attended the encampment. The overage assigned resulted from recruiting against the FY 4/66 unit manning document. Of the twenty-eight personnel who did not attend the encampment, ten were non-prior service

personnel attending basic military training and seven were on temporary duty to the 55th Aerospace Rescue and Recovery Squadron for HC 97 familiarization. Four individuals performed active duty school tours in lieu of encampment and five were excused absences.

Two HU 16B aircraft and two KC 97 aircraft were assigned to the 305th Aerospace Rescue and Recovery Squadron through the encampment. The HU 16 aircraft were utilized to accomplish AFM 60-1 minimums and to continue upgrade training on non-pilot aircrew members. Twenty-three sorties, totaling 51+05 hours were flown. Weather conditions were generally good throughout the period and accounted for only three mission cancellations. Recurring communication equipment discrepancies caused two airborne aborts and necessitated rescheduling one mission. The KC 97 aircraft were utilized for ground training only in conjunction with the MTD.

The following aircrew upgrade and continuation flying training was accomplished:

Five crewmembers completed annual proficiency evaluation flight checks.

Two pilots completed annual instrument flight evaluation.

One navigator was upgraded to flight examiner.

Three nonprior service pararescue men completed initial qualification training, except for flight check. Total jumps for all assigned pararescue men were: open field - 24; tree - 9; and night open field - 5.

All aircrew members flew during the encampment and were current in accordance with AFM 60-1.

The following ground training was accomplished during this period of active duty for training:

Annual Navigator Academic Refresher Course and Examination was given to all assigned navigators. The Pilot Instrument Refresher Course and Examination, normally administered during the encampment, was waived by Continental Air Command until the April 1966 Unit Training Assembly due to the MTD requirement.

The C 97 MTD conducted 4,386 student hours of training during this fifteen day period. Aircrew familiarization accounted for 2,476 student hours and maintenance familiarization for 1,910 student hours.

Aircrew specialized training totaled 1,489 hours; nonaircrew specialized training 995 hours and General Military Training 610 hours.

Seven pararescue men were dropped into the tree drop zone in Huron National Forest where they began a five day field trip and simulated mission.

A highlight of the encampment for the reservists was a weekend visit of an HC 97 aircraft from the 55th Aerospace Rescue and Recovery Squadron, Kindley Air Force Base, Bermuda. It served to re-energize dwindling morale after two weeks of difficult classroom work and enabled MTD instructors to clear up areas of difference between the HC 97 and other C 97 models.

This encampment, conducted at the home station proved far more productive than the previous concept of deploying the entire squadron to a distant base. No time was lost in deployment; nor did unscheduled aircraft maintenance generated by a long distance move become a factor in the flying program. The flying safety aspect was enhanced by the familiarity of the aircrews with local facilities, restrictions and weather phenomena.

Major Archie M. Hylton, Operations and Training Officer, and Major Charles E. Day, HC 97 Standardization Officer, spent the month of February on temporary duty with the 55th Aerospace Rescue and Recovery Squadron in Bermuda, in upgrade training.

The first flight in C 97 aircraft in the 305th Aerospace Rescue and Recovery Squadron took place at 1100 hours on 18 March 1966, with Major John F. Blankemeir (Military Airlift Command

Advisor), pilot; Captain Charles E. Day, co-pilot; MSG Leo J. Mulligan, AF 15042855 (Military Airlift Command Advisor), first engineer; SMS Jack B. Adams, second engineer, on an acceptance flight for aircraft KC 97G 530253. The flight was of 2+10 duration.

An aircrew, consisting of pilot, Captain Charles E. Day; co-pilot, Major Archie M. Hylton; first engineer SMS Jack B. Adams; second engineer, MSG Charles W. Harry; and navigator, Captain Myron C. Conger, departed Selfridge Air Force Base in April enroute to Kindley Air Force Base in Bermuda to ferry the first HC 97 assigned to the 305th Aerospace Rescue and Recovery Squadron to Selfridge. April 23 marked the long awaited day and all hands were on deck to watch HC 97 530170 as it landed on the rescue ramp.

Three more aircraft followed during the month of June: HC 97 530165 from Bermuda on 8 June; HC 97 522713 from Wheelus Air Force Base, Libya, on 14 June, and HC 97 530117 from Wheelus Air Force Base, Libya, on 19 June. The latter was ferred by an Aerospace Rescue and Recovery Service ferry crew.

Although the unit was not operationally ready, personnel were quick to respond when a call for assistance to search for an F 106 from First Fighter Wing, Selfridge Air Force Base, Michigan, was

reported missing over Lake Huron. Three sorties totaling 19+10 hours were flown 13 - 15 June in the HC 97 aircraft.

Training assumed a new and challenging aspect for the aircrew members of the 305th Aerospace Rescue and Recovery Squadron as conversion to the new aircraft progressed. All were enthusiastic and the squadron area took on the appearance of a campus as reservists "hit the books."

As of 30 June the following training had been accomplished:

Major Charles E. Day upgraded to Instructor Pilot.

Lt Colonel John C. Riley and Major Archie M. Hylton upgraded to First Pilot.

Lt Colonel Donald F. Beyl upgraded to Co-pilot.

Captain Myron C. Conger upgraded to Navigator Flight Examiner.

Major James W. Onesi and Captain Roger G. Ferguson upgraded to Instructor Navigator.

Captain Bernard J. Kaske and Captain David C. Cutshall upgraded to Primary Navigators.

SMS Jack B. Adams upgraded to Instructor Engineer.

MSG Charles W. Harry, TSG Jack Keiningham and TSG Jack V. Nice upgraded to First Engineer.

SSG William H. Sykes, SSG David R. Godwin, SSG John L. Ericksen, SSG Dennis C. Gill and SSG James J. Watts upgraded to Second Engineers.

The Pararescue Section experienced major changes during the reporting period. The additional requirement to be SCUBA qualified was levied upon the pararescue men.* It became necessary for coordination to be effected for them to attend the schools which would make them SCUBA qualified. Coordination with the Michigan State Police to furnish preliminary underwater training for four pararesuce noncommissioned officers resulted in MSG Udo C. Fischer, TSG James Scott, SSG Charles R. Ciaravino and SSG George X. Hefferon attending Underwater Recovery Squad Training School at East Lansing, Michigan, 18 - 26 April 1966.

While in attendance at the school the 305th pararescue non-commissioned officers reciprocated for their hospitality by conducting a survival and rescue program for the Michigan State Police sponsored Explorer Scout Post 100.**

In accordance with letter from Continental Air Command, 9 June 1966, subject: Watercraft, the unit made an attempt to obtain joint utilization of a powered boat which would be utilized in support of pararescue SCUBA operations.*** Such a watercraft was not available for joint utilization. However, a boat was

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* Supporting Document 4
** Supporting Document 5
*** Supporting Document 6

located at Stewart Air Force Base, New York, and was picked up early in the next reporting period and brought to Selfridge Air Force Base for the use of the Pararescue Section.

A "new look" came into being in the Pararescue Section with the authorization by Air Force of the maroon beret for wear by qualified pararescue men. Silver parachute wings are worn on the berets until the silver replica of Aerospace Rescue and Recovery Service emblem becomes available. Black boots with bloused trousers complete the distinctive uniform of "Mr. Rescue."

Aircrew Status

	Auth	Asgd	Ops Ready	Non-Current	Unqual	DNIF
1 January 66						
Pilots	12	13	0	10	3	0
Navigators	6	7	0	5	1	1
Radio Operators	6	6	4	2	0	0
Flight Mechanics	6	6	4	0	2	0
Flight Engineers	8	8	0	0	8	0
30 June 66						
Pilots	28	23	5	0	18	0
Navigators	12	13	2	0	11	1
Radio Operators	12	8	0	0	0	0
Flight Engineers	24	16	10	0	6	0
Pararescue	13	8	7	0	1	0

Air Reserve Technician Navigator was not physically qualified for flying duty during the entire period due to a head injury suffered in Oct 1965.

Last HU 16B Crew to Fly the Albatross in the 305th


U.S. AIR FORCE
0045

CHAPTER IV

INFORMATION - PUBLIC RELATIONS

INFORMATION - PUBLIC RELATIONS

An active information program was in effect throughout the reporting period. The activities of the 305th Aerospace Rescue and Recovery Squadron were well covered by local newspapers: The Detroit News, Detroit, Michigan; Macomb Daily, Mt. Clemens, Michigan; and the Selfridge Flyer, Selfridge Air Force Base, Michigan.

As is usual, members of the 305th Aerospace Rescue and Recovery Squadron served as speakers to various groups in the local reas, as indicated below:

8 Mar 66	Lt Colonel Riley was speaker at the Coolidge School in Detroit, Michigan, to a group of scouts, their parents, and local dignitaries, at the annual Blue and Gold Banquet. The film, "Air Rescue Service" was also viewed by the group.
Apr 66	MSG Udo C. Fischer, and members of the Para-rescue Section, conducted a program on survival and rescue for the Michigan State Police sponsored Explorer Scout Post 100 in East Lansing, Michigan.
6 May 66	Captain Phillip A. Guerra gave presentation on the role of the 305th at Selfridge Air Force Base,

its past accomplishments and future goals, at the Dresden Elementary School in Utica, Mich.

27 May 66 — Unit hosted students of Disco Elementary School of Utica, Michigan. A pararescue demonstration, tour of the aircraft, and showing of film on Air Rescue Service, constituted this program.

30 May 66 — Lt Colonel Riley spoke at the Memorial Day ceremony in Mt. Clemens, Michigan.

24 Jun 66 — Unit was visited by the Community Rescources Workshop of Utica, Michigan. A group of fifty persons witnessed a pararescue demonstration, toured an aircraft and viewed a film on Air Rescue Service.

Among the many visitors to the unit during this period was Major General Edward H. Nigro, Commander Sheppard Technical Training Center, Texas, who arrived here as a Brigadier General and was notified during his brief stay that he had been promoted to Major General.

Also paying the 305th Aerospace Rescue and Recovery Squadron a visit (which had not been scheduled) was Mrs. George Romney, wife of the Governor of the State of Michigan. Mrs. Romney had

been invited by the Officers' Wives Club of Selfridge Air Force Base to address them. Upon fulfillment of her speaking engagement Mrs. Romney requested, and was granted a tour of the 305th Aerospace Rescue and Recovery Squadron. She was especially interested in, and enthusiastic about the pararescue operation.

Upon graduation from Officer Training School 2d Lt. Lawrence M. Bobrowski reported to the unit to complete his tour of active duty and was assigned the duties of Unit Information Officer. Lt. Bobrowski is employed in the Publicity Department of the Oldsmobile Automobile Company.

Arrival of the first HC 97 at Selfridge created a great deal of interest. So much so, that the aircraft was put on static display for all to tour. Approximately 300 military, dependents, and civilian employees took advantage of the occasion to get a first-hand look at the Stratorescuer.

The 305th Aerospace Rescue and Recovery Squadron sponsored a Little League Team again, as they have in the past four years.

Static Display on Armed Forces Day



Michigan's First Lady Receives a Lesson in Proper
Parachute Packing Procedure



Pararescue Demonstration for Students of Disco
Elementary School


Pararescue

CHAPTER V

AIRCRAFT MAINTENANCE

AIRCRAFT MAINTENANCE

The beginning of a new year found the Aircraft Maintenance Section setting up operations in their newly assigned area in building 1414, and in hangars 1428 and 1429.

Lt Colonel Donald F. Beyl, FV 3061685, Aircraft Maintenance Officer, and CMS Robert I. Boyle, AF11242056, Organizational Maintenance Foreman, arrived early in January from the 902d MATRON Squadron at Grenier Air Force Base, New Hampshire, to assume their duties with the 305th Aerospace Rescue and Recovery Squadron.

As the transition from a four aircraft HU 16B unit to a nine aircraft HC 97 unit was slowly put in gear authority to overhire against the FY 4/66 UMD permitted immediate action to recruit key maintenance personnel. However, the programmed deactivation of the 403rd Troop Carrier Wing (Reserve), also located at Selfridge Air Force Base, was announced, and a freeze placed on the hiring of air reserve technicians. This action adversely affected the recruiting program in the unit.

KC 97 support equipment which had been left by the 307th Air Refueling Squadron (Strategic Air Command) upon their deactivation was inventoried and accepted. Excess SAC equipment filled

over forty percent of unit equipment authorization, and action was taken by Material Control to acquire the remainder.

As the first month of the new year drew to a close, plans and schedules were being prepared for the forthcoming two-week annual active duty for training encampment. Forty hours of HU 16 flying were supported during the month of January.

The annual active duty for training encampment was conducted at Selfridge Air Force Base, Michigan, 5 - 20 February. A concentrated training effort, under the direction of the 630S Mobile Training Detachment, Sheppard Air Force Base, Texas, was put forth in order to accelerate qualification of maintenance personnel in the 97 type aircraft. The majority of the maintenance personnel completed the eighty hour course. Four men remained at their normal duty in order to support sixty-seven hours of HU 16 flying during this time. Five men were on temporary duty with the 55th Aerospace Rescue and Recovery Squadron, Kindley Air Force Base, Bermuda, to obtain practical first-hand experience in support of HC 97 operations.

Conversion of the two assigned KC 97 aircraft was started during the month of February. It was necessary to remove the aerial refueling booms and to modify the aircraft somewhat in order for them to assume the temporary role of a trainer.

KC 97 53253 was given a test flight on 18 March 1966, and marked the beginning of all around KC 97 training.

Phase inspection and acceptance inspection readied aircraft KC 97 522784 for flight in early April.

Forty-eight hours of HU 16 flying, and twenty-three hours of KC 97 flying were supported during the month of March.

Hiring of qualified maintenance personnel continued to be a priority item on the maintenance agenda. Engine specialists recently discharged from the 307th Air Refueling Squadron (SAC) were hired and recruiting was accelerated in an effort to fill the periodic dock and specialist vacancies. Temporary promotions were authorized by Continental Air Command (in view of the programmed deactivation of the 403rd Troop Carrier Wing). However this did permit some 403rd Troop Carrier Wing personnel to transfer to the 305th Aerospace Rescue and Recovery Squadron. Constant effort on the part of the supervisors and the Base Civilian Personnel Office eventually satisfied the requirement for skilled mechanics.

During the month of April, an aircrew was dispatched to Kindley Air Force Base, Bermuda, to ferry the first HC 97 aircraft, serial number 53170, to the 305th Aerospace Rescue and Recovery Squadron. On 23 April 1966 as TSG James Colin, AF16401007, parked "170" on the rescue ramp he was reminded of a day seven years before when he

was on the ramp awaiting the first HU 16 to be assigned to the 305th Air Rescue Squadron, and of parking that aircraft also.

During the month of April, the Maintenance Section supported nineteen HU 16 flying hours and ninety-three KC 97 flying hours.

A day of mixed emotions was experienced on 3 May when the last HU 16B, along with WRM/TK and support equipment, was transferred to the 302d Aerospace Rescue and Recovery Squadron (Reserve), Luke Air Force Base, Arizona.

The Material Control Section was perhaps one of the busiest sections during this era of conversion as they proceeded to set up HC 97 bench stock and establish supply delivery procedures to insure the unit would have available the parts, nuts or bolts they required.

Heavy flying training schedules, phase inspections, acceptance inspections and unscheduled maintenance, kept maintenance personnel working at a feverish pace in support of 111 KC 97 flying hours, thirty HC 97 flying hours and two HU 16B flying hours during the month of May.

June saw the arrival of two more HC 97 aircraft, 522713 and 530117, while Maintenance supported seventy-eight hours of KC 97 flying and 128 hours of HC 97 flying.

During the very busy, certainly far from routine period covered by this report, the Aircraft Maintenance Section supported 649 hours of flying; five engines were changed; four acceptance inspections performed and thirteen phase inspections completed.

Aircraft Assigned and Possessed

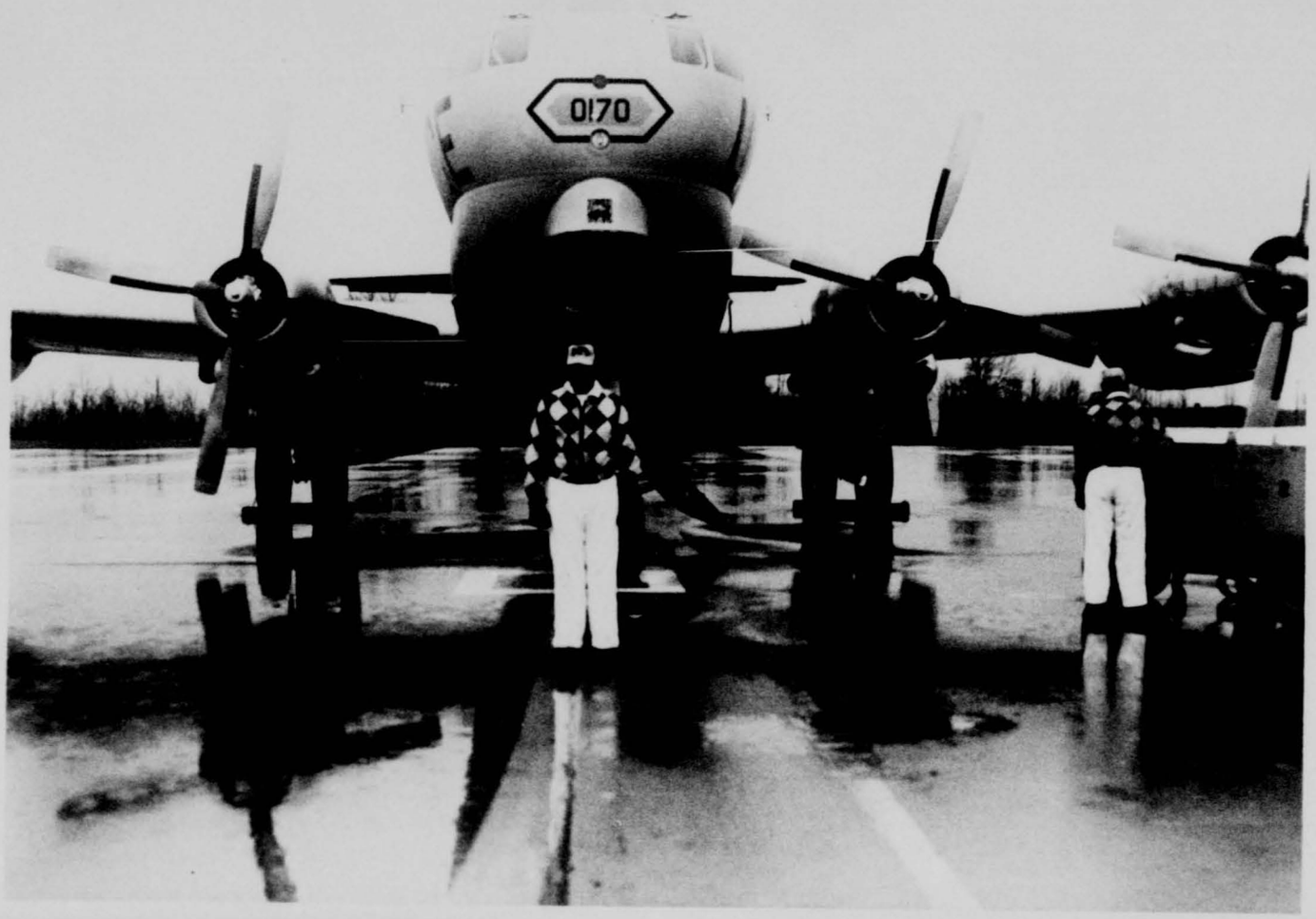
1 January 1966

HU 16B 510045
HU 16B 51169
KC 97 530253
KC 97 522784

30 June 1966

KC 97 520253
KC 97 522784
HC 97 530170
HC 97 532713
HC 97 530117
HC 97 530165

TSG James Colin Parking the First HC 97 in the
305 Aerospace Rescue and Recovery Squadron


0170

SUPPORTING DOCUMENTS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

	ACTION	INFO
COMDR		X
ADM		X
OPS		X
MTN		X
		X
		X

SPECIAL ORDER
G-6

18 January 1966.

Supporting Document 1

1. The following Hq USAF-controlled Air Force Reserve Units are redesignated as indicated, effective 18 January 1966:

Unit-Present Designation	New Designation
301 Air Rescue Squadron	301 Aerospace Rescue & Recovery Squadron
302 Air Rescue Squadron	302 Aerospace Rescue & Recovery Squadron
303 Air Rescue Squadron	303 Aerospace Rescue & Recovery Squadron
304 Air Rescue Squadron	304 Aerospace Rescue & Recovery Squadron
305 Air Rescue Squadron	305 Aerospace Rescue & Recovery Squadron

a. The Directorate of Data Systems and Statistics, this headquarters, will submit an Air Force Organization Status Change Report (RCS: AF-01) in accordance with AFR 20-49.

b. Authority: Ltr AFOMO 512n, DAF, 12 Jan 66, subject: Redesignation of Air Rescue Squadrons to Aerospace Rescue and Recovery Squadrons, Air Force Reserve.

2. CAPT HAROLD M OWEN, FV3008057, Hq Air Reserve Personnel Center, 3800 York St, Denver, Colo qualified as Expert in small arms marksmanship training and is awarded the Small Arms Expert Marksmanship Ribbon.

FOR THE COMMANDER

HEADQUARTERS CONTINENTAL AIR COMMAND OFFICIAL

DONALD E. REEL, MAJ USAF
Asst Director of Administration

7-DAS-M; 1-SL; 3-Ea PMP-C, PMP-Q;
8-PMP-D; 2-Individual concerned (Para 2)
1-Research & Coordination Sec, Ref Svc Br, Mil Pers Records Cen, St Louis, Mo 63132
1-Hq Fourth AFRes Rgn (Sp Records Sec)
1-PRP-AA, PRP-BP-CSS-R

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2-ea Hq USAF (AF0M0A)(AFPDCG)(AFPMC)
3-ea Hq USAF (AFMSG)(AF0APD)
3-DA, Office of Chief Engr, Attn:ENGLH
3-Hq Army & AF Exchange Svc, 8W14th St, New York, NY Attn:CSXAD
5-ARPC(AS); 1-ARPC(SAA)
15-LSS-C; 4-TMO-R; 10-Ea Unit concerned;
3-Ea MAC, TAC, HQCOMD USAF, AU, AFSC, SAC, ATC, AFCS, AFLC, ADC, PACAF, AAC
5-MAC(MAXMO); 1-DAS-PL

G-6

Supporting Document 2

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

SPECIAL ORDER
G-52

5 May 1966.

The following Hq USAF-controlled Air Force Reserve Units are reorganized under appropriate Unit Manning Documents with capability as cited in Part I of O/Ts indicated, effective 1 June 1966:

Unit	Organization Table Composition
301, 302, 304 Aerospace Rescue & Recovery Squadrons	2215, 1 Dec 64, para 1 and 2a, Part I (Parts IIA and B)
303, 305 Aerospace Rescue & Recovery Squadrons	2215, 1 Dec 64, para 1 and 2c, Part I (Parts IIA and C)

a. Personnel will be furnished from sources of Air Force Reserve personnel available to the Commanders of the above units.

b. Units will be equipped in accordance with Volume IV, AFM 67-1.

c. The Directorate of Data Systems and Statistics, this headquarters, will submit an Air Force Organization Status Change Report (RCS: AF-01) in accordance with AFR 20-49.

d. Authority: Ltr DAF (AFOMO 512n) 12 Jan 66, subject Redesignation of Air Rescue Squadrons to Aerospace Rescue and Recovery Squadrons, Air Force Reserve, as amended by para 1a, ltr DAF (AFOMO 579n, 28 Apr 66, subject: Redesignation and Reorganization of the Headquarters 349th Troop Carrier Wing, Medium and Certain Other Air Force Reserve Unit Actions.

FOR THE COMMANDER

HEADQUARTERS CONTINENTAL AIR COMMAND OFFICIAL

M. J. FAZLOLLAH, LtCol, USAF
Deputy Director of Administrative Services

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(See Reverse Side)

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S
1-Ea Hq USAF (AFDASA, AFADSA, AFPMDR-02, AFPMRB)
2-Ea Hq USAF (AFOMOA, AFPDCG, AFPMC)
3-Ea Hq USAF (AFMSG, AFOAPD)
3-DA, Officer of Chief Engr, Attn:ENGLH
3-Hq Army & AF Exchange Svc, 8W 14th St,
New York, NY Attn:CSXAD
5-ARPC(AS); 1-ARPC(SAA)
15-LSS-C;
4-TMO-R
10-Ea Unit concerned
3-Ea MAC, TAC, HQCOMD USAF, AU, AFSC, SAC, ATC,
AFCS, AFLC, ADC, PACAF, AAC
5-MAC(MAXMO)
1-DAS-PL
7-DAS-M
1-ISL
3-Ea PMP-C, PMP-Q
1-Ea PRP-AA, PRP-P, PRP-BP, CSS-R,
1-Hq Fourth AFRes Rgn (Sp Records Sec)

Supporting Document 3

R012120Z
FM CONAC
TO RUCDAJ/5AFRR SELFRIDGE AFB MICH
INFO RUCDAJ/1CMBTSPTGP SELFRIDGE AFB MICH
RUCDAJ/403TRP CARRWG SELFRIDGE AFB MICH
RUCDAJ/305AEROSPRESC&RECOVYSQ SELFRIDGE AFB MICH
BT
UNCLAS DCS/P 00569 APR 66.
ACTION 5AFRR (COMDR); INFO: 1 CMBT SPT GP (CPO), 403D AND 305TH (COMDR). REFERENCE 1 CMBT SPT GP MESSAGE, 1CCPO 60021, 25 MAR 66, OF WHICH YOU WERE INFO ADDRESSEE. IN LETTER 21 DEC 65, CHIEF OF STAFF, HQ USAF, PERSONALLY INDICATED THAT EARLY LOSS OF COMBAT CAPABILITY IN C-119 GROUPS SCHEDULED FOR INACTIVATION IS NOT IN BEST INTEREST OF THE AIR FORCE AND DIRECTED THAT POSITIVE STEPS BE TAKEN TO INSURE RETENTION OF THESE GROUPS AT A HIGH DEGREE OF COMBAT CAPABILITY. ONE OF THE STEPS TAKEN BY THIS HEADQUARTERS WAS TO RESTRICT REASSIGNMENT OF ART PERSONNEL, AT THE SAME TIME GUARANTEEING JOB PLACEMENT AT APPROPRIATE TIME. PROPOSAL TO REASSIGN 23 EMPLOYEES FROM 403D TRP CARR WG TO 305TH AERSP RESC & RECOVY SQ WOULD RESULT IN LOSS OF COMBAT CAPABILITY AND, THEREFORE, IS NOT CONSISTENT WITH THE CHIEF OF STAFFS DIRECTIONS, AND SUBSEQUENT GUIDANCE FROM THIS HEADQUARTERS. REQUEST YOU TAKE STEPS TO INSURE THAT THE COMMANDER AND MANAGEMENT STAFF OF BOTH UNITS, AND THE CPO, SELFRIDGE AFB, THOROUGHLY UNDERSTAND THE CHIEF OF STAFF, HQ USAF, DIRECTIONS, AND THAT THE OFFER AND ACCEPTANCE OF REASSIGNMENTS OTHER THAN AS AUTHORIZED BY OUR GUIDANCE BE DISCONTINUED IMMEDIATELY. IN THIS CONNECTION THE CPO, SELFRIDGE AFB, MAY NOT ASSUME REASSIGNMENT ACTIONS BETWEEN THE 403D TRPCARRWG AND 305TH AEROSP RESC & RECOVY SQ ARE APPROVED IF REPLY IS NOT RECEIVED BY DATE THEY SPECIFY. THE 403TRPCARRWG SHOULD CONTINUALLY REASSURE WORK FORCE THAT THEY WILL BE PROVIDED WITH JOB PLACEMENT AT APPROPRIATE TIME. MR. STONEHOUSE, PCP, THIS HEADQUARTERS, WILL VISIT SELFRIDGE AFB IN IMMEDIATE FUTURE TO FURTHER COORDINATE MATTERS IN THIS AREA.
BT

Supporting Document 4

HEADQUARTERS
AIR RESCUE SERVICE (MATS)
UNITED STATES AIR FORCE
ORLANDO AIR FORCE BASE, FLORIDA

REPLY TO ATTN OF: ARODC

16 DEC 1965

SUBJECT: Reserve Pararescuemen

TO: CONAC (COPAC)
Robins AFB, Ga. [illegible]

1. Air Rescue Service has become increasingly concerned over the policy of waiving the ARS requirement for the Air Force Reserve Pararescuemen to attend the USN Underwater Swimmers School, AZN 92170 (SCUBA) as a prerequisite for pararescue qualification. Since 1961 [illegible] active duty pararescuemen have been required to attend [illegible] as a prerequisite for pararescue qualification. This requirement was established to increase the effectiveness of the pararescueman in a water environment and to improve his safety in an inherently dangerous situation.

2. The safe and effective utilization of active duty pararescuemen is heavily dependent upon the successful completion of SCUBA school. The increasing world-wide commitments of Air Rescue Service may necessitate utilization of Air Force Reserve Pararescuemen for extended periods in support of Air Rescue units. The inclusion of Air Force units in Emergency War Plans require fully operational units. Both of these considerations demand that Air Force Reserve Pararescuemen be SCUBA qualified.

3. For an Air Force Reserve Pararescueman to be fully qualified, he must become SCUBA qualified by satisfactorily completing the USN Underwater Swimmers Course AZN 92170, as provided for in the Air Force Unit Training Standard 130-2.

4. The following restrictions are in effect until paragraph 3, above, is complied with.

a. Pending completion of this school, Air Reserve Pararescuemen are restricted from performing water parachute jumps, both practice and operational.

b. Pararescuemen who are presently qualified except for SCUBA training may perform operational pararescue duties when no requirement for water parachute capability exists, until 1 July 1967, or until afforded the opportunity to become SCUBA qualified, whichever is sooner.

5. Although some attrition can be expected during accomplishment of this training, the necessity for this qualification justifies the action.

6. This policy will be reflected in a forthcoming change to Air Rescue Service Manual 55-1, Rescue Operations, 1 July 1965.

FOR THE COMMANDER

Walter E. Brown

WALTER E. BROWN, Colonel, USAF
DCS/Operations

Supporting Document 5

GEORGE ROMNEY
GOVERNOR

COLONEL FREDRICK E. DAVIDS
DIRECTOR

STATE OF MICHIGAN

MICHIGAN STATE POLICE

714 SOUTH HARRISON ROAD
EAST LANSING, MICHIGAN 48824

May 4, 1966

Lt. Colonel John C. Riley, Commander
305th Aerospace Rescue & Recovery Squadron
Selfridge Air Force Base, Michigan

Dear Colonel Riley:

During the past two weeks we had the pleasure of hosting men of your command who took part in our Underwater Recovery Squad Training School.

M/Sgt. Fischer, T/Sgt. Scott, S/Sgt. Ciaravino and S/Sgt. Hefferon conducted themselves with dignity and confidence while participating in this physically strenuous training, which often lasted from early morning to late evening. They were taught advanced swimming and life saving techniques and were certified as American Red Cross Water Safety Instructors at the end of the training.

These men also conducted a program on survival and rescue for our Michigan State Police sponsored Explorer Scout Post 100. One which the boys will be talking for some time.

Sergeants Fischer, Scott, Ciaravino and Hefferon are a real credit to the Air Force and reflect the fine cooperation which has always existed between our organizations.

Sincerely,

Fredrick E. Davids
DIRECTOR

FED:tdg

COPY

Supporting Document 6

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
Robins Air Force Base, Georgia 31093

REPLY TO
ATTN OF: LSS-C

9 Jun 1966

SUBJECT: Watercraft

TO: All Aerosp Resc & Recovy Sq

1. Reserve pararescue personnel are now required to be SCUBA trained and qualified (reference Chapter 9, ARRSM 55-1). Necessary in training personnel in this type work and to insure safety and operational requirements are met is a 16 to 20 foot powered boat. Active duty ARRS units are using the 16 ft 7 in Boston Whaler (Fiberglass) manufactured by the Fischer-Pierce Co. 1149 Hingham St, Rockland, Mass. Hq ARRS suggests using two 40 horsepower outboard motors with this watercraft. This craft meets the authorization requirements set forth in TA 006A, FSN 1900L000009LCTA when approved by CEMO.

2. Reserve ARRS units will contact the host base for possible joint utilization of watercraft already on hand and AFR 11-4 support agreements amended accordingly. If joint utilization is not possible or if the host does not possess a suitable powered boat, recommend an AF Form 601b be initiated requesting authorization for one each boat as suggested in paragraph 1 above.

FOR THE COMMANDER

Signed
FRANK PERSONS, Lt Col, USAF
Director of Supply and Services

Cy to: 3AFRR(DCS/L)
5AFRR(DCS/L)
6AFRR(DCS/L)
19 Bomb Wg (BEMO)
4510 CCr Tng Wg(BEMO)
22 Bomb Wg (BEMO)
939 Trp Carr Gp(BEMO)
1 Ftr Wg (BEMO)

K-SQ-RESC-305-Hi
Jul 1 1966

RETURN TO:

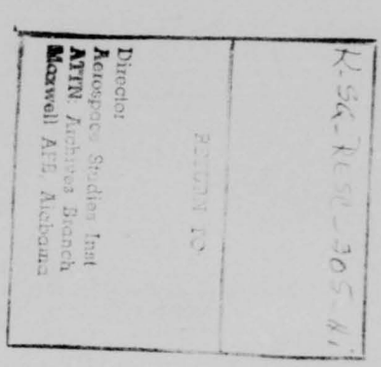
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

HISTORY OF
305 AEROSPACE RESCUE AND RECOVERY SQUADRON (RES)
Selfridge Air Force Base, Michigan 48045

1 July - 31 December 1966

AU D-5

6-4958-5



HISTORY OF

305 AEROSPACE RESCUE AND RECOVERY SQUADRON (RES)

Selfridge Air Force Base, Michigan 48045

1 July - 31 December 1966

RCS: AU D-5

Prepared by Delphine L. Stayler

Approved by:

JOHN C. RILEY, Lt Col, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND
UNITED STATES AIR FORCE

CAC-1CMBT SPT GP-ADC
Selfridge AFB, Mich.

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FOREWORD

Much progress was realized during this period. Upgrade training was proceeding at a steady rate and the unit was also able to participate in two search missions, two duck-butt missions and Operation Hi-Cat.

The efforts of the squadron commander to make the 305th "the best in rescue" were recognized through the presentation of a sustained superior performance rating for the exceptional manner in which he performed his duties as senior air reserve technician.

The unit received two management inspections, one by the Inspector General, Headquarters United States Air Force, in October, and the second by Headquarters Aerospace Rescue and Recovery Service in November. Both inspections were rated satisfactory.

The progress made during the period 1 July to 31 December clearly indicated that the C-Rating of the 305th Aerospace Rescue and Recovery Squadron would soon begin to move in the direction of C-1.

Lieutenant Colonel John C. Riley
Commander


US
US
RILEY, JOHN G. LTCOL. FV30616

CHAPTER I

MISSION AND RESOURCES

MISSION AND RESOURCES

Mission:

The mission of the 305th Aerospace Rescue and Recovery Squadron (Reserve) is to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

Organization:

The 305th Aerospace Rescue and Recovery Squadron is organized under Organization Table 2215, 1 December 1964, paragraph 1 and 2c, Part 1 (Parts 11A and C). * The unit was equipped in accordance with Volume IV, AFM 67-1.

The unit continued to be assigned to Continental Air Command for administrative, personnel, logistic and budgetary support with an M-Day assignment to the Military Airlift Command. The intermediate gaining command is Headquarters Aerospace Rescue and Recovery Service.

---

* Supporting Document 1

Headquarters Aerospace Rescue and Recovery Service provided supervision of training and performed management and operational readiness inspections.

Lt Colonel John C. Riley, FV 3061636, commanded the 305th Aerospace Rescue and Recovery Squadron (Reserve) throughout the reporting period.

Advisory Element:

Operating Location 6, Headquarters Aerospace Rescue and Recovery Squadron (Military Airlift Command) continued to provide advisory services to the 305th Aerospace Rescue and Recovery Squadron (Reserve). The advisory staff consisted of Major Paul A. Kolesar, FV 1911578, Master Sergeant William J. Bandy, AF 18386256, and Master Sergeant Kenneth R. Yax, AF 16261091. Major Charles H. Edwards, FV 942899, and Master Sergeant Melvin D. Bell were assigned to Operating Location 6 in July to complete the advisory staff.

Personnel:

As of 31 December 1966 there were thirty-eight officers and one-hundred and thirty-eight airmen assigned to the

squadron. Eight civilians were employed, of which three were overhires. The authorized overhires consisted of one clerk-typist assigned against the Personnel Staffing Specialist position, one stenographic specialist to alleviate the absence of the commander's secretary due to extended illness, and one sanitation helper.

A freeze was placed on hiring air reserve technicians during the previous reporting period due to the programmed deactivation of the 403rd Troop Carrier Wing (Reserve) at Selfridge Air Force Base. This condition continued to seriously impair the recruiting program in the unit. Positions could be filled only on a temporary basis and many qualified people were lost to the 305th Aerospace Rescue and Recovery Squadron due to this fact.

The position of Military Personnel Clerk (Typing), GS-5, in the Personnel Section, vacant since February of 1966, was upgraded to personnel Staffing Specialist, GS-7, on 30 September 1966. The military grade remained Technical Sergeant. It was anticipated that upgrading the position would make it possible to hire and retain a qualified person in this position. However, as stated previously the programmed

deactivation of the 403rd Troop Carrier Wing precluded hiring on a permanent basis and the position remained vacant throughout the reporting period, except for a clerk-typist who was overhired against the vacancy to perform routine clerical duties. This did not provide supervision and training of reservists during monthly unit training assemblies and therefore the section was still seriously hindered and no immediate relief was in sight.

The unit administration section published 275 order, numbered 241 through 516, and processed 222 pay vouchers for active duty for training during this period.

Budget:

During this period the unit spent $418,444 to fulfill its mission. Monies were expended as follows:

Civilian Pay	$365,287
Travel (Temporary Duty)	$ 17,285
Supplies	$ 35,029
Radios and Telephone	$ 843

The civilian payroll fell below estimates submited to Continental Air Command due to the many vacancies that the unit was unable to fill. A total of $3,187 was spent for overtime and 400 hours of compensatory time were used.

Location and Facilities:

Selfridge Air Force Base, Michigan, one of America's oldest and most historic military bases, is an Air Defense Command installation. The base is located on Lake St. Clair, thirty miles Northeast of Metropolitan Detroit, Michigan.

The 305th Aerospace Rescue and Recovery Squadron (Reserve) continued to occupy 8,680 square feet of space in building 1414, and two nose docks, hangars 1428 and 1429.

Projects for minor construction of a 2700SF lean-to addition to nose dock 1428 for an engine shop, a 2010SF lean-to addition to nose dock 1429 for an AGE shop and shelter, and a 1950SF addition to industrial building

1414 for pararescue storage and operations, and project SLF 167-6, Alter A/C Shop 1414, were submitted during the previous reporting period to alleviate what otherwise could develop into a space shortage for the unit.

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

Training of aircrew personnel was proceeding at a feverish pace as the unit worked toward upgrading from its C-4 rating. In addition, the 305th participated in Operation Hi-Cat and two duck-butt missions, Apache-Bravo IV, and Big Blast Bravo.

Assistance on two search missions was rendered by the 305th Aerospace Rescue and Recovery Squadron. The first was triggered by a request from Central Aerospace Rescue and Recovery Center on 19 August to make a route search of the Alpena, Michigan, area, in an effort to sight the wreckage, or possibly a survivor of a missing aircraft. The search was conducted but to no avail.

On 5 September a Canadian light aircraft, with two persons aboard was reported overdue on a night flight from Port Arthur to Toronto, Canada. The 305th Aerospace Rescue and Recovery Squadron and the Coast Guard Detachment, located at Selfridge Air Force Base, joined forces to conduct a route search and sector searches. The search, centered around Houghton, Michigan, was conducted over Lake Superior and the northern regions of Michigan. Over

sixty hours were expended in the search and upgrade training was temporaily delayed. *

On 28 September 1966 a milestone was passed as HC 97G 53-9173 touched down at Selfridge Air Force Base, for this marked the first 1,000 hour mark for the 305th Aerospace Rescue and Recovery Squadron, flying the Stratorescuer. Major Charles Edwards, Military Airlift Command Advisor, was providing upgrade training for Major Michael J. McLeod while making the historical flight.

Also during this period Major William P. Guillou, Air Reserve Technician Standardization Pilot, reached a milestone in his own career. Major Guillou was commended by General Howell M. Estes, Jr., Commander Military Airlift Command, for completion of 5,000 hours of accident-free flying.

The 305th Aerospace Rescue and Recovery Squadron flew 1,198+50 hours during the reporting period. Duck-butt missions consumed 42+30 hours, when on 27 October 1966 fifteen hours were expended on Apache-Bravo IV, and beginning 3 December 1966 27+30 hours were expended to support Big Blast Bravo. Operation Hi-Cat logged another

* Supporting Document 2

161+15 hours. During the reporting period 363 officer and 220 airman flying training periods were used.

Aircrew:

As previously stated upgrade training was being vigorously pursued by aircrew personnel and the following was accomplished during this period:

Six pilots upgraded to Rescue Crew Commander.

Six pilots upgraded to First Pilot.

Two pilots upgraded to Instructor Pilot.

Two pilots upgraded to Flight Examiner.

Five navigators to Rescue Crew Navigator.

Four navigators to Instructor Navigator.

Two navigators to Flight Examiner Navigator.

Three navigators to Primary Navigator.

Five Flight engineers to First Flight Engineer (rescue qualified).

Three flight engineers to Second Flight Engineer (rescue qualified).

Two flight engineers to First Flight Engineer (non-rescue qualified).

Four flight engineers to Second Flight Engineer (non-rescue qualified).

One flight engineer to Instructor Flight Engineer.

Two flight engineers to Flight Examiner Flight Engineer.

Four radio operators to Rescue Radio Operator.

Two radio operators to Instructor/Flight Examiner Radio Operator.

One pararescueman was upgraded to Qualified Pararescueman.

Two pararescuemen completed SCUBA School at Key West, Florida.

Aircrew Status As of 31 December 1966:

	Auth	Asgd	HC 97 Qual	HC 97 Rescue Qual
Pilots	28	22	10	7
Navigators	12	12	7	7
Radio Operators	12	12	4	4
Flight Engineers	24	23	14	8
Pararescuemen	13	12	7	7

The Air Reserve Technician Navigator, Captain Phillip A. Guerra, continued to be medically disqualified for flying duty as a result of a head injury in October of 1965. It

was anticipated that Captain Guerra would not be restored to flying duty in the near future and on 5 July 1966 he resigned his position as Air Reserve Technician Navigator and went into private industry.

Captain Myron C. Conger, FV 3058977, a reserve navigator with the squadron, was hired as Air Reserve Technician navigator to fill the vacancy created by the resignation of Captain Phillip A. Guerra.

Pararescue:

Master Sergeant Udo C. Fischer, Technical Sergeant George X. Hefferon and Technical Sergeant Charles R. Ciaravino, entered course AZN 92170, SCUBA Diving, at United States Naval School Underwater Swimmers, Key West, Florida, on 7 July 1966. Technical Sergeant Hefferon suffered a kidney infection and was returned to home station.

However, while Sergeant Hefferon was attending the course he was commended by the United States Navy Diving Surgeon for his efforts in behalf of a student who went into convulsions and stopped breathing while confined in a recompression chamber undergoing a mandatory oxygen tolerance test under pressure. Sergeant Hefferon administered artificial recuscitation and continued first aid for approximately twenty minutes.

Three nonprior service men were recruited and scheduled for basic training, survival training, rescue and survival technician course, SCUBA School and pararescue technician school, concurrently in order that they would have all formal schooling accomplished while on active duty.

On 9 September 1966 authorization was received from Continental Air Command to upgrade the Rescue and Survival Technician (Air Reserve Technician) positions to GS 8 at such time as the incumbents become SCUBA qualified.

On-the-Job Training:

Major William P. Guillou, Standardization Pilot, and Technical Sergeant Leon Crayton, Clerical Assistant, were assigned additional duties as squadron on-the-job training administrator and on-the-job training supervisor respectively, on 11 August 1966. Two airmen were administered seven level specialty knowledge tests, with five passing; six airmen were administered three level specialty knowledge tests and five passed.

Technical Sergeant George X. Hefferon prepares to exit from HC 97.

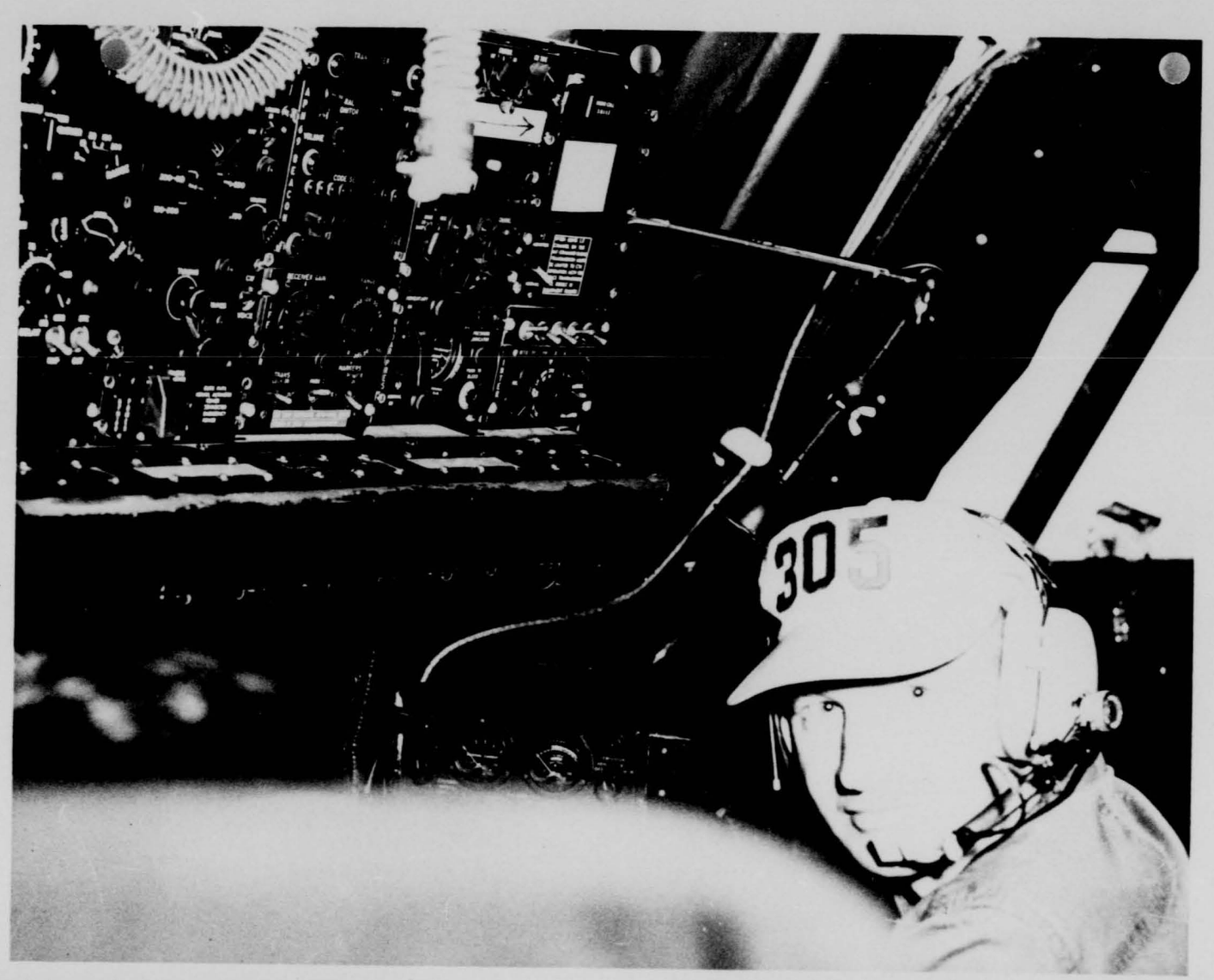


Pararescue men floating gracefully earthward are a common sight in the skies above Selfridge Air Force Base.



Master Sergeant Buddy B. Walker

Airborne Radio Operator


30

MSgt Ted A. Walker, Flight Engineer, at the panel of the Stratorescuer.



OPERATION HI-CAT

The High Altitude Critical Atmospheric Turbulence Project which is nicknamed Operation Hi-Cat began on 1 November 1966 at Ramey Air Force Base, Puerto Rico, for members of the 305th Aerospace Rescue and Recovery Squadron. *

The goal of the Hi-Cat Project, as defined by Air Force Dynamics Laboratory, Wright-Patterson Air Force Base, Ohio, is to search out and measure turbulence in the altitude region of forty to seventy thousand feet. The definition of the turbulence environment will be applied to design of new aircraft structures. Other benefits are derived from the data, such as the ability to forecast turbulent areas on the basis of prevailing meteorological conditions and geographical location. Therefore, this project is important to all elements of the Air Force, not only in effectiveness of weapons systems, but also in safety of crews.

The 305th Aerospace Rescue and Recovery Squadron's role in Operation Hi-Cat consisted of providing rescue coverage for the WU-2 aircraft. While at Ramey Air Force Base, Puerto Rico, seventeen directed sorties consuming 161+15 hours were flown without one maintenance delay or abort.

---

* Supporting Document 3

Aircrews rotated each two weeks during the six-weeks period of the Puerto Rico phase of Operation Hi-Cat.

Operation Hi-Cat continued into the next reporting period with missions in other parts of the world.

Staff Sergeant John Delisle is reenlisted by Major Archie M. Hylton aboard the HC 97 enroute to Puerto Rico to participate in Operation Hi-Cat.



CHAPTER III

AIRCRAFT MAINTENANCE

AIRCRAFT MAINTENANCE

On 1 July 1966 four HC 97 aircraft and one KC 97 aircraft were possessed by the unit. Five additional aircraft were assigned as follows:

HC 97G 52-2716	8 September 1966
HC 97G 53-0173	29 September 1966
HC 97G 52-2782	16 October 1966
HC 97G 52-2754	17 October 1966
HC 97G 53-0174	17 October 1966

KC 97 53-253 was transferred to host base, First Fighter Wing for fire/crash training on 30 November 1966.

One of the greatest problems faced by this section began during the previous reporting period and remained with the unit throughout this period. That problem was the result of the hiring freeze brought about by the programmed deactivation of the 403rd Troop Carrier Wing. Since it was possible to fill unit manning document vacancies only by temporary promotion, and to hire employees only on a temporary basis, the turnover of personnel was excessive and resulted in the loss of many highly qualified persons who left the unit for positions of a permanent nature.

The absence of the Maintenance Controller during most of the period added to the personnel problem. His attendance at school, followed by extended sick leave, created a vacancy which was covered by various maintenance supervisors as they could be spared from their regularly assigned duties.

Transition training of flight engineers also decreased the availability of productive manhours available to the flight line. This was caused by the fact that transition training meant the loss of not only two flight engineers regularly required on a flight but also the manhours of a third person, the student.

In spite of the restricting factors mentioned above a 68.5% operational ready status was maintained. The aircraft maintenance section supported 1,198+50 hours of flying, performed twenty-four phase inspections and three engine changes were completed.

Training up to this time had been concentrated on familiarization with the new aircraft, however, it was now possible to focus more attention on the progress being made by reservists in another important phase of their training, career development courses. During this period the aircraft maintenance section had a passing rate of 60%.

The Aircraft Maintenance Section was beset by many problems during this time. Some of these problems were due to the inability of the host base to provide adequate support. This was the case in the wheel and tire shop. However this problem was met, and eased somewhat, by the use of hydraulic and sheet metal personnel of the 305th Aerospace Rescue and Recovery Squadron. A priority system was devised and the work accomplished accordingly.

Also during this period the base engine shop was unable to support engine build-up, tear-down, or overhaul of quick engine change kits. The unit was then forced to resort to an overhire of four persons in order to accomplish these requirements.

Authority to establish an air reserve technician position, AR 55, Training and Standardization Function, WI-11, in the Aircraft Maintenance Section was received. The incumbent of this position will monitor the on-the-job training program in the Aircraft Maintenance Section and will greatly enhance the program.

Material Control:

The Material Control Section was also experiencing many problems due to the fact that it was necessary for the limited number of personnel to cover many aspects of supply procedures.

Guidance from higher headquarters as to what specifically constituted the war readiness material kit for HC 97 aircraft had not been furnished this unit and as a result, Material Control was forced to improvise a war readiness material kit using a listing furnished by an active duty squadron which had previously been equipped with HC 97 aircraft.

Lack of a base supply expedite radio system was a limiting factor since it then became necessary to rely on the telephone system which is heavily overtaxed, and delay resulted.

CHAPTER IV

INFORMATION - PUBLIC RELATIONS

INFORMATION - PUBLIC RELATIONS

The 305th Aerospace Rescue and Recovery Squadron continued to participate actively, within the unit capability, in community affairs.

Visiting groups from the surrounding area included forty nuns from St. Joseph Convent at Oxford, Michigan, on 1 September 1966. The group consisted mainly of teachers.

One member of the group was the twin sister of Major Paul A. Kolesar, Military Airlift Command Advisor. The nuns toured the facilities, and HC 97 aircraft, and viewed a pararescue demonstration. A picture of Major Kolesar and his twin sister in the cockpit of an HC 97 appeared in the Air Force Times.

On 14 September 1966 students from the Clintondale High School at Mt. Clemens, Michigan, toured the Rescue Control Center, Pararescue Section and an HC 97 aircraft. They were also shown the Twentieth Century film on Air Rescue Service.

The sixth grade class at Emerson School in Fraser, Michigan, also visited the unit on 27 October 1966.

30 December 1966 found the unit invaded by a group of cub scouts from Utica, Michigan. The scouts displayed avid interest

in the pararescue demonstration and in the tour of the flight line. They also viewed a movie on air rescue.

The squadron commander addressed a group of approximately 200 students at Seaholm High School in Birmingham, Michigan, on 9 December. The students also viewed the film, "Air Rescue Service."

Activities of the squadron were given ample coverage in the base newspaper, "The Selfridge Flyer," as well as "The Detroit News," "Aerospace Rescue and Recovery Service Newsletter," and "The Air Reservist Magazine."

CHAPTER V

MISCELLANEOUS

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Major Archie M. Hylton
AIRCRAFT MAINTENANCE OFFICER	Lt Colonel Donald F. Beyl
INSTRUCTOR PILOT	Major Charles E. Day
	Major William P. Guillou
NAVIGATOR	Captain Myron C. Conger
PERSONNEL OFFICER	Captain Ray C. Lopez
ORGANIZATIONAL MAINTENANCE GENERAL FOREMAN	CMSgt Robert I. Boyle
ADMINISTRATIVE ASSISTANT AND FIRST SERGEANT	SMSgt Elijah L. Baker

ROSTER AS OF 31 DECEMBER 1966

Alexander, Richard Ward	Lt Colonel	FV835100
Beyl, Donald Frederick	Lt Colonel	FV3061685
Riley, John Covel	Lt Colonel	FV3061636
Taft, Jack N.	Lt Colonel	FV810969
Bowring, Harold H.	Major	FV689013
Coffman, Howard D.	Major	FV2067107
Day, Charles Eland	Major	FV3025503
Guillou, William Pierre	Major	FV3062418
Hlatky, Robert	Major	FV943017
Hofmeister, Franklin Otto	Major	FV926818
Hylton, Archie Miller	Major	FV840099
McLeod, Michael T.	Major	FV835040
Onesi, James William	Major	FV2063461
Piddington, Ray Maxwell	Major	FV831269
Reid, Donald Kenneth	Major	FV2223651
Sherrill, Henry Ellis	Major	FV2071375
Watts, Robert Rust	Major	FV2084080
Austin, John Heston	Captain	FV3014245
Bell, Norman Russell	Captain	FV3058238
Boraski, Adam A. Jr.	Captain	FV3025031
Braun, Gerard Joseph	Captain	FV3080337
Conger, Myron Clair	Captain	FV3058977
Cutshall, David Charles	Captain	FV937074
Ferguson, Roger George	Captain	FV3085834
Kaske, Bernard Joseph, Jr.	Captain	FV3035645
Lopez, Ray C.	Captain	FV2229602
McClear, Robert Joseph	Captain	FV2211712
McLaughlin, George G.	Captain	FV3033676
Nielson, William J.	Captain	FV3039763
Robinson, Thomas Earl, Jr.	Captain	FV3005259
Ruttenberg, John Jules	Captain	FV3050915
Schwartz, Jack (NMN)	Captain	FV3019071
Srull, Charles Frederick	Captain	FV3039922
Wanamaker, Giles Alexander	Captain	FV3011925
Wood, John Filmore	Captain	FV3025248
Bobrowski, Lawrence Marion	2d Lt	FV3178863
Jones, Rodger E.	2d Lt	FV3150612
Purdy, James Clark	2d Lt	FV3178860

Boyle, Robert Irving	CMSgt	AF11252056
Krantz, Arthur Edward	CMSgt	AF35545200
Adams, Jack Bateman	SMSgt	AF18083439
Baker, Elijah L.	SMSgt	AF15283098
Dulaney, Roy Wilson	SMSgt	AF16252764
Knippenberg, William Carleton	SMSgt	AF16624786
Parker, James R.	SMSgt	AF16253818
Bankhead, J. W.	MSgt	AF18041237
Dort, Roy Brenton	MSgt	AF16322924
Dykema, John William	MSgt	AF16425107
Fischer, Udo Claus Juergen	MSgt	AF16378727
Harry, Charles William	MSgt	AF38207718
LeMay, Nelson Junior	MSgt	AF36852516
Nice, Jack Vincent	MSgt	AF15069091
Siefert, Robert Lee	MSgt	AF16346163
Simmons, Carl Frederick	MSgt	AF6832855
Trayer, Gordon Russell	MSgt	AF16747618
Walker, Buddy Boyce	MSgt	AF16441179
Walker, Ted Allen	MSgt	AF15542316
Alexander, Buford	TSgt	AF16449547
Chester, Tilton L. Jr.	TSgt	AF14764351
Ciaravino, Charles Robert	TSgt	AF27040319
Connole, Ronald Dwaine	TSgt	AF16490768
Colin, James Henry	TSgt	AF16401007
Crayton, Leon	TSgt	AF14563840
Dusette, Marvin Kenneth	TSgt	AF16624769
Gill, Dennis Clarence	TSgt	AF16246946
Godwin, David Raymond	TSgt	AF16583875
Hefferon, George Xavier	TSgt	AF21690256
Inman, Gilbert Clyde	TSgt	AF18396377
Keingham, Jack	TSgt	AF18339573
Scott, James Denton	TSgt	AF14517189
Taylor, Gerald W.	TSgt	AF18302312
Underhill, Robert O.	TSgt	AF15198625
Watts, James Joseph	TSgt	AF14564875
Boldin, Charles Donald	SSgt	AF12521119
Coughlin, William Michael	SSgt	AF16448851
Delisle, John Gilbert	SSgt	AF16427433
Ericksen, John Lozon	SSgt	AF16268299
Eveland, Ronald A.	SSgt	AF16410857
Flint, Kenneth E.	SSgt	AF15650353
Galat, Michael William	SSgt	AF16160083

Hicks, Phillip M.	SSgt	AF25003344
Haesler, Merrill Colin	SSgt	AF16432227
Kovacik, Thomas Frederick	SSgt	AF16509899
Knox, Perry C.	SSgt	AF14215962
Latta, Steven Earl	SSgt	AF16732912
Lyons, Raymond J.	SSgt	AF16439618
Lubinski, Anthony Stephen	SSgt	AF36869368
Margosian, Paul (NMN)	SSgt	AF16439568
McLane, Orlo M.	SSgt	AF16738447
Moraites, Peter James	SSgt	AF16507888
Oakey, Ralph G.	SSgt	AF16462217
Padilla, Robert Francis	SSgt	AF27044108
Renshaw, James E.	SSgt	AF16713716
Roman, David G.	SSgt	AF16462960
Shea, William Edward Jr.	SSgt	AF16111217
Stuckey, John C.	SSgt	AF14670579
Sykes, William Haynes, Jr	SSgt	AF11185750
Thompson, Lee B.	SSgt	AF16727127
Trammell, Jerry Willis	SSgt	AF16841464
Turner, John Robert Jr.	SSgt	AF16624794
Wehrwein, Richard E.	SSgt	AF16730255
Withrow, Cleatus Owen	SSgt	AF19527297
Wolfe, James F.	SSgt	AF16590964
Woolcock, Gerald Lee	SSgt	AF13742529
Zamponi, Charles James	SSgt	AF13544906
Arnold, Gary James	A1C	AF16776801
Blunden, Randolph R.	A1C	AF16721258
Bone, James G.	A1C	AF17601018
Curman, Dennis R.	A1C	AF16670173
Heizer, Gerhart Stephen	A1C	AF27069110
Johnson, Gary E.	A1C	AF16776883
Johnson, Walter William Jr	A1C	AF14689817
Leigh, William L.	A1C	AF16624613
Lipscomb, Dwight (NMI)	A1C	AF16707718
May, John A.	A1C	AF167727763
Medina, Glenn E.	A1C	AF17607396
Piwonski, Arthur Peter	A1C	AF27087260
Ploe, Doughlas H.	A1C	AF16654818
Smolinski, William C.	A1C	AF16438814
Therrien, Frederick W.	A1C	AF16650569
Ulrich, Paul Stanley	A1C	AF17612363

Blenkle, Donald Edward	A2C	AF16738428
Buback, Lawrence Peter	A2C	AF16747657
Carreyn, Roger Thomas	A2C	AF27127120
Cassidy, Donald Martin	A2C	AF16747655
Crawford, Bruce D.	A2C	AF16776935
Dubey, David Lawrence	A2C	AF16776936
Francis, Patrick James	A2C	AF16800113
Grobbel, William Joseph	A2C	AF16776943
Hachenski, Gerald Edwards	A2C	AF16776942
Helms, Richard Townsend	A2C	AF16737656
Houston, Ernest James Jr	A2C	AF16719138
Hysen, Pulump Paul	A2C	AF16776884
Janowack, George	A2C	AF16747634
Johnson, Melvin Kermit	A2C	AF16719118
Judd, Steven Howard	A2C	AF16841430
Leahy, Gordon Howard	A2C	AF16776885
McLarty, Roland John	A2C	AF17642396
Masserang, James Arthur	A2C	AF16800112
Richards, Alex Rhado	A2C	AF16800106
Santilli, Ercole John	A2C	AF16800114
Skues, Joseph Charles	A2C	AF16800132
Sobieski, Raymond Wallace	A2C	AF16776944
Verhaeghe, Allen Vincent	A2C	AF16776937
Yuhas, Joseph Peter	A2C	AF16841457
Earls, Marion Clifford	A3C	AF16800131
Johns, William Roy	A3C	AF16800133
Lutz, Lawrence James	A3C	AF16841448
Mulholland, James Joseph	A3C	AF16841451
Roodbeen, John Victor	A3C	AF16776945
Starkey, James Alger	A3C	AF16800122
Tippery, Robert Craig	A3C	AF16841456
Trzcinski, Vincent Anthony	A3C	AF16800121
Urban, Carrol Eugene Jr.	A3C	AF16841449
Whitehead, Michael Page	A3C	AF16800120
Brusseau, Robert Allen	AB	AF16841452
Casper, John Edward	AB	AF16841446
Celani, Daniel	AB	AF16841462
Graff, Robert Lee	AB	AF16841450
Johnson, Paul G.	AB	AF16841480
Jones, Robert Gordon	AB	AF16841458
Konley, Michael D.	AB	AF16841468

Lang, Donald W.	AB	AF16841558
Murphy, Brian T.	AB	AF16841529
Probst, Paul J.	AB	AF16841526
Rice, Thomas D.	AB	AF16841527
Samuelson, Robert Craig	AB	AF16831355
Sherrill, Rickie A.	AB	AF16841469
Sienel, Thomas C.	AB	AF168411470
Stromberg, James Kermit	AB	AF16841456
Warner, Robert Vincent	AB	AF16841447

PERSONNEL GAINS

Major Dwight L. Gnepper
Captain William J. Nielson
2d Lt Rodger E. Jones
TSgt Tilton L. Chester, Jr.
TSgt Robert O. Underhill
SSgt Perry C. Knox
SSgt Paul Margosian
SSgt Ralph G. Oakey
SSgt John C. Stuckey
SSgt Lee B. Thompson
SSgt Richard E. Wehrwein
SSgt James F. Wolfe
A1C Randolph R. Blunden
A1C James G. Bone
A1C Dennis R. Curman
A1C Michael L. Knox
A1C William L. Leigh
A1C Dwight Lipscomb
A1C John A. May
A1C Douglas H. Ploe
A1C James E. Renshaw
A1C Frederick W. Therrien
AB Paul G. Johnson
AB Michael D. Konley
AB Donald W. Lang
AB Brian T. Murphy
AB Paul J. Probst
AB Thomas D. Rice
AB Rickie A. Sherrill
AB Thomas C. Sienel
AB Gerhard Zimmerman

PERSONNEL LOSSES

Lt Colonel Robert J. Hindman
Major David G. Elliott
Major Bernard Farrell
Major Dwight Gnepper
Captain Phillip A. Guerra
Captain Eric W. Heizer
SSgt William M. Brown, Jr.
SSgt Edward J. McDonald
SSgt John W. Mueller
SSgt Otis E. Smith
A1C Barrett J. Harrison
A1C Michael R. Metz
A2C Roger W. Blattel
A2C Robert W. Dixon
AB Bernard N. Milstein

DEATH

TSgt Ralph H. Washabaugh

ENLISTMENTS/REENLISTMENTS

CMSgt Robert I. Boyle
TSgt Ted A. Walker
TSgt Marvin K. Dusette
SSgt John G. Delisle
SSgt Charles J. Zamponi
A1C William C. Smolinski

PROMOTIONS

Major Howard D. Coffman
Major Robert R. Watts
MSgt J. W. Bankhead
MSgt Ted A. Walker
TSgt Marvin K. Dusette
TSgt Gilbert C. Inman
SSgt Steven E. Latta
SSgt James E. Renshaw
A1C Gary J. Arnold
A1C Gary E. Johnson
A2C Steven H. Judd
A2C Joseph P. Yuhas

COPY

Supporting Document 1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

SPECIAL ORDER
G-52

5 May 1966

The following Hq USAF-controlled Air Force Reserve Units are reorganized under appropriate Unit Manning Documents with capability as cited in Par 1 of O/Ts indicated, effective 1 June 1966:

Unit	Organization Table Composition
301, 302, 304 Aerospace Rescue & Recovery Squadrons	2215, 1 Dec 64, para 1 and 2a, Part 1 (Parts 11A and B)
303, 305 Aerospace Rescue & Recovery Squadrons	2215, 1 Dec 64, para 1 and 2c, Part 1 (Parts 11A and C)

a. Personnel will be furnished from sources of Air Force Reserve personnel available to the Commanders of the above units.

b. Units will be equipped in accordance with Volume IV, AFM 67-1.

c. The Directorate of Data Systems and Statistics, this headquarters, will submit an Air Force Organization Status Change Report (RCS: AF-01) in accordance with AFR 20-49.

d. Authority: Ltr DAF(AFOMO 512n)12 Jan 66, subject Redesignation of Air Rescue Squadrons to Aerospace Rescue and Recovery Squadrons, Air Force Reserve, as amended by para 1a, ltr DAF (AFOMO 579n, 28 Apr 66, subject: Redesignation and Reorganization of the Headquarters 349th Troop Carrier Wing, Medium and Certain Other Air Force Reserve Unit Actions.

FOR THE COMMANDER

(OFFICIAL SEAL)
M. J. FAZLOLLAH, Lt Col, USAF
Deputy Director of Administrative Services

G-52

COPY

Supporting Document 2

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

1610
6 October 1966
Serial 584-66

From: Commander, Ninth Coast Guard District
To: Commanding General, Continental Air Command, Robins Air Force, Georgia 31093

Subj: Appreciation for Assistance

1. On 5 September a Canadian light aircraft, with two persons aboard, was overdue on a night flight from Port Arthur to Toronto, Canada. An extensive search was conducted of the proposed route, followed by sector searches of the most probable areas of detection.

2. Limited aircraft were available for the extended area to be searched. The 305th Aerospace Rescue and Recovery Squadron, through Central Air Rescue Center at Richards-Gebaur AFB, Mo., was requested to assist.

3. The response, cooperation and "can-do" spirit of the Selfridge Reserve Rescuemen was evident from the beginning of the mission. They launched aircraft throughout the search, arriving on station at first light and searching throughout the day, terminating their search only after darkness had settled.

4. Assisting in the search meant delaying the upgrade training of the 305th and utilizing allocated flying hours for the search mission. The HC 97's flew over sixty hours of route and sector searches in adhering to the call of their profession.

5. The arrival of the long-range, multi-equipped HC 97's are a welcome addition to the search and rescue capability in the Great Lakes area.

6. Their capability, fully exploited with the enthusiasm and experience of the Selfridge rescuemen will greatly enhance the search and rescue picture, wherever they may be needed. The U. S. Coast Guard has always worked closely with Air Force rescue units throughout the world. The cooperativeness andharmony exhibited again during this mission is a prime example of this spirit among men dedicated to helping others in time of need.

Signed

ROBERT WALDRON
Captain, U. S. Coast Guard
Commander, Ninth Coast Guard District
Acting

Copy to:
Commander, CARC Richards-Gebauer AFB
Commanding Officer, Selfridge AFB
Commanding Officer, 305th Air Rescue Recovery Squadron

COPY

Supporting Document 3

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
Robins Air Force Base, Georgia 31093

REPLY TO
ATTN OF: OOP-C

1 Nov 1966

SUBJECT: Hi-Cat Support

TO: 305 ARRSq

This confirms telecon request for the 305 ARRSq to provide HC-97 support at Ramey AFB, Puerto Rico, to be in-place on 1 November 1966 for a six week period. One aircraft and aircrew will provide rescue coverage for Project Hi-Cat, U-2 flights.

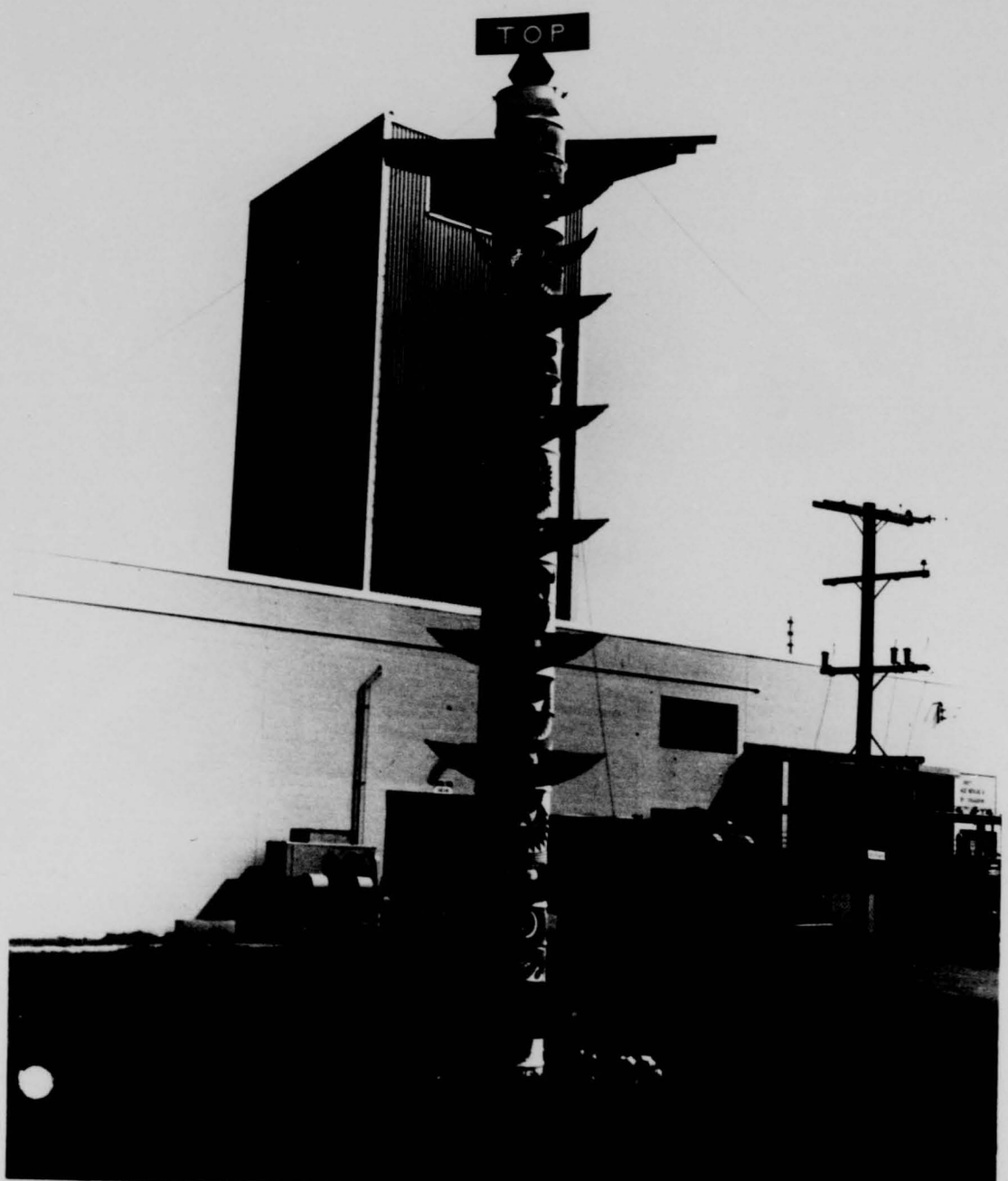
FOR THE COMMANDER

Signed

ROBERT N. CYZMOURE, Colonel, USAF
Director of Operations

Cy to: 5AFRR

The Totem Pole is an effective tool in the TOP Program. Each individual strives to Turn Out Perfection daily so that his section will be a strong contender for the TOP position on the Totem Pole.


TOP

Oft-time winners of the TOP Trophy, Flight Line personnel pose with their prize. Front row (left to right) MSgt Dykema, TSgt Colin (holding trophy), MSgt Simmons, MSgt Harry, Lt Col Beyl (Aircraft Maintenance Officer). Second row: MSgt Walker, SSgt Renshaw, TSgt Graham, MSgt Sykes, SSgt Turner, TSgt Watts, MSgt Nice, SSgt Delisle and SSgt May.


MICHIGAN STATE
VERSITY

K-SQ-RESC-305-Hi
Jan-Jun. 1967

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

HISTORY OF
305TH AEROSPACE RESCUE & RECOVERY SQ
Selfridge Air Force Base, Michigan 48045
1 January - 30 June 1967

RCS: AU D-5

K-SQ-RESC-305-Hi

RETURN TO:
Director
Aerospace Studies Inst
AFN Archives Branch
Maxwell AFB, Alabama

HISTORY OF

305TH AEROSPACE RESCUE AND RECOVERY SQ (RES)

Selfridge Air Force Base, Michigan 48045

1 January - 30 June 1967

Prepared by Delphine L. Stayler

RCS: AU D-5

Approved by:

John C Riley

JOHN C. RILEY, Lt Colonel, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND
UNITED STATES AIR FORCE

CAC-1CMBT SPT GP-CDC
Selfridge AFB, Michigan

7-1144-2

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FOREWORD

The three predominant factors in the history of the 305th Aerospace Rescue and Recovery Squadron (Reserve) during the period 1 January 1967 through 30 June 1967 were the endeavor to raise the unit's C-4 rating, two more increments of Operation Hi-Cat, and the annual active duty for training tour.

March marked the beginning of the climb up the ladder toward becoming a C-1 unit. On 4 March the first step was realized as the unit became C-3, followed a few short weeks later by attaining a C-2 rating on 23 March. The step up to C-1 however, would not be as quickly accomplished due, in part, to the 82% manning restriction imposed by Continental Air Command.

305th Aerospace Rescue and Recovery Squadron aircrews again fulfilled their global mission through participation in Operation Hi-Cat in Alaska and in England, chalking up a total of 339+40 hours.

The annual active duty for training period was conducted during the last two weeks of June at the home station, climaxing a busy and progressive six-month period.

Lieutenant Colonel John C. Riley
Commander


US
US
RILEY, JOHN C. LTCOL. FV3086

CHAPTER I

MISSION AND RESOURCES

MISSION AND RESOURCES

Mission

The mission of the 305th Aerospace Rescue and Recovery Squadron is to achieve and sustain, through training, a capability to operate and maintain search and rescue equipment; search for, locate, and recover personnel and/or aerospace hardware compatible with requirements of the United States Air Force and other United States agencies conducting global air and space operations, and ballistic missile and space vehicle programs, including research and development.

Organization

The 305th Aerospace Rescue and Recovery Squadron is organized under Organization Table (O/T) 2527M and assigned to Fifth Air Force Reserve Region, Continental Air Command. * Continental Air Command is responsible for command, administration, operational control, personnel, logistics, and comptroller functions. The gaining command, Military Airlift

Command, is responsible for supervision of training, supervision of the safety programs, and inspection of the unit. Headquarters Aerospace Rescue and Recovery Service is the intermediate headquarters.

The unit was equipped in accordance with Volume IV, AFM 67-1.

Lt Colonel John C. Riley, FV 3061636, commanded the 305th Aerospace Rescue and Recovery Squadron (Reserve) throughout the reporting period.

Personnel

There were thirty-six officers and 137 airmen assigned to the 305th Aerospace Rescue and Recovery Squadron at the close of this period. Seven civilian employees were on board. This included a permanent overhire of a sanitation helper and a temporary overhire of a clerk-typist, who was assigned against the vacant Personnel Staffing Technician (ART) position, and later against the Clerical Assistant (ART) position in the Operations and Training Section.

The Military Personnel and Administrative Services Officer, GS-9, resigned from his position to go into private industry and the position remained vacant for the remainder of the period.

Leon Crayton, who was filling the position of Clerical Assistant in the Operations and Training Section, was detailed into this position and fulfilled the duties until early in the next reporting period. In the meantime Mr. Crayton applied for promotion to the Personnel Staffing Technician position, GS-7, and was promoted (temporary promotion) to this position. Mr. Crayton has an extensive Personnel background and is well qualified for the position.

The possible deactivation of the 403rd Troop Carrier Wing, Selfridge Air Force Base, Michigan, still clouded the personnel picture. Promotions to positions above GS-5 could only be made on a temporary basis and well-qualified personnel continued to seek out employment of more permanent nature.

On 21 March 1967 a Continental Air Command Management Engineering Team spent seven days in the unit for the purpose of familiarization with the unit's operation and the completion of

accurate Work Center Descriptions to be used in final manning standards computation. The work measurement for actual standards computation was not scheduled to begin until September. Personnel from Continental Air Command Manpower Section conducting the preliminary study were Captain Joseph Teperow, SMSgt Paul Liebnar, MSgt Clyde L. Mullins and Mr. Thomas J. Brink.

Continental Air Command defined the policy relative to promotion of retired personnel who had been hired as Air Reserve Technician Flight Engineers in their letter, PCP-B, 6 June 1967, subject: Utilization of Retired Panel Engineers. The policy set forth in the letter states that retired Air Reserve Technician panel engineers may not be promoted to other Air Reserve Technician positions outside of the panel engineer career field. The Secretary of the Air Force granted Continental Air Command a waiver to the provisions of paragraph 32-4c, Air Force Manual 35-3, specifically for utilization of panel engineers and waiver for other career fields has not been granted due to the availability of other fully qualified personnel for assignment to positions outside the panel engineer career field.

Budget

The unit operated on $415,166 for the six-month period. Monies were expended as follows:

Civilian Pay	TDY	Supplies	Miscellaneous
$ 360,184	$ 11,933	$ 42,259	$ 790

Location and Facilities

Selfridge Air Force Base, Michigan, one of America's oldest and most historic military bases, is an Air Defense Command installation. The base is located on Lake Saint Clair, thirty miles northeast of Metropolitan Detroit, Michigan.

The facilities of the 305th Aerospace Rescue and Recovery Squadron (Reserve) did not change during this period. The squadron continued to utilize 8,680 square feet of space in building 1414, and two nose docks, hangars 1428 and 1429.

The projects for minor construction consisting of 2700SF lean-to addition to nose dock 1428 for an engine shop, a 2010SF lean-to addition to nose dock 1429 for an AGE shop and shelter and a 1950SF addition to industrial building 1414 for pararescue storage and operations, and project SLF 167-6, Alter A/C Shop

1414, submitted previously were still in various stages of command action. The impending move of the United States Navy to Selfridge Air Force Base and utilization of joint facilities with the 305th Aerospace Rescue and Recovery Squadron had been delayed temporarily and therefore what otherwise would have been a space shortage was averted.

Aircraft

Aircraft possessed by the 305th Aerospace Rescue and Recovery Squadron during this period were:

HC 97G 2713	HC 97G 0165
HC 97G 2716	HC 97G 0170
HC 97G 2754	HC 97G 0173
HC 97G 2782	HC 97G 0174
HC 97G 0117	

Advisory Element

Operating Location 6, Headquarters Aerospace Rescue and Recovery Service (MAC) provided advisory services to the 305th Aerospace Rescue and Recovery Squadron. The staff consisted

of Master Sergeant William J. Bandy, AF 18386256, Master Sergeant Melvin D. Bell, AF 6926771, and Master Sergeant Kenneth R. Yax, AF 16261091.

Major Paul A. Kolesar, FV 1911578, and Major Charles H. Edwards, FV 942899, were transferred to other assignments early in the reporting period.

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

The fast pace of the previous period continued as two more segments of Operation Hi-Cat, an orbit mission, an aerial search mission and an underwater search were conducted, in addition to a concentrated program of aircrew upgrading, resulting in a total of 1224+25 hours flown by the squadron.

One new pilot, four flight engineers and one airborne radio operator were assigned, and one navigator lost to the unit.

Upgrade training accomplished during this reporting period consisted of the following:

Major Donald K. Reid, FV 2223651, upgraded to Instructor Pilot Qualified.

Captain Roger G. Ferguson, FV 3085834, upgraded to Flight Examiner (Navigator).

Major Ray M. Piddington, FV 831269, upgraded to Rescue Crew Commander.

Captain Gerard J. Braun, FV 3080337, upgraded to co-pilot.

Captain Norman R. Bell, FV 3058238, upgraded to co-pilot.

Captain William J. Nielsen, FV 3039763, upgraded to Rescue Crew Commander.

Captain Charles F. Srull, FV 3039922, upgraded to First Pilot.

Major Howard D. Coffman, FV 2067107, upgraded to Rescue Crew Commander.

Major Franklin O. Hofmeister, FV 926818, upgraded to co-pilot.

Major Michael J. McLeod, FV 835040, upgraded to Rescue Crew Commander.

Captain John F. Wood, FV 3025248, upgraded to Rescue Crew Commander.

Major Harold H. Bowring, FV 689013, upgraded to co-pilot.

Lt Colonel Jack N. Taft, FV 810969, upgraded to co-pilot.

Lt Colonel Richard W. Alexander, FV 835110, upgraded to First Pilot.

Captain Gerard J. Braun, FV 3080337, upgraded to Rescue Crew Commander.

Major William P. Guillou, FV 3062418, upgraded to Instructor Pilot.

Major Howard D. Coffman, FV 2067107, upgraded to Instructor Pilot.

SSgt Charles D. Boldin, AF 12521119, upgraded to Instructor Radio Operator.

SSgt Peter J. Moraites, AF 16507888, upgraded to Rescue Crew Radio Operator.

SSgt Ronald A. Eveland, AF 16410857, upgraded to Rescue Crew Radio Operator.

SSgt Perry C. Knox, AF 14215962, upgraded to Rescue Crew Radio Operator.

A2C Bruce D. Crawford, AF 16776935, upgraded to Rescue Crew Radio Operator.

SSgt David G. Roman, AF 16462960, upgraded to Rescue Crew Second Engineer.

TSgt Gilbert C. Inman, AF 18396377, upgraded to Rescue Crew Second Engineer.

TSgt Robert O. Underhill, AF 15198625, upgraded to Rescue Crew Engineer.

TSgt James J. Watts, AF 14564875, upgraded to Rescue Qualified First Engineer.

MSgt John W. Dykema, AF 16425107, upgraded to Instructor Flight Engineer.

TSgt Dennis C. Gill, AF 16246946, upgraded to Rescue Qualified First Engineer.

SSgt William E. Shea, Jr., AF 16111217, upgraded to Rescue Qualified Second Engineer.

TSgt John L. Ericksen, AF 16246946, upgraded to Rescue Crew Second Flight Engineer.

SSgt Raymond J. Lyon, AF 16439618, upgraded to Second Engineer (non-rescue qualified).

SSgt Gerald L. Woolcock, AF 13741529, upgraded to Second Engineer (non-rescue qualified).

A2C James A. Masserang, AF 16800112, upgraded to Instructor Pararescueman (SCUBA qualified).

TSgt George X. Hefferon, AF 21690256, upgraded to Pararescue Examiner (SCUBA) Jump Qualified.

MUTE XXII

The orbit mission conducted on 23 and 24 February was nicknamed Mute XXII and was in support of Air Defense Command Exercises. Twenty-five hours and fifty-five minutes were expended on this exercise.

Search Missions

On 25 April, Eastern Aerospace Rescue and Recovery Center (MAC) alerted the squadron for a search for a sixteen foot Boston Whaler, overdue with three people on board. The Miami, Florida, Coast Guard was also alerted.

At 0315L on 26 April aircraft HC 97 52-2754 departed to participate in the search. The crew consisted of Lt Colonel John C. Riley, Major William P. Guillou, Major Franklin Hofmeister, Captain Myron C. Conger, MSgt Jack Keiningham, MSgt Robert O. Underhill, MSgt Udo C. Fischer, TSgt George X. Hefferon and SSgt Ronald A. Eveland.

The assigned area was searched for four hours when the mission terminated and the aircraft returned to Selfridge Air Force Base at 1330L.

On 12 June the 305th was requested to furnish SCUBA personnel to search a nearby inland lake for a drowning victim. After twenty hours of search by MSgt Udo C. Fischer, TSgt George X. Hefferon and TSgt Charles R. Ciaravino of the 305th Aerospace Rescue and Recovery Squadron Pararescue Section, Macomb County Sheriff Department Water Patrol and the Michigan State Police, the victim

was recovered by TSgt George X. Hefferon.

During June of this period approval was received for the 305th to conduct a C-97 MTD in accordance with AFM 51-97/ ARRS Supplement 1, and MACM 55-1, for pilots and engineers. Previously it was necessary to send personnel to the MTD at Minneapolis-St. Paul International Airport and it was felt that funds for temporary duty could be reduced, and refresher training coordinated with the reservists' civilian work schedule more easily. Qualified instructors, SMSgt Jack B. Adams, AF 18083439, MSgt Jack Keiningham, AF 18339573, and MSgt Jack V. Nice, AF 15069091, were reaily available to conduct this training in the unit.

Late in June it became evident that the temporary overhire of an instructor pilot was necessary, and a request was submitted to Continental Air Command. Approval was received to overhire a pilot effective 15 July 1967 for a one-year period.

AIRCREW STATUS

	Auth	Asgd	Qual	Unqual	Non-Current
PILOTS:	28	21	20	1	0
RCC Qualified			12		
First Pilot			4		
Co-pilot			4		
NAVIGATORS:	12	11	10	3	0
Rescue Qualified			8		
Primary Navigator			2		
RADIO OPERATORS:	12	12	9	3	0
Rescue Qualified			9		
Primary Radio Operators			0		
FLIGHT ENGINEERS:	24	24	19	5	0
First Engineer(Rescue)			10		
First Engineer(Non-rescue)			0		
Second Engineer(Rescue)			7		
Second Engineer(Non-rescue)			2		
PARARESCUE:	13	12	8	4	0
HC 97 Jump Qualified			8		
SCUBA			9		
SCUBA Jump (Day)			5		
SCUBA Jump (Night)			5		
Fully HC 97 Rescue Qualified			5		

OPERATION HI-CAT

The High Altitude Atmospheric Turbulence Project (Operation Hi-Cat) which began on 1 November 1966 continued into this reporting period with increments in Alaska and in England.

The goal of the Hi-Cat Project is to search out and measure turbulence in the altitude region of forty to seventy thousand feet. The definition of the turbulence environment will be applied to design of new aircraft structures. Other benefits are derived from the data, such as the ability to forecast turbulent areas on the basis of prevailing meteorological conditions and geographical location.

The 305th Aerospace Rescue and Recovery Squadron's role in Operation Hi-Cat consisted of providing rescue coverage for the WU-2 aircraft.

During the period 5 January - 19 February 1967 Operation Hi-Cat was conducted at Elmendorf Air Force Base, Alaska. Nineteen sorties were flown, consisting of 104+45 mission hours. A total of 191+20 hours were flown on the entire mission.

While performing this mission the following upgrade training was accomplished.

One pilot completed Rescue Crew Commander check in conjunction with Operation Hi-Cat and one pilot attained sufficient flying time to be eligible for Rescue Crew Commander check upon return to home station.

Six navigators completed their quarterly training requirements and one unqualified navigator received training in orbit, intercept and search pattern.

Four radio operators completed quarterly training requirements and one unqualified radio operator received upgrade training.

Six flight engineers completed quarterly training requirements and two second engineers attained required total time to upgrade to first engineer.

The highlight of the entire mission was the day the WU-2 experienced a flame-out near Nulato, Alaska, at an altitude above 55,000 feet. The HC 97 at the time was enroute from Cape Romanzof (located on the western shore of Alaska) to Fairbanks. Position of the HC 97 at the critical moment

was 117 miles southeast of Nulato. Rescue 713 was transmitting on 1742KC which Apex 22 had its ADF tuned to, and an immediate course interception was started. Apex 22 was given a heading to McGrath, Alaska, which was a suitable field to land, and well within safe gliding range. Rescue 713 also turned immediately to proceed to McGrath transmitting ARS on the T-412 for Apex 22 to home on. Immediately the rescue navigator completed an ETA for Apex 22 to arrive over McGrath, while the pararescuemen were donning their gear in preparation for jumping in case the situation demanded. Seven long minutes later a relieved voice came over the radio that Apex 22 had a successful air start and wanted a heading and time for Elmendorf Air Force Base. An immediate response was relayed to Apex 22 of an estimated time of arrival of twenty-two minutes along with the heading. An uneventful landing was accomplished by Apex 22 at Elmendorf and later the pilot told of his arrival over station in twenty-one minutes instead of twenty-two as computed by the rescue navigator.

Operation Hi-Cat in England found the 305th at Mildenhall from 14 March to 19 April. Fourteen missions consuming a total of 66+40 hours were flown.

Upgrade training accomplished during this increment of Operation Hi-Cat was completion of quarterly flying requirements by six pilots, four navigators, three radio operators and six flight engineers. One unqualified navigator completed phase one training and his upgrade training to rescue qualified navigator. Two second engineers attained enough total time to upgrade to first engineer status.

The Operation imposed new concepts as the procedures vary greatly from CONUS flying. The WU-2 was at a different location from aircrews and much coordination was required. Communications were difficult since the WU-2 wasoperating from a Royal Air Force Base and AUTOVON was unavailable.

It was felt that valuable experience was gained for the aircrews in areas of foreign clearance guide, utilizing the MAC-ACP, and overwater flying.

HC 97G's Parked Protectively Alongside the WU-2 in Alaska.


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66722
AIR FORCE

ANNUAL ACTIVE DUTY FOR TRAINING TOUR

The annual fifteen day tour of active duty for training was conducted for all personnel, except aircrew members who had previously performed active duty for training, 16 June - 30 June. Fifteen officers and sixty-six airmen performed active duty for training during this period. As personnel reported a full mobility processing was accomplished.

During the active duty for training period formal classroom instruction on the system of the HC 97, as well as on-the-job training, for Maintenance personnel was conducted. All non-aircrew members and a limited number of aircrew members participated in small arms qualification and 5BX testing was conducted for all personnel.

Limited aircrew flying training was conducted, utilizing 131+05 flying hours for transition training, rescue crew training, continuation training, pararescue and overwater training.

One radio operator was upgraded to Flight Examiner and two unqualified radio operators received training in rescue procedures involving flying and ground training.

Pararescue and personal equipment personnel conducted two field training exercises.

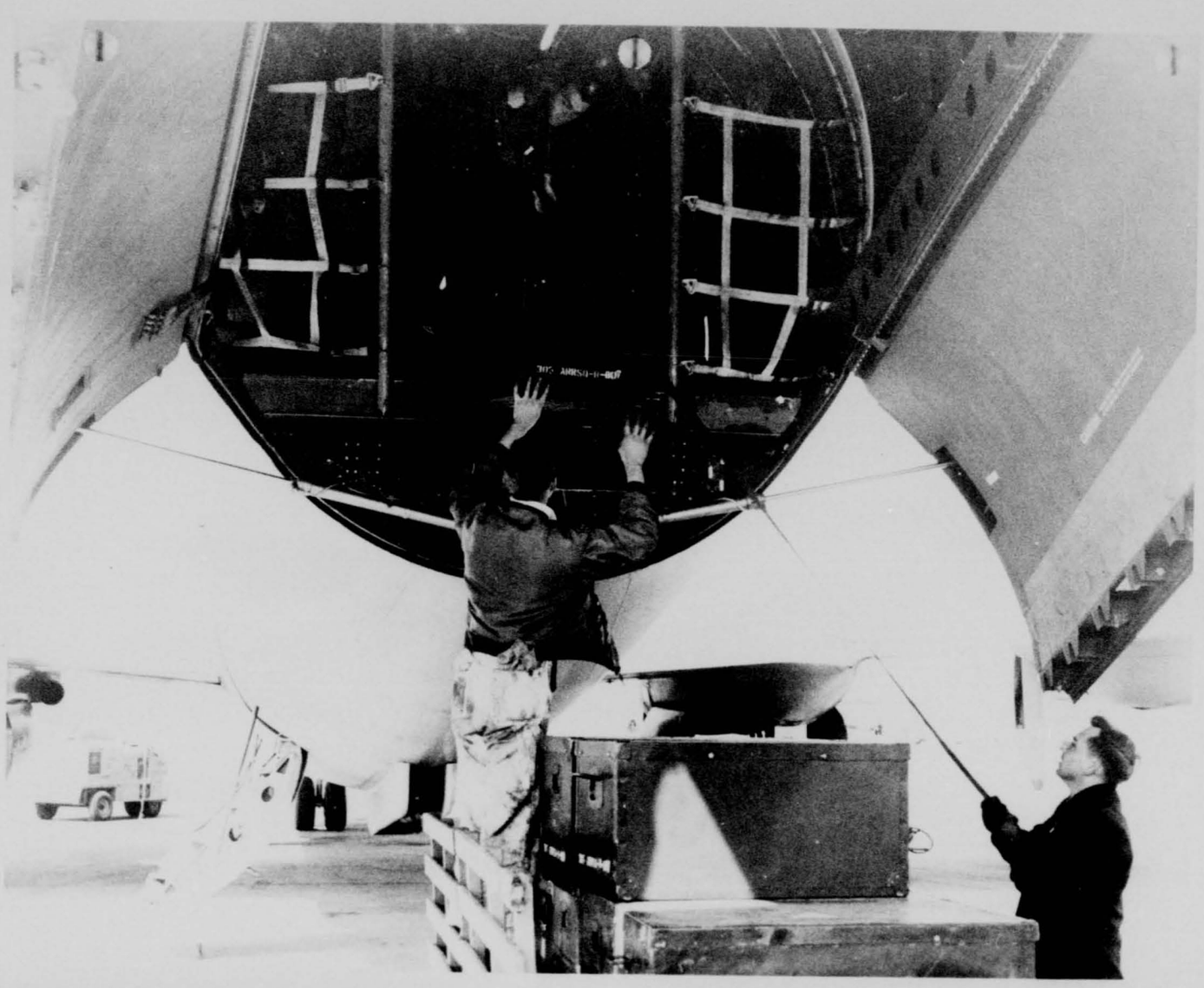
A simulated ninety-day deployment was effected with a telephone alert. Two aircraft and crews were deployed, then recalled and directed on a simulated search mission. The mission utilized 28+35 hours and was successful in locating the two pre-positioned people on a small island.

On 16 and 17 June the unit was visited by Brigadier General Allison C. Brooks, Commander Aerospace Rescue and Recovery Service.

Mobilization Processing During Annual Active Duty for Training Tour.



Mobility Loading



CHAPTER III

INFORMATION-PUBLIC RELATIONS

INFORMATION-PUBLIC RELATIONS

The 305th Aerospace Rescue and Recovery Squadron maintained an aggressive public relations posture, making every effort to satisfy all requests for speakers, demonstrations and displays. By nature of the mission of this unit the demand often threatens to exhaust the supply.

On 1 April the unit held its first Annual Dining-In at the Selfridge Officers' Club. The guest speaker for the occasion was Brigadier General John T. Fitzwater, Deputy Chief of Staff for Operations, Continental Air Command.

Major General Barry Goldwater visited the 305th Aerospace Rescue and Recovery Squadron on 20 April while he was on his annual active duty for training tour. After surveying the facilities and witnessing a pararescue demonstration he was flown to Hanscom Field, New Hampshire, in the unit aircraft.

On 17 May 1967, Airman First Class Gary E. Johnson, AF 16776883, Reserve Personnel Specialist, was honored by The Detroit Free Press, a Detroit, Michigan, daily newspaper that annually honors outstanding military personnel in the local area. Among the requirements for qualification are the following:

must be fully qualified in AFSC, must attend 95% of unit training periods, as well as the annual active duty for training period, must be a sharp-shooter, or higher. Consideration is also given to judgment and common sense, reliability, initiative, leadership ability, knowledge of present job, preparation for next higher grade, appearance, military courtesy, attitude, loyalty, enthusiasm, instructional ability and citizenship qualities.

The activities of the 305th Aerospace Rescue and Recovery Squadron received much publicity in local newspapers and at least twice monthly a member of the organization was featured in his hometown newspaper.

Lt Colonel Donald F. Beyl congratulates AlC Gary E. Johnson
for receiving The Detroit Free Press Military Award



CHAPTER IV

AIRCRAFT MAINTENANCE

AIRCRAFT MAINTENANCE

Nine HC 97G aircraft continued to be assigned and possessed by the 305th Aerospace Rescue and Recovery Squadron. The Aircraft Maintenance Section supported 1154 flying hours with a average operational ready rate of seventy-six percent during this period.

Twenty-three phase inspections and seven engine changes were accomplished.

The position of Production Controller, AR 67, was filled on 17 January by temporary appointment, however due to the reparable processing requirements levied by CAC, ninety percent of the available manhours of this position were expended in meeting this requirement.

All Air Reserve Technician positions in the Engine Shop were manned. Two vacancies for reservists, one a Technical Sergeant and the other a Staff Sergeant still existed.

During this period seven engines were replaced. Four engine changes occurred at home station and the other three while aircraft were on cross country flights.

Three engines were in a 100% built-up condition as of 30 June, one was 30% built-up and two were awaiting teardown.

T. O. 1C-97-627, Oil Tank Modification, was completed on all assigned aircraft and spare engine quick engine change kits.

The Hydraulic Shop was fully manned. In addition to supporting twenty-two phase inspections and all unscheduled maintenance, this section supported all tire build-ups and brake changes, for a total of thirty-seven main gear tires, fifteen nose wheel tires and twenty-six brake changes.

The 305th Aerospace Rescue and Recovery Squadron Sheet Metal Shop was fully manned during this period. In addition to supporting twenty-two phase inspections all unit pyrotechnic kits were reworked and new warming ovens installed in unit aircraft.

The AGE Shop was manned by two temporarily assigned civilian employees against the Air Reserve Technician positions. The one reserve slot was manned and the former Air Reserve Technician was being carried as overage on the reserve unit manning document. Action was started to enlist the two temporarily assigned civilian employees for the Air Reserve Technician positions against which they were assigned, however this was not completed during this reporting period.

The Aerospace Ground Equipment Shop maintains a total of thirty-two pieces of various equipment consisting of sixteen aircraft BT-400 heaters (of this number, twelve have been completely rebuilt and repainted), four C-26 power units, one MCIA air compressor, one 3MB1 air compressor, one PU28A generator, one Ford Towing Tractor, two NB4 Coleman towing tractors, one TT-11 towing tractor, one D-5 hydraulic mule, one MA-1 jacking set, one MA2 pre-oiler and two NF flood lights.

Four overhire positions have been utilized in this shop to repair, paint and rebuild all non-powered aerospace ground equipment.

As of 1 January 1967 the Propeller Shop was manned by one temporary employee, Mr. W. Johnson. Mr. Johnson resigned on 9 May 1967 and the position was filled by Air Reserve Technician Charles Zamponi, and the remaining Air Reserve Technician position was manned by Luke Bates. The two reserve positions were manned throughout the entire period.

Five propellers were built up and as the period ended the shop had no backlog.

The Communications and Electronic Shop was manned by four Air Reserve Technician personnel and five reserve personnel. During this period the shop test benches required rewiring and new benches had to be manufactured. This project was 85% completed at the close of the period. Bench stock was established and approximately 95% complete. Approximately 97% of the required Mobility Equipment was on hand and all items lacking were on back order.

All electronic equipment in one war readiness materiel kit was bench checked and approximately 60% of the items required repair.

During this period the Materiel Control Section and host base supplies management office representative assembled two of the four WRM-TKs authorized from spares transferred from active duty rescue squadrons and receipts from requisitions submitted by base supply. At the close of the period this project was 90% complete.

NORS (Not operationally ready) rate for the period 1 January to 30 June was 5%.

305th Aerospace Rescue and Recovery Squadron Plan 27, Unit Mobility Plan, was revised to include the additional equipment and personnel for the HC 97G aircraft. Accordingly all mobility boxes and equipment were weighed and marked.

The percentage of mobility equipment on hand during the period was 72% at the start of the period and 83% at the close. Shortage of personal equipment items such as life rafts, parachutes (troop style), R-1A survial kits, etc., accounted for relatively low rate of increase in percentage of mobility equipment on hand.

The unit is authorized two-hundred and five units of field mobility equipment and available assets of these items have been assembled in two-hundred and five individual numbered containers (kit, bag, flyers) together with a packing list reflecting authorized items and quantity on hand in each individual container. Until receipt of CEMO change number C 7144-281, referenced kits were 80% complete with only "hard-to-get" items, such as packboards, entrenching tools, missing.

The new 305th Aerospace Rescue and Recovery Plan 27 was exercised three times during this period. Phase I Mobility on

27 April 1967, Phase II Mobility on 5 May 1967 and Phase I Mobility on 26 June 1967.

On-the-job training progressed well during this period. Three people passed their five level SKT, three engine mechanics were in upgrade training to the seven level, two reservists who were in cross-training were awarded their three level AFSC, and two were awarded their five level AFSC.

Master Sergeant Robert L. Siefert , Maintenance Production Controller, Takes a Moment Out to Oblige the Photographer.


DISPATCH BOARD
RADIO
RADAR
PNEU
SX
AGE
INST

CHAPTER V

MISCELLANEOUS

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Major Archie M. Hylton
AIRCRAFT MAINTENANCE OFFICER	Lt Colonel Donald F. Beyl
INSTRUCTOR PILOT	Major Charles E. Day
	Major William P. Guillou
NAVIGATOR	Captain Myron C. Conger
PERSONNEL OFFICER	Captain Ray C. Lopez
ORGANIZATIONAL MAINTENANCE GENERAL FOREMAN	CMSgt Robert I. Boyle
ADMINISTRATIVE ASSISTANT AND FIRST SERGEANT	TSgt Leon Crayton(Temporary Detail)

ROSTER OF PERSONNEL

Alexander, Richard W.	Lt Colonel	FV 835110
Beyl, Donald F.	Lt Colonel	FV 3061685
Holme-Shaw, William Jr.	Lt Colonel	FV 833745
Riley, John C.	Lt Colonel	FV 3061636
Taft, Jack Nelson	Lt Colonel	FV 810969
Bowring, Harold H.	Major	FV 689013
Coffman, Howard D.	Major	FV 2067107
Cutshall, David C.	Major	FV 937074
Day, Charles E.	Major	FV 3025503
Guillou, William P.	Major	FV 3062418
Hlatky, Robert	Major	FV 943017
Hofmeister, Franklin O.	Major	FV 926818
Hylton, Archie M.	Major	FV 840099
Jennings, Richard	Major	FV 2068904
McLeod, Michael J.	Major	FV 835040
Onesi, James W.	Major	FV 2063461
Piddington, Ray M.	Major	FV 831269
Sergeant, Marshall W. Jr.	Major	FV 786641
Sherrill, Henry E.	Major	FV 2071375
Watts, Robert R.	Major	FV 2084080
Appleman, Herbert M.	Captain	FV 3052718
Bell, Norman R.	Captain	FV 3058238
Braun, Gerard J.	Captain	FV 3080337
Conger, Myron C.	Captain	FV 3058977
Eichhorn, Gary L.	Captain	FV 3082441
Ferguson, Roger G.	Captain	FV 3085834
Kaske, Bernard J. Jr.	Captain	FV 3035645
Lopez, Ray C.	Captain	FV 2229602
McClear, Robert J.	Captain	FV 2211712
McLaughlin, George G.	Captain	FV 3033676
Nielsen, William J.	Captain	FV 3039763
Ruttenberg, John J.	Captain	FV 3050915
Schwartz, Jack	Captain	FV 3019071
Srull, Charles F.	Captain	FV 3039922
Wanamaker, Giles A.	Captain	FV 3011925
Wood, John F.	Captain	FV 3025248
Botrowski, Lawrence M.	2d Lt	FV 3178863
Purdy, James C.	2d Lt	FV 3178860

Boyle, Robert I.	CMSgt	AF 11252056
Krantz, Arthur E.	CMSgt	AF 35545200
Adams, Jack B.	SMSgt	AF 18083439
Dort, Roy B.	SMSgt	AF 16322924
Dulaney, Roy W.	SMSgt	AF 16252764
Knippenburg, William C.	SMSgt	AF 16624786
Parker, James R.	SMSgt	AF 16253818
Bankhead, J. W.	MSgt	AF 18041237
Dykema, John W.	MSgt	AF 16425107
Fischer, Udo C. J.	MSgt	AF 16378727
Keiningham, Jack	MSgt	AF 18339573
LeMay, Nelson J.	MSgt	AF 36852516
Nice, Jack V.	MSgt	AF 15069091
Siefert, Robert L.	MSgt	AF 16346163
Simmons, Carl F.	MSgt	AF 6832855
Trayer, Gordon R.	MSgt	AF 16747618
Underhill, Robert O.	MSgt	AF 15198625
Walker, Ted A.	MSgt	AF 15542316
Alexander, Buford	TSgt	AF 16449547
Ciaravino, Charles R.	TSgt	AF 27040319
Colin, James H.	TSgt	AF 16401007
Connole, Ronald D.	TSgt	AF 16490768
Crayton, Leon	TSgt	AF 14563840
Dusette, Marvin K.	TSgt	AF 16624796
Ericksen, John L.	TSgt	AF 16268299
Gill, Dennis C.	TSgt	AF 16246946
Godwin, David R.	TSgt	AF 16583875
Graham, John M.	TSgt	AF 16603246
Hefferon, George X.	TSgt	AF 21690256
Inman, Gilbert C.	TSgt	AF 18396377
Roman, David G.	TSgt	AF 16462960
Scott, James D.	TSgt	AF 14517189
Shea, William E. Jr.	TSgt	AF 16111217
Sykes, William H. Jr.	TSgt	AF 11185750
Taylor, Gerald W.	TSgt	AF 18302312
Watts, James Joseph	TSgt	AF 14564875
Boldin, Charles D.	SSgt	AF 12521119
Coughlin, William M.	SSgt	AF 16448851
Delisle, John G.	SSgt	AF 16427433
Eveland, Ronald A.	SSgt	AF 16410857
Flint, Kenneth E.	SSgt	AF 15650353
Galat, Michael W.	SSgt	AF 16160083

Griffith, Kenneth L.	SSgt	AF 16440868
Haesler, Merril C.	SSgt	AF 16432227
Knox, Perry C.	SSgt	AF 14215962
Latta, Steven E.	SSgt	AF 16732912
Leigh, William L.	SSgt	AF 16624613
Lubinski, Anthony S.	SSgt	AF 36869368
Lyons, Raymond J.	SSgt	AF 16439618
McLane, Orlo Merlin J.r	SSgt	AF 16738447
Margosian, Paul	SSgt	AF 16439568
May, John A.	SSgt	AF 16727763
Moraites, Peter J.	SSgt	AF 16507888
Oakey, Ralph G.	SSgt	AF 16462217
Padilla, Robert F.	SSgt	AF 27044108
Renshaw, James E.	SSgt	AF 16715716
Stuckey, John C.	SSgt	AF 14670579
Thompson, Lee B.	SSgt	AF 16727127
Turner, John R. Jr.	SSgt	AF 16624794
Wehrwein, Richard E.	SSgt	AF 16730255
Withrow, Cleatus O.	SSgt	AF 19527297
Woolcokk, Gerald L.	SSgt	AF 31741529
Zamponi, Charles J.	SSgt	AF 13544906
Arnold, Gary J.	AlC	AF 16776801
Bates, Lake U.	AlC	AF 14799835
Beardslee, Francis G.	AlC	AF 6916041
Blunden, Randolph R.	AlC	AF 16721258
Boden, Ronald F.	AlC	AF 16657368
Bone, James G.	AlC	AF 17601018
Cannon, Joseph W. Jr.	AlC	AF 15696479
Curman, Dennis N.	AlC	AF 16670173
Dubey, Donald L.	AlC	AF 16776936
Francis, Patrick J.	AlC	AF 16800113
Frost, Joseph E.	AlC	AF 16761562
Grobbel, William J.	AlC	AF 16776943
Hale, Ronald S.	AlC	AF 18566775
Heiser, Gerhart S.	AlC	AF 27069110
Howard, John L.	AlC	AF 27044083
Hysen, Pulump P.	AlC	AF 16776884
Johnson, Gary E.	AlC	AF 16776883
Knox, Michael L.	AlC	AF 17611341
Lipscomb, Dwight	AlC	AF 16707718
McNeil, Edward E. Jr.	AlC	AF 16743554

Masserang, James A.	AlC	AF 16800112
Medina, Glenn E.	AlC	AF 17607396
Piwonski, Arthur P.	AlC	AF 27087260
Santilli, Ercole J.	AlC	AF 16800114
Skalba, Harry	AlC	AF 16729784
Smolinski, William C.	AlC	AF 16658569
Ulrich, Paul S.	AlC	AF 17612363
Verhaeghe, Allan V.	AlC	AF 16776937
Blenkle, Donald E.	A2C	AF 16738428
Brusseau, Robert A.	A2C	AF 16841452
Buback, Lawrence P.	A2C	AF 16747657
Carey, Patrick J.	A2C	AF 22928048
Carreyn, Roger T.	A2C	AF 27127120
Casper, John E.	A2C	AF 16841446
Cassidy, Donald M.	A2C	AF 16747655
Celani, Daniel	A2C	AF 16841462
Crawford, Bruce D.	A2C	AF 16776935
Hachenski, Gerald E.	A2C	AF 16776942
Helms, Richard T.	A2C	AF 16747656
Houston, Ernest J. Jr.	A2C	AF 16719138
Janowack, George	A2C	AF 16747634
Johns, William R.	A2C	AF 16800133
Jones, Robert G.	A2C	AF 16841458
Judd, Steven H.	A2C	AF 16841430
Leahy, Gordon H.	A2C	AF 16776885
Lutz, Lawrence J.	A2C	AF 16841448
McLarty, Roland J.	A2C	AF 17642396
Mulholland, James J.	A2C	AF 16841451
Richards, Alex R.	A2C	AF 16800106
Roodbeen, John V.	A2C	AF 16776945
Samuelson, Robert C.	A2C	AF 16841455
Skues, Joseph C.	A2C	AF 16800132
Sobieski, Raymond W.	A2C	AF 16776944
Stahnke, Leslie B.	A2C	AF 17557431
Starkey, James A.	A2C	AF 16800122
Trzcinski, Vincent A.	A2C	AF 16800121
Urban, Carrol E. Jr	A2C	AF 16841449
Warner, Robert V.	A2C	AF 16841447
Yuhas, Joseph P.	A2C	AF 16841457

Earls, Marion C.	A3C	AF 16800131
Graff, Robert L.	A3C	AF 16841450
Johnson, Paul G.	A3C	AF 16841480
Konley, Michael D.	A3C	AF 16841468
Lang, Donald W.	A3C	AF 16841558
Murphy, Brian T.	A3C	AF 16841529
Probst, Paul J.	A3C	AF 16841526
Rice, Thomas D.	A3C	AF 16841527
Sherrill, Rickie A.	A3C	AF 16841469
Sienel, Thomas C.	A3C	AF 16841470
Stromberg, James K.	A3C	AF 16841461
Tippery, Robert C.	A3C	AF 16841456
Whitehead, Michael P.	A3C	AF 16800120
Zimmerman, Gerhard	A3C	AF 16841528
DeRonne, Lawrence E.	AB	AF 17773581

PERSONNEL GAINS

Jennings, Richard (NMN)	Major
Appleman, Herbert M.	Captain
Sergeant, Marshall W., Jr.	Captain
Eicchorn, Gary L.	Captain
Lyons, Raymond J.	SSgt
Renshaw, James E.	SSgt
Bates, Lake U.	AlC
Beardslee, Francis G.	AlC
Boden, Ronald F.	AlC
Cannon, Joseph W. Jr.	AlC
Frost, Joseph E.	AlC
Hale, Ronald S.	AlC
Howard, John L.	AlC
McNeil, Edward E., Jr.	AlC
Skalba, Harry (NMN)	AlC
Carey, Patrick J.	AlC

PERSONNEL LOSSES

Reid, Donald K.	Major
Austin, John H.	Captain
Boraski, Gerard J.	Captain
Robinson, Thomas E.	Captain
Jones, Rodger E.	2nd Lt
Baker, Elijah L.	SMSgt
Harry, Charles W.	MSgt
Chester, Tilton L., Jr.	TSgt
Hicks, Phillip M.	SSgt
Kovacik, Thomas F.	SSgt
Trammell, Jerry W.	SSgt
Wolfe, James F.	SSgt
Johnson, Walter W., Jr.	A1C
Therrien, Frederick W.	A1C
Johnson, Melvin K.	A2C

PROMOTIONS

Cutshall, David C.	to	Major
Sergeant, Marshall W., Jr.	to	Major
Dort, Roy B.	to	SMSgt
Keiningham, Jack	to	MSgt
Underhill, Robert O.	to	MSgt
Ericksen, John L.	to	TSgt
Roman, David G.	to	TSgt
Shea, William E. Jr.	to	TSgt
Sykes, William H. Jr.	to	TSgt
Leigh, William L.	to	SSgt
May, John A.	to	SSgt
Dubey, Donald L	to	AlC
Francis, Patrick J.	to	AlC
Grobbel, William J.	to	AlC
Hysen, Pulump P.	to	AlC
Masserang, James A.	to	AlC
Santilli, Ercole J.	to	AlC
Verhaeghe, Allan V.	to	AlC
Blenkle, Donald E.	to	AlC

Brusseau, Robert A.	to	A2C
Casper, John E.	to	A2C
Johns, William R.	to	A2C
Jones, Robert G.	to	A2C
Mulholland, James J.	to	A2C
Roodbeen, John V.	to	A2C
Stahnke, Leslie B.	to	A2C
Starkey, James A.	to	A2C
Trzcinski, Vincent A.	to	A2C
Urban, Carrol E. Jr	to	A2C
Warner, Robert V.	to	A2C
Graff, Robert L.	to	A3C
Johnson, Paul G.	to	A3C
Konley, Michael D.	to	A3C
Lang, Donald W.	to	A3C
Murphy, Brian T.	to	A3C
Probst, Paul J.	to	A3C
Rice, Thomas D.	to	A3C
Sherrill, Rickie A.	to	A3C
Sienel, Thomas C.	to	A3C
Stromberg, James K.	to	A3C
Zimmerman, Gerhard	to	A3C

1

Supporting Document 1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

SPECIAL ORDER
G-138

28 November 1966

EXTRACT

** ** ** **

7. The following Hq USAF-controlled AFRes Units are reorganized under an appropriate Unit Manning Document with capability as cited in Part I of the Organization Tables (O/Ts) as indicated, effective 1 January 1967:

Unit	Organization Table Composition
Aerospace Rescue & Recovery Sq 301, 302, 304	2527M, 1 Feb 66, Para 1 & 2b, Part 1(Part 11B)
303, 305	2527M, 1 Feb 66, Para 1 & 2c, Part 1(Part 11C)

a. Personnel will be furnished from sources of Air Force Reserve personnel available to the Commanders of the above units.

b. Units will be equipped in accordance with Volume IV, AFM 67-1.

c. The Director of Data Automation, this headquarters, will submit an Air Force Organization Status Change Report (RCS: HAF-01) in accordance with AFR 20-49.

d. Authority: Ltr AFOMO 667n, DAF, 9 Nov 66, subject: Redesignation of the 932nd Troop Carrier Group, Medium and Certain Other Air Force Reserve Unit Actions.

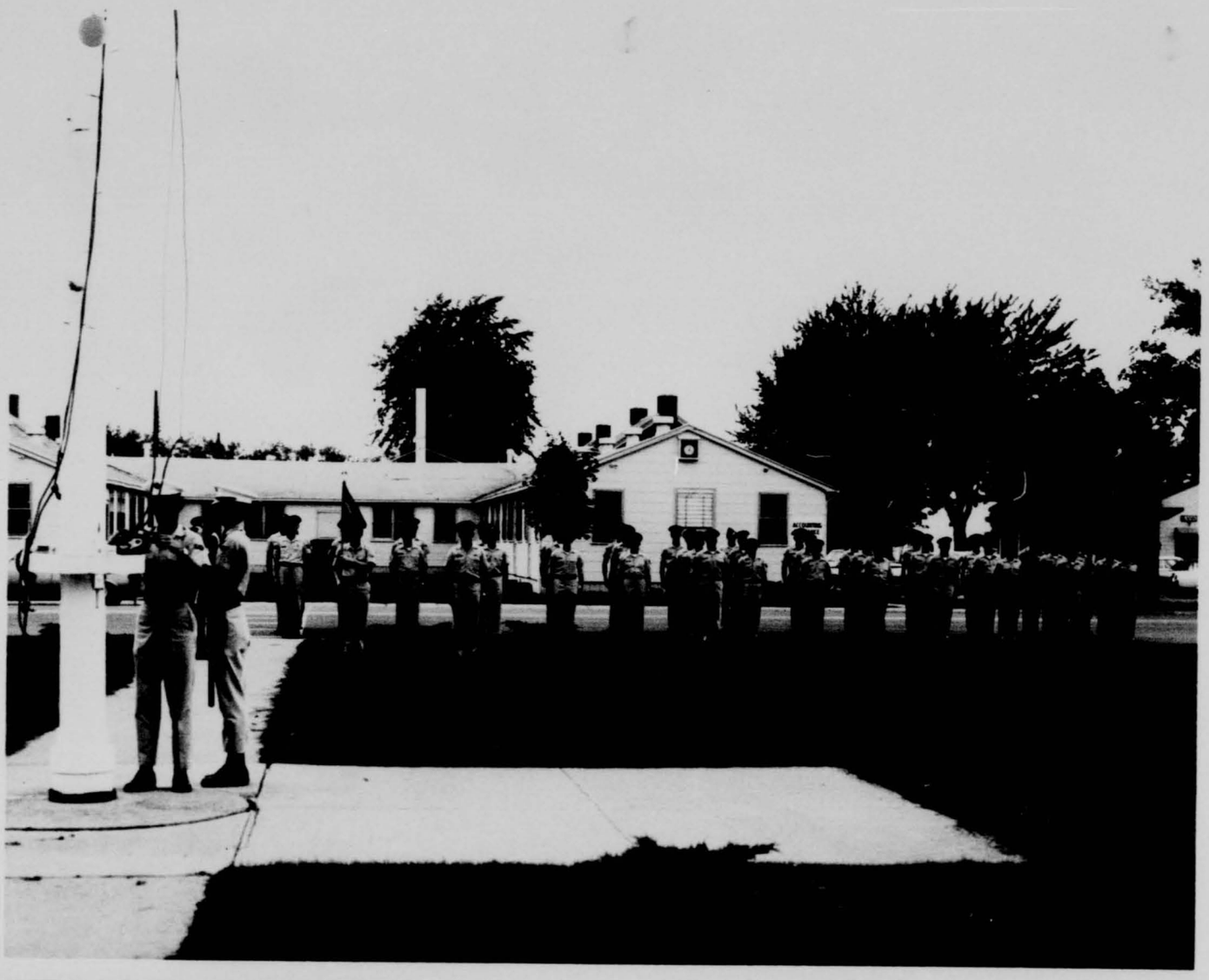
** ** ** **

SO G-138, 28 Nov 66, Hq CAC, Robins AFB, Ga (Continued)

FOR THE COMMANDER

(HQ CAC SEAL)

DONALD E. REEL, MAJ, USAF
Asst Director of Administrative Services



K-SQ-RESC-305-11
Jul-Dec. 1967

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

7-1290-10

HISTORY OF
365TH AEROSPACE RESCUE & RECOVERY SQ
Selfridge Air Force Base, Michigan 48045
1 July - 31 December 1967

RCS: AU D-5



RETURN TO:
Director
Aerospace Studies Inst
TDC Archives Branch
Maxwell AFB, Alabama

HISTORY OF

305TH AEROSPACE RESCUE AND RECOVERY SQ(RES)

Selfridge Air Force Base, Michigan 48045

1 July - 31 December 1967

Prepared by Major Robert R. Watts

RCS: AU D-5

Approved by:

JOHN C. RILEY, Lt Colonel, AFRes
Commander

FIFTH AIR FORCE RESERVE REGION, CONTINENTAL AIR COMMAND
UNITED STATES AIR FORCE

MAC-1CMBT SPT GP-CDC
Selfridge AFB, Michigan

7-1970-12

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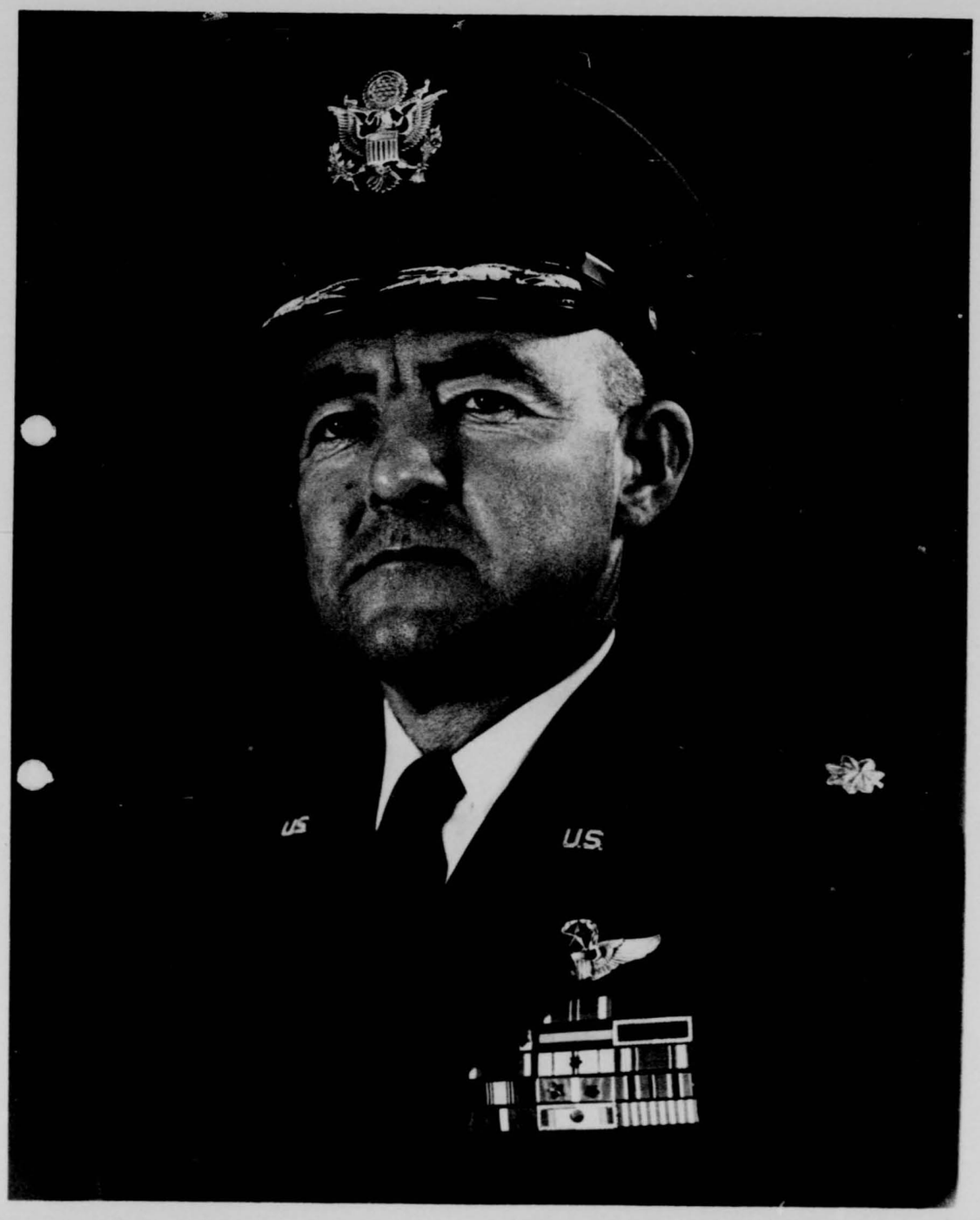
FOREWORD

During the period 1 July through 31 December 1967, aircrews of the 305th Aerospace Rescue and Recovery Squadron (Reserve) set a record of 1,275 flying hours and experienced a period of continued growth while accomplishing the squadron's mission.

In establishing this record, 305th aircrews again fulfilled their global commitment through participation in the final increment of highly successful Operation Hi-Cat in Panama where thirteen missions were flown, logging 165 hours. Other missions included a Lake Erie search for lost sky divers, three North Atlantic orbits, and numerous flights for aircrew training and upgrading directed toward achieving the squadron's C-1 rating objective.

The period was one of continued personnel growth; one which saw twenty-one new faces added to the squadron roster and brought twenty-one additional smiles on the face of Lt. Colonel John C. Riley, who celebrated his third anniversary as Commander of the 305th Aerospace Rescue and Recovery Squadron.

Lieutenant Colonel John C. Riley
Commander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CHAPTER I

MISSION AND RESOURCES

MISSION AND RESOURCES

Mission

The mission of the 305th Aerospace Rescue and Recovery Squadron (Reserve) is to achieve and sustain, through training, a capability to operate and maintain search and rescue equipment, search for, locate, and recover personnel and/or aerospace hardware compatible with requirements of the United States Air Force and other United States agencies conducting global air and space operations, and ballistic missile and space vehicle programs, including research and development.

Organization

The 305th Aerospace Rescue and Recovery Squadron is organized under Organization Table (O/T) 2527M and assigned to Fifth Air Force Reserve Region, Continental Air Command. * Continental Air Command is responsible for command, administration, operational control, personnel, logistics, and comptroller functions. The gaining command, Military Airlift

* Supporting Document 1

Command, is responsible for supervision of training, supervision of the safety programs, and inspection of the unit. Headquarters Aerospace Rescue and Recovery Service is the intermediate headquarters.

The unit was equipped in accordance with Volume IV, AFM 67-1.

Lt Colonel John C. Riley, FV 3061636, commanded the 305th Aerospace Rescue and Recovery Squadron (Reserve) throughout the reporting period.

Personnel

There were thirty-nine officers and one-hundred and forty-four airmen assigned to the 305th Aerospace Rescue and Recovery Squadron as of 31 December 1967. During the period, there were twenty-one new personnel assigned while personnel losses, due to civilian employer promotions and transfers and other resignations, were limited to thirteen.

Eight civilian employees were on the squadron staff. Seven employees were filling authorized positions and one employee was performing the duties of sanitation helper as a permanent overhire.

Significant key personnel changes during the period were as follows:

The Aircraft Maintenance Officer, Lt Colonel Donald F. Beyl resigned on 19 August 1967 to accept a maintenance position at Bakalar Air Force Base, Columbus, Indiana. This position remained vacant at the close of the period.

On 4 December 1967, the Operations and Training Officer, Major Archie M. Hylton, was transferred, within the Military Airlift Command, to a position with the 915th Airlift Group at Homestead Air Force Base, Florida. The duties of Operations and Training Officer were assumed by Major Charles E. Day.

The position of Personnel and Administrative Officer, a Reserve assignment, became vacant concurrent with the reassignment of Captain Ray C. Lopez to a position of linguist at Bunker Hill Air Force Base, Indiana. The position of Personnel and Administrative Officer was vacant as of 31 December 1967.

Budgeted Funds

The cost of budgeted items for the six-month period was $440,005. Major expenditure categories were as follows:

Civilian Pay	$ 387,409
Squadron TDY	9,719
Supplies	38,281
Miscellaneous	4,596
Total Budgeted Items	$ 440,005

Location and Facilities

Selfridge Air Force Base, Michigan, one of America's oldest and most historic military bases, is an Air Defense Command installation. The base is located on Lake Saint Clair, near Mt Clemens, thirty miles northeast of Metropolitan Detroit, Michigan.

The facilities of the 305th Aerospace Rescue and Recovery Squadron (Reserve) did not change during this period. The squadron utilized 8,680 square feet of space in a headquarters building 1414, and two nose docks, hangars 1428 and 1429.

Minor construction projects consisting of an addition to nose dock 1428 for an engine shop, an addition to nose dock 1429 for an AGE shop and shelter, and an addition to industrial building 1414 for pararescue storage and operations were still in various stages of command action. The move of a United States Navy Unit to Selfridge Air Force Base and utilization

of joint facilities with the 305th Aerospace Rescue and Recovery Squadron was delayed and therefore what otherwise would have been a space shortage has now been averted.

Aircraft

The aircraft possessed and utilized by the 305th Aerospace Rescue and Recovery Squadron in performing its mission remained unchanged. The nine rescue configured C-97 aircraft assigned were the following:

HC 97G 522713	HC 97G 530165
HC 97G 522716	HC 97G 530170
HC 97G 522754	HC 97G 530173
HC 97G 522782	HC 97G 530174
HC 97G 530117	

Advisory Element

Operating Location 6, Headquarters Aerospace Rescue and Recovery Service (MAC) provided advisory services to the 305th Aerospace Rescue and Recovery Squadron. The staff consisted Master Sergeant William J. Bandy, AF 18386256, Master Sergeant Melvin D. Bell, AF 6926771, and Master Sergeant Kenneth R. Yax, AF 16261091.

CHAPTER II

OPERATIONS AND TRAINING

OPERATIONS AND TRAINING

During this period the 305th Aerospace Rescue and Recovery Squadron experienced a continuation of constantly increasing activity when measured against prior periods. Our aircraft and aircrews participated in the following:

a. Operation Hi-Cat, which came to a highly successful conclusion on 18 August 1968.

b. One aircraft and aircrew operated for one week with the 48th Aerospace Rescue and Recovery Squadron at Eglin Air Force Base, Florida, qualifying student pararescue men in the HC-97. During this time thirty-seven jumps were accomplished.

c. Three duckbutt missions were flown in support of the 54th Aerospace Rescue and Recovery Squadron at Pease Air Force Base, New Hampshire.

d. Three sorties were flown, logging twenty-five hours during a search for lost sky divers that parachuted into Lake Erie.

e. In addition, the acceleration and emphasis on aircrew upgrading resulted in a total of 1,275 hours being flown by the squadron.

There were five pilots, one navigator, three flight engineers and two airborne radio operators added to the unit. Four pilots, two

flight engineers and two airborne radio operators were lost to the unit. The position of civilian instructor pilot was filled 15 July 1967 with the temporary overhire of Major Garfield W. Flurett.

The old adage, "one man's loss is another man's gain," became a reality 4 December 1967 when Major Archie M. Hylton, Operations and Training Officer, since 17 January 1965, transferred to 915 Military Airlift Group at Homestead Air Force Base, Florida. Prior to his departure, Major Hylton became the first pilot, without previous HC 97 flying experience, to accumulate more than 1,000 hours in the HC 97 aircraft. Without interruption, or even so much as a break in stride, the duties of Operations and Training Officer were assumed very capably and effectively by Major Charles E. Day. The responsibilities of this position were handled in addition to his duties as Aircrew Standardization Officer.

Upgrade training accomplished during this reporting period consisted of the following:

Captain Norman R. Bell, FV3058238, upgraded to First Pilot.

Captain Gerard J. Braun, FV3080337, upgraded to Instructor Pilot.

Major Garfield W. Flurett, FV1910377, upgraded to First Pilot/Rescue Crew Commander/Instructor Pilot.

Major Michael J. McLeod, FV835040, upgraded to Instructor Pilot.

Captain William J. Nielsen, FV3039763, upgraded to Instructor Pilot/Flight Examiner.

Major Robert Hlatky, FV943017, upgraded to Instructor Navigator.

Captain John J. Ruttenberg, FV3050915, upgraded to Rescue Crew Navigator.

SSgt Thomas E. Childers, AF15514066, upgraded to Second Engineer (non-rescue qualified).

TSgt David R. Godwin, AF16583875, upgraded to Instructor Flight Engineer.

TSgt John M. Graham, AF16603246, upgraded to Rescue Crew Flight Engineer.

SSgt Michael L. Knox, AF17611341, upgraded to Second Engineer (non-rescue qualified).

TSgt Raymond J. Lyon, AF16439618, upgraded to Rescue Crew Second Engineer.

MSgt Edward E. McNeill, AF14198273, upgraded to Rescue Crew Flight Engineer.

TSgt James E. Renshaw, AF16715716, upgraded to Rescue Crew Second Engineer.

MSgt William H. Sykes, AF11185750, upgraded to Instructor Flight Engineer.

TSgt Gerald L. Woolcock, AF13741529, upgraded to Rescue Crew Second Engineer.

SSgt Peter J. Moraites, AF16507888, upgraded to Instructor Radio Operator.

SSgt Carl E. Husted, AF16328187, upgraded to Rescue Crew Radio Operator.

SSgt Perry C. Knox, AF14215962, upgraded to Instructor Radio Operator.

SSgt Charles D. Boldin, AF12521119, upgraded to Flight Examiner (Radio Operator).

A1C Brian T. Murphy, AF16841529, upgraded to Jumpmaster.

A1C Thomas D. Rice, AF16841527, upgraded to Pararescueman.

A1C Gerhard Zimmerman, AF16841528, upgraded to Pararescueman.

Search Missions

Late Sunday evening on 27 August 1967, a request was received from Ninth Coast Guard District, Cleveland, Ohio, for a squadron aircraft to assist in the search of Lake Erie for nineteen missing sky divers.

At 0740 Local on 28 August 1967, aircraft HC 97G 530173 departed for the first daylight search. The crew consisted of

Archie M. Hylton, Major Charles E. Day, Captain Roger G. Ferguson, MSgt Jack V. Nice, MSgt Ted A. Walker, TSgt Gerald L. Woolcock, TSgt James D. Scott and Sergeant James A. Masserang. The flight was terminated at Selfridge Air Force Base at 1350 local time.

At 1230 local time, on 28 August 1967, aircraft HC 97G 522782 departed to relieve HC 97G 530173. The crew consisted of Major William P. Guillou, Captain William J. Nielsen, Major Robert Hlatky, MSgt Jack Keiningham, TSgt David R. Godwin, TSgt Marvin K. Duesette and Sergeant Ercole J. Santilli. The flight terminated at Selfridge Air Force Base at 1610 local time due to a communication failure.

At 0730 local time, on 29 August 1967, aircraft HC 97G 530170 departed for the search area. The crew consisted of Lt Colonel John C. Riley, Major Franklin O. Hofmeister, Captain Myron C. Conger, MSgt William J. Bandy, TSgt Raymond J. Lyon, MSgt Dennis C. Gill, TSgt George X. Hefferon and A1C Brian T. Murphy. The flight terminated at Selfridge Air Force Base at 1740 local time. Upon completion of this mission, the squadron was released from further participation by the United States Coast Guard.

OPERATION HI-CAT

In July and August, aircrews of the 305th again participated in the High Altitude Atmospheric Turbulence Project dubbed, "Operation Hi-Cat." The squadron's role in the operation was to provide the rescue coverage, and be the "Seeing Eye Dog," for the WU-2 aircraft flying planned high altitude routes in Panama.

During the period 19 July 1967 through 18 August 1967, crews of the 305th participated in thirteen missions. As in other Hi-Cat operations, invaluable experience was gained by all members of our aircrews. In contrast to Alaska, in November 1966, the Panama mission, due to climatic conditions, was just the opposite. Instead of an extreme cold operation, the days were hot and humid and complicated by severe thunderstorm activity. On one mission, a lightening strike damaged a propeller requiring several overtime hours of work by our maintenance personnel to insure that the next mission would not be delayed or scrubbed. The dedication of the Reserve maintenance rescuemen was the added insurance that contributed to the highly successful conclusion of Operation Hi-Cat for the 305th Aerospace Rescue and Recovery Squadron.

In addition to accomplishing the immediate actual mission, the following training was accomplished by our crewmembers:

a. Six pilots completed their quarterly currency requirements.

b. Four navigators completed their quarterly requirements and gained new valuable overwater experience in the Equator latitudes.

c. Two radio operators completed their quarterly requirements and gained new experience in IACO and international distress procedures.

d. Eight flight engineers completed their quarterly requirements, and one engineer completed 80% of prequalification requirements during this mission and was initially qualified shortly after returning to Selfridge.

Again the squadron was honored, to be selected by the Air Force professionals at Edwards Air Force Base, California, for the opportunity to provide the "Best in Rescue."

AIRCREW STATUS

	Auth	Asgd	Qual	Unqual	Non-Current
PILOTS:	28	22	17	5	0
RCC Qualified			10		
First Pilot			4		
Co-pilot			3		
NAVIGATORS:	12	13	12	1	0
Rescue Qualified			9		
Primary Navigator			3		
RADIO OPERATORS:	12	11	9	2	0
Rescue Qualified			9		
Primary Radio Operators			0		
FLIGHT ENGINEERS:	24	24	21	3	0
First Engineer(Rescue)			11		
First Engineer(Non-rescue)			0		
Second Engineer(Rescue)			8		
Second Engineer(Non-rescue)			2		
PARARESCUE:	13	12	11	1	0
HC 97 Jump Qualified			11		
SCUBA			11		
SCUBA Jump (Day)			11		
SCUBA Jump (Night)			11		
Fully HC 97 Rescue Qualified			11		

CHAPTER III

PUBLIC RELATIONS - INFORMATION

PUBLIC RELATIONS-INFORMATION

The aggressive public relations policy adopted by the 305th Aerospace Rescue and Recovery Squadron was continued throughout this reporting period. Every effort is made to handle all requests for speakers and participate in demonstrations and displays. Some of the more notable activities of the period were the following:

a. In conjunction with the Selfridge Air Force Base Fiftieth Anniversary celebration in July, pararescuemen of the 305th demonstrated "Live Parachute Jumps," from squadron aircraft with heavy gear to show how paramedics reach downed airmen in distress.

b. On 28 July 1967, MSgt Udo C. Fischer and TSgt Charles C. Ciaravino presented a pararescue demonstration at the University of Detroit Aerospace Education Workshop in Detroit, Michigan.

c. Lt Colonel John C. Riley was the guest speaker, addressing one-hundred and fifty cadets, at the Civil Air Patrol graduation exercises in July.

d. September and October were months marked with various Boy Scouts of America activities. TSgt George X.

Hefferon and A1C Thomas D. Rice, pararescuemen, conducted survival demonstrations for over 1,000 local area boy scouts.

e. Several other speaking engagements were accepted and a number of unit visitations by local civic groups were conducted during this period.

In November and December, the squadron planned and combined required operational aircrew upgrading training flights with "Operation Turkey Flights" at Thanksgiving and Christmas. These flights enabled fifty Michigan Air Force Academy cadets at Colorado Springs, Colorado, to spend these traditional holidays with their families with a minimum amount of time away from military academic studies.

On 16 September 1967, Lt Colonel John C. Riley celebrated his third anniversary with the 305th. During the period September 1964 through September 1967, Lt Colonel Riley saw, and was instrumental in the Reserve squadron's growth from four Gruman HU 16 aircraft and 113 personnel to nine Boeing HC 97 Stratorescuer aircraft and 183 officers and airmen. Along with the growth in size was the hustle and bustle associated with the long awaited move to larger and more satisfactory facilities to handle the squadron's new global mission of search and rescue and aerospace recovery.

CHAPTER IV

AIRCRAFT MAINTENANCE

AIRCRAFT MAINTENANCE

The 305th Aerospace Rescue and Recovery Squadron continued to operate with nine assigned HC 97 aircraft. The Aircraft Maintenance function supported the squadron's 1,275 flying hours during this period by attaining a good operational ready rate of eighty-three percent.

The Maintenance complex accomplished twenty-six phase inspections and five engine changes were performed on assigned aircraft.

On 17 August 1967, the Maintenance Section lost the capable leadership of Lt Colonel Donald F. Beyl, Aircraft Maintenance Officer, who resigned to accept the position of Wing Maintenance Officer with the 434th Tactical Airlift Wing at Bakalar Air Force Base, Columbus, Indiana. This position remained vacant as of 31 December 1967.

During September 1967, the Material Control Section lost a Parts Router and this position remained vacant for the balance of the period. The position of Production Controller, ART 57, continued to be filled by a temporary appointment.

Engine Shop

The 305th Aerospace Rescue and Recovery Squadron Engine Shop was fully manned with eight Air Reserve Technicians and six Reserve Airmen. During this reporting period, one (ART) position was vacated by Sergeant Harry Skalba, who resigned 10 September 1967 to accept employment with the Detroit Edison Company. This position was filled by Sergeant David L. Opper on 5 December 1967.

Reserve manning was completed by reassignment of SSgt Cletus O. Withrow from an Aerospace Ground Equipment position in August of 1967.

On 31 December 1967, this section had three engines built up 100% and one 90%.

One built up engine was awaiting tear down, and when accomplished this completed six engine tear downs for the reporting period.

The Engine Shop replaced five engines during this period and is currently experiencing an average engine life of 894.6 hours per engine.

Exhaust stack replacement progressed well with stacks installed on two engines and one engine partially completed.

The section replaced nineteen cylinders for various reasons, ranging from low compression to popped valve seats, and supported the twenty-six phase inspections plus all unscheduled engine maintenance on the squadron's possessed aircraft.

The Engine Shop designed and built an engine change boom which has greatly increased the shop' s capability to change engines with less time and effort. The use of this boom has eliminated the need for a costly piece of equipment previously used.

Sheet Metal Shop

The 305th Sheet Metal Shop was fully manned with two Air Reserve Technicians and two Reserve Airmen. One Reserve Airman fills a machinists' position and is assigned to the shop for training.

The section accomplished modification on approximately 75% of the pyrotechnic kits and also supported the twenty-six phase inspections plus numerous work orders and unscheduled maintenance.

Propeller Shop

The 305th Propeller Shop was fully manned with two Air Reserve Technicians and two Reserve Airmen during the reporting period. The section built up eleven propellers and tore down eleven for shipment.

Twenty-six phase inspections were supported by the Propeller Shop in addition to all unscheduled maintenance during the period.

Hydraulic Shop

The 305th Hydraulic Shop is currently manned with two Air Reserve Technicians and one Reserve Airman. This shop, also responsible for operating the Tire Shop, accomplished the build up and tear down of all tires.

During the reporting period, this section replaced three nose struts and accomplished the overhaul on one; replaced twenty-seven brakes and also accomplished the rebuilding of these units. Forty-two main gear tires were replaced, torn down, and built up, thirty nose gear tires were removed, replaced, and built up.

Aerospace Ground Equipment Shop

The 305th Aerospace Ground Equipment Shop ended the period fully manned with two Air Reserve Technicians, SSgt David Pretty was assigned on 20 August 1967, and Sergeant Richard Saverino on 5 December 1967. Sergeant Saverino replaced Mr. John Seymour, a temporary civilian employee.

During the reporting period the overhaul and painting of all maintenance stands was accomplished with the aid of four overhire employees.

The Aerospace Ground Equipment Shop maintains thirty-two pieces of various equipment consisting of sixteen BT-400 heaters, four C-26 generators, two air compressors (type MC1A and 2A), one 3MB1 air compressor, one Ford towing tractor, two MB4 Coleman tractors, one V-18 towing tractor, one D-5 hydraulic mule, one MA-1 jacking set, one MA2 pre-oiler, two NF2 flood lights, and one self-propelled lawn mower.

A V-18 towing tractor was put into operation in November and replaced the TT-11 which was originally assigned to this section.

Communications and Electronic Shop

The Communications and Electronic Shop was manned by ten Air Reserve Technicians and eight Reserve Airmen. During this period shop personnel completed the necessary rewiring of all old test benches and, in addition, also fabricated some needed new test benches.

A project, started in the prior period, to establish required bench stock in the shop was completed during the 1 July - 31 December period.

The stock status of required mobility equipment remained approximately 97%, on-hand stock, and all material items not in inventory were on order at the close of the period.

Examination and inspection of electronic equipment in War Readiness Material Kits was continued. Results of this examination and inspection revealed that approximately 50% to 60% of the items in the kits required repair to insure functional gear. The necessary repair work was accomplished by the Communications and Electronic Shop personnel.

OJT Program

On-the-job training continued to progress during this period with three reservists passing their five-level SKT and they were awarded the appropriate five-level AFSC. Three engine mechanics were in upgrade training toward attaining the seven-level.

CHAPTER V

MISCELLANEOUS

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Major Charles E. Day
AIRCRAFT MAINTENANCE OFFICER	Position Vacant
INSTRUCTOR PILOT	Major Garfield W. Flurett
	Major William P. Guillou
NAVIGATION OFFICER	Captain Myron C. Conger
PERSONNEL OFFICER	Position Vacant
ORGANIZATIONAL MAINTENANCE GENERAL FOREMAN	CMSgt Robert I. Boyle
PERSONNEL STAFFING TECHNICIAN AND FIRST SERGEANT	TSgt Leon Crayton

ROSTER OF PERSONNEL

OFFICERS

Alexander, Richard W.	Lt Colonel	FV835110
Holme-Shaw, William Jr.	Lt Colonel	FV833745
Riley, John C.	Lt Colonel	FV3061636
Taft, Jack N.	Lt Colonel	FV810969
Coffman, Howard D.	Major	FV2067107
Cutshall, David C.	Major	FV937074
Day, Charles E.	Major	FV3025503
Flurett, Garfield W.	Major	FV1910377
Guillou, William P.	Major	FV3062418
Hlatky, Robert (NMN)	Major	FV943017
Hofmeister, Franklin O.	Major	FV926818
Jennings, Richard (NMN)	Major	FV2068904
Macauley, Richard S.	Major	FV687332
McLeod, Michael J.	Major	FV835040
Onesi, James W.	Major	FV2063461
Piddington, Ray M.	Major	FV831269
Schwartz, Jack (NMN)	Major	FV3019071
Sergeant, Marshall W., Jr.	Major	FV786641
Sherrill, Henry E.	Major	FV2071375
Thomas, John L.	Major	FV694273
Wanamaker, Giles A.	Major	FV3011925
Watts, Robert R.	Major	FV2084080
Appleman, Herbert M.	Captain	FV3052418
Bell, Norman R.	Captain	FV3058238
Braun, Gerard J.	Captain	FV3080337
Chapin, William B. III	Captain	FV3049919
Conger, Myron C.	Captain	FV3058977
Ferguson, Roger G.	Captain	FV3085834
Kaske, Bernard J.	Captain	FV3035645
McClear, Robert J.	Captain	FV2211712
McLaughlin, George G.	Captain	FV3033676
Moore, Richard W.	Captain	FV3085692
Nielsen, William J.	Captain	FV3039763
Ruttenberg, John J.	Captain	FV2050915
Srull, Charles F.	Captain	FV3039922
Wood, John F.	Captain	FV3025248
Schlener, William E.	1st Lt	FV3121816
Bobrowski, Lawrence M.	2d Lt	FV3178863
Purdy, James C.	2d Lt	FV3178860

Total Officers: 39

ROSTER OF PERSONNEL

AIRMEN

Boyle, Robert I.	CMSgt	AF11252056
Adams, Jack B.	SMSgt	AF18083439
Dort, Roy B.	SMSgt	AF16322924
Dulaney, Roy W.	SMSgt	AF16252764
Parker, James R.	SMSgt	AF16253818
Bankhead, J. W.	MSgt	AF18041237
Fischer, Udo C. J.	MSgt	AF16378727
Gill, Dennis C.	MSgt	AF16249646
Keiningham, Jack (NMN)	MSgt	AF18339573
Knippenburg, William C.	MSgt	AF16624786
LeMay, Nelson J.	MSgt	AF36852516
McNeill, Edward E., Sr.	MSgt	AF14198273
Nice, Jack V.	MSgt	AF15069091
Siefert, Robert L.	MSgt	AF16346163
Simmons, Carl Frederick	MSgt	AF6832855
Sykes, William H., Jr.	MSgt	AF11185750
Trayer, Gordon R.	MSgt	AF16747618
Underhill, Robert O.	MSgt	AF15198625
Walker, Buddy B.	MSgt	AF16441179
Walker, Ted A.	MSgt	AF15542316
Watts, James J.	MSgt	AF14564875
Alexander, Buford (NMN)	TSgt	AF16449547
Ciaravino, Charles R.	TSgt	AF27040319
Colin, James H.	TSgt	AF16401007
Connole, Ronald D.	TSgt	AF16490768
Crayton, Leon (NMN)	TSgt	AF14563840
Dusette, Marvin K.	TSgt	AF16624796
Ericksen, John L.	TSgt	AF16268299
Flory, Roger D.	TSgt	AF15281214
Galat, Michael W.	TSgt	AF16160083
Godwin, David R.	TSgt	AF16583875
Graham, John M.	TSgt	AF16603246
Hefferon, George X.	TSgt	AF21690256
Inman, Gilbert C.	TSgt	AF18396377
Lyon, Raymond J.	TSgt	AF16439618
Quigg, William R.	TSgt	AF15122681
Renshaw, James E.	TSgt	AF16715716

Total Airmen on this page: 37

ROSTER OF PERSONNEL

AIRMEN

Roman, David G.	TSgt	AF16462960
Scott, James D.	TSgt	AF14517189
Seabrooks, Harold (NMN)	TSgt	AF27036751
Shea, William E., Jr.	TSgt	AF16111217
Woolcock, Gerald L.	TSgt	AF13741529
Blunden, Randolph R.	SSgt	AF16721258
Boldin, Charles D.	SSgt	AF12521119
Cannon, Joseph W., Jr.	SSgt	AF15696479
Childers, Thomas E., Jr.	SSgt	AF15514066
Coughlin, William M.	SSgt	AF16448851
Delisle, John G.	SSgt	AF16427433
Eveland, Ronald A.	SSgt	AF16410857
Flint, Kenneth E.	SSgt	AF15650353
Griffith, Kenneth L.	SSgt	AF16440868
Haesler, Merrill C.	SSgt	AF16432227
Hatcher, Wilbert B.	SSgt	AF16717842
Howard, John L.	SSgt	AF27044083
Husted, Carl E.	SSgt	AF16328187
Knox, Michael L.	SSgt	AF17611341
Knox, Perry C.	SSgt	AF14215962
Latta, Steven E.	SSgt	AF16732912
LeCoumpte, Franklin W.	SSgt	AF16731067
Leigh, William L.	SSgt	AF16624613
McLane, Orlo M., Jr.	SSgt	AF16738447
May, John A.	SSgt	AF16727763
Medina, Glenn E.	SSgt	AF17607396
Moraites, Peter J.	SSgt	AF16507888
Oakey, Ralph G.	SSgt	AF16462217
Padilla, Robert F.	SSgt	AF27044108
Pretty, David E.	SSgt	AF13609860
Stahnke, Leslie B.	SSgt	AF17557431
Stuckey, John C.	SSgt	AF14670579
Thompson, Lee B.	SSgt	AF16727127
Turner, John R., Jr.	SSgt	AF16624794
Wehrwein, Richard E.	SSgt	AF16730255
Withrow, Cleatus O.	SSgt	AF19527297
Zamponi, Charles J.	SSgt	AF13544906

Total Airmen on this page: 37

ROSTER OF PERSONNEL

AIRMEN

Arnold, Gary J.	Sgt	AF16776801
Bailey, Timothy L.	Sgt	AF16744732
Bates, Lake U.	Sgt	AF14799835
Beardslee, Francis G.	Sgt	AF6916041
Boden, Ronald F.	Sgt	AF16657368
Curman, Dennis N.	Sgt	AF16670173
Derrick, James D.	Sgt	AF15609435
Dubey, Donald L.	Sgt	AF16776836
Fowler, Lawrence C.	Sgt	AF11423934
Francis, Patrick J.	Sgt	AF16806113
Frost, Joseph E.	Sgt	AF16761562
Graff, Robert L.	Sgt	AF16841450
Grobbel, William J.	Sgt	AF16776943
Hachenski, Gerald E.	Sgt	AF16776942
Hale, Ronald S.	Sgt	AF18566775
Heiser, Gerhart Stephen	Sgt	AF27069110
Hysen, Pulump Paul	Sgt	AF16776884
Johnson, Gary E.	Sgt	AF16776883
Lipscomb, Dwight (NMN)	Sgt	AF16707718
McLarty, Roland J.	Sgt	AF17642396
McNeill, Edward E., Jr.	Sgt	AF16743554
Masserang, James A.	Sgt	AF16806112
Pamment, Charles C.	Sgt	AF16728071
Pickering, Ronald G.	Sgt	AF12649069
Piwonski, Arthur P.	Sgt	AF27087260
Santilli, Ercole J.	Sgt	AF16806114
Smolinski, William C.	Sgt	AF16658569
Trzcinski, Vincent A.	Sgt	AF16800121
Ulrich, Paul S.	Sgt	AF17612363
Verhaeghe, Allan V.	Sgt	AF16776937
Blenkle, Donald E.	A1C	AF16738428
Brusseau, Robert A.	A1C	AF16841452
Buback, Lawrence P.	A1C	AF16747657
Carey, Patrick J.	A1C	AF22928048
Carreyn, Roger T.	A1C	AF27127120
Casper, John E.	A1C	AF16841446
Cassidy, Donald M.	A1C	AF16747655
Celani, Daniel (NMN)	A1C	AF16841462

Total Airmen on this page: 37

ROSTER OF PERSONNEL

AIRMEN

Crawford, Bruce D.	A1C	AF16776935
Earls, Marion C.	A1C	AF16800101
Helmes, Richard T.	A1C	AF16747656
Houston, Ernest J., Jr.	A1C	AF16719138
Janowack, George (NMN)	A1C	AF16747634
Johns, William R.	A1C	AF16800133
Johnson, Paul G.	A1C	AF16841480
Jones, Robert G.	A1C	AF16841458
Konley, Michael D.	A1C	AF16841468
Lang, Donald W.	A1C	AF16841558
Leahy, Gordon H.	A1C	AF16776885
Lutz, Lawrence J.	A1C	AF16841448
Mulholland, James J.	A1C	AF16841451
Murphy, Brian T.	A1C	AF16841529
Probst, Paul J.	A1C	AF16841526
Rice, Thomas D.	A1C	AF16841527
Richards, Alex R.	A1C	AF16800106
Roodbeen, John V.	A1C	AF16776945
Samuelson, Robert C.	A1C	AF16841455
Sherrill, Rickie A.	A1C	AF16841469
Skues, Joseph C.	A1C	AF16800132
Sobieski, Raymond W.	A1C	AF16776944
Starkey, James A.	A1C	AF16800122
Stromberg, James K.	A1C	AF16841461
Tippery, Robert C.	A1C	AF16841456
Urban, Carrol E., Jr.	A1C	AF16841449
Warner, Robert V.	A1C	AF16841447
Whitehead, Michael P.	A1C	AF16800120
Yuhas, Joseph P.	A1C	AF16841457
Zimmerman, Gerhard (NMN)	A1C	AF16841528
DeRonne, Lawrence E.	Airman	AF17773581
Sienel, Thomas C.	Airman	AF16841470

Total Airmen on this page: 33
Total number of Airmen: 144
Total number of personnel: 183

PERSONNEL GAINS

Flurett, Garfield W.	Major
Macauley, Richard S.	Major
Thomas, John L.	Major
Chapin, William B. III	Captain
Moore, Richard W.	Captain
Schlener, William E.	1st Lt
McNeill, Edward E., Sr.	MSgt
Walker, Buddy B.	MSgt
Flory, Roger D.	TSgt
Quigg, William R.	TSgt
Seabrooks, Harold (NMN)	TSgt
Childers, Thomas E., Jr.	SSgt
Hatcher, Wilbert B.	SSgt
Husted, Carl E.	SSgt
LeCoumpte, Franklin W.	SSgt
Pretty, David E.	SSgt
Bailey, Timothy L.	Sgt
Derrick, James D.	Sgt
Fowler, Lawrence C.	Sgt
Pamment, Charles C.	Sgt
Pickering, Ronald G.	Sgt

PERSONNEL LOSSES

Beyl, Donald F.	Lt Colonel
Bowring, Harold H.	Major
Hylton, Archie M.	Major
Eichorn, Gary L.	Captain
Lopez, Ray C.	Captain
Krantz, Arthur E.	CMSgt
Dykema, John W.	MSgt
Taylor, Gerald W.	TSgt
Lubinski, Anthony S.	SSgt
Margosian, Paul (NMN)	SSgt
Bone, James G.	Sgt
Skalba, Harry (NMN)	Sgt
Judd, Steven H.	A1C

PERSONNEL PROMOTIONS

Name	New Grade
Sergeant, Marshall W., Jr.	Major
Schwartz, Jack (NMN)	Major
Wanamaker, Giles A.	Major
Gill, Dennis C.	MSgt
McNeill, Edward E., Sr.	MSgt
Sykes, William H., Jr.	MSgt
Watts, James J.	MSgt
Galat, Michael W.	TSgt
Lyon, Raymond J.	TSgt
Renshaw, James E.	TSgt
Woolcock, Gerald L.	TSgt
Blunden, Randolph R.	SSgt
Cannon, Joseph W., Jr.	SSgt
Howard, John L.	SSgt
Knox, Michael L.	SSgt
Medina, Glenn E.	SSgt
Stahnke, Leslie B.	SSgt
Graff, Robert L.	Sgt
Trzcinski, Vincent A.	Sgt

PERSONNEL PROMOTIONS

Name	New Grade
Murphy, Brian T.	A1C
Rice, Thomas D.	A1C
Tippery, Robert C.	A1C
Whitehead, Michael P.	A1C
Zimmerman, Gerhard (NMN)	A1C

PERSONNEL REENLISTMENTS

Knippenburg, William C.	MSgt
LeMay, Nelson J.	MSgt
Colin, James H.	TSgt
Boldin, Charles D.	SSgt
Stahnke, Leslie B.	SSgt

Supporting Document 1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

SPECIAL ORDER
G-138

28 November 1966

EXTRACT

** ** **

7. The following Hq USAF-controlled AFRes Units are reorganized under an appropriate Unit Manning Document with capability as cited in Part I of the Organization Tables (O/Ts) as indicated, effective 1 January 1967:

Unit	Organization Table Composition
Aerospace Rescue & Recovery Sq 301, 302, 304	2527M, 1 Feb 66, Para 1 & 2b, Part 1(Part 11B)
303, 305	2527M, 1 Feb 66, Para 1 & 2c, Part 1(Part 11C)

a. Personnel will be furnished from sources of Air Force Reserve personnel available to the Commanders of the above units.

b. Units will be equipped in accordance with Volume IV, AFM 67-1.

c. The Director of Data Automation, this headquarters, will submit an Air Force Organization Status Change Report (RCS: HAF-01) in accordance with AFR 20-49.

d. Authority: Ltr AFOMO 667n, DAF, 9 Nov 66, subject: Redesignation of the 932nd Troop Carrier Group, Medium and Certain Other Air Force Reserve Unit Actions.

** ** **

SO G-138, 26 Nov 66, Hq CAC, Robins AFB, Ga(Continued)

FOR THE COMMANDER

(HQ CAC SEAL)

DONALD E. REEL, MAJ, USAF
Asst Director of Administrative Services

RETURN TO
Historical Research Division
ASI HOA
Maxwell AFB, AL 36112

305 AEROSPACE RESCUE & RECOVERY SQ
AEROSPACE RESCUE AND RECOVERY
SERVICE
1 JANUARY - 30 JUNE 1968

7-4490-8

1 JANUARY - 30 JUNE 1968

K-SQ-RESC-305-III
Jan-Jun 1968

RETURN TO
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama 36112

HISTORY OF

305TH AEROSPACE RESCUE AND RECOVERY SQUADRON

Selfridge Air Force Base, Michigan 48045

1 January - 30 June 1968

Prepared by Major Robert R. Watts

RCS: AU D-5

Approved by:

John C Riley

JOHN C. RILEY, Lt Colonel, USAF
Commander

AEROSPACE RESCUE AND RECOVERY SERVICE, MILITARY AIRLIFT COMMAND UNITED STATES AIR FORCE

MAC-1CMBT SPT GP-CDC
Selfridge AFB, Michigan

7-4490-8

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FOREWORD

From "Unlimited Confusion" on 25 January to "Controlled Chaos" on 26 January 1968, may best describe the change experienced by members of the 305th Aerospace Rescue and Recovery Squadron as the unit responded to the President's call to active duty.

Since that 26 January date, however, the 305th has proven, through actual participation and performance, that "Citizen Soldiers" can rapidly change from business suits to flying suits and adjust to an emergency situation and accomplish a difficult mission.

From Greenland to Europe, to Africa and the Phillipines, aircrews of the squadron have flown nearly every type rescue mission in fulfilling the Aerospace Rescue and Recovery Service global commitment.

Lieutenant Colonel John C. Riley
Commander



CHAPTER I

MISSION AND RESOURCES

MISSION AND RESOURCES

Mission

The mission of the 305th Aerospace Rescue and Recovery Squadron changed during the past six months in view of the unit's mobilization by Executive Order on 26 January 1968.

Prior to the issuance of this activation order, the squadron's primary mission was to achieve and sustain, through training, the highest level of readiness and capability possible, to conduct a global air and space search and rescue operation compatible with the Aerospace Rescue and Recovery Service's mission within the United States Air Force.

Upon activation, the 305th ARRSq became an active operating unit in lieu of a reserve training squadron. The current mission is:

1. To maintain and operate assigned search and rescue equipment.

2. To provide fixed wing SAR support on a global basis to the maximum limits of our capability.

3. To search for, locate, and recover personnel and/or aerospace hardware compatible with the requirements of the Aerospace Rescue and Recovery Service and the United States Air Force.

4. Provide search and rescue assistance to other United States agencies conducting global operations, to include research and development projects.

5. Provide search and rescue assistance to foreign nations upon the request of the Aerospace Rescue and Recovery Service.

6. Perform support missions, within limits of current capability, as directed by ARRS.

7. Maintain aircrew and ground personnel AFSC proficiency in accordance with published ARRS and Air Force regulations through training.

Organization

During the month of January 1968, the 305th Aerospace Rescue and Recovery Squadron was organized under Organization Table(O/T) 2527M and assigned to Fifth Air Force Reserve Region, Continental Air Command. * Continental Air Command was responsible for command, administration, operational control, personnel, logistics, and comptroller functions. The gaining command, Military Airlift Command was responsible for supervision of training, safety programs, and inspection of the unit.

Upon activation of the unit on 26 January 1968, the Aerospace Rescue and Recovery Service replaced the Continental Air Command

*Supporting Document 1

in the Organization Table and assumed the CAC function of responsibility as related to the 305th Aerospace Rescue and Recovery Squadron. The Military Airlift Command is the gaining command and retains the same function as related to the unit, while in reserve posture.

Lt Colonel John C. Riley commanded the 305th Aerospace Rescue and Recovery Squadron throughout the six-month period.

Personnel and Activation

On 25 January 1968, the primary reason for the existence of the 305th Aerospace Rescue and Recovery Squadron came to light. The 184 men of the squadron were ordered to extended active duty for a periodof twenty-four months, unless sooner relieved - per paragrapn (E) of Title 1, DOD Appropriation Act, 1967 (80 STAT 981). *

This call-up involved approximately 15,000 reservists ordered to active duty by the President in response to the seizure of the Navy Intelligence ship, the "Pueblo" by North Korea.

The 305th men, composed of such occupations as lawyers, business executives, students and even a doctor, heard of the call-up from relatives, fellow employees, fellow reservists, neighbors and directly from news broadcasts. The immediate feeling was that of

* Supporting Document 2

amazement since all reports said that the 305th was the only Michigan reserve unit to be activated. Later than evening, the possible rumor about activation proved true when the official call from the Pentagon was received at the squadron. Major Charles E. Day, Acting Squadron Commander, began to notify primary alerters to have their men report to the squadron the following morning. Yes, this was a select group of men. In the entire State of Michigan, the "Pueblo" spotlight was now shining on 184 men while other Michigan reservists anxiously waited.

By 1200 hours Friday, 26 January 1968, all but one squadron member had reported and he, Major Robert R. Watts, was enroute from his home in Nashville, Tennessee. Coincidently, about thirty 305th personnel were serving their annual encampment active duty tour with the 54th Aerospace Rescue and Recovery Squadron at Pease Air Force Base, New Hampshire, at the time of the activation. One 305th crew, with Lt Colonel John C. Riley as aircraft commander, was dispatched to Thule, Greenland, in search of a missing B-52 and stayed on to complete the mission before returning to join their newly activated cohorts at Selfridge.

Many newspaper and television reporters from as far away as Chicago were on the scene in the mobility processing room as the

ex-reservists filed through the tedious mobility line. (See photo).

According to the Chicago Tribune: "If their overnight change of status had a big effect on their economic and social lives, few of the reservists let it show. If some of them worried about how their families would survive on reduced income, they didn't mention it."

Three days after activation, on 29 January 1968, the 305th assumed its alert posture by augmenting the 76th Aerospace Rescue and Recovery Squadron, Hickam Air Force Base, Hawaii, and the 41st Aerospace Rescue and Recovery Squadron, Hamilton Air Force Base, California, with rescue aircraft and crews.

On Saturday, 3 February 1968, a briefing was held for all 305th wives and dependents at the base theater. The program consisted of Commander's welcome, Chaplain's Invocation, briefings on medical, legal, personal affairs and dependents identification processing.

All 305th personnel records were transferred from Air Reserve Personnel Center, Denver, Colorado, to the Consolidated Base Personnel Office at Selfridge Air Force Base and the Base Commander offered this squadron the complete services and facilities of the base.

During the third week of active duty, a twelve-man Inspector General Team from Headquarters Aerospace Rescue and Recovery Service, headed by Colonel Walker R. Reynolds, Jr., visited the 305th and helped stabilize the squadron for active duty by lending helpful suggestions and correcting discrepancies.

SSgt Steven E. Latta became the first airman to face the decision of reenlisting or getting discharged. On his current enlistment expiration date, 19 February, Sergeant Latta was administered the reenlistment oath by Lt Colonel John C. Riley, Squadron Commander. A few days later, Sergeant Paul S. Ulrich made the immediate squadron reenlistment rate 100% as he also took the reenlistment oath. Both Sergeant Latta and Sergeant Ulrich were Air Reserve Technicians prior to activation and it appeared that the retention of Air Reserve Technician personnel would be high. (See photo).

In March, TSgt Leon Crayton, acting First Sergeant and A1C James J. Mulholland, Personnel Specialist, were sent to CBPO to work in order to increase the manpower strength at CBPO now that the 305th added an additional workload to the base.

Second Lieutenant Lawrence M. Bobrowski was appointed Liaison Officer between CBPO and the 305th.

SMSgt Jack B. Adams, NCOIC Flight Engineers, was selected by Lt Colonel Riley to fill the shoes of First Sergeant when TSgt Crayton departed for CBPO.

Major John L. Thomas was appointed to fill the vacant position of Personnel and Administration Officer and Major James W. Onesi was selected to fill the position of Aircraft Maintenance Officer.

During the augmentation of the 54th Aerospace Rescue and Recovery Squadron, members of the 305th performed tours at Goose AB, Labrador, and Sonderstrom AB, Greenland. On 27 February 1968, the 305th was selected to fly a route and base familiarization mission to Kindley AB, Bermuda, Lajes Airfield, Azores, Aviano AB, Italy, Moron AB, Spain and Ramstein AB, Germany.

On 29 February 1968, the 305th launched a maximum effort search at Corpus Christi Naval Air Station, Texas, for a missing SAC-B-52 aircraft. A total of five HC 97 aircraft were deployed to this area. On 15 March 1968, the 305th assumed alert at Keflavik Naval Air Station, Iceland, to provide fixed wing SAR capability to this area. On 25 March 1968, one aircraft, plus crew, assumed alert at Moron AB, Spain, supporting the 67th Aerospace Rescue and Recovery Service.

On 22 April 1968, an aircraft and aircrew went TDY to Clark AFB, Phillipines, to support the 31st Aerospace Rescue and Recovery Squadron, and on 8 June 1968, our first aircrew departed to assume alert posture at Wheelus AFB, Libya, to augment the 58th Aerospace Rescue and Recovery Squadron and provide fixed wing SAR capability to that area.

With the heavy TDY commitment starting in March, it was evident that additional personnel would be required in the Maintenance area in order to support our TDY aircrews and maintain the home base work force at a level compatible with total maintenance needs. During this period, a request was issued and approved for more maintenance help via "TDY" assignment. As a result, twenty-four Air Force maintenance specialists were assigned to the unit to augment our maintenance work force and bring it to a satisfactory level.

One of our most critical personnel shortages was in the Pararescue Section. With only twelve pararescuemen assigned, it was impossible to accomplish our TDY aircrew commitment. In March, five pararescuemen were sent to the 305th from the 41st Aerospace Rescue and Recovery Squadron at Hamilton, for an indefinite TDY period. This action permitted the unit to maintain complete rescue crew integrity on all our missions.

The number of civilian employees on the squadron staff remained unchanged during the past six months. Eight employees were assigned; seven to authorized positions based on prior manning and one employee was performing sanitation duties as an overhire. This sanitation employee was released in July and the duties were absorbed by unit airmen personnel.

Budgeted Funds

The unit expended the following budgeted funds during the period:

	CAC Funds	ARRS Funds	Total
Civilian Pay	$ 129,187	-	$ 129,187
Squadron TDY	1,494	$ 23,375	24,869
Supplies	7,019	19,141	26,160
Miscellaneous	114	841	955
Total	$ 137,814	$ 43,357	$ 181,171

Items in the above table identified as CAC funds are expenditures prior to active duty recall, and the ARRS funds reflected are expenditures while on active duty February through June 1968.

Location and Facilities

The 305th Aerospace Rescue and Recovery Squadron is a tenant at Selfridge Air Force Base, Michigan. The base is one of America's oldest and most historic military installations, and a component of the Air Defense Command. The base is located on Lake St. Clair, near Mt Clemens, Michigan, thirty miles northeast of Metropolitan Detroit, Michigan.

Facilities occupied by the 305th were greatly expanded during this period, due to the unit's mobilization on 26 January 1968. An increased flying schedule added to the storage needs of the pararescue, personal

equipment, and maintenance sections. Frequent aircraft deployments also made it necessary to store airborne WRM materials and mobility equipment at the site of unit operations.

An alert area was designated in building 1414 and furnished with bedding and recreational materials. A barracks was acquired from the base to house personnel supporting the squadron. The use of an additional nose dock, building 1425, was obtained to increase our phase inspection capability.

By the end of the reporting period, the unit occupied nearly 40,000 square feet of space in building 1414. Three nose docks were utilized; hangars 1425, 1428 and 1429. One barracks, building 1015, was being occupied.

In 1964, at the direction of the Department of Defense, the Naval Air Station at Grosse Ile, Michigan, was programmed to be closed and the Naval Reserve units located there transferred to Selfridge Air Force Base, Michigan, as soon as suitable facilities could be obtained at Selfridge. To this end, negotiations were conducted between the Air Force and Navy during the period 1964 to 1966. As a result of these negotiations, the Navy Department was allocated the West Ramp and surrounding buildings at Selfridge Air Force Base, Michigan. A part of this agreement specified that certain facilities within the Navy area be assigned to the 305th Aerospace Rescue and Recovery Squadron. The specific assignments were as follows:

1. Building 1414.

   a. 8,680 square feet - for sole use by 305th ARRSq.

   b. 9,775 square feet - for joint use by this squadron and Navy units.

2. Nose Docks.

   a. Hangar 1428 - for sole use by 305th Aerospace Rescue and Recovery Squadron.

   b. Hangar 1429 - for sole use by this unit.

3. West Ramp - Sufficient space to park nine HC 97 aircraft.

Aircraft

The aircraft possessed and utilized by the 305th Aerospace Rescue and Recovery Squadron in performing its mission remained unchanged. The nine rescue configured C-97 aircraft assigned were the following:

HC 97G 522713
HC 97G 522716
HC 97G 522754
HC 97G 522782
HC 97G 530117
HC 97G 530165
HC 97G 530170
HC 97G 530173
HC 97G 530174

Advisory Element

At the beginning of the period, the advisory staff provided by Operating Location 6, Headquarters Aerospace Rescue and Recovery

Service consisted of MSgt William J. Bandy, AF18386256, MSgt Melvin D. Bell, AF6926771, and MSgt Kenneth R. Yax, AF16261091. Upon recall of the squadron to active duty, these advisory specialists were assigned to the 305th Aerospace Rescue and Recovery Squadron.

WWJ TV-4 newscaster Dick Westerkamp interviews Major Charles E. Day, 305th ARRSq Acting Commander, as the unit was responding to the active duty recall order issued late Thursday, 25 January 1968.


CHARLES E. DAY
MAJOR

Up one line, around the table, down another line, around.. this long line at the 305th ARRSq was made up of various stations for personnel mobilization processing.



Personnel Officer, 2d Lt Lawrence M. Bobrowski (right), continues to process a member of the mobilized 305th ARRSq, SSgt Robert F. Padilla (PJ), as an ABC News camera crew grinds away in the background.



An on-scene newsman tapes an interview with A1C John Roodbeen, 305th ARRSq Maintenance, as Reservists report in upon unit mobilization 26 January 1968.



Processing their important emergency data record forms are (far right) Captain Bernard Kaske (RCN), and Captain Norman R. Bell (RCC), next.



Rescue aircrew personnel (left to right) Captain George G. McLaughlin (RCN), Captain Charles F. Srull (RCC), Major Howard D. Coffman (RCC), Major Richard Jennings (RCN), review and update their security record at one of several stations in the personnel processing line at the recalled 305th ARRSq. Manning this station is Sgt. Roland McLarty (far right), Operations Administrative Specialist.



Forms, thumb print, name plate, photo and signature comprise a new active duty ID card, as mobilized Reservists of the 305th ARRSq process in at the Base Pass and Registration Section, Air Police Station.

Records are examined at the Base Immunization Clinic by A1C James Mulholland (left), 305th ARRSq Personnel, and an Army Specialist. Maintenance man, Airman Michael Konley (right), has arm bared for the inevitable shot(s).



Sgt Steven E. Latta, first airman to reenlist after mobilization, being administered the reenlistment oath by the squadron commander on 19 February 1968.



Sgt. Paul S. Ulrich, second airman to reenlist, taking the reenlistment oath administered by Lt Col John C. Riley, squadron commander.


MARCH 1968

CHAPTER II

OPERATIONS & TRAINING

OPERATIONS AND TRAINING

At the beginning of the January - July 1968 period, the Operations and Training Section of the 305th Aerospace Rescue and Recovery Squadron had programmed a number of objectives which were directed toward improving our mission commitment performance and achieving the coveted C-1 rating for the squadron. Some of the primary objectives were as follows:

1. Recruit additional rated aircrew personnel; pilots, radio operators, etc., where authorized.

2. Train and upgrade all unqualified aircrew members currently assigned.

3. Train and upgrade all qualified aircrew personnel assigned to highest AFSC level attainable; compatible with individual ability and performance.

4. Accomplish our individual Reserve two-week active training requirement through aircrew participation in "Texas Type" tours in lieu of a unit annual encampment where feasible.

5. Provide rescue aircrews, to fullest extent possible, as requested for duty in the fulfillment of our global mission.

By 15 January 1968, two aircrews and maintenance personnel, approximately thirty people, had departed home station, Selfridge,

for two weeks TDY active duty supporting the 54th Aerospace Rescue and Recovery Squadron at Pease Air Force Base, New Hampshire.

On 19 January 1968, the unit participated in its first 1968 calendar year aerial search mission for a civilian aircraft in Colorado; responding to an alert from CARRC at Richards Gebaur Air Force Base, Mo.

On 25 January 1968, our "Reserve Posture Program" was interrupted by the primary reason for the squadron being in existence. The unit was ordered to extended active duty effective, no later than 2400L 26 January 1968, for a period of twenty-four months - unless sooner relieved.

This activation involved several AFRes and ANG Squadrons, Groups and Wings; approximately 15,000 reservists ordered to active duty by the President in response to the seizure of the Navy Intelligence Ship, "Pueblo," by North Korea.

To the 305th Operations and Training Section, the call-up affected 184 officers and airmen who were all "On Deck" by the 2400L 26 January 1968 deadline. This was made possible and accomplished under the capable leadership of the Operations and Training Officer, Major Charles E. Day, who was also Acting Squadron Commander in the absence of Lt Colonel John C. Riley,

who had been dispatched to Thule, Greenland, during his two-week "Texas Tour," supporting the 54th Aerospace Rescue and Recovery Squadron.

On 29 January 1968, just three days after the activation notice, the 305th assumed its active duty posture when two aircrews were deployed; one to Hickam AFB, Hawaii, to assist and support the 76th ARRSq, and one to Hamilton AFB, California, to support the 41st ARRSq, stationed at Hamilton.

Since that date of 29 January 1968, the task of "Operation TDY," has become the daily routine work and commitment of the 305th Aerospace Rescue and Recovery Squadron.

Effective February through June 1968, the squadron had from five to ten aircrews on TDY supporting other Aerospace Rescue and Recovery Squadrons for periods of two to four weeks. (See chart page 32.)

Our aircrews compiled a squadron record total of 2,511.4 flying hours during this period, of which, 749.8 were mission hours, 1,020.3 were support hours and 741.3 hours were flown for training upgrading. (See chart page 33.)

While logging this flying time our aircrews participated in sixty-two escort/orbit missions, seventy-six support missions, six search missions, one intercept and 109 other miscellaneous

missions. In addition, our aircrews were on "Strip Alert" for an accumulative total of 4,170 hours.

We were able to meet all our commitments even though we lost 203 aircraft flying days in the period while our aircraft were at IRAN. (See chart page 33 .) This was equivalent to losing all our aircraft for approximately one month.

During the first half of the 1968 calendar year, the following training and upgrading was accomplished in addition to the 305th heavy TDY commitment.

Lt Col Richard W. Alexander, FV835110, upgraded to Rescue Crew Commander.

Captain Norman R. Bell, FV3058238, upgraded to Rescue Crew Commander.

Captain William B. Chapin, FV3049919, upgraded to Co-pilot.

Major Howard D. Coffman, FV2067107, upgraded to Pilot Flight Examiner.

Major Garfield W. Flurett, FV1910377, upgraded to Pilot Flight Examiner.

Major William P. Guillou, FV3062418, upgraded to Rescue Crew Commander.

Lt Col William Holme-Shaw, FV833745, upgraded to Co-pilot.

Major Richard S. Macauley, FV687332, upgraded to Co-pilot.

Captain Robert J. McClear, FV2211712, upgraded to Rescue Crew Commander.

Captain Richard W. Moore, FV3085692, upgraded to Pilot/ Rescue Crew Commander.

Captain Charles F. Srull, FV3039922, upgraded to Rescue Crew Commander.

Major John L. Thomas, FV694273, upgraded to Co-pilot.

Captain Herbert M. Appleman, FV3052718, upgraded to Rescue Crew Navigator.

Major Richard Jennings, FV2068904, upgraded to Rescue Crew Navigator.

Captain William E. Schlener, FV3121816, upgraded to Primary Navigator.

Major Giles A. Wanamaker, FV3011925, upgraded to Rescue Crew Navigator.

SSgt Thomas E. Childers, Jr., AF15514066, upgraded to Rescue Second Engineer/Rescue Engineer.

TSgt Roger D. Flory, AF15281214, upgraded to Rescue Second Engineer.

TSgt Gilbert C. Inman, AF18396377, upgraded to Rescue Engineer.

SSgt Michael L. Knox, AF17611341, upgraded to Rescue Second Engineer/Rescue Engineer.

MSgt Edward E. McNeill, Sr., AF14198273, upgraded to Rescue Engineer Instructor.

TSgt Gerald L. Woolcock, AF13741529, upgraded to Rescue Engineer.

A1C Donald W. Lang, AF16841558, upgraded to Rescue Radio Operator.

A1C Thomas C. Sienel, AF16841470, upgraded to Rescue Radio Operator.

Sgt William C. Smolinski, AF16658569, upgraded to Pararescueman.

Search Missions

On 18 January 1968, at approximately 2300Z the 305th Aerospace Rescue and Recovery Squadron was alerted by CARRC (MAC), upon request from the Colorado CAP for military assistance, to aid in the search for a missing Cessna 182, N2653R. The aircraft had departed Denver, Colorado, on a skiing trip to Aspen, Colorado, with three passengers and the pilot, Lt Colonel Donald Darfer, USMC Ret, aboard. No flight plan had been filed for the alleged VFR flight in IFR conditions.

At 1120Z, 19 January 1968, an aircrew aboard HC 97G aircraft 30117 departed Selfridge for the Colorado search area between

Denver and Aspen. The crew consisted of the following personnel:

Major G. W. Flurett - Rescue Crew Commander

Lt Col R. W. Alexander - First Pilot

Major F. O. Hofmeister - Co-pilot

Major G. A. Wanamaker - Navigator

Captain R. G. Ferguson - FE Navigator

MSgt W. J. Bandy, Flight Engineer

MSgt D. C. Gill, Flight Engineer

SSgt C. E. Husted - Radio Operator

SSgt R. A. Eveland - RO Instructor

A1C B. D. Crawford - RO Scanner

Sgt J. A. Masserang - Pararescueman

Sgt E. J. Santilli - Pararescueman

TSgt G. X. Hefferon - PJ Instructor FE

Upon arrival in the Denver search area, 30117 was assigned to contour search the Gore Mountain Range in the Climax-Leadville, Colorado, area terminating at Buckley AFB at 2330Z. On 20 and 21 January 1968, respectively, the aircrew contour searched the Elk and Sawatch Mountain Ranges near Aspen and the Vasquez Range near Georgetown, Colorado, returning to Selfridge at 2235Z, 21 January 1968, when the mission was cancelled due to extremely cold temperatures, snow showers and heavy turbulence encountered

in the mountains. The aircrew flew three sorties, with a twenty percent probability of detection, for a total of eighteen hours with negative results.

On 29 February 1968, the 305th launched its first "Maximum Effort Search" at Corpus Christi NAS, Texas, for a missing SAC B-52 aircraft, in response to an alert notice from CARRC.

The alert notice was received at 1500Z and at 1825Z the first aircraft, 30117, departed Selfridge enroute to Corpus Christi commanded by Major W. P. Guillou - RCC, Lt Colonel R. W. Alexander - First Pilot, Captain H. M. Appleman - Navigator, Major R. R. Watts - Instructor Navigator, MSgt Jack Keiningham - Flight Engineer, SSgt M. L. Knox - Flight Engineer, A1C B. D. Crawford - Radio Operator, A1C T. D. Rice - Pararescueman, A1C B. T. Murphy - Pararescueman. At 2330Z (1730L) aircraft 30117 arrived at Corpus Christi and was assigned a search area southeast of Matagorda Island. The crew conducted a night search for four hours in turbulent weather frequented by rainshowers and poor visibility until directed by the SAR coordinator to return to Corpus Christi. Aircraft 30117 landed at 0400Z 1 March 1968 and joined four other 305th aircraft and aircrews that had responded to the alert notice.

On 1 March 1968, under the direction of the Commander Corpus Christi U.S. Coast Guard Station, acting as mission commander, an extensive sea search was launched with twenty-five Air Force, Navy and Coast Guard rescue aircraft.

The object of the search was a missing B-52 from Carswell Air Force Base that had disappeared while on a routine training mission over the Matagorda Bombing Range with a crew of eight aboard. The search was conducted in the Gulf of Mexico for eight days under adverse weather conditions, near minimums, with limited visibility and light to heavy turbulence. Several areas in the Gulf of Mexico were searched and researched with negative results. The search was suspended at 2400 hours on 8 March 1968 by Air Force instructions.

During this search, our five aircrews flew 250.9 mission hours and 63.6 support hours. A total of thirty-two missions were accomplished with only one aborted due to maintenance.

There were forty-five aircrew members and sixty maintenance personnel from the 305th involved in this search. Our maintenance personnel, under the leadership of CMSgt Robert I. Boyle, won all the gold medals and blue ribbons for this mission.

On 18 June 1968, while supplying fixed wing SAR support for the Iceland Defense Force at Keflavik, Iceland, our detached aircrews there were alerted to support a sea search in the North Atlantic. The SAR coordinator at Keflavik Naval Air Station had been requested to supply aircraft for a sea search for a distressed pleasure craft, "Cattamaran Yashica," with its Captain aboard. The distress was "Breaking Up - Abandoning Ship," at approximately 55-00N 29-20W. This point was Mid-North Atlantic, six hundred miles south of Keflavik, Iceland.

At 1110Z, 18 June 1968, our first aircraft and crew departed to assist in the search. The area assigned was bounded by coordinates 56-00N 28-00W to 31-00W; 54-00N 28-00W to 31-00W.

For two days, under adverse weather conditions, with near minimum flight conditions, two of our Keflavik aircrews conducted day-night searches of the area assigned. Each crew compiled 14.5 hours on successive days. The HC 97G aircrews were as follows:

Crew #1	Position	Crew #2
Capt W. J. Nielsen	RCC	Capt. C. F. Srull
Capt W. B. Chapin	CP	Major J. L. Thomas
Capt R. C. Ferguson	RCN	Major R. R. Watts
MSgt J. V. Nice	FE	MSgt E. E. McNeill
TSgt M. K. Dusette	FE	TSgt G. C. Inman
TSgt M. W. Galat	RO	SSgt C. E. Husted
Sgt M. A. Crawford	PJ	Sgt M. A. Crawford
Sgt M. W. Swafford	PJ	Sgt W. C. Smolinski
Navy Scanners	4	Navy Scanners
T.O. 18 June 1110Z		T.O. 19 June 1620Z
Land 19 June 0145Z		Land 20 June 0650Z
Mission Time 14+35 Hours		14+30 Hours

On the third day, 20 June 1968, the third HC 97G aircraft commanded by Major Michael J. McLeod, departed at 2005Z to continue the search. One hour after departure, the crew was requested to RTB. The survivor, a French citizen, name unknown, had been spotted and found by a British RAF Rescue Aircraft during descent into the search area. The survivor was picked up by an ocean freighter passing through the coordinates 54-00N 27-OOW. In total, our aircrews flew thirty-one hours supporting this "Search and Rescue."

While on a two-week "Texas Tour," one 305th aircrew with Lt Colonel John C. Riley as Rescue Crew Commander, was dispatched to Thule, Greenland, on 21 January 1968, to aid in the search of a B-52 crew that crashed in the vicinity of Thule AFB. All aircrew members of the B-52 parachuted to safety except one, the navigator, whose body was recovered by a land party near Thule on 22 January 1968.

While on other TDY assignments our aircrews participated in three additional search missions for missing light civilian aircraft; an Aero Commander in Greenland, a Cessna 180 in California, and a Stinson in Illinois and Iowa during this reporting period.

Search Operations Highlight

During the night of 25 March 1968, while flying a precautionary orbit off the coast of Iceland in support of an ADC mission, Captain John F. Wood, RCC of HC 97G Nr. 30117, and his crew heard an F-102 fighter pilot declare an emergency with aircraft power failure and flame-out. Responding immediately to the situation, Captain Wood left his orbit position and headed in the direction of the distressed aircraft, even before GCI gave him a vector. Captain Wood and his crew homed in on the pilot's PLB and the rescue aircraft was over the pilot, with radio contact established, within

fifteen minutes after he ejected. Captain Wood advised the downed pilot that pararescue men were aboard and ready to deploy to provide assistance. The fighter pilot replied very quickly that pararescue assistance was not required and that gusty winds combined with heavy turbulence precluded attempting a drop. Captain Wood remained on scene and directed a Navy H-34 helicopter into the area to recover the downed pilot.

Had it not been for the alertness of our HC 97G crew, the expeditious recovery of the fighter pilot would have been next to impossible.

When the helicopter arrived in the crash vicinity it was at about the limit of its range and required escort around mountains into the river valley pick-up point.

As a safety measure, Captain Wood and his HC 97G crew escorted the H-34 back to the base in periodic rain showers and winds gusting to 45 knots.

The F-102 had crashed approximately sixty-five miles out on the 110° radial of the Keflavik TACAN on land. The pilot was recovered approximately fifty-six miles out on the 110° radial of the Keflavik TACAN on the bank of a river.

Crewmembers aboard the HC 97G were as follows: Captain John F. Wood (RCC), Captain Richard W. Moore (CP), Captain George G. McLaughlin (RCN), MSgt Edward E. McNeill, Sr, (RENG), MSgt Robert O. Underhill (RENG), SSgt Ronald A. Eveland (RRO), TSgt Charles R. Ciaravino (RS) and A1C Gary W. Senter (Assigned 41 ARRSq (RS).

Statistics prove that search and rescue is primarily search and very little rescue. However, Captain Wood and his crew were commended for their part in increasing the rescue percentage.*

* Supporting Document 3

BEST IN RESCUE - NOW TOPS IN AIR FORCE

In March 1968, an aircrew of the 305th Aerospace Rescue and Recovery Squadron received the Air Force Association's trophy as the outstanding Air Force reserve aircrew of 1967.

Major Henry E. Sherrill, Rescue Crew Commander of the select HC 97G crew, accepted the award on behalf of his aircrew and the unit at the Air Force Association National Convention in Atlanta, Georgia.

Other members of the honored crew are:

Major Frank O. Hofmeister, Rescue Co-pilot

Major Robert Hlatky, Navigator

MSgt Jack Keiningham, Flight Engineer

MSgt James J. Watts, Flight Engineer

TSgt Michael W. Galat, Radio Operator

The 305th crew was selected over aircrews nominated by thirty-eight other Air Force Reserve flying units for their outstanding performance and participation in the reserve flying program.

Major Sherrill and his award winning aircrew individually volunteered for extended missions in support of the squadron's recent commitment to Operation Hi-Cat.

Operation Hi-Cat was a joint Federal Aviation - Air Force - Lockheed effort to sample the clear air turbulence above 50,000 feet and to test the ability to forecast that turbulence.

A U-2 aircraft was used as the sampling vehicle and an HC 97G aircraft of the 305th acted as the on-scene rescue vehicle.

From January through August 1967, Major Sherrill's and other 305th crews flew extended support missions for Hi-Cat operations conducted out of Alaska, Great Britian, Puero Rico, and the Panama Canal Zone.

Major Henry E. Sherrill (RCC), right, receives the Air Force Association President's Trophy, in behalf of his aircrew, as the outstanding Air Force Reserve Aircrew of Fiscal Year 1968. Mr. Robert W. Smart, USAF (Ret), Air Force Association President made the presentation.



AIRCREW STATUS

	Auth	Asgd	Qual	Unqual	Non-Current
PILOTS:	28	23	23	0	0
RCC Qualified			16		
First Pilot			0		
Co-pilot			7		
NAVIGATORS:	12	13	13	0	0
Rescue Qualified			12		
Primary Navigator			1		
RADIO OPERATORS:	12	11	11	0	0
Rescue Qualified			11		
Primary Radio Operators			0		
FLIGHT ENGINEERS:	24	26	24	2	0
First Engineer (Rescue)			17		
First Engineer (Non-rescue)			0		
Second Engineer (Rescue)			7		
Second Engineer (Non-rescue)			0		
PARARESCUE:	13	12	12	0	0
HC 97 Jump Qualified			12		
SCUBA			12		
SCUBA Jump (Day)			12		
SCUBA Jump (Night)			12		
Fully HC 97 Rescue Qualified			12		

NUMBER OF AIRCREWS ON TDY
TWO TO FOUR WEEK PERIODS
JANUARY - JUNE 1968

TDY LOCATION	JAN	FEB	MAR	APR	MAY	JUN
Pease AFB	2	2				
Hickam AFB		2	2	1		
Hamilton AFB		2				
Moron AFB			1	2		
Corpus Christi NAS			5			
Keflavik NAS			2	4	5	5
Clark AFB					1	
Wheelus AFB						3
Total Monthly	2	6	10	7	6	8
Number HC 97G Aircraft at IRAN				2	3	2

HC 97G AIRCRAFT
AIRCREW FLYING TIME
JANUARY - JUNE 1968

TYPE	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
Mission	43.2	187.8	295.6	64.4	82.2	76.6	749.8
Support	54.0	201.6	215.6	154.8	165.4	218.9	1020.3
Training	180.3	106.5	97.5	165.6	116.2	75.2	741.3
Total Hours	287.5	495.9	608.7	384.8	363.8	370.7	2511.4
	(1)		(2)	(3)	(3)	(3)	
Aircraft Flying Days Lost (HC97G Aircraft at IRAN)			17	52	74	60	203

(1) 305th in Reserve posture.

(2) High March flying month includes 315 mission and support hours searching for a missing SAC B-52 aircraft and aircrew in the Gulf of Mexico.

(3) Low flying time months primarily due to aircraft in repair at IRAN.

CHAPTER III

AIRCRAFT MAINTENANCE

AIRCRAFT MAINTENANCE

From 1 January 1968 through 15 March 1968, the Maintenance Group functioned under the capable leadership of CMSgt Robert I. Boyle, Chief of Maintenance.

Effective with the 305th's recall to extended active duty on 26 January 1968, it was mandatory that additional administrative leadership be added within the maintenance complex.

On 15 March 1968, Major James W. Onesi was appointed Aircraft Maintenance Officer responsible for administration of all maintenance functions. This position had been vacant since 17 August 1967, concurrent with the resignation of Lt Colonel Donald F. Beyl.

Effective 15 March 1968, CMSgt Robert I. Boyle was appointed Organizational Maintenance Supervisor with the responsibility for coordination of all organizational maintenance functions.

During this reporting period, the Maintenance Group supported the squadron's 2,511 flying hours maintaining an operational ready rate of eighty-one percent. During normal downtime for aircraft maintenance, the maintenance shops accomplished forty-nine phase inspections and nine engine changes were completed.

On 15 March 1968, the first of five of our nine assigned aircraft was sent to Hayes Aircraft Corporation, Birmingham, Alabama, for modification and repair. Several flying days were lost to the unit while accomplishing this repair of squadron aircraft.

HC 97-G Tail No.	Date to IRAN	Return Date	Lost Days in Period
53-0174	15 Mar	22 May	69
52-2754	9 Apr	28 May	50
52-2782	8 May	27 Jun	51
53-0117	10 Jun	30 Jul (ETR)	21
52-2713	19 Jun	8 Aug (ETR)	12
Total Days Lost			203

During April, May and June, the 305th Aerospace Rescue and Recovery Squadron accomplished an average of 373 flying hours per month. This was a decrease from a March High Flying month total of 609 hours. The flying days lost by our aircraft, while at Birmingham, was the primary factor contributing to the drop in aircrew flying during the last half of the period. (See chart page 33).

On 1 March 1968, it was recognized that the maintenance task could not be satisfactorily accomplished with squadron maintenance manpower. A request was submitted and approved for additional personnel. In March twenty-four maintenance specialists from

six other base maintenance squadrons began to arrive for ninety days TDY with the 305th. With this assistance, we were in a better position to operate the maintenance function at the 305th Aerospace Rescue and Recovery Squadron home station and furnish improved support for our TDY Aircrews.

Engine Shop.

As of 1 January 1968, the 305th Engine Shop was manned with a leader and seven engine mechanics. Build up assets were three engines completely built up and two in tear down.

On 26 January 1968, the 305th was called to active duty and manpower was increased to thirteen engine mechanics by the addition of six Reserve Airmen.

Several engine personnel were sent TDY from this point to support our TDY aircrews and it was impossible to bring our build up assets back to amount authorized.

On 2 April 1968, eight civilian engine mechanics were sent TDY to the 305th Engine Shop from OCAMA and four from SAAMA.

During their period of TDY, from April through May, a total of eight engines were built up and three tear downs were completed along with the completion of five QEC Kits to bring up the amount of QEC's authorized.

On 4 June 1968, six Air Force TDY personnel were sent to the 305th to assist on engine build up and unscheduled maintenance and were assigned at the close of the period.

This section, during this period, has supported forty-nine phase inspections, thirteen major engine repairs, thirty-two cylinder changes, and nine engine changes.

Average engine life at the end of this period was 655 hours; a decrease from previous experience primarily due to the failure of two low time engines.

There were eight engines built up 100% at the end of the reporting period; one 20% built up and none in tear down.

Sheet Metal Shop.

As of 1 January 1968, the 305th fabrication branch was fully manned with two Air Reserve Technicians, SSgt L. B. Stahnke and Sgt. R. Hale. The two Reserve Airmen slots assigned to this shop are filled by A1C G. Janowack and A1C R. Tippery.

After recall to active duty, this section was in a position to perform its workload without additional help; supported forty-nine phase inspections, relocated and painted all shop equipment and is able to perform all duties efficiently and in a satisfactory manner.

Propeller Shop.

The 305th Propeller Shop, as of 1 January 1968 was manned with two Air Reserve Technician slots filled by SSgt C. Zamponi and Sgt L. Bates, and two Reserve Airmen slots filled by A1C C. D. Cassidy and A1C R. Samuelson. This section has performed several propeller changes, build ups and tear downs, accomplished forty-nine phase inspections and handled numerous unscheduled maintenance items. The shop is presently manned with four men and is able to perform its mission satisfactorily.

Hydraulic Shop.

As of 1 January 1968, the 305th Hydraulic Shop was manned with two Air Reserve Technicians; SSgt K. Griffith and A1C D. Curman. One Reserve Airman slot was filled by A1C R. Helms. This section also performs all wheel and tire changes and operates the tire shop in conjunction with the hydraulic shop.

On 4 June 1968, this shop was provided two additional TDY personnel to assist on tire and hydraulic work.

This section has supported forty-nine phase inspections, thirty-four main landing gear tire changes including tear down and build up, twenty-four brake changes including overhaul and build up. The shop is now sufficiently manned and able to perform its mission satisfactorily.

Aerospace Ground Equipment Shop

As of 1 January 1968, the 305th AGE Shop was manned with two Air Reserve Technicians; SSgt D. Pretty and A1C R. Saverino. One Reserve Airman slot was filled by A1C D. Blenkle.

Upon recall to active duty A1C D. Celani was transferred temporarily to the AGE Shop to assist on AGE dispatch. With the service termination of A1C Blenkle, the shop is currently manned with two personnel.

This shop possesses twenty-eight pieces of equipment consisting of four C-26 Power Units, sixteen BT 400 Heaters, 1 MCIA Air Compressor, one MC2A Air Compressor, one D-5 Hydraulic Mule, one MA-1 Hydraulic Jack Set, one MA2 Preoiler, one MB3 Deicing Truck, two NF2 Floodlights and one PU286 Generator.

The section has accomplished painting of all but four units and has been able to perform its mission satisfactorily.

Mech Accessories Shop

The 305th Mech Accessories Shop was transferred to the specialist shops section as of 13 May 1968 and is manned with three personnel; SSgt J. Turner, SSgt L. Thompson, and A1C G. Cullens, a TDY airman. This section has also supported forty-nine phase inspections and numerous unscheduled maintenance requirements.

Communications & Electronics Shop

When activated in January 1968, the Communications and Electronics Shop had a total of nineteen personnel. Two men were lost due to discharge at the end of enlistment and one man was transferred to organizational maintenance. On 3 June 1968, an additional seven TDY personnel were gained for a period of eighty-nine days.

Since activation, Communications & Electronics personnel have spent a total of 790 days on TDY maintenance work. On 14 May 1968, the environmental systems function was transferred to organizational maintenance, resulting in loss of one man. The shop assisted in the complete rewiring of our Rescue Coordination Center radio facilities.

We manufactured 75% of required mobility mock-ups for radio-radar communications. Approximately 1,000 manhours have been expended through June on this requirement. The instrument and electric group has manufactured approximately 90% of the required mobility mock-ups for their shops. One WRM Kit was inspected and all faulty equipment was repaired. Approximately 100 hours of maintenance time was required.

The instrument shop floor and walls were completely repainted during this period, and all personnel that did not have military drivers' licenses were sent to Base Drivers' School to obtain them.

On-The-Job Training Program

On-the-job training continued to progress during this period with three airmen passing their five-level SKT and two passing the seven-level. They were all awarded the appropriate five-and-seven-level AFSC's.

Three pararescuemen met a five-level classification board and were awarded five-level AFSC's.

Five airmen failed their five-level SKT for an overall OJT passing average of 67% for this January to July period.

CHAPTER IV

SUPPLY OPERATIONS

SUPPLY OPERATIONS

This section is manned by Major Jack Schwartz as Supply Operations Officer (additional duties of Operating and Maintenance Funds Working Officer, Squadron Mobility Officer, Cost Control Manager and President of the Airman Promotion Selection Board); 2d Lt James C. Purdy (an overage) Assistant Supply Officer (additional duties of Alternate Information Systems Security Officer, Voting Officer, Assistant Cost Reduction Officer, Assistant Operating and Maintenance Funds Working Officer, member base Junior Officers Council, Unit OJT Administrator and Project Better Living Officer); MSgt Nelson J. Lemay, NCOIC Maintenance Supply Liaison, and the supervisor of three military personnel and one civilian employee; Sergeant Francis G. Beardslee is responsible for the maintenance and care of the squadron war readiness mobility transportable kits; Sergeant Ronald G. Pickering is responsible for maintaining the NORS control and verification of priorities pertaining to referenced sections; Mr. Alex Brown is the DFIM Control Monitor, Due-Out Monitor and Parts Expediter. Mr. Brown was assigned to this section in a civilian capacity prior to enlistment in the Air Force Reserve, however when the unit was called to extended active duty new enlistments were no longer authorized

and Mr. Brown was retained in a civilian status. A1C Patrick J. Carey, who was assigned to the section as an administrative specialist, was discharged on 15 April 1968 at the expiration of his enlistment and has not been replaced.

Upon activation the squadron converted from Reserve system of "in kind" issue to the monetary allowance system for uniform clothing.

In February the section was visited by an Air Force Logistics Command Team, headed by Colonel E. L. Thompson, to determine our supply capabilities. The results of the visit verified that the section was capable of supporting the unit mission.

Supply Operations and Materiel Control were segregated from the Maintenance Control Section resulting in greater efficiency of operation for both sections.

During this reporting period, the Squadron Mobility Plan was revised. As a result of an aggressive effort to obtain all mobility equipment shortages, 98% of the required equipment was received. One-hundred and twenty cases of in-flight rations were also requisitioned and are now being stored by the unit.

Materiel Control established a "hotline" telephone between Base Supply Demand Processing Section and the squadron for verification of all priority maintenance requirements as expeditiously as possible.

A capability evaluation by a team from Headquarters ARRS was held from 12 to 16 February. This evaluation resulted in establishing the Supply Operations/Materiel Control Section in accordance with MM 66-3. The transfer of the transportable and airborne kits from our area in building 1414 to Base Supply, building 173, was also accomplished in accordance with MM 66-3. Sergeant Beardslee was assigned to Base Supply to augment their personnel in maintaining these kits. The transportable and airborne kits were inventoried and procedures implemented for bench checking and technical order compliance. Constant and close coordination has been maintained with Base Supply personnel and an air of good will exists between the unit and host Supply Section.

The Prime 69 Program is now in operation, resulting in the unit reimbursing Base Supply for all expendable items. This has increased our supply operating costs by approximately one-third over previous year.

The task of furnishing the airmen's barracks (Project Better Living) was undertaken by this section. The lack of funds by the host base made this an extremely difficult project, however great strides were made in improving the living conditions in the barracks. Efforts will continue into the next reporting period to furnish and maintain the airman's dormitory in accordance with MACM 34-2.

CHAPTER V

PUBLIC RELATIONS - INFORMATION

PUBLIC RELATIONS-INFORMATION

The recall of the 305th to active duty on 26 January 1968, precluded acceptance of every request for squadron demonstrations and speakers due to a heavy TDY schedule. However, when possible, the unit supported its aggressive public relations policy.

During the six months ending June 1968, unit personnel participated in the following events:

1. 15 February - Airmen from our personal equipment section, Sgt Gary J. Arnold and A1C Paul J. Probst, gave a presentation on survival to 100 local Ann Arbor fifth and sixth grade students at Proud Lake Recreation Area.

2. 21 February - Rescue Navigator, Captain William E. Schlener gave a presentation regarding the unit's mission, and conducted a tour of squadron aircraft and facilities for twenty supervisors from the Army Tank and Automotive Command in Warren, Michigan.

3. During the month of March, Captain William E. Schlener gave a unit mission presentation and tour of squadron facilities and aircraft on three occasions.

a. 8 March - For thirty University of Michigan R.O.T.C. Cadets.

b. 19 March - For seventy-five students from the Disco Elementary School in Utica, Michigan.

c. 21 March - For forty Royal Canadian Air Force cadets from Windsor, Ontario.

4. On 20 April 1968, Major Garfield W. Flurett briefed fifty cadets from Royal Canadian Air Force Units 310 and 322, Windsor, Ontario, on utilization of the HC 97G Stratorescuer on a rescue mission.

5. On 30 April - Assistant Personnel Officer, 2nd Lt Lawrence M. Bobrowski, and Pararescueman, A1C Gerhard Zimmerman, gave a presentation on the squadron's mission and pararescue training for twenty Communications and Electronics Club members from Henry Ford High School in Dearborn, Michigan.

6. In the month of May, during Selfridge Air Force Base 1968 Armed Forces Day activities, personnel from the 305th conducted simulated rescues by dropping several pararescumen from unit aircraft and hosted several thousand spectators at an HC 97G static ground display.

Other May public relations activities included the following:

1. 8 May - Lt Colonel John C. Riley, Commander, gave a presentation to the Frederick M. Alger American Legion Post at the Stroh Brewery in Detroit. The presentation was entitled "When Serving Your Country" and was delivered to an audience of thirty-five to forty attorneys, doctors and stock brokers.

2. 15 May - Lt Colonel John C. Riley, Commander, explained the recall to active duty and utilization of the 305th ARRSq to the Base Community Council. There were approximately fifty people in attendance.

3. 23 May - TSgt John M. Graham gave a presentation at the Red Cross workers of St. Clair County dinner. He showed a film on rescue training and demonstrated an MB-2 survival kit, life raft and miscellaneous drop equipment.

4. June was a busy month with presentations and displays being given to several student and teacher groups. Some were as follows:

a. 24 June - Captain Myron C. Conger, Sgt Patrick J. Francis and Sgt James A. Masserang, gave a presentation to approximately fifty teachers from the Community Resource Workshop of East Detroit Public Schools. The audience, mostly women, heard Captain Conger explain the mission of the 305th ARRSq and saw Sgt Francis and Sgt Masserang demonstrate pararescue equipment.

b. 27 June - Captain George G. McLaughlin gave a 305 ARRSq background introduction to approximately fifty-five elementary school teachers from Utica, Michigan. TSgt George X. Hefferon, Sgt Francis and Sgt Masserang, showed a pararescue training film, demonstrated rescue equipment and conducted a tour through the pararescue shop.

305TH AIRMAN WINS AWARD

In May, TSgt Michael W. Galat, 305th radio operator, won the Detroit Free Press Reserve Military Achievement Award for 1967. Sergeant Galat was chosen for his outstanding performance while participating in the 305th reserve flying program.

During the 1967 twelve month period, Sergeant Galat participated in Operation Hi-Cat in Alaska, England, Puerto Rico and Panama. In this operation, aircrews of the 305th flew rescue support missions for WU-2's testing high altitude turbulence.

A WU-2 experienced a flameout at 65,000 feet during the Alaska Hi-Cat operation. Sergeant Galat was the radio operator on the rescue crew that immediately started an intercept on the disabled aircraft. Sergeant Galat provided the WU-2 pilot with emergency information on immediate landing fields, radio frequencies, and other required data. The WU-2 finally made an airstart and was able to proceed to a successful landing at Elmendorf Air Force Base, Alaska.

Upon arrival of the rescue aircraft at Elmendorf, the WU-2 pilot greeted the crew and specifically paid tribute to Sgt Galat for his professional manner of relaying information to him and for instilling a much needed feeling of confidence during the emergency.

CHAPTER VI

MISCELLANEOUS INFORMATION

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Major Charles E. Day
AIRCRAFT MAINTENANCE OFFICER	Major James W. Onesi
AIRCREW STANDARDIZATION OFFICER	Major Garfield W. Flurett
NAVIGATION OFFICER	Captain Myron C. Conger
PERSONNEL & ADMINISTRATION OFFICER	Major John L. Thomas
SUPPLY OFFICER	Major Jack Schwartz
ORGANIZATIONAL MAINTENANCE SUPERVISOR	CMSgt Robert I. Boyle
SQUADRON FIRST SERGEANT	SMSgt Jack B. Adams

PERSONNEL CHANGES

GAINS

Bandy, William J.	MSgt
Bell, Melvin D.	SMSgt
Yax, Kenneth R.	MSgt

LOSSES

Blenkle, Donald E.	A1C
Carey, Patrick J.	A1C
Crayton, Leon (NMN)	TSgt
Houston, Ernest J.	A1C
McLane, Orlo M., Jr.	SSgt
McLarty, Roland J.	Sgt
Piwonski, Arthur P.	Sgt
Withrow, Cleatus O.	SSgt

REENLISTMENTS

Parker, James R.	SMSgt
Gill, Dennis C.	MSgt
Graham, John H.	TSgt
Eveland, Ronald H.	SSgt
Latta, Steven E.	SSgt
Ulrich, Paul S.	Sgt

PROMOTIONS

Schlener, William E.	Captain
DeRonne, Lawrence E.	A1C
Johnson, Paul G.	A1C
Konley, Michael D.	A1C
Samuelson, Robert C.	A1C
Sherrill, Rickie A.	A1C
Stromberg, James K.	A1C

ROSTER OF PERSONNEL

OFFICERS

Alexander, Richard W.	Lt Colonel	FV835110
Holme-Shaw, William (NMN) Jr.	Lt Colonel	FV833745
Riley, John C.	Lt Colonel	FV3061636
Taft, Jack N.	Lt Colonel	FV810969
Coffman, Howard D.	Major	FV2067107
Cutshall, David C.	Major	FV937074
Day, Charles E.	Major	FV3025503
Flurett, Garfield W.	Major	FV1910377
Guillou, William P.	Major	FV3062418
Hlatkey, Robert (NMN)	Major	FV943017
Hofmeister, Franklin O.	Major	FV926818
Jennings, Richard (NMN)	Major	FV2068904
Macauley, Richard S.	Major	FV687332
McLeod, Michael J.	Major	FV835040
Onesi, James W.	Major	FV2063461
Piddington, Ray M.	Major	FV831269
Schwartz, Jack (NMN)	Major	FV3019071
Sergeant, Marshall W., Jr.	Major	FV786641
Sherrill, Henry E.	Major	FV2071375
Thomas, John L.	Major	FV694273
Wanamaker, Giles A.	Major	FV3011925
Watts, Robert R.	Major	FV2084080
Appleman, Herbert M.	Captain	FV3052718
Bell, Norman R.	Captain	FV3058238
Braun, Gerard J.	Captain	FV3080337
Chapin, William B. III	Captain	FV3049919
Conger, Myron C.	Captain	FV3058977
Ferguson, Roger G.	Captain	FV3085834
Kaske, Bernard J.	Captain	FV3035645
McClear, Robert J.	Captain	FV2211712
McLaughlin, George G.	Captain	FV3033676
Moore, Richard W.	Captain	FV3085692
Nielsen, William J.	Captain	FV3039763
Ruttenberg, John J.	Captain	FV2050915
Srull, Charles F.	Captain	FV3039922
Wood, John F.	Captain	FV3025248
Schlener, William E.	1st Lt	FV3121816
Bobrowski, Lawrence M.	2d Lt	FV3178863
Purdy, James C.	2d Lt	FV3178860

Total Officers: 39

ROSTER OF PERSONNEL

AIRMEN

Boyle, Robert I.	CMSgt	AF11252056
Adams, Jack B.	SMSgt	AF18083439
Bell, Melvin D.	SMSgt	AF6926771
Dort, Roy B.	SMSgt	AF16322924
Dulaney, Roy W.	SMSgt	AF16252764
Parker, James R.	SMSgt	AF16254818
Bandy, William J.	MSgt	AF18386265
Bankhead, J. W.	MSgt	AF18041237
Fischer, Udo C. J.	MSgt	AF16378727
Gill, Dennis C.	MSgt	AF16249646
Keiningham, Jack (NMN)	MSgt	AF18339573
Knippenburg, William C.	MSgt	AF16624786
LeMay, Nelson J.	MSgt	AF36852516
McNeill, Edward E., Sr.	MSgt	AF14198273
Nice, Jack V.	MSgt	AF15969091
Siefert, Robert L.	MSgt	AF16346163
Simmons, Carl F.	MSgt	AF6832855
Sykes, William H., Jr.	MSgt	AF11185750
Trayer, Gordon R.	MSgt	AF16747618
Underhill, Robert O.	MSgt	AF15198625
Walker, Buddy B.	MSgt	AF16441179
Walker, Ted A.	MSgt	AF15542316
Watts, James J.	MSgt	AF14564875
Yax, Kenneth R.	MSgt	AF16261091
Alexander, Buford (NMN)	TSgt	AF16449547
Ciaravino, Charles R.	TSgt	AF27040319
Colin, James H.	TSgt	AF16401007
Connole, Ronald D.	TSgt	AF16490768
Crayton, Leon (NMN)	TSgt	AF14563840
Dusette, Marvin K.	TSgt	AF16624796
Ericksen, John L.	TSgt	AF16268299
Flory, Roger D.	TSgt	AF15281214
Galat, Michael W.	TSgt	AF16160083
Godwin, David R.	TSgt	AF16583875
Graham, John M.	TSgt	AF16603246
Hefferon, George X.	TSgt	AF21690256
Inman, Gilbert C.	TSgt	AF18396377

Total Airmen on this page: 37

ROSTER OF PERSONNEL

AIRMEN

Lyon, Raymond J.	TSgt	AF16439618
Quigg, William R.	TSgt	AF15122681
Renshaw, James E.	TSgt	AF16715716
Roman, David G.	TSgt	AF16462960
Scott, James D.	TSgt	AF14517189
Seabrooks, Harold (NMN)	TSgt	AF27036751
Shea, William E., Jr.	TSgt	AF16111217
Woolcock, Gerald L.	TSgt	AF13741529
Blunden, Randolph R.	SSgt	AF16721258
Boldin, Charles D.	SSgt	AF12521119
Cannon, Joseph W., Jr.	SSgt	AF15696479
Childers, Thomas E., Jr.	SSgt	AF15514066
Coughlin, William M.	SSgt	AF16448851
Delisle, John G.	SSgt	AF16427433
Eveland, Ronald A.	SSgt	AF16410857
Flint, Kenneth E.	SSgt	AF15650353
Griffith, Kenneth L.	SSgt	AF16440868
Haesler, Merrill C.	SSgt	AF16432227
Hatcher, Wilbert B.	SSgt	AF16717842
Howard, John L.	SSgt	AF27044083
Husted, Carl E.	SSgt	AF16328187
Knox, Michael L.	SSgt	AF17611341
Knox, Perry C.	SSgt	AF14215962
Latta, Steven E.	SSgt	AF16732912
LeCoumpte, Franklin W.	SSgt	AF16731067
Leigh, William L.	SSgt	AF16624613
McLane, Orlo M., Jr.	SSgt	AF16738447
May, John A.	SSgt	AF16727763
Medina, Glenn E.	SSgt	AF17607396
Moraites, Peter J.	SSgt	AF16507888
Oakey, Ralph G.	SSgt	AF16462217
Padilla, Robert F.	SSgt	AF27044108
Pretty, David E.	SSgt	AF13609860
Stahnke, Leslie B.	SSgt	AF17557431
Stuckey, John C.	SSgt	AF14670579
Thompson, Lee B.	SSgt	AF16727127
Turner, John R., Jr	SSgt	AF16624794

Total Airmen on this page: 37

ROSTER OF PERSONNEL

AIRMEN

Wehrwein, Richard E.	SSgt	AF16730255
Zamponi, Charles J.	SSgt	AF13544906
Arnold, Gary J	Sgt	AF16776801
Bailey, Timothy L.	Sgt	AF16744732
Bates, Lake U.	Sgt	AF14799835
Beardslee, Francis G.	Sgt	AF16916041
Boden, Ronald F.	Sgt	AF16657368
Curman, Dennis N.	Sgt	AF16670173
Derrick, James D.	Sgt	AF15609435
Dubey, Donald L.	Sgt	AF16776936
Fowler, Lawrence C.	Sgt	AF11423934
Francis, Patrick J.	Sgt	AF16800113
Frost, Joseph E.	Sgt	AF16761562
Graff, Robert L.	Sgt	AF16841450
Grobbel, William J.	Sgt	AF16776943
Hachenski, Gerald E.	Sgt	AF16776942
Hale, Ronald S.	Sgt	AF18566775
Heiser, Gerhard S.	Sgt	AF27069110
Hysen, Pulump P.	Sgt	AF16776884
Johnson, Gary E.	Sgt	AF16776883
Lipscomb, Dwight (NMN)	Sgt	AF16707718
McLarty, Roland J.	Sgt	AF17642396
McNeill, Edward E., Jr.	Sgt	AF16743554
Masserang, James A.	Sgt	AF16800112
Opper, David L.	Sgt	AF16731406
Pamment, Charles C.	Sgt	AF16728071
Pickering, Ronald G.	Sgt	AF12649069
Piwonski, Arthur P.	Sgt	AF27087260
Santilli, Ercole J.	Sgt	AF16800114
Severino, Richard M.	Sgt	AF11384665
Smolinski, William C.	Sgt	AF16658569
Trzcinski, Vincent A.	Sgt	AF16800121
Ulrich, Paul S.	Sgt	AF17612363
Verhaeghe, Allan V.	Sgt	AF16776937
Blenkle, Donald E.	A1C	AF16738428
Brussea, Robert A.	A1C	AF16841452
Buback, Lawrence P.	A1C	AF16747657

Total Airmen on this page: 37

AIRMEN

Carey, Patrick J.	A1C	AF22928048
Carreyn, Roger T.	A1C	AF27127120
Casper, John E.	A1C	AF16841446
Cassidy, Donald M.	A1C	AF16747655
Celani, Daniel (NMN)	A1C	AF16841462
Crawford, Bruce D.	A1C	AF16776935
DeRonne, Lawrence E.	A1C	AF17773581
Earls, Marion C.	A1C	AF16800131
Helmes, Richard T.	A1C	AF16747656
Houston, Ernest J., Jr.	A1C	AF16719138
Janowack, George (NMN)	A1C	AF16747634
Johns, William R.	A1C	AF16800133
Johnson, Paul G.	A1C	AF16841480
Jones, Robert G.	A1C	AF16841458
Koneley, Michael D.	A1C	AF16841468
Lang, Donald W.	A1C	AF16841558
Leahy, Gordon H.	A1C	AF16776885
Lutz, Lawrence J.	A1C	AF16841448
Mulholland, James J.	A1C	AF16841451
Murphy, Brian T.	A1C	AF16841529
Probst, Paul J.	A1C	AF16841526
Rice, Thomas D.	A1C	AF16841527
Richards, Alex R.	A1C	AF16800106
Roodbeen, John V.	A1C	AF16776945
Samuelson, Robert C.	A1C	AF16841455
Sherrill, Rickie A.	A1C	AF16841469
Sienel, Thomas C.	A1C	AF16841470
Skues, Joseph C.	A1C	AF16800132
Sobieski, Raymond W.	A1C	AF16776944
Starkey, James A.	A1C	AF16800122
Stromberg, James K.	A1C	AF16841461
Tippery, Robert C.	A1C	AF16841456
Urban, Carrol E., Jr.	A1C	AF16841449
Warner, Robert V.	A1C	AF16841447
Whitehead, Michael P.	A1C	AF16800120
Yuhas, Joseph P.	A1C	AF16841457
Zimmerman, Gerhard (NMN)	A1C	AF16841528

Total Airmen on this page: 37
Total number of Airmen: 148
Total number of Officers: 39
Total number of Personnel: 187

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
CWO Tudor, James E.	FV02204191	918 CAMERON, Dobbins
SSgt Stuart, Barthalomew C.	AF12409491	904 CAMERON, Stewart
A1C Dean, William P.	AF14939555	918 CAMERON, Dobbins
A1C Harvis, Glenn B.	AF12757713	904 CAMERON, Stewart
A1C Holstein, John T.	AF14977268	918 CAMERON, Dobbins
A1C Hulsey, Michael F.	AF14939558	918 CAMERON, Dobbins
A1C Cullens, Grady R.	AF14948315	918 CAMERON, Dobbins
Sgt Nasman, Wayne A.	AF12746028	438 FMS, McGuire
Sgt Steng, Charles J.	AF12755658	438 FMS, McGuire
Sgt Bryant, Arnold R.	AF14760065	437 FMS, Charleston
TSgt Bennet, Odell	AF11271856	438 CEMS, McGuire
Sgt Guzek, Timothy J.	AF16962809	438 CEMS, McGuire
A1C Lawrence, George B.	AF16934510	438 FMS, McGuire
SSgt Griffin, Herman D.	AF18435187	62 FMS, McChord
SSgt Perry, Willie D.	AF53008980	437 FMS, Charleston
A1C Taylor, James L.	AF12846544	437 FMS, Charleston
SSgt McKain, Richard J.	AF13521457	437 CEMS, Charleston
Sgt Vest, Lawrence H.	AF13856098	437 CEMS, Charleston
Sgt Snedden, Paul R.	AF16807359	437 CEMS, Charleston

Name	AFSN	Home Organization
A1C Pade, Fredrick W.	AF19857131	436 FMS, Dover
A1C Ernst, William S.	AF11961875	436 FMS, Dover
A1C Mailloux, Richard	AF11484533	436 FMS, Dover
Sgt Favreau, Gerald E.	AF11441468	436 CEMS, Dover
A1C Haring, Curt H.	AF11859350	436 CEMS, Dover

PARARESCUEMEN TDY WITH 305TH ARRSQ

Sgt Swafford, Michael W.	AF19834954	41st ARRSq, Hamilton
Sgt Dean, Michael F.	AF19784917	41st ARRSq, Hamilton
Sgt Fish, Michael E.	AF19881623	41st ARRSq, Hamilton
A1C Senter, Gary C.	AF16848413	41st ARRSq, Hamilton
Sgt Crawford, Michael A.	AF19888228	41st ARRSq, Hamilton

CHAPTER VII

SUPPORTING DOCUMENTS

Supporting Document 1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CONTINENTAL AIR COMMAND
ROBINS AIR FORCE BASE, GEORGIA 31093

SPECIAL ORDER
G-138

28 November 1966

EXTRACT

** ** **

7. The following Hq USAF-controlled AFRes Units are reorganized under an appropriate Unit Manning Document with capability as cited in Part I of the Organization Tables (O/Ts) as indicated, effective 1 January 1967:

Unit	Organization Table Composition
Aerospace Rescue & Recovery Sq 301, 302, 304	2527M, 1 Feb 66, Para 1 & 2b, Part 1 (Part 11B)
303, 305	2527M, 1 Feb 66, Para 1 & 2c, Part 1 (Part 11C)

a. Personnel will be furnished from sources of Air Force Reserve personnel available to the Commanders of the above units.

b. Units will be equipped in accordance with Volume IV, AFM 67-1.

c. The Director of Data Automation, this headquarters, will submit an Air Force Organization Status Change Report (RCS: HAF-01) in accordance with AFR 20-49.

d. Authority: Ltr AFOMO 667n, DAF, 9 Nov 66, subject: Redesignation of the 932nd Troop Carrier Group, Medium and Certain Other Air Force Reserve Unit Actions.

** ** **

SO G-138, 26 Nov 66, Hq CAC, Robins AFB, Ga (Continued)

FOR THE COMMANDER

(HQ CAC SEAL)

DONALD E. REEL, MAJ, USAF
Asst Director of Administrative Services

Supporting Document 2

EXTRACT

0260203Z JAN 68
FROM CAC
TO AIG 7394 5AFRR
RUEDTAA/459 MIL ALFT WG ANDREWS
RUWMEWA/349 MIL ALFT WG HAMILTON AFB CALIF
RUCLBLA 445 MIL ALFT WG DOBBINS AFB GA
RUEDMAA/904 MIL ALFT GP STEWART AFB NY
RWTDUA/433 TAC ALFT WG KELLY AFB TEX
RUWMEWA/938 MIL ALFT GP HAMILTON AFB CALIF
RUWMBQA/941 MIL ALFT GP MCCHORD AFB WASH
RUWTDUA/921 MIL ALFT GP KELLY AFB TEX
RUCEBLA/918 MIL ALFT GP DOBBINS AFB GA
RUCIFLA/305 ARRS SELFRIDGE AFB MICH
RUCLMFA/ARRS HDQTRS ORLANDO AFB FLA

UNCLAS DCS/P

THIS MSG IN FOUR PARTS. PART I. (CSAF MSG 252212Z) JAN 68 IS QUOTED FOR YOUR INFORMATION AND IMMEDIATE ACTION. QUOTE. BY DIRECTION OF THE PRESIDENT UNDER THE AUTHORITY GRANTED HIM BY PARAGRAPH (E) OF TITLE I OF THE DEPARTMENT OF DEFENSE APPROPRIATION ACT, 1967 (80 STAT. 981) THE FOLLOWING NAMED AIR NATIONAL GUARD AND AIR FORCE RESERVE UNITS AND MEMBERS THEREOF ARE ORDERED TO REPORT FOR EXTENDED ACTIVE DUTY NLT 2400 LOCAL TIME, 26 JAN 68, FOR A PERIOD OF NOT TO EXCEED 24 CONSECUTIVE MONTHS UNLESS SOONER RELIEVED:

ANG UNITS	LOCATION	GAINING COMMAND
113 TAC FTR WG	ANDREWS AFB MD	TAC
113 TAC FTR GP	ANDREWS AFB MD	TAC

ANG UNITS	LOCATION	GAINING COMMAND
177 TAC FTR GP	ATLANTIC CITY NAFECNJ	TAC
107 TAC FTR GP	NIAGARA FALLS IAP NY	TAC
121 TAC FTR GP	LOCKBOURNE AFB OHIO	TAC
140 TAC FTR WG	BUCKLEY ANGB COLO	TAC
140 TAC FTR GP	BUCKLEY ANGB COLO	TAC
184 TAC FTR GP	MCCONNELL AFB KANS	TAC
185 TAC FTR GP	SIOUX CITY AB IOWA	TAC
150 TAC FTR GP	KIRTLAND AFB NM	TAC
123 TAC RECCE WG	STANDIFORD FLD KY	TAC
123 TAC RECCE GP	STANDIFORD FLD KY	TAC
189 TAC RECCE GP	LITTLE ROCK AFB ARK	TAC
152 TAC RECCE GP	RENO MAP NEV	TAC
AF RESERVE UNITS	LOCATION	GAINING COMMAND
445 MIL ALFT WG	DOBBINS AFB GA	MAC
918 MIL ALFT GP	DOBBINS AFB GA	MAC
904 MIL ALFT GP	STEWART AFB NY	MAC
305 ARRSQ	SELFRIDGE AFB MICH	MAC
349 MIL ALFT WG	HAMILTON AFB CALIF	MAC
921 MIL ALFT GP	KELLY AFB TEX	MAC
938 MIL ALFT GP	HAMILTON AFB CALIF	MAC
941 MIL ALFT GP	MCCHORD AFB WASH	MAC

UNITS WILL BE MOBILIZED IN PLACE. ADMINISTRATIVE PROCEDURES FOR MOBILIZATION OF THE AIR RESERVE FORCES ARE AS PRESCRIBED IN AFM 45-2. THE SECRETARY OF THE AIR FORCE HAS DETERMINED THAT MILITARY REQUIREMENTS DO NOT ALLOW A 30 DAY ALERT NOTICE AS DESCRIBED IN PARAGRAPH 2, AFM 45-2. A DETAILED LIST OF UNITS FOLLOWS.

UNQUOTE

PART II. VERBAL INFORMATION INDICATED AME FLIGHTS WILL NOT, REPEAT, WILL NOT BE MOBILIZED. COMM FLTS AND ALL OTHER GROUP UNITS WILL BE MOBILIZED. DETAILED LISTING REFERRED TO ABOVE WILL BE TRANSMITTED IMMEDIATELY UPON RECEIPT FROM USAF. PART III. COMMANDERS OF UNITS BEING MOBILIZED WILL TAKE IMMEDIATE ACTION TO ALERT ALL INDIVIDUALS INVOLVED. THIS IS AN ALERT NOTICE ONLY AND CONFIRMING SPECIAL ORDERS WILL BE ISSUED WHEN UNITS ARE MOBILIZED BY THE GAINING COMMAND.

PART IV. REFERENCE PARAGRAPH 14A, CHAPTER 3, AFM 45-2. SURPLUS PERSONNEL WILL NOT, REPEAT, WILL NOT, BE REASSIGNED. THEY WILL BE MOBILIZED WITH THE UNIT, REFERENCE PARAGRAPH 14B, CHAPTER 13, AFM 45-2, SHORTAGE REPORT INSTRUCTIONS WILL FOLLOW.

Supporting Document 3

AIR FORCES ICELAND
ICELAND DEFENSE FORCE
KEFLAVIK NAS, ICELAND

FROM: Commander, Air Forces Iceland 28 March 1968

SUBJECT: Favorable Communication

TO: Captain John Wood and HC 97G Aircrew

Via: Commander, 305th Air Rescue and Recovery Squadron
Selfridge, Michigan 48045

By this letter I wish to go on record in expressing my personal appreciation and that of Captain Eugene R. Fudala for your assistance during the crash of the F-102 on the night of 25 March 1968. Your quick reaction and professionalism were admired by all and your performance certainly gives the aircrews confidence that if a rescue can be accomplished, you and your crew will do it. Again, please accept my gratitude and that of all members of my command for your support.

SIGNED
RICHARD H. BROACH, Colonel, USAF
Commander

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
)

26 January 1968

By direction of the President, following named Officers , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (2) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq AFPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: POC. UDN. 5783500 328 P574.01 1200 2100 2200 2500 3503725. TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

LTCOL RICHARD W. ALEXANDIR, FV835110, (AFRes; 52 West Miller, Milan, MI. 48160) On flying status.

CAPT HERBERT M. APPLEMAN, FV3052718, (AFRes; 18340 Winterset, Southfield, MI 48075) On flying status.

CAPT NORMAN R. BELL, FV3058238, (AFRes; 2755 Buckingham, Birmingham, MI 48008) On flying status.

2LT LAWRENCE M. BODROJSKI, FV3178863, (AFRes; 11035 Auburndale, Livonia, MI 48150) Not on flying status.

CAPT GERARD J. BRAUN, FV3080337, (AFRes; 10020 Garden Avenue, Livonia, MI 48150) On flying status.

CAPT WILLIAM B. CHAPIN III, FV3049969, (AFRes; 2265 Hunt Club Drive, Bloomfield Hills,MI 48013) On flying status.

MAJOR HOWARD D. COFFMAN, FV2067107, (AFRes; 21708 Madison, St. Clair Shores, MI 48081) On flying status.

CAPT MYRON C. CONGER, FV3058977, (AFRes; 12125 Lansdowne, Detroit, MI 48224) On flying status.

MAJOR DAVID C. CUTSHALL, FV937074, (AFRes; 3640 Grayling Place, Toledo, Ohio 43623) On flying status.

1

MAC-1CmbtSptOp-CDC
Selfridge AFB Mich

SO 1, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

MAJOR CHARLES E. DAY, FV3025503, (AFRes; 6240 County Line Rd., New Baltimore, MI 48047) On flying status.

CAPT ROGER G. FERGUSON, FV3085834, (AFRes; 2481 Geneva, Dearborn, MI 48127) On flying status.

MAJOR GARFIELD W. FLUKETT, FV1910377, (AFRes; 4562 Larme Avenue, Allen Park, MI 48101) On flying status.

MAJOR WILLIAM P. GUILLOU, FV3062418, (AFRes; 12524 Hall Road, Utica, MI 48087) On flying status.

MAJOR ROBERT HLATKY, FV943017, (AFRes; 3876 Kensington, Detroit, MI 48224) On flying status.

MAJOR FRANKLIN O. HOFFMEISTER, FV926816, (AFRes; 647 S Sebewaing St., Sebewaing, MI 48759) On flying status.

LTCOL WILLIAM HOUGH-CHAU JR., FV833745, (AFRes; 3033 State Street, Saginaw, MI 48061) On flying status.

MAJOR RICHARD JENKINS, FV2068904, (AFRes; 19909 Hartwell, Detroit, MI 48235) On flying status.

CAPT [illegible] J.KASKE,JR,FV3035645,(AFRes; 32420 Fernwood, Westland, MI 48184) On flying status.

MAJOR RICHARD S. MACAULEY, FV687332, (AFRes; 767 E Walton Blvd., Pontiac, MI 48055) On flying status.

CAPT ROBERT J. MCCLTAR, FV2211712, (AFRes; 2380 Klingensmith, Pontiac, MI 48053) On flying status.

CAPT GEORGE G. MCLAUGHLIN, FV3033676, (AFRes; 329 Amherst, Inkster, MI 48141) On flying status.

MAJOR MICHAEL J. MCLEOD, FV835040, (AFRes; 17199 Westphalia, Detroit, MI 48205) On flying status.

John C. Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - ARRS(CDPO)
15 - ARPC(CDPO-AIM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CPPO
1 - File

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
2

26 January 1968

By direction of the President, following named Officers , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARRC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: POS. TDN 5783500 328 P574.01 1200 2100 2200 2500 3503725 TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

CAPT RICHARD W. MOORE, FV3085592, (AFRes; 71 Redford Circle, Ann Arbor, MI 48104) On flying status.

CAPT WILLIAM J. NIELSEN, FV3039763, (AFRes; 1070 W Wattles Road, Troy, MI 48084) On flying status.

MAJOR JAMES W. ONESI, FV2063461, (AFRes; 23804 Schroeder Avenue, East Detroit, MI 48021) On flying status.

MAJOR RAY M. PIDDINGTON, FV831269, (AFRes; 11397 Auburn Avenue, Detroit, MI 48228) On flying status.

2LT JAMES C. PURDY, FV3178860, (AFRes; 4341 W Orchard Hill Dr., Bloomfield Hills, MI 48013) Not on flying status.

LTCOL JOHN C. RILEY, FV3061636, (AFRes; 8766 Timberline Dr., Utica, MI 48087) On flying status.

CAPT JOHN J. RUTTENBERG, FV2050915, (AFRes; 14909 Maplewood Lane, Plymouth, MI 48170) On flying status.

1LT WILLIAM E. SCHLEYER, FV3121816, (AFRes, 18176 Stout, Detroit, MI 48219) On flying status.

MAJOR JACK SCHWARTZ, FV3019071, (AFRes; 37239 Ingleside Dr., Mt. Clemens, MI 48043) Not on flying status.

SO 2, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

MAJOR MARSHALL W. SERGEANT JR., FV766641, (AFRes; 20501 Walton Avenue., St. Clair Shores, MI 48082) On flying status.

MAJOR HENRY E. SHERRILL, FV2071375, (AFRes; 22424 Maplewood, Southfield, MI 48075) On flying status.

CAPT CHARLES F. SKULL, FV3039922, (AFRes; 11624 Angus Circle, Utica, MI 48087) On flying status.

LTCOL JACK N. TAFT, FV610969, (AFRes; 2601 Bow St., Jackson, MI 49203) On flying status.

MAJOR JOHN L. THOMAS, FV694273, (AFRes; 1727 N Rosevere, Dearborn, MI 48128) On flying status.

CAPT GILES A. WAMMAKER, FV3011925, (AFRes; 435 Welch St., Northville, MI 48167) On flying status.

MAJOR ROBERT R. WATTS, FV2064080, (AFRes; 111 Vossland, Nashville, Tenn. 37205) On flying status.

CAPT JOHN F. WOOD, FV3025248, (AFRes; 1234 Kennsington, Cross Pointe Park, MI 48230) On flying status.

John C. Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - ARRS(CDPO)
15 - ARPC(CDPC-AIM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CDPO
1 - File

MAC-1CmbtSptGp-CDC
Selfridge AFB, Mich

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
3

26 January 1968

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: PCS. TDN. 5783500 328 P574.02 1200 2100 2200 2500 S503725. TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

SSGT JACK B ADAMS, AF18083439 (AFRes; 35389 23 Mile Road, New Baltimore, MI 48047) On Flying Status

TSGT BUFORD ALEXANDER, AF16449547 (AFRes; 3332 Calvert St, Detroit, MI 48206) Not on flying status

SGT GARY J ARNOLD, AF16776801 (AFRes; 12707 E Forest, Apt 4, Detroit, MI 48215)(Sgt over 4) Not on flying status

SGT TIMOTHY L BAILEY, AF16744732 (AFRes; 35117 Twenty Three Mile Rd, Apt #104, New Baltimore, MI 48047)(Sgt over 4) Not on flying status

MSGT J. W. BANKHEAD, AF18041237 (AFRes; 4344 Nottingham, Detroit, MI 48224) Not on flying status

SGT LAKE U BATES, AF14799835 (AFRes; 5950 Seminole, Detroit, MI 48214) (Sgt over 4) Not on flying status

SGT FRANCIS G BEARDSLEE, AF6916041 (AFRes; 46000 Fairchild Road, Mt Clemens, MI 48043)(Sgt over 4) Not on flying status

A1C DONALD E BLENKLE, AF16738428 (AFRes; 15016 Parkgrove, Detroit, MI 48205)Not on flying status

SSGT RANDOLPH R. BLUNDEN, AF16721258 (AFRes; 23022 Oakwood, East Detroit, MI 48021) Not on flying status

SGT RONALD F BODEN, AF16657368 (AFRes; 1556 Glendale, St Clair, MI 48079) (Sgt over 4) Not on flying status

SSGT CHARLES D BOLDIN, AF12521119 (AFRes; 475 Washington Blvd, Union Lake, Mich 48085) On flying status

SO 3, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

CMSGT ROBERT I BOYLE, AF11252056 (AFRes; 21082 Fleetwood Dr, Mt Clemens, MI 48043) Not on flying status

A1C ROBERT A BRUSSEAU, AF16841452 (AFRes; 14953 Marsha, Livonia, MI 48154) Not on flying status

A1C LAWRENCE P BUBACK, AF16747657 (AFRes; 1710 Andrew St, S.E., Grand Rapids, MI 49508) Not on flying status

SSGT JOSEPH W CANNON, JR, AF15696479 (AFRes; 24631 Bellwood Dr, Mt Clemens, MI 48043) Not on flying status

A1C PATRICK J CAREY, AF22928048 (AFRes; 3820 S. Merriman, Wayne, MI 48184) Not on flying status

A1C ROGER T CARREYN, AF27127120 (AFRes; 29638 Rosebriar, St Clair Shores, MI 48082) Not on flying status

A1C JOHN E CASPER, AF16841446 (AFRes; 609 E. Kenneth, Pontiac, MI 48055) Not on flying status

A1C DONALD M CASSIDY, AF16747655 (AFRes; 1977 Golfview Drive, Apt 203, Troy, MI 48084) Not on flying status

A1C DANIEL CELANI, AF16841462 (AFRes; 3738 Ashland St, Detroit, MI 48215) Not on flying status

SSGT THOMAS E CHILDERS, JR, AF15514066 (AFRes; 50025 Jefferson, New Baltimore, MI 48047) On flying status

TSGT CHARLES R CIARAVINO, AF27040319 (AFRes; 16022 Dugan, Roseville, MI 48066) On flying status

John C Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - ARRS(CBPO)
15 - ARPC(CBPO-ADM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CBPO
1 - File

MAC-1CmbtSptGp-CDC
Selfridge AFB, Mich

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
4

26 January 1968

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: PCS. TDN. 5783500 328 P574.02 1200 2100 2200 2500 S503725. TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

TSGT JAMES H COLIN, AF16401007 (AFRes; 16543 Pinehurst, Detroit, Mich 48221) Not on flying status

TSGT RONALD D CONNOLE, AF16490768 (AFRes; 2264 Airport Rd, Pontiac, MI 48054) Not on flying status

SSGT WILLIAM M COUGHLIN, AF16448851 (AFRes; 1305 North Mission Road, Rte #1, Mt Pleasant, MI 48858) Not on flying status

A1C BRUCE D CRAWFORD, AF16776935 (AFRes; 1718 W. Pierson Rd, Apt 18-A, Flint, MI 48504) On flying status

TSGT LEON CRAYTON, AF11563840 (AFRes; 18674 Monica, Detroit, MI 48221) Not on flying status

SGT DENNIS N CURMAN, AF16670173 (AFRes; 43520 Restmore Dr, Mt Clemens, MI 48043)(Sgt over 4) Not on flying status

SSGT JOHN G DELISLE, AF16427433 (AFRes; 72401 Russ Rd, Rte #1, Richmond, MI 48062) Not on flying status

A1C LAWRENCE E DERONNE, AF17773581 (AFRes; 13540 Greiner, Apt 1, Detroit, MI 48205) Not on flying status

SGT JAMES D DERRICK, AF15609435 (AFRes; 39314 Poinciana St, Utica, MI 48087) Not on flying status (Sgt over 4)

SO 4, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

SMSGT ROY B DORT, AF16322924 (AFRes; 5200 Roberts St, Utica, MI 48087) Not on flying status

SGT DAVID L DUBEY, AF16776936 (AFRes; 31626 Schoenherr, Apt K-16, Warren, MI 48093) Not on flying status

SMSGT ROY W DULANEY, AF16252764 (AFRes; 2623 River Rd, Marysville, MI 48040) Not on flying status

TSGT MARVIN K DUSETTE, AF16624796 (AFRes; 46754 Heydenreich Rd, Mt Clemens, MI 48043) On flying status

A1C MARION C EARLS, AF16800131 (AFRes; 4429 W. Walton Blvd, Drayton Plains, MI 48020) Not on flying status

TSGT JOHN L ERICKSON, AF16268299 (AFRes; 105 N. Avenue, Algonac, MI 48001) On flying status

SSGT RONALD A EVELAND, AF16410857 (AFRes; 42062 Gainsley Dr, Utica, MI 48087) On flying status

MSGT UDO C J FISCHER, AF16378727 (AFRes; 5977 Audubon, Detroit, MI 48224) On flying status

SSGT KENNETH E FLINT, AF15650353 (AFRes; 26784 S. River Rd, Mt Clemens, MI 48043) Not on flying status

TSGT ROGER D FLORY, AF15281214 (AFRes; Rt 2, Box 244A, Wauseon, Ohio 43567) On flying status

John C Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - ARRS(CSPO)
15 - AFPC(CSPO-ADM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CSPO
1 - File

MAC-1CmotSptGp-CDC
Selfridge AFB, Mich

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER 26 January 1968

5

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (b) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. AFM 39-2.
ASSIGNMENT: Relieved from reserve assignment Hq AAFC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 2522127 Jan 68.
TRANSPORTATION: POS. TDN. 5783500 328 P574.02 1200 2100 2200 2500 3503725 TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

SGT LAWRENCE C. FOWLER, AF11423934, (AFRes; 51249 Rose St., New Baltimore, MI 48047) (Sgt over 4) Not on flying status.

SGT PATRICK J. FRANCIS, AF16800113, (AFRes; 28283 Dartmouth, Madison Heights, MI 48071) On flying status.

SGT JOSEPH E. FROST, AF16761562, (AFRes; 29657 N Keystone Way, Mt. Clemens, MI 48043) (Sgt over 4) Not on flying status.

TSGT MICHAEL W. GALAT, AF16160083, (AFRes; 20550 Fayette, Detroit, MI 48234) On flying status.

MSGT DENNIS C. GILL, AF16249646, (AFRes; 6990 Mayer Road, Fair Haven, MI 48023) On flying status.

TSGT DAVID R. GODWIN, AF16583875, (AFRes; 50799 Holt, New Baltimore, MI 48047) On flying status.

SGT ROBERT L. GRAFF, AF16041450, (AFRes; 31037 N River Rd., Mt. Clemens, MI 48043) Not on flying status.

TSGT JOHN M. GRAHAM, AF16603246, (AFRes; 5763 Cambrook Lane, Waterford, MI 48095) On flying status.

SSGT KENNETH L. GRIFFITH, AF16440868, (AFRes; 42166 Gainsley Dr., Utica, MI 48087) Not on flying status.

5

SO 5, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

SGT WILLIAM J. GROBBEL, AF16776943, (AFRes; 36272 Chaskey, Richmond, MI 48062) On flying status.

SGT GERALD E. HACHINSKI, AF16776942, (AFRes; 26356 Alger, Madison Heights, MI 48071) Not on flying status.

SSGT MERRILL C. HAESLER, AF16432227, (AFRes; 347 Cambridge, Mt. Clemens, MI 48043) Not on flying status.

SGT RONALD S. HALE, AF18566775, (AFRes; 23698 N Keystone, Mt. Clemens, MI 48043) Not on flying status. (Sgt over 4)

SSGT WILBERT B. HATCHER, AF16717842, (AFRes; 4620 Ten Mile Rd., Warren, MI 48091) Not on flying status.

TSGT GEORGE K. HEFFRON, AF21690256, (AFRes; 9289 Meyers Road, Detroit, MI 48228) On flying status.

SGT GERHART S. HEISER, AF27069110, (AFRes; 15418 Marlowe, Detroit, MI 48227) (Sgt over 4) Not on flying status.

A1C RICHARD T. HEINS, AF16747656, (AFRes; 11093 Kennebec, Detroit, MI 48205) Not on flying status.

A1C ERNEST J. HOUSTON JR., AF16719138, (AFRes; 1865 Yosemite, Apt #20, Birmingham, MI 48008) Not on flying status.

SSGT JOHN L. HOWARD, AF27044083, (AFRes; 23780 Harrillson, Mt. Clemens, MI 48043) Not on flying status.

SSGT CARL E. HUSTED, AF16328187, (AFRes; 5018 Ridge Top Drive, Pontiac, MI 48054) On flying status.

John C. Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - ARRS(CBPO)
15 - ARPC(CBPO-AFM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CBPO
1 - File

MAC-1CmbtSptGp-CDC
Selfridge AFB Mich

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
6

26 January 1968

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: POS. TDN.5783500 328 P574.02 1200 2100 2200 2500 S503725 TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

SGT PULUMP P. HYSEN, AF16776884, (AFRes; 14500 Fairmont, Detroit, Mich. 48218) (Sgt over 4) Not on flying status.

TSGT GILBERT C. INMAN, AF 18396377, (AFRes; 6472 Bethuy Road, Anchorville, Michigan 48004) On flying status.

A1C GEORGE (NMN) JANOWACK, AF16747634,(AFRes; 34800 31 Mile Road, Richmond, Michigan 48062) Not on flying status.

A1C WILLIAM R. JOHNS, AF16800133, (AFRes; 36761 Alfred St., New Baltimore, Michigan 48047) Not on flying status.

SGT GARY E. JOHNSON, AF16776883, (AFRes; 605 E. Sixth St., Royal Oak, Michigan 48067) (Sgt over 4) Not on flying status.

AMN PAUL G. JOHNSON, AF16841480, (AFRes; 13123 Hart Ave, Huntington Woods, Michigan 48076) Not on flying status.

A1C ROBERT G. JONES, AF16841458, (AFRes; 30786 W. Warren, Westland, Mich 48148) Not on flying status.

MSGT JACK (NMN) KEININGHAM, AF18339573. (AFRes; 171 Colonial Ct., Apt #1 Mt. Clemens, Michigan 48043) On flying status.

MSGT WILLIAM C. KNIPPENBURG, AF16624786, (AFRes; 5565 Philip, Detroit, Michigan 48224) Not on flying status.

SO 6, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

SSGT MICHAEL L. KNOX, AF17611341, (AFRes; 237 Wellington Crescent, Mt Clemens, Michigan 48043) On flying status.

SSGT TERRY C. KNOX, AF14215962, (AFRes; 5755 Hunters Creek Rd., Imlay City, Mich. 48444) On flying status.

AIN MICHAEL D. KONLEY, AF16841463, (AFRes; 1480 Stockport, Rochester, Michigan 48063) Not on flying status.

A1C DONALD W. LANG, AF16841558, (AFRes; 20194 Russell, Detroit, Mich. 48203) On flying status.

SSGT STEVEN E. LATTA, AF16732912, (AFRes; 25856 Barbara St., Roseville, Michigan 48066) Not on flying status.

A1C GORDON H. LEAHY, AF16776885, (AFRes; 22906 Rosedale, St. Clair Shores, Michigan 48080) Not on flying status.

SSGT FRANKLIN W. LeCOUNTE, AF16731067, (AFRes; 27750 Lasslett St., Roseville, Michigan 48066) Not on flying status.

SSGT WILLIAM L. LEIGH, AF16824613, (AFRes; 47595 Forton, New Baltimore, Michigan 48047) Not on flying status.

MSGT NELSON J. LeMAY, AF36852516, (AFRes; 290 North Ave., Apt #7, Mt. Clemens, Michigan 48043) Not on flying status.

SGT DWIGHT (NMN) LIPSCOMB, AF16707718, (AFRes; 22015 St. Gertrude, St. Clair Shores, Michigan 48081) (Sgt over 4), Not on flying status.

A1C LAWRENCE J. LUTZ, AF16841448, (AFRes; 30844 W. Warren Ave., Apt 217, Westland, Michigan 48184) Not on flying status.

JOHN C. RILEY, Jr, Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - AMS (CBPO)
15 - ARPC (CBPO-ADM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CBPO
1 - File

MAC-1CmbtSptGp-CDC
Selfridge AFB Mich

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
7

26 January 1968

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: PCS. TAC. 5783500 328 P574.02 1200 2100 2200 2500 5503725. TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

TSGT RAYMOND J LYON, AF16439618, (AFRes; 50590 Fairchild Rd, Mt Clemens, MI 48043) On flying status

SSGT JOHN A MAY, AF16727763 (AFRes; 8056 Dixie Highway, Fair Haven, MI 48023) Not on flying status

SGT JAMES A MASSERANG, AF16800112 (AFRes; 11400 Lansdowne, Detroit, MI 48224) On flying status

SSGT ORLO M MCLANE, JR., AF16738047 (AFRes; 1743 N. Melborn, Dearborn, MI 48128) Not on flying status

SGT ROLAND J MCLARTY, JR, AF17642396 (AFRes; 35340 Simco, Fraser, MI 48026)(Sgt over 4) Not on flying status

MSGT EDWARD E MCNEILL, SR, AF11196273 (AFRes; 48883 Jamaica Drive, New Baltimore, MI 48047) On flying status

SGT EDWARD E MCNEILL, JR, AF16743554 (AFRes; 49221 Paul Drive, Mt Clemens, MI 48043)(Sgt over 4) Not on flying status

SSGT GLENN E MEDINA, AF17607396 (AFRes; 50146 Jefferson, New Baltimore, MI 48047) Not on flying status

SSGT PETER J MORAITES, AF16507888 (AFRes; 17530 Vaughn, Detroit, MI 48219) On flying status

7

MAC-1CmbtOptCp-CDC
Selfridge AFB Mich

SO 7, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

A1C JAMES J MULHOLLAND, AF16841451 (AFRes; 14800 Birwood, Detroit, MI 48238) Not on flying status.

A1C BRIAN T MURPHY, AF16841529 (AFRes; 456 Delanger, Grosse Pointe Farms, MI 48236) On flying status.

MSGT JACK V NICE, AF15069091 (AFRes; 23396 Urban Drive, Mt. Clemens, MI 48043) On flying status.

SSGT RALPH G. OAKEY, AF16462217 (AFRes; 24636 Dellwood, Mt. Clemens, MI 48043) On flying status.

SGT DAVID L OPPER, AF16731406 (AFRes; 15071 Armada Center Road, Romeo, MI 48065)(Sgt over 4) Not on flying status.

SSGT ROBERT F PADILLA, AF27044108, (AFRes; 23400 Lawson, Warren, MI 48089) On flying status.

SGT CHARLES C PALMENT, AF16728071 (AFRes; 33776 Schneider, New Baltimore, MI 48047)(Sgt over 4) Not on flying status.

MSGT JAMES R PARKER, AF16255818 (AFRes; 43595 Ryan Road, Utica, MI 48087) Not on flying status.

SGT RONALD G. PICKERING, AF12649069 (AFRes; 22415 Milner, St. Clair Shores, MI 48080) Not on flying status.

SGT ARMIUR P PIMONSKI, AF27087260 (AFRes; 31776 Schoenherr, Apt D-4, Warren, MI 48093)(Sgt over 4) Not on flying status.

SSGT DAVID E. PRETTY, AF13609860 (AFRes; 137 Market Street, Mt. Clemens, MI 48043) Not on flying status.

A1C PAUL J. PROBST, AF16841526 (AFRes; 34700 Garfield, Fraser, MI 48026) Not on flying status.

TSGT WILLIAM R. QUICK, AF15122681 (AFRes; 4260 Heathersdown Blvd., Toledo, Ohio 43614) On flying status.

John C Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
15 - Indiv
25 - 305 ARRSq
15 - ARRS(CDPO)
15 - ARPC(CDPO-AEM)
5 - 1CCAS
2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CDPO
1 - File

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER
8

26 January 1968

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 252212Z Jan 68.
TRANSPORTATION: PCS. TDN 5703500 328 P574.02 1200 2100 2200 2500 S503725. TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

TSGT JAMES B RENSHAW, AF16715716 (AFRes; 5533 Orchard, Dearborn, MI 48126) On flying status

A1C THOMAS D RICE, AF16841527 (AFRes; 1824 Hampton, Grosse Pointe Woods, MI 48236) On flying status

A1C ALEX R RICHARDS, AF16800106 (AFRes; 15403 State Fair, Detroit, MI 48205) Not on flying status

TSGT DAVID G ROMAN, AF16462960 (AFRes; 27434 Maplewood, Garden City, MI 48135) On flying status

A1C JOHN V ROODBEEN, AF16776945 (AFRes; 19396 Shields, Detroit, MI 48234) Not on flying status

A1C ROBERT C SAMUELSON, AF16841455 (AFRes; 18387 Outer Drive, Dearborn, MI 48124) Not on flying status

SGT ERCOLE J SANTILLI, AF16800114 (AFRes; 35562 Blairmoor, Fraser, MI 48026) On flying status

TSGT JAMES D SCOTT, AF14517189 (AFRes; 616 Valencia, Pontiac, MI 48058) On flying status

TSGT HAROLD SEABROOKS, AF27036751 (AFRes; 1967 Ewald Circle, Apt #205, Detroit, MI 48238) Not on flying status

SGT RICHARD M SEVERINO, AF11384665, (AFRes; 25564 Koontz, Roseville, MI 48066)(Sgt over 4) Not on flying status

8

SO 8, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

TSGT WILLIAM E SHEA, JR., AF16111217 (AFRes; 14708 Rosemary, Detroit, MI 48213) On flying status

AYN RICKIE A SHERRILL, AF16841469 (AFRes; 22424 Maplewood, Southfield, MI 48075) Not on flying status

MSGT ROBERT L SIEFERT, AF16346163 (AFRes; 24569 Crocker Blvd, Mt Clemens, MI 48043) Not on flying status

A1C THOMAS C STENEL, AF16841470 (AFRes; 26454 Hoover, Apt 4, Warren, MI 48096) On flying status

MSGT CARL F SIMMONS, AF6832855 (AFRes; 11839 Chattman Drive, Utica, MI 48087) Not on flying status

A1C JOSEPH C SKUES, AF16800132 (AFRes; 35048 Concord Ct., Mt Clemens, MI 48043) Not on flying status

SGT WILLIAM C SMOLINSKI, AF16658569 (AFRes; 29430 Hiveley Ave., Inkster, MI 48141) (Sgt over 4) On flying status

A1C RAYMOND W SOBIESKI, AF16776944 (AFRes; 7559 Timkin, Warren, MI 48091) Not on flying status

SSGT LESLIE B STAHNKE, AF17557431 (AFRes; 23781 S. Keystone, Mt Clemens, MI 48043) Not on flying status

SGT JAMES A STARKEY, AF16800122 (AFRes: 43657 Fortner Dr, Utica, MI 48087) Not on flying status

AMN JAMES K STROMBERG, AF16841461 (AFRes; 23657 N. Keystone Way, Mt Clemens, MI 48043) Not on flying status

John C Riley

JOHN C. RILEY, Lt Col, USAF
Commander

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MAC-1CmbtSptGp-CDC
Selfridge AFB, Mich

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

SPECIAL ORDER 26 January 1968
9

By direction of the President, following named Airmen , AFRes; home of record as indicated, are ordered to extended active duty (involuntary) per paragraph (E) of Title 1, DOD appropriation act, 1967 (80 Stat. 981), for 24 months, unless sooner relieved. ADN-002.
ASSIGNMENT: Relieved from reserve assignment Hq ARPC (CAC), 3800 York St, Denver, CO, 80205; assigned 305 Aerospace Rescue & Recovery Sq (MAC), Selfridge AFB, MI 48045.
REPORTING DATA: Effective date of duty 26 January 1968. Individuals will proceed duty station on effective date of duty. Report to Commander, organization assigned not later than 26 January 1968.
GENERAL INSTRUCTIONS: Authority: CSAF Msg 2522[illegible] Jan 68.
TRANSPORTATION: PCS. TDN 5783[illegible] 328 P574.02 1200 2100 2200 2500 S503725 TPC with 1 day travel time authorized. If POC is not used, travel time will be the time of the common carrier used.

SSGT JOHN C. STUCKEY, AF14670579, (AFRes; 49820 Marseilles, Mt Clemens, Michigan 48043) Not on flying status.

MSGT WILLIAM H. SYKES, JR., AF11185750, (AFRes; 52891 James St., New Baltimore, Michigan 48047) On flying status.

SSGT LEE B. THOMPSON, AF16727127, (AFRes; 46381 Jefferson, Mt. Clemens, Michigan 48043) Not on flying status.

A1C ROBERT C. TIPPERY, AF16841456, (AFRes; 14351 14 Mile Road, Fraser, Michigan 48026) Not on flying status.

MSGT GORDON R. TRAYER, AF16747618, (AFRes; 5754 Pontiac Lake Road, Pontiac, Michigan 48054 Not on flying status.

SGT VINCENT A. TRZCINSKI, AF16800121, (AFRes; 2511 Patrick Henry Drive, Pontiac, Michigan 48057) Not on flying status.

SSGT JOHN R. TURNER, JR., AF16624794, (AFRes; 16877 Birwood, Detroit, Michigan 48221) Not on flying status.

SGT PAUL S. ULRICH, AF17612363, (AFRes; 43 High St., Mt. Clemens, Mich. 48043) (Sgt over 4), Not on flying status.

MSGT ROBERT O. UNDERHILL, AF15198625, (AFRes; 9991 Dixie Highway, Anchorville, Mich. 48004) On flying status.

SO 9, 305th ARRSq (MAC), 26 Jan 68, Selfridge AFB, MI 48045

A1C CARROL E. URBAN, JR., AF16841449, (AFRes; 30957 Moulin, Warren, Michigan 48093) Not on flying status.

SGT ALLAN V. VERMALONE, AF16776937, (AFRes; 433 Manor Ave., Grosse Pointe Farms, Michigan 48236) Not on flying status.

MSGT BUDDY B. WALKER, AF16441179, (AFRes; 36480 Bordman Road, Memphis, Michigan 48041) On flying status.

MSGT TED A. WALKER, AF 15542316, (AFRes; 44771 Kemp St., Utica, Mich. 48087) On flying status.

MSGT JAMES J. WATTS, AF14564875, (AFRes; 22075 Colgate, Inkster, Mich, 48141) On flying status.

A1C ROBERT V. WARNER, JR., AF16841447, (AFRes; 5273 Eastlawn, Detroit, Mich. 48213) Not on flying status.

SSGT RICHARD E. WERNHEIM, AF 16730255, (AFRes; 1236 Water St., Port Huron, Michigan 48060) Not on flying status.

A1C MICHAEL P. WHITEHEAD, AF16800120, (AFRes; 4796 Washtenaw Rd., Apt C-4, Ann Arbor, Mich 48103) Not on flying status.

TSGT GERALD L. WOOLCOCK, AF13741529, (AFRes; 41071 Conger Bay Dr., Mt. Clemens, Mich. 48043) On flying status.

A1C JOSEPH P. YUKAS, AF16841457, (AFRes; 7527 Memorial, Detroit, Michigan 48228) Not on flying status.

SSGT CHARLES J. ZAMPONI, AF13544906, (AFRes; 39680 Detroit Street, Mt. Clemens, Mich. 48043) Not on flying status.

A1C GERHARD (NMN) ZIMMERMANN, AF16841528, (AFRes; 38345 Hayes Road, Utica, Mich. 48047) On flying status.

John C. Riley

JOHN C. RILEY, Lt Col, USAF
Commander

DISTRIBUTION
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2 - 1CAAF
5 - MAC
1 - Postal Officer
2 per Indiv - 1CBPO
1 - File

[illegible]
Selfridge AFB, Mich.

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305 AEROSPACE RESCUE & RECOVERY SQ
AEROSPACE RESCUE AND RECOVERY
SERVICE
1 JULY 1968 - 18 JUNE 1969

7-4488-8

JUL-SEP 68

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Aerospace Studies Inst
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HISTORY

OF THE

305TH AEROSPACE RESCUE AND RECOVERY SQUADRON

Selfridge Air Force Base, Michigan 48045

1 July 1968 - 30 September 1968

Prepared by 1st Lt Lawrence M. Bobrowski

RCS: AU D-5

Approved by:

JOHN C. RILEY, Lt Colonel, USAF
Commander

AEROSPACE RESCUE AND RECOVERY SERVICE, MILITARY
AIRLIFT COMMAND UNITED STATES AIR FORCE

MAC1CMBT SPT GP-CDC
Selfridge AFB, Michigan

S-88hh-7


305th AERO RES. REC. SQ.
THAT OTHERS MAY LIVE

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FOREWORD

After the first six months of active duty this reporting period, of 1 July 1968 - 30 September 1968, saw a continuation of the same busy schedule.

With the 305th personnel completely adjusted to the active duty pace, a varied temporary duty schedule and a heavy maintenance schedule were the highlights of this quarter.

This documentation of the activities of the people of this Rescue Squadron tells some of the efforts that were put forth. It can never adequately nor completely describe the "gutty" effort extended by the maintenance men in their daily battle to keep the birds fit and ready, their adaptability at accomplishing engine changes in Iceland and North Africa, competing with the arid, hot and dusty conditions in Libya and at the same time accomplishing a 100% in-commission rate in blowing snow and freezing rain on the ramp at Keflavik Naval Air Station, Iceland. This is reflective of the caliber and capability of these Rescue men from Michigan. The statistics they compiled are useful only in memorializing these dedicated Americans. Insignificant as these figures may appear, the Cannons and Leighs, the Dorts and Boyles can well be proud of what they did here TODAY.

Lieutenant Colonel John C. Riley
Commander


U.S.
U.S.

CHAPTER I

MISSION AND RESOURCES

Mission

The mission of the 305th Aerospace Rescue and Recovery Squadron hasn't changed since the unit's activation on 26 January 1968.

According to Military Airlift Command Regulation 23-46 the current 305th mission is to operate and maintain search and rescue equipment to search for, locate, and recover personnel and/or aerospace hardware in consonance with requirements of the USAF and other US agencies conducting global air and space operations, and ballistic missile and space vehicle programs, including research and development.

Organization

The 305th Aerospace Rescue and Recovery Squadron is under the direction of the Aerospace Rescue and Recovery Service and the Military Airlift Command is the Major Air Command.

Personnel

Lieutenant Colonel John C. Riley, FV3061636, was commander of the 305th Aerospace Rescue and Recovery Squadron throughout the three month period.

On 2 July 1968, MSgt Jack V. Nice, replaced SMSgt Jack B. Adams as First Sergeant of the Squadron. SMSgt Adams returned to his prior position as NCOIC Flight Engineers in place of MSgt Nice.

Twelve pararescuemen were assigned to the Squadron throughout the period with an additional permanent change of station pararescueman arriving in late September. Since the 305th was authorized thirteen pararescuemen during that quarter we received temporary duty additional pararescue augmentation from three other Aerospace Rescue and Recovery Squadrons. Temporary pararescue duty with the 305th was served by three men from the 41st Aerospace Rescue and Recovery Squadron at Hamilton Air Force Base, California, four men from the 54th Aerospace Rescue and Recovery Squadron at Pease Air Force Base, New Hampshire, and two men from the 48th Aerospace Rescue and Recovery Squadron at Eglin Air Force Base, Fla.

The number of civilian employees decreased by three during the past three months. We now have a total of five civilian employees.

Budgeted Funds

The Squadron expended the following budgeted funds during the period:

Civilian Pay (Paid by Air Force Reserve)	$ 13,098.68
Squadron Temporary Duty	41,832.51
Supplies	30,118.00
Communications	259.00
Total	$ 85,308.20

Location and Facilities

The 305th Aerospace Rescue and Recovery Squadron is a tenant at Selfridge Air Force Base, Michigan. The base is one of America's oldest and most historic military installations, and a component of the Air Defense Command. The base is located on Lake St. Clair, near Mt Clemens, Michigan, thirty miles northeast of Metropolitan Detroit, Michigan.

This unit occupies nearly 40,000 square feet of space in building 1414. Three nose docks are being utilized; hangars 1425, 1428, and 1429. One barracks, building 1015, is being occupied.

Aircraft

The aircraft possessed and utilized by the 305th Aerospace Rescue and Recovery Squadron in performing its mission remained unchanged. The nine rescue configured C-97 aircraft assigned were the following:

HC 97G 522713	HC 97G 530165
HC 97G 522716	HC 97G 530170
HC 97G 522754	HC 97G 530173
HC 97G 522782	HC 97G 530174

HC 97G 530117

CHAPTER II

OPERATIONS & TRAINING

As it was in the first six months of active duty, temporary duty was the primary means by which the 305th performed its mission during this quarter. Effective July through September 1968, the 305th aircrews totaled 1342.2 hours of flying time. This includes 232.3 mission hours, 685.7 support hours and 424.2 training hours. (See chart page 13).

Our aircrews continued their steady rescue support at Keflavik Naval Air Station in Iceland. A total of sixteen aircrews served on temporary duty at Keflavik from two to four week periods in July through September. At Wheelus Air Base, Libya, six 305th aircrews continued to support the 58th Aerospace Rescue and Recovery Squadron in those three months.

Our aircrews accumulated a total of 1342.2 flying hours during this period, of which, 232.3 were mission hours, 685.7 were support hours, and 424.2 hours were flown for training. (See chart page

During the first quarter of the 1969 fiscal year, the following training and upgrading was accomplished.

Lt Col Jack N. Taft, FV810969, upgraded to Rescue Crew Commander.

Captain William E. Schlener, FV3121816, upgraded to Rescue Crew Navigator.

TSgt Marvin K. Dusette, AF16624796, upgraded to Rescue First Engineer.

TSgt John L. Ericksen, AF16268299, upgraded to Rescue First Engineer.

SSgt Ralph G. Oakey, AF16462217, upgraded to Rescue Second Engineer.

Sgt William C. Smolinski, AF16658569, upgraded to Pararescue Jumpmaster.

A1C Thomas D. Rice, AF16841527, upgraded to Pararescue Jumpmaster.

Search Missions

On 16 July 1968 a 305th crew at Keflavik, Iceland, responded to a search request for a missing civilian Piper Cherokee aircraft, TF-DGF.

Aircraft 530173 left the runway at 0920 local and carried on an unsuccessful search for four hours before returning to the Keflavik Naval Air Station. The crew members were:

Major Henry E. Sherrill	FV2071375	Rescue Crew Commander
Captain Robert J. McClear	FV2211712	Co-pilot
Captain Myron C. Conger	FV3058977	Rescue Crew Navigator
SMSgt Jack B. Adams	AF18033439	Flight Engineer

TSgt John L. Ericksen	AF16268299	Flight Engineer
A1C Donald W. Lang	AF16841558	Radio Operator
TSgt George X. Hefferon	AF21690256	Pararescueman
SSgt Patrick J. Francis	AF16800113	Pararescueman
A1C John V. Roodbeen	AF16776945	Scanner

The Director of the Air Traffic Division, Mr. Leifur Magnusson, at Reykjavik Airport in Iceland especially commended the 305th crew for their search efforts in a letter of appreciation to the Commander, Iceland Defense Force. [1]

At 0225Z on 9 September 1968, JRCC Keflavik was informed by OAC Reykjavik, Iceland, that a Tripacer N 3537P, enroute from Greenland to Reykjavik, Iceland, was last heard from at 082145Z, position 65N, 27.40W. The Tripacer, with two souls on board, had reported turn and bank and artifical horizon out. Last known contact was with a Pan American pilot who relayed the information to Icelandic Controlling Agencies. Reykjavik OAC requested assistance.

A surface picture was requested from the AMVER Center (Eastern Area Coast Guard) and an HC 97 aircraft was launched at 090258Z to proceed to the last known position, conducting a track search enroute, and upon arrival to search an area of 50 mile radius.

1. Supporting Document

Weather was reported as 900' overcast, 90% cloud cover, but deteriorating. A second HC 97 was launched at 090837Z to search an area between the last known distress aircraft position and the west coast of Iceland. The Icelandic Coast Guard twin Bonanza searched over the glaciers and inland areas. Icelandic radio carried the news to the populace requesting all to keep a sharp lookout for any signs of the distress aircraft.

At 091250Z the HC 97 sighted some orange, white, and silver debris at position 65-13N, 26-23W, however very poor weather prevented the crew from maintaining contact. No ships were in the area but Icelandic surface trawlers were requested to divert to the latest position. At 100710Z an HC 97 was launched to the last known debris position to relocate and direct surface vessels for identification. Results were negative and the search aircraft returned to Keflavik via Sandur, using a creeping line search enroute.

On 11 September OAC Reykjavik requested another launch covering all previously assigned search areas. Icelandic search and rescue sources continued searching the western bays, shoreline and inland areas of Iceland. Four whalers and one trawler were in the search area to assist. Spurious signals on 135.7 mcs were investigated but determined to be a harmonic. Weather continued to

hamper search operations and the HC 97 returned to Keflavik at 111635Z. Reykjavik OAC requested no further launches. The incident was suspended pending further developments. The two HC 97 aircraft flew a total of forty-two hours on this search mission. The crew members were:

Captain Charles F. Srull	FV3039922	Rescue Crew Commander
Major Richard S. Macauley	FV687332	Co-pilot
Capt John J. Ruttenberg	FV3050915	Navigator
SMSgt Jack B. Adams	AF18083439	Flight Engineer
SSgt Ralph G. Oakey	AF16462217	Flight Engineer
Sgt Michael W. Swafford	AF14834954	Pararescue
A1C Thomas D. Rice	AF16841527	Pararescue
Major Michael J. McLeod	FV835040	Rescue Crew Commander
Major Ray M. Piddington	FV831269	Co-pilot
Major Robert Hlatky	FV943017	Navigator
MSgt Dennis C. Gill	AF16246946	Flight Engineer
TSgt John L. Ericksen	AF16268299	Flight Engineer
Sgt William C. Smolinski	AF16658569	Pararescue
A1C Brian T. Murphy	AF16841529	Pararescue

At approximately 1200Z on 22 September 1968, the 305th alert crew at Wheelus Air Base, Libya, was scrambled in search of a reported man overboard off an Italian fishing vessel, approximately eighty miles off the coast of Tripoli. The 305th HC 97 522782 and a

Jolly Green Giant were on the scene within an hour. The HH-3 searched for approximately forty-five minutes while the HC 97 continued its search pattern for 4.8 hours without positive results. Crewmembers were:

Major Howard D. Coffman	FV2067107	Rescue Crew Commander
Lt Col William Holme-Shaw	FV833745	Co-pilot
Capt Herbert M. Appleman	FV3052718	Navigator
TSgt Gilbert C. Inman,	AF18396377	Flight Engineer
TSgt Marvin K. Dusette	AF16624796	Flight Engineer
A1C Bruce D. Crawford	AF16776935	Radio Operator
Sgt Tommie Van Houtin	54 ARRSq	Pararescueman
Sgt Lawrence L. Lanterman	54 ARRSq	Pararescueman
Major Richard Jennings	FV2068904	Scanner
2d Lt Lawrence M. Bobrowski	FV3178863	Scanner

Rescue Missions

On 14 July 1968 the 58th Aerospace Rescue and Recovery Squadron Operations Officer (Major Edwin A. Henningson) received a call from the 7272 Fighter Training Wing Command Post at 1945Z (Local is Z plus 2), with the information that a person on the island of Lampadusa (35-30N 12-37E) was in need of immediate evacuation to Malta. We were requested to furnish a helicopter for the evacuation flight. It was determined that the mission was not within HH 43 capability, and that a U-6 was the only Wheelus based aircraft

capable of landing on the short (3600') unlighted airstrip. A U-6 was placed on standby for a dawn launch using an HC 97 as top cover and navigational escort.

At 2105Z Atlantic Aerospace Rescue and Recovery Center advised that the Rome Rescue Coordination Center requested an immediate air drop of blood and that the evacuation would be handled by an Italian HU-16. One HC 97 (AF Rescue 22716) was airborne at 2309Z with six units of blood for airdrop at Lampadusa. Some delay was encountered by the 7272 USAF Hospital in obtaining the amount of blood of the type needed. The blood and the administering equipment was air dropped on the Lampadusa airstrip at 0007Z on 15 July. AF Rescue 22716 logged 2+00.

Post mission report from Rome Rescue Coordination Center indicated that the air drop of blood was instrumental in saving the survivor's life. Crew of AF Rescue 22716:

Major Michael J. McLeod	FV835040	Rescue Crew Commander
Major Ray M. Piddington	FV831269	Co-pilot
Major Robert Hlatky	FV943017	Navigator
MSgt Dennis C. Gill	AF16246946	Flight Engineer
TSgt Gerald L. Woolcock	AF13741529	Flight Engineer
SSgt Peter J. Moraites	AF16507888	Radio Operator
Sgt Tommie VanHoutin	54 ARRSq	Pararescue
Sgt Lawrence L. Lanterman	54 ARRSq	Pararescue

AIRCREW STATUS 1 JUL 68 - 30 SEP 68

	Auth	Asgd	Qual	Unqual	Non-Current
PILOTS:	28	23	23	0	0
RCC Qualified			17		
First Pilot			0		
Co-pilot			6		
NAVIGATORS:	12	13	13	0	0
Rescue Qualified			13		
Primary Navigator			0		
RADIO OPERATORS:	12	11	11	0	0
Rescue Qualified			11		
Primary Radio Operators			0		
FLIGHT ENGINEERS:	24	26	25	1	0
First Engineer (Rescue)			19		
First Engineer (Non-rescue)			0		
Second Engineer (Rescue)			6		
Second Engineer (Non-rescue)			0		
PARARESCUE:	13	12	12	0	0
HC 97 Jump Qualified			12		
SCUBA			12		
SCUBA Jump (Day)			12		
SCUBA Jump (Night)			12		
Fully HC 97 Rescue Qualified			12		

NUMBER OF AIRCREWS ON TDY

TWO TO FOUR WEEK PERIODS

JULY - SEPTEMBER 1968

TDY LOCATION	JULY	AUGUST	SEPTEMBER
Keflavik NAS	4	4	4
Wheelus AB	2	2	2
Hamilton AFB		1	
Hickam AFB		1	1
Total	6	8	7
Number HC 97 Aircraft at IRAN	2	1	0

HC 97G AIRCRAFT

AIRCREW FLYING TIME

JULY - SEPTEMBER 1968

TYPE	JULY	AUGUST	SEPTEMBER	TOTAL HOURS
Mission	119.0	55.1	58.2	232.3
Support	230.6	214.3	240.8	685.7
Training	136.6	151.0	136.6	424.2
Total Hours	486.2	420.4	435.6	1342.2

Personal Equipment

The Personal Equipment Section is manned by four men Sergeant G. J. Arnold, A1C D. Celani, A1C P. J. Probst and A1C C. E. Urban, Jr. The ultimate success of the 305th depends upon the survival equipment which the Personal Equipment Section maintains. These men hope the day never comes when this equipment will have to be utilized; however, should the day arrive they are confident the survival equipment will function properly.

The Personal Equipment Section is responsible for MA-1 sea rescue kits which are dropped to survivors in case of water ditching. This kit contains two six or seven man rafts and three survival bundles which will sustain survivors until help arrives. The Personal Equipment Section inspects and repacks this equipment every ninety days. This section also has the task of inspecting and repacking life preserving units and MB2 survival kits which are used by flight crews in case of emergency.

The Personal Equipment Section is a back-up crew in helping the pararescue section on training missions and field exercises. For example, when the pararescuemen make land or water jumps, the Personal Equipment Section has a ground party which assists in picking up the jumpers and the equipment.

Since coming on active duty the Personal Equipment Section has given talks on survival equipment and methods of survival to various public audiences.

Radio Operators Instruct at 48 ARRSq

MSgt Buddy B. Walker and SSgt Perry C. Knox were selected by Lt Colonel Riley to instruct student radio operators at Eglin Air Force Base. This selection was in response to a message received from Headquarters Aerospace Rescue and Recovery Service on 5 June 1968 requesting two instructor radio operators; due to the shortage of the same throughout the Air Force.[2]

MSgt Buddy B. Walker and SSgt Perry C. Knox taught radio operator rescue techniques at the Special Air Training School (SATS) and were assigned to the 48th ARRSq at Eglin. The two noncommissioned officers spent three and one-half months training the radio operator students in the HC 130 rescue bird.

Letters of appreciation were written to MSgt Walker and SSgt Knox by Colonel Charles W. Marshall, Commander of the 48th ARRSq, for service with distinction in radio instruction for C 130 radio students.[3]

(See photo pages 17 and 19).

2. Supporting Document
3. Supporting Document

Lt Colonel John C. Riley presents MSgt Buddy B. Walker with a letter of appreciation written by Colonel Charles W. Marshall Commander of the 48 ARRSq. The letter was written for Sergeant Walker's outstanding performance instructing student radio operators at Eglin Air Force Base, Florida.



Lt Colonel John C. Riley presents SSgt Perry C. Knox with a letter of appreciation from Colonel Charles W. Marshall Commander of the 48 ARRSq. The letter was written for Sergeant Knox's outstanding performance instructing student radio operators at Eglin Air Force Base.



OUR MISSION IN ICELAND

As a member of the 305th Aerospace Rescue and Recovery Squadron, activated on 26 January 1968, I could not honestly answer what this unit was doing on active duty until I recently spent two weeks on temporary duty at Keflavik Naval Air Station in Iceland in August.

Being primarily a Personnel Officer I had not had the chance to leave our permanent station at Selfridge Air Force Base in Michigan. Our Commander, Lt Colonel John C. Riley, decided to send me on an information assignment to Keflavik, Iceland to observe what our squadron is doing there on temporary duty.

My additional duty is Information Officer and this assignment really interested me since I didn't know what to expect in Iceland.

I did know that Colonel Riley considered this Icelandic mission the most important of our active duty commitments to date.

In Iceland the 305th is primarily supporting the 57th Fighter Interceptor Squadron which is under the Icelandic Defense Forces of NATO. (See photo page 28).

There are always two 305th aircrews at Keflavik. Alternately, one is on alert for a 24 hour period while the other is on standby alert.

However, the 305th does not exclusively support the 57th Fighter Interceptor Squadron. In accordance with the Aerospace Rescue and

Recovery Service motto of "These things we do that others may live," this squadron answers any and all calls to come to the aid of civilian aircraft, ships or just anybody in trouble. On one occasion in Iceland, a 305th crew was scrambled to support a non-NATO aircraft that was in trouble.

There is no USAF rescue unit permanently stationed at Keflavik. The 305 ARRSq is the sole Air Force rescue performer and our temporary duty there has recently been extended.

This squadron has been extended primarily because of the importance of the 57th Fighter Interceptor Squadron mission.

The 57th, better known as the "Black Knights" has the vital mission of intercepting all non-NATO aircraft that are in danger of penetrating the Icelandic Defense Zone. During my two weeks in Iceland, there was a heavy "active air" schedule, in other words there was a lot of non-NATO traffic.

Whenever one of these fighter pilots has trouble with his aircraft, the 305th alert crew gets scrambled and heads for the blue.

The well maintained F-102's (Deuces) do not have technical problems very often and the 305th crews spend most of their time watchfully waiting or flying training missions.

Does this mean that they are not needed? Obviously not. The Air Force, as well as the other services place a higher value on

human life than on anything else. It naturally follows that the fewer scrambles for the 305th the fewer lives are in danger and no matter how you look at it - that's good.

To appreciate the heavy emphasis on getting a rescue aircraft to a downed pilot you would have to observe the Icelandic terrain and weather.

During my stay with our aircrews, I flew almost everyday on training flights in our reliable four-engine HC 97's. The terrain was beautiful to look at but unbelievably treacherous for anyone who has to bail out or crash land. The weather is terribly cold and miserable most of the year.

Iceland is full of huge lava boulders, cliffs, gorges and glaciers with large crevices that could swallow an ocean liner. (See photo page30)

If a downed pilot isn't lucky enough to land in the relatively sparse farmland, he stands a good chance of being seriously injured and in desperate need of rescue help.

How fast can a 305th alert crew scramble? I had the experience to observe a scramble at the sleepy hour of 0330.

No sooner had the man who received the call hung up the phone than the alert crew members were running down the bachelor officer quarters hallway zipping up their flight suits and heading for the alert

car. By the time they arrived at the aircraft, the maintenance men had the plane ready to go and in only twenty minutes from the alert phone call the HC 97 was ready for take off.

As it turned out a "Deuce" pilot was having fuel line problems and he called in the emergency as he was headed home. After dropping his two fuel tanks, he landed at Keflavik and was safe. A possible "punch out" diverted and the 305th alert crew shut off their engines and went back to bed.

I can see that this type of rescue maneuver is taken for granted by our well trained rescue crews. However, I had the pleasure of discovering what other Keflavik personnel think of the 305th. While walking across the base, Colonel Surrett, Commander of Air Forces Iceland, offered me a ride and I was glad to get my dulled shoes out of the lava dust. I quickly introduced myself and he said, "That's a very fine outfit you belong to. We just can't say enough good things about it."

Perhaps the biggest fact I discovered during those two weeks is that these 305th men are extremely dedicated.

I know the thought has entered the minds of many people that the ex-reservists are probably a little less dynamic, less concerned, less efficient or some other word connoting an insincere military nature.

Personally, I have never had the experience of working with a regular active duty outfit, but if they all take the military business as seriously as do the 305th men, our armed forces are in great shape.

An example of this dedication to duty came shining through last March when a 305th crew got alerted that an F-102 pilot had ejected and the crew had a "live one" this time.

The crew was airborne when the alert came and within twenty minutes they had the downed pilot in sight and had good radio contact with him.

The pilot was miraculously uninjured having landed in farm country and he was walking toward a distant farm house. The weather was extremely cold.

A pararescueman aboard the HC 97 aircraft wanted to bail out and attend to the "Deuce" pilot, in fact he begged to be allowed to jump.

The rescue commander wisely denied the plea, letting the harsh weather and rugged terrain guide his firm decision. Even a well trained pararescueman has odds working against his safety in Iceland.

To me that pararescueman is dedicated, not a show off. That descent would be miserably cold and that terrain treacherous.

I've already mentioned that the 305th men do keep themselves current by flying training missions, but what else do they do to keep busy in Iceland?

At Keflavik opportunities for recreation and hobbies are numerous and the 305th men take full advantage of them. (see photo page 32).

There are free movies almost every night at three different base locations. At the well equipped hobby shop, many of the men have turned out ceramics and leather goods of amazing quality. The gymnasium is a favorite of many because it offers a wide variety of exercise facilities. These and other activities help pass the day in Iceland.

This article would be a journalistic tragedy if I failed to mention the backbone of the 305th's success -- the maintenance men. (See photo page 34).

Our aircraft, the HC 97 Stratorescuer, are admittedly not very new, yet we flew almost every day during my visit and never experienced a maintenance delay.

At Keflavik we have a token maintenance crew of six to eight men and a modest parts supply to support our two aircraft there.

For approximately nine months out of the year outside maintenance is hell. Actual temperatures rarely fall below 32° but the ever present fifty to sixty knot winds plunge the chill faster far below zero.

However, inside or outside I can see that the planes will be ready whenever the scramble call is heard and I cannot offer enough praise to these men.

Well, this is what one activated unit is doing or one of its missions.

Writing this as an insider looking within his own squadron I must admit that I have been enlightened to discover a little bit about what's been going on since 26 January 1968.

Whenever this present course of active duty concludes, whether it be tomorrow or even at the end of two years, and after all our hardships, inconveniences and delayed civilian careers, I think the men of the 305th will have to say (some of us for the first time) -- I've served my country and I feel maybe a little more American than ever before.

An F-102 "Deuce" of the 57 FIS at Keflavik flies by the watchfully waiting wing of a 305th HC 97. The 305th's primary responsibility at Keflavik is to lend rescue support to the ever-flying F-102 pilots of the 57th Fighter Interceptor Squadron.



Treacherous terrain of Iceland from 8,000 feet altitude shows huge glacial ice cracks large enough to swallow an ocean liner. Rescue crews of the 305th are on alert at Keflavik Naval Air Station to provide immediate rescue support to anyone having to bail out or crash land in this hazardous terrain.



A big part in being a rescue crew member is standing alert. In the 305th alert room at Keflavik Naval Air Station, Iceland, A1C G. Zimmerman, pararescueman, passes time in a game of ping pong, while other 305th members compete in a game of darts.



305th Maintenance personnel put their heads together at Keflavik, Iceland, upon discovering an apparent fuel leak.



305TH CREW PAYS HOMAGE TO 'LADY BE GOOD'

The hot Sahara sun beat down on the Rescue HC 97 that July morning as the 305th Aerospace Rescue and Recovery Squadron's "white hat crew" anxiously scanned the desert below.

Seven-hundred miles ago they had departed Wheelus Air Base, Libya on a routine navigation training mission in search of a B-24 that was reported missing from a bombing raid during World War II - reported position at 26°48'N 23° 57'E, dateline May 1943.

This missing bomber is familiar to all professional airmen of the United States Air Force, its name - the "Lady Be Good."

The Rescue crew had spent many anxious and anticipatory hours preparing for and now "running out their ETA wanting to see for themselves that landmark of Air Force tradition the Grand Old Lady of the Desert who reportedly still rested in near complete loneliness and yet utmost dignity marking a day of infamy and human determination beyond comparison.

The Rescue crew, all from Michigan, had another purpose in mind. Prior to take off, they had prepared a wreath and pennant to be air dropped on the "Lady Be Good" to humbly pay respect and homage to the "Lady's" fateful crew, especially to those two men who had, like the Rescue crew, been from Michigan.

Thirty seconds from the navigator's calculation, the scanner on the right side called: "B-24, 2 o'clock lo," - a slight turn and the "Lady Be Good" was soon clearly seen by all on board. (See photo page39).

It is difficult for this writer to clearly and effectively place here in writing the multitude of thoughts, deep feeling and awe of that moment. Here, hundreds of miles from the nearest water, civilization or the least bit of life, lay this giant World War II bomber, monument to frustration, error, tremendous desire to live, ineptness and yet unequalled valor - all for the cause of freedom of men throughout the world.

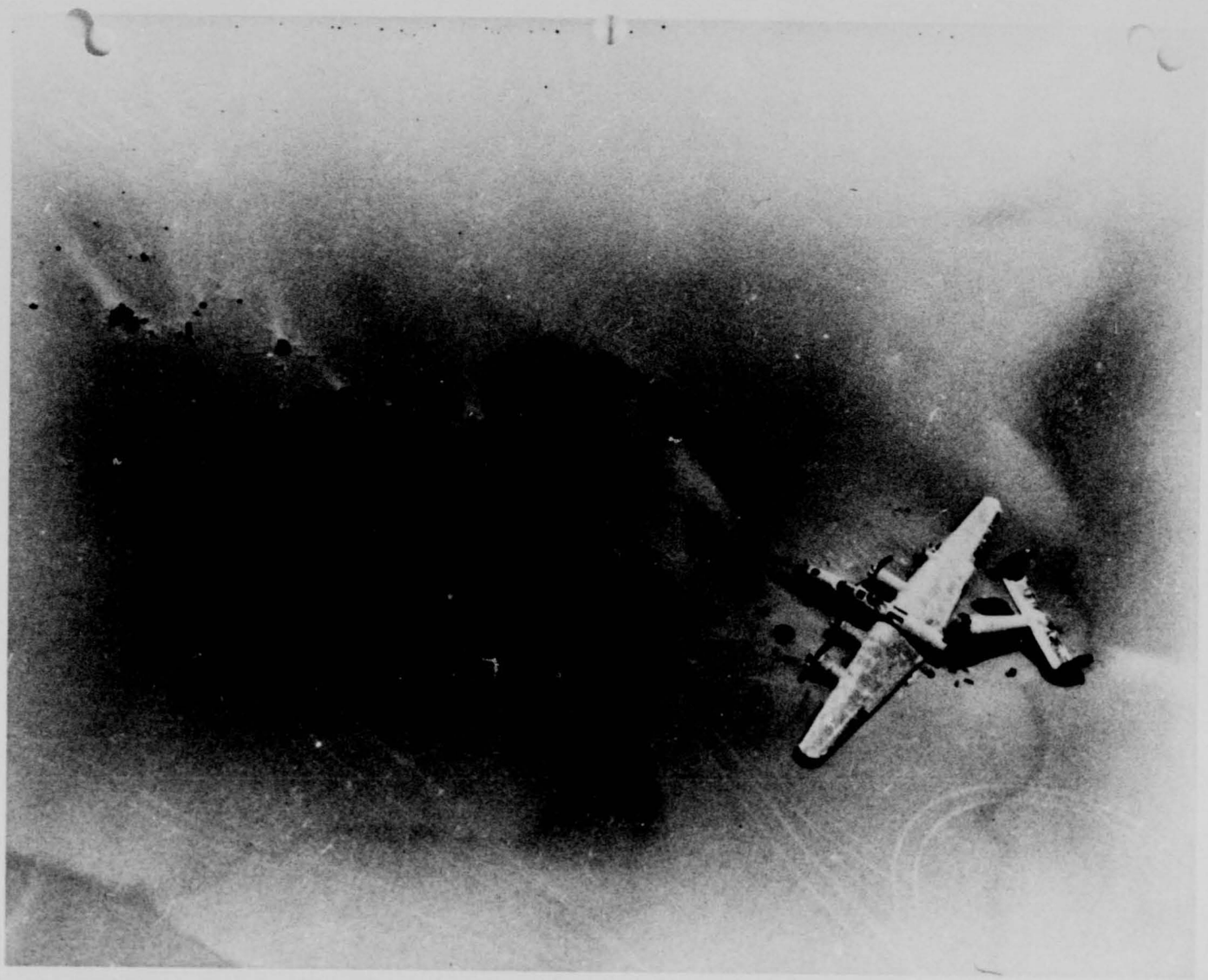
The tracks of vehicles made during the famous Rommel - Montgomery battle could still be seen on the desert floor below where the "Lady" rests in a giant-like saucer protected over the years by the dry, hot and humidity-free air. Numerous operations have been launched to determine why the "Lady Be Good" crashed.

Souvenirs and spare parts have been plucked from her interior, but she nevertheless is still basically intact and continues to mark that spot "where nine brave men gave their all for their fellow men."

The HC 97 552754 flew low over her in salute, opening her cargo doors and, on the command of the pilot, dropped the wreath and banner to the desert floor below.

As the Selfridge-based Stratorescuer dipped her wings in final tribute and headed due north, no one aboard had a fast joke or sly remark - all were in deep thought and awed by the symbolism of the "Lady Be Good."

The well preserved "Lady-Be-Good" lies inert on the floor of the Sahara Desert. The powerful drama and suspense behind her story made the 305th aircrew awe struck as they circled over her resting place.



CHAPTER III

AIRCRAFT MAINTENANCE

The hardest working section in the squadron, Aircraft Maintenance is under the direction of Major James W. Onesi, Aircraft Maintenance Officer and CMSgt Robert I. Boyle, Maintenance Superintendent.

During this reporting period, the Maintenance Section supported the 1342.2 flying hours maintaining an operational ready rate of 91%.

Engine Shop

As this quarter commenced the engine status was as follows: four built-up to 100%; one engine prepositioned; one engine under minor repairs; one engine in build-up; and two in the tear-down stage.

At the conclusion of this period on 30 September, five engines were built-up 100% and four were in tear-down, resulting from four engine changes. (See photo pages 47, 49, 51).

In addition, the Engine Shop has supported twenty-seven phase inspections, three major engine repairs, sixteen cylinder changes and eleven engine conditionings.

Sheet Metal Shop

In the first quarter of fiscal year 1969 the 305th Fabrication Branch was fully manned with three structural repairmen and one machinist, SSgt L. B. Stahnke, Sgt R. S. Hale, A1C G. Janowack and A1C R. C. Tippery, respectively.

During this portion of active duty the Fabrication Branch has supported twenty-seven phase inspections, assisted in engine build-up and tear-down, repaired maintenance stands, assisted in the manufacturing of mock-ups and accomplished a normal workload without any additional assistance.

Hydraulic Shop

Throughout this reporting quarter the 305th Hydraulic Shop was permanently manned with three men, SSgt K. Griffith, Sgt D. Curman, and A1C D. Helms. They also had the assistance of two men on temporary duty with this squadron.

In conjunction with the Hydraulic Shop this section operates the Tire Shop and performs all wheel and tire changes.

In this reporting period the Hydraulic Shop has supported twenty-seven phase inspections, twenty-two main and sixteen nose tire changes, tear-down, and build-up and sixteen brake changes, including overhaul. This shop is sufficiently manned and able to perform its mission satisfactorily.

Propeller Shop

The 305th Propeller Shop has been continuously manned by four men: SSgt C. J. Zamponi, Sgt L. U. Bates, A1C R. Samuelson and A1C D. M. Cassidy.

During the period from 1 July through 30 September 1968 this shop assisted in twenty-seven phase inspections, five build-ups and tear-downs and numerous propeller removals and reinstallations. Overhauling propeller conduits and various unscheduled maintenance tasks round out the duties performed by the Propeller Shop.

Aerospace Ground Equipment Shop

During this three month period the 305th Aerospace Ground Equipment Shop was manned by SSgt D. E. Pretty and A1C R. Severino, with one vacant slot open since the discharge of A1C D. Blenkle in April 1968.

This shop possesses twenty-eight pieces of equipment, consisting of four C-26 power units, sixteen BT 400 Heaters, one MCIA Air Compressor, one MC2A Air Compressor, one D-5 Hydraulic Mule, one MA-1 Hydraulic Jack Set, one MA-2 Preoiler, one MB3 Deicing Truck, two NF2 Floodlights, and one PU286 Generator. The AGE Shop is also engaged in dispatch and pickup of equipment and has been satisfactorily performing its mission since activation in January 1968.

Environmental Control Systems

The 305th Environmental Control Systems Shop was manned during the July - September 1968 quarter by SSgt L. Thompson and SSgt J. Turner. On 9 September 1968 A1C J. Lazar, a temporary duty airman, augmented the Environmental Control Systems Shop for sixty days.

The Environmental Control Systems Shop completed twenty-seven phase inspections and numerous unscheduled maintenance discrepancies.

Periodic Dock

This section, headed by Dock Chief SSgt J. W. Cannon has done a commendable job. Sporadically supplemented by three or four temporary duty airmen, the Periodic Dock has a permanent manning of ten men. During the quarter from 1 July 1968 to 30 September 1968 this section has accomplished the following results: twenty-seven phases, twelve engine conditionings, and twenty aircraft washings.

The average number of hours required to complete the phase inspections was 145.1 man hours.

Communications and Electronics Shop

During this period fourteen men were assigned to the Communications and Electronics Shops. An additional seven temporary duty

personnel were gained until 22 August and on 9 September an additional seven temporary duty personnel were gained for sixty days.

Sgt G. Heiser concluded his enlistment and was discharged during this period and SSgt W. B. Hatcher attended radio operator school for thirty-three days.

This period saw the Communications and Electronics Shop personnel spending 525 days on temporary duty and fifty-one days on leave.

Five men enrolled in ECI Course 6, Maintenance Management, and one man, TSgt B. Alexander, completed OJT Administrative Supervisory Course. Sixty-five percent of the shop personnel completed corrosion control training.

With the additional temporary duty personnel assigned the Communications and Electronics Shop was sufficiently manned and able to perform its mission satisfactorily during the first quarter of fiscal year 1969.

On-the-Job Training Program

A total of eleven squadron personnel were upgraded from 1 July through 30 September 1968. (See chart page 45).

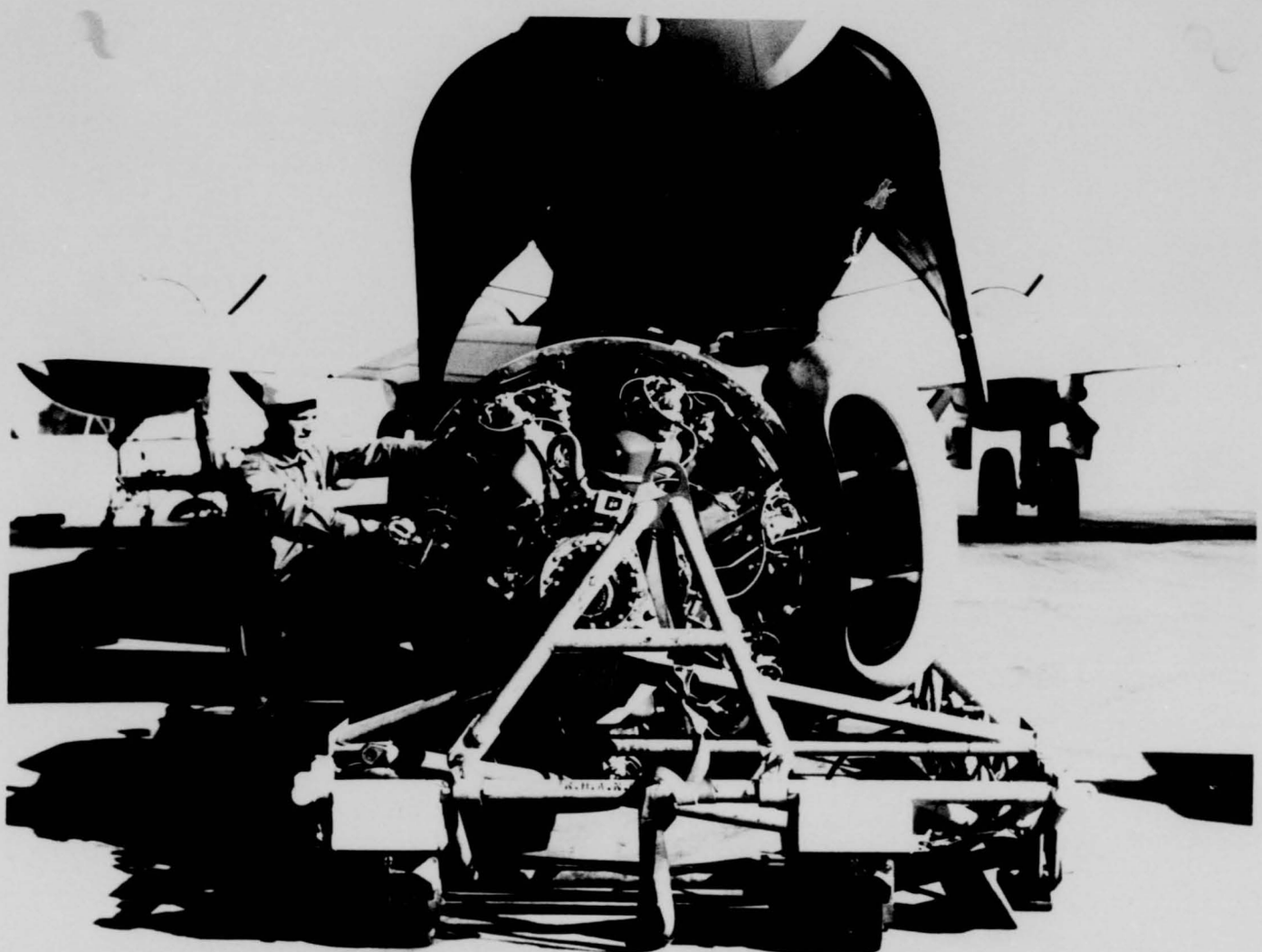
Under the direction of MSgt G. R. Trayer, OJT Administrator, the OJT passing rate for this period was 70%.

OJT UPGRADING

FROM 1 JULY 1968 - 30 SEPTEMBER 1968

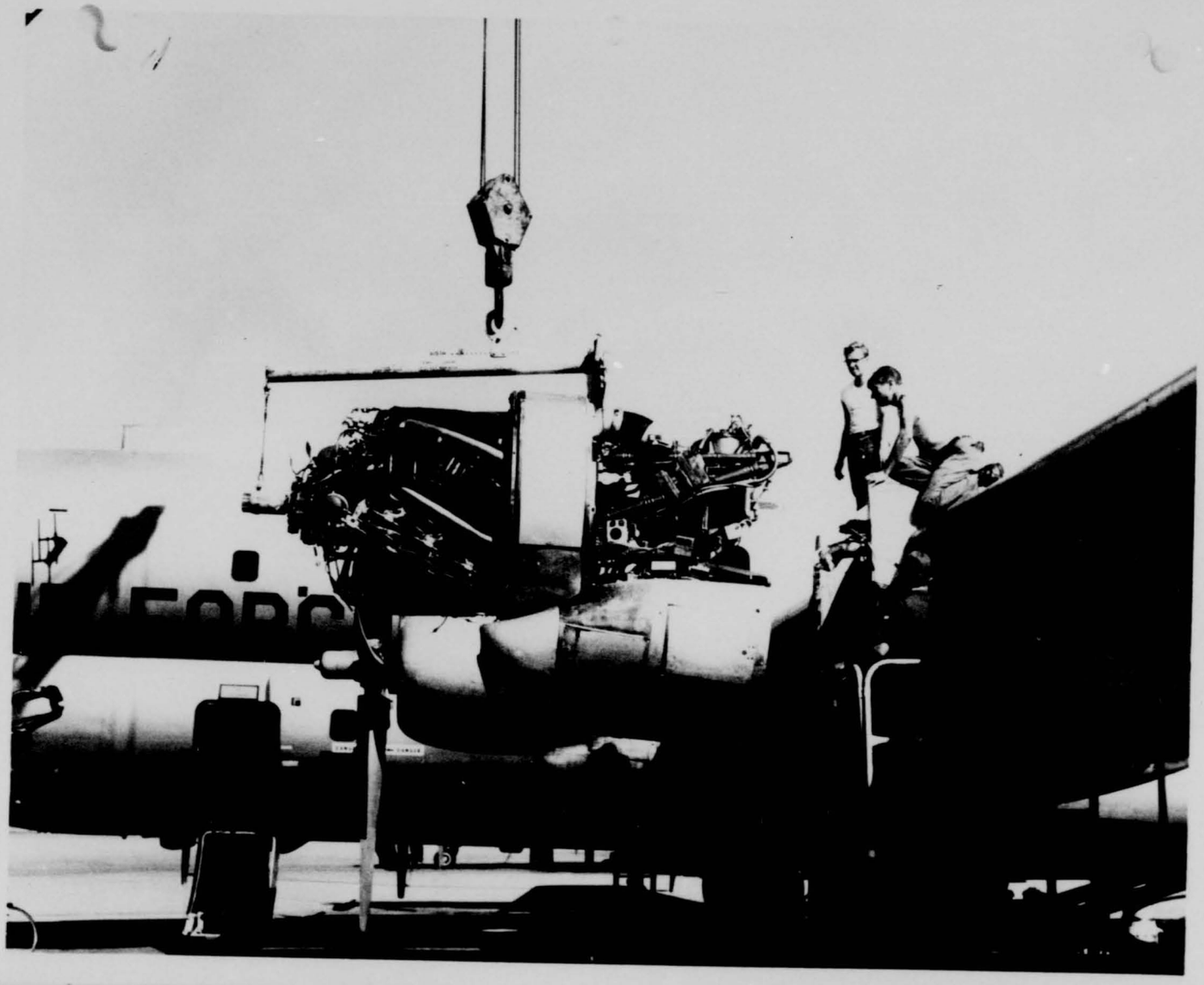
PERSONNEL	AFSC
Three Level	
Sgt Ronald G. Pickering, AF12649069	64530
A1C Robert C. Tippery, AF16841456	53130
Five Level	
SSgt Ronald A. Eveland, AF16410857	A92350
Sgt William C. Smolinski, AF16658569	A92350
A1C Lawrence J. Lutz, AF16841448	70250
A1C Donald W. Lang, AF16841558	A29352E
A1C William R. Johns, AF16800133	70250
A1C James J. Mulholland, AF16841451	70250
A1C Paul J. Probst, AF16841526	43151A
Seven Level	
SSgt Robert F. Padilla, AF27044108	A92370
SSgt Peter J. Moraites, AF16507888	A29372

Major James C. Onesi, left, Maintenance Officer, has a look of accomplishment as a 7,000 lb HC 97 engine is successfully unloaded from transporting HC 97. The engine was flown to Wheelus Air Base from Selfridge to put a disabled Stratorescuer back in operation.



305th Maintenance men make final preparation for removal of inoperable HC 97 engine at Wheelus Air Base, Libya.

305th Maintenance men stand ready to go to work at Wheelus Air Base, Libya, as operable engine is hoisted into engine mount on the wing of an HC 97.



CHAPTER IV

SUPPLY OPERATIONS

This section is still manned by Major Jack Schwartz as Supply Operations Officer (additional duties of Operating and Maintenance Funds Working Officer, Squadron Mobility Officer, Cost Control Manager, WRM Project Officer and President of the Airman Promotion Selection Board); 2d Lt James C. Purdy as Assistant Supply Officer (additional duties of Alternate Information System Security Officer, Voting Officer, Assistant Cost Reduction Officer, Assistant Operating and Maintenance Funds Officer, Member of Base Junior Officers Council, Unit OJT Administrator and Project Better Living Officer); MSgt Nelson J. LeMay, noncommissioned-officer-in-charge Maintenance Supply Liaison and supervisor of two military personnel and one civilian employee; Sergeant Francis G. Beardslee is responsible for the maintenance and care of the squadron War Readiness Mobility Transportable Kits; A1C Charles M. Boatright (a new man replacing Sgt Pickering who was discharged) is now maintaining the NORS (not operational ready status) control and verification of priorities pertaining to referenced sections; Mr. Alex Brown is the DIFM (Due In for Maintenance) Control Monitor, Due-Out Monitor and parts expediter.

During this period the average NORS rate was less than 1% with a total of 9.7 hours out for NORS. Our bench stock fill rate

for July was 92.63%, August 91.67% and September 91.55%.

The "Prime 69" program is still in operation. One of the problems prevalent in "Prime 69" is controlling the funds before they are spent. An operating procedure was composed by Major Schwartz to aid in this area.

The airmen's barracks improvement program coincidental with Project Better Living, has been continuing with the addition of drapes, bedspreads and other items. The men have been supplying their own personal items to make it appear like home.

The pararescue equipment shortage report was started during this period and latest figures in this quarter indicated a 75% completion. There are no outstanding items in this section that would hamper its mission.

CHAPTER V

PUBLIC RELATIONS - INFORMATION

During the three months ending 30 September 1968, Squadron personnel conducted the following events:

a. The Michigan Wing of the Civil Air Patrol held their summer encampment at Selfridge Air Force Base from 21 July to 4 August. During this encampment the 305th ARRSq gave the following support. On 23, 26, 30 July and 2 August, fifty Civil Air Patrol Cadets were guests of the 305th. The program that was presented to them included:

(1) A one-hour program was presented by the Pararescue Section in which their mission and equipment was explained and demonstrated. TSgt C. R. Ciaravino and Sgt W. C. Smolinski conducted the program.

(2) The Personal Equipment Section represented by A1C C. E. Urban and A1C P. J. Probst gave a half-hour equipment demonstration - rafts, MA-1 Kits, etc.

(3) 2d Lt J. C. Purdy, who monitored the entire Civil Air Patrol program, showed two movies: "The Making of the Man" a Columbia Broadcasting System film, and "Shark Defense" a sea training film.

b. Fifty people from the Royal Oak Senior Citizens Club were given a forty-five minute presentation on 21 August 1968. Lt Col Riley gave an introductory talk about the 305th ARRSq and its mission. TSgt G. X. Hefferon showed them pararescue equipment. 2d Lt Purdy showed them our aircraft and handed out some 305th literature.

c. In mid-September 1968, Major J. L. Thomas appeared before thirty-five members of the Selfridge Civilian Supervisors at the Selfridge NCO Club. He spoke for forty-five minutes on the reaction of the 305th ARRSq reservists to active duty and also presented highlights of our activities to date.

Flight Engineer Wins at Wheelus

TSgt William E. Shea, Jr., entered the first sailboat race in Wheelus Air Base history on 4 Aug 1968 and finished in first place.

The 305th Flight Engineer was on a four week temporary duty tour with a 305th aircrew, attached to the 58th ARRSq, when he conquered the starting field of twenty-one sailboats.

APPENDIX

APPENDIX I

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Major Charles E. Day
AIRCRAFT MAINTENANCE OFFICER	Major James W. Onesi
AIRCREW STANDARDIZATION OFFICER	Major Garfield W. Flurett
NAVIGATION OFFICER	Captain Myron C. Conger
PERSONNEL & ADMINISTRATION OFFICER	Major John L. Thomas
SUPPLY OFFICER	Major Jack Schwartz
ORGANIZATIONAL MAINTENANCE SUPERVISOR	CMSgt Robert I. Boyle
SQUADRON FIRST SERGEANT	MSgt Jack V. Nice

APPENDIX II

PERSONNEL CHANGES

GAINS

Fitzgerald, Robert	Pilot	2d Lt
Smith, Donald	Pararescue	TSgt
Smith, Stacy	Administration	SSgt
Metzger, Frederick	Administration	SSgt
Boatright, Charles	Supply	A1C
Tocco, Dominic	Organizational Maint	Amn

LOSSES

Bell, Melvin	Maint Control	SMSgt
Heiser, Gerhart	Comm Electronics	Sgt
Yax, Kenneth R.	Flight Engineer	MSgt

REENLISTMENTS

Dulaney, Roy W.	Quality Control	SMSgt
Sykes, William H., Jr.	Flight Engineer	MSgt
Lyon, Raymond J.	Flight Engineer	TSgt

APPENDIX III

ROSTER OF PERSONNEL

OFFICERS

Alexander, Richard W.	Lt Colonel	FV835110
Holme-Shaw, William(NMN) Jr.	Lt Colonel	FV833745
Riley, John C.	Lt Colonel	FV3061636
Taft, Jack N.	Lt Colonel	FV810969
Coffman, Howard D.	Major	FV2067107
Day, Charles E.	Major	FV3025503
Flurett, Garfield W.	Major	FV1910377
Guillou, William P.	Major	FV3062418
Hlatky, Robert (NMN)	Major	FV943017
Hofmeister, Franklin O.	Major	FV926818
Jennings, Richard (NMN)	Major	FV2068904
Macauley, Richard S.	Major	FV687332
McLeod, Michael J.	Major	FV835040
Onesi, James W.	Major	FV2063461
Piddington, Ray M.	Major	FV831269
Schwartz, Jack (NMN)	Major	FV3019071
Sergeant, Marshall W., Jr.	Major	FV786641
Sherrill, Henry E.	Major	FV2071375
Thomas, John L.	Major	FV694273
Wanamaker, Giles A.	Major	FV3011925
Watts, Robert R.	Major	FV2084080
Appleman, Herbert M.	Captain	FV3052718
Bell, Norman R.	Captain	FV3058238
Braun, Gerard J.	Captain	FV3080337
Chapin, William B. III	Captain	FV3049919
Conger, Myron C.	Captain	FV3058977
Ferguson, Roger G.	Captain	FV3085834
Kaske, Bernard J.	Captain	FV3035645
McClear, Robert J.	Captain	FV2211712
McLaughlin, George G.	Captain	FV3033676
Moore, Richard W.	Captain	FV3085692
Nielsen, William J.	Captain	FV3039763
Ruttenberg, John J.	Captain	FV2050915
Srull, Charles F.	Captain	FV3039922
Wood, John F.	Captain	FV3025248
Schlener, William E.	1st Lt	FV3121816
Bobrowski, Lawrence M.	2d Lt	FV3178863
Fitzgerald, Robert D.	2d Lt	FG3170337
Purdy, James C.	2d Lt	FV3178860

Total Officers: 39

APPENDIX IV

ROSTER OF PERSONNEL

AIRMEN

Boyle, Robert I.	CMSgt	AF11252056
Adams, Jack B.	SMSgt	AF18083439
Bell, Melvin D.	SMSgt	AF6926771
Dort, Roy B.	SMSgt	AF15322924
Dulaney, Roy W.	SMSgt	AF16252764
Parker, James R.	SMSgt	AF16254818
Bandy, William J.	MSgt	AF18386265
Bankhead, J. W.	MSgt	AF18041237
Fischer, Udo C. J.	MSgt	AF16378727
Gill, Dennis C.	MSgt	AF16249646
Keiningham, Jack (NMN)	MSgt	AF18339573
Knippenburg, William C.	MSgt	AF16624786
LeMay, Nelson J.	MSgt	AF36852516
McNeill, Edward E., Jr.	MSgt	AF14198273
Nice, Jack V.	MSgt	AF15969091
Siefert, Robert L.	MSgt	AF16346163
Simmons, Carl F.	MSgt	AF6832855
Sykes, William H., Jr.	MSgt	AF11185750
Trayer, Gordon R.	MSgt	AF16747618
Underhill, Robert O.	MSgt	AF15198625
Walker, Buddy B.	MSgt	AF16441179
Walker, Ted A.	MSgt	AF15542316
Watts, James J.	MSgt	AF14564875
Yax, Kenneth R.	MSgt	AF16261091
Alexander, Buford (NMN)	TSgt	AF16449547
Ciaravino, Charles R.	TSgt	AF27040319
Colin, James H.	TSgt	AF16401007
Connole, Ronald D.	TSgt	AF16490768
Dusette, Marvin K.	TSgt	AF16624796
Ericksen, John L.	TSgt	AF16268299
Flory, Roger D.	TSgt	AF15281214
Galat, Michael W.	TSgt	AF16160083
Godwin, David R.	TSgt	AF16583875
Graham, John M.	TSgt	AF16603246
Hefferon, George X.	TSgt	AF21690256
Inman, Gilbert C.	TSgt	AF18396377

Total Airmen on this page: 36

APPENDIX IV (Contd)

ROSTER OF PERSONNEL

AIRMEN

Lyon, Raymond J.	TSgt	AF16439618
Quigg, William R.	TSgt	AF15122681
Renshaw, James E.	TSgt	AF16715716
Roman, David G.	TSgt	AF16462960
Scott, James D.	TSgt	AF14517189
Seabrooks, Harold (NMN)	TSgt	AF27036751
Shea, William E., Jr.	TSgt	AF16111217
Woolcock, Gerald L.	TSgt	AF13741529
Blunden, Ranoldph R.	SSgt	AF16721258
Boldin, Charles D.	SSgt	AF12521119
Cannon, Joseph W., Jr.	SSgt	AF15696479
Childers, Thomas E., Jr.	SSgt	AF15514066
Coughlin, William M.	SSgt	AF16448851
Delisle, John G.	SSgt	AF16427433
Eveland, Ronald A.	SSgt	AF16410857
Flint, Kenneth E.	SSgt	AF15650353
Griffith, Kenneth L.	SSgt	AF16440868
Haesler, Merrill C.	SSgt	AF16432227
Hatcher, Wilbert B.	SSgt	AF16717842
Howard, John L.	SSgt	AF27044083
Husted, Carl E.	SSgt	AF16328187
Knox, Michael L.	SSgt	AF17611341
Knox, Perry C.	SSgt	AF14215962
Latta, Steven E.	SSgt	AF16732912
LeCoumpte, Franklin W.	SSgt	AF16731067
Leigh, William L.	SSgt	AF16624613
May, John A.	SSgt	AF16727763
Medina, Glenn E.	SSgt	AF17607396
Moraites, Peter J.	SSgt	AF16507888
Oakey, Ralph G.	SSgt	AF16462217
Padilla, Robert F.	SSgt	AF27044108
Pretty, David E.	SSgt	AF13609860
Stahnke, Leslie B.	SSgt	AF17557431
Stuckey, John C.	SSgt	AF14670579
Thompson, Lee B.	SSgt	AF16727127
Turner, John R., Jr.	SSgt	AF16624794

Total Airmen on this page: 36

APPENDIX IV (Contd)

ROSTER OF PERSONNEL

AIRMEN

Wehrwein, Richard E.	SSgt	AF16730255
Zamponi, Charles J.	SSgt	AF13544906
Arnold, Gary J.	Sgt	AF16776801
Bailey, Timothy L.	Sgt	AF16744732
Bates, Lake U.	Sgt	AF14799835
Beardslee, Francis G.	Sgt	AF16916041
Boden, Ronald F.	Sgt	AF16657368
Curman, Dennis N.	Sgt	AF16670173
Derrick, James D.	Sgt	AF15609435
Dubey, Donald L.	Sgt	AF16776936
Fowler, Lawrence C.	Sgt	AF11423934
Francis, Patrick J.	Sgt	AF16800113
Frost, Joseph E.	Sgt	AF16761562
Graff, Robert L.	Sgt	AF16841450
Grobbel, William J.	Sgt	AF16776943
Hachenski, Gerald E.	Sgt	AF16776942
Hale, Ronald S.	Sgt	AF18566775
Heiser, Gerhard S.	Sgt	AF27069110
Hysen, Pulump P.	Sgt	AF16776884
Johnson, Gary E.	Sgt	AF16776883
Lipscomb, Dwight (NMN)	Sgt	AF16707718
McNeill, Edward E., Jr.	Sgt	AF16743554
Masserang, James A.	Sgt	AF16800112
Opper, David L.	Sgt	AF16731406
Pamment, Charles C.	Sgt	AF16728071
Santilli, Ercole J.	Sgt	AF16800114
Severino, Richard M.	Sgt	AF11884665
Smolinski, William C.	Sgt	AF16658569
Trzcinski, Vincent A.	Sgt	AF16800121
Ulrich, Paul S.	Sgt	AF17612363
Verhaeghe, Allan V.	Sgt	AF16776937
Brusseau, Robert A.	A1C	AF16841452
Buback, Lawrence P.	A1C	AF16747657

Total Airmen on this page: 33

APPENDIX IV (Contd)

ROSTER OF PERSONNEL

AIRMEN

Carreyn, Roger T.	A1C	AF27127120
Casper, John E.	A1C	AF16841446
Cassidy, Donald M.	A1C	AF16747655
Celani, Daniel (NMN)	A1C	AF16841462
Crawford, Bruce D.	A1C	AF16776935
DeRonne, Lawrence E.	A1C	AF17[illegible]3581
Earls, Marion C.	A1C	AF16800131
Helms, Richard T.	A1C	AF16747656
Janowack, George (NMN)	A1C	AF16747634
Johns, William R.	A1C	AF16800133
Johnson, Paul G.	A1C	AF16841480
Jones, Robert G.	A1C	AF16841458
Konley, Michael D.	A1C	AF16841468
Lang, Donald W.	A1C	AF16841558
Leahy, Gordon H.	A1C	AF16776885
Lutz, Lawrence J.	A1C	AF16841448
Mulholland, James J.	A1C	AF16841451
Murphy, Brian T.	A1C	AF16841529
Probst, Paul J.	A1C	AF16841526
Rice, Thomas D.	A1C	AF16841527
Richards, Alex R.	A1C	AF16800106
Roodbeen, John V.	A1C	AF16776945
Samuelson, Robert C.	A1C	AF16841455
Sherrill, Rickie A.	A1C	AF16841469
Sienel, Thomas C.	A1C	AF16841470
Skues, Joseph C.	A1C	AF16800132
Sobieski, Raymond W.	A1C	AF16776944
Starkey, James A.	A1C	AF16800122
Stromberg, James K.	A1C	AF16841461
Tippery, Robert C.	A1C	AF16841456
Urban, Carrol E., Jr.	A1C	AF16841449
Warner, Robert V.	A1C	AF16841447
Whitehead, Michael P.	A1C	AF16800120
Yuhas, Joseph P.	A1C	AF16841457
Zimmerman, Gerhard (NMN)	A1C	AF16841528

Total Airmen on this page: 35
Total number of Airmen: 140
Total number of Officers: 39
Total number of Personnel: 179

APPENDIX V

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
CWO Higginson, Marvin	FR953599	41 ARRSq, Hamilton AFB, Calif.
TSgt Chamberlain, Paul	AF11862177	437 FMS, Charleston AFB, S. C.
SSgt Estrada, Harry	AF19482778	437 FMS, Charleston AFB, S. C.
Sgt Clark, Dallas	AF17745274	437 FMS, Charleston AFB, S. C.
Sgt Williams, Roy	AF14933929	437 FMS, Charleston AFB, S. C.
A1C McClellan, Jerry	AF11551034	437 FMS, Charleston AFB, S. C.
A1C Lazar, Juruj	AF16937289	437 FMS, Charleston AFB, S. C.
A1C Klintschenco, Demet	AF1166955	437 FMS, Charleston AFB, S. C.
TSgt Smith, Asie	AF18425212	436 MAW, Dover AFB, Del
SSgt Clark, George, Jr.	AF13599595	436 MAW, Dover AFB, Del
SSgt Hopkins, Rephye	AF14825172	436 MAW, Dover AFB, Del
Sgt Dosa, Andy, Jr.	AF16972951	436 MAW, Dover AFB, Del
Sgt Allen, Ronald	AF13868971	436 MAW, Dover AFB, Del
Sgt Cooper, Donald	AF11644547	436 MAW, Dover AFB, Del
SSgt Stapp, Ralph	AF16790508	60 MAW, Travis AFB, Ca
Sgt Campa-Bansta, Fernando	AF19835756	60 MAW, Travis AFB, Ca

APPENDIX V (Contd)

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

TSgt Shanks, Thomas	AF15519282	438 CEMS, McGuire AFB N.J.
Sgt Awcone, Robert	AF12731800	438 CEMS, McGuire AFB N.J.
Sgt Smith, Raymond	AF12740520	618 OMS, Charleston AFB S. C.
A1C Wood, Thomas	AF16950920	618 OMS, Charleston AFB S. C.
SSgt Sallee, Mervin	AF19720805	436 CEMS, Dover AFB, Del
Sgt Martin, Robert	AF12449190	436 CEMS, Charleston AFB S. C.
SSgt Allen, Kenneth	AF124419190	437 CEMS, Charleston AFB S. C.

SUPPORTING DOCUMENTS

Supporting Document 1

CIVIL AVIATION ADMINISTRATION
REYKJAVIK AIRPORT
Iceland

19 July 1968

Commander, Iceland Defense Force,
Keflavik Airport,
Iceland.

Subject: Search for missing Icelandic aircraft.

Sir,

I wish to convey to you, and members of your organization, our high appreciation for the valuable assistance provided by the Iceland Defense Force during the recent search for the missing Piper Cherokee aircraft, TF-DGF, which was found to have crashed into a mountain on the northwest coast of Iceland, tragically claiming the lives of four young people.

Especially I want to commend the flight crew of C-97, "Pesky 80", who were assigned to search the large sea and coastal areas of Breidafjordur and Faxafloi on the 16th of July.

The fine cooperation and professional conduct of all concerned in this, as well as in other search and rescue efforts in the years past, is well noted.

The owners of the missing aircraft, Flugstodin hf., Reykjavik Airport, have also asked me to express their sincere appreciation for the help extended.

Yours sincerely

Signed

Leifur Magnusson
Director, Air Traffic Division

Supporting Document 2

VCZCLFA373
PTTUZYVW RUMIFRA0020 1580540-UUUU-RUCIFLA
ZNR UUUUU ZOV RUWTFRA
PTTUZYUW RUCIMBA1894 1572027-UUUU-RUCIFLA RUEBBMA
ZNR UUUUU
P 051900Z JUN 68
FM HQ ARRS ORLANDO AFB FLA
TO RUCIFLA/305 ARRSQ SELFRIDGE AFB MICH
INFO RUEBBMA/48 ARRSQ EGLIN AFB FLA
BT
UNCLAS AROOPR JUNE 68.
SUBJECT: RO AUGMENTATION FOR 48 ARRSQ.
REFERENCE: TELECON LT COL RILEY (305)/LT COL CARLYON (ARRS).
1. REQUEST YOU SELECT TWO OF YOUR RADIO OPERATORS (MINIMUM DAYS TDY TO THE 48 ARRSQ (TNG)
AT EGLIN AFB, FLA. SELECTEES WILL BE GIVEN ACCELERATED TRAINING FOR QUALIFICATION IN HC-130 ACFT AND THEN UTILIZED AS HC-130 CLASSROOM AND AIRBORNE INSTRUCTORS.
2. PERSONNEL ARE TO REPORT TO THE 48 ARRS ASAP BUT NLT 10 JUNE 68.
PERSONAL FLYING EQUIPMENT WILL BE TAKEN.
BT

Supporting Document 3

COTF(Lt Col Opfer/882-3757) 18 Sep 1968

Letter of Appreciation

Commander
305 ARRS
Selfridge AFB, Mich

1. I would like to express my personal appreciation for the help and cooperation of SSgt Perry Knox, AF14215962, during the period 9 June - 16 September 1968 while TDY to the 48th ARRSqT Specialized Aircrew Training School, Eglin AFB, Fla.

2. The unique professional qualifications of Sgt Knox proved invaluable to the operation of SATS and aided immeasurably in enabling the school to complete and graduate the last two student classes on time.

3. Sgt Knox is sincerely aggressive in his approach to his duties. His fine ability to instruct and impart his knowledge to others is reflected in the high proficiency attained by his students and the outstanding comments received on student critiques.

4. His personality, appearance, conduct and professional attitude are a credit to himself, your organization and the U. S. Air Force.

5. Again I wish to convey my most sincere appreciation to SSgt Perry Knox for a job well done.

Signed

CHARLES W. MARSHALL, Col, USAF
Commander

Supporting Document 4

COTF(Lt Col Opfer/882-3757 18 Sep 1968

Letter of Appreciation

Commander
305 ARRS
Selfridge AFB, Mich.

1. I would like to express my personal appreciation for the help and cooperation of MSgt Buddy B. Walker, AF16441179, during the period 9 June - 16 September 1968 while TDY to the 48th ARRSqT Specialized Aircrew Training School, Eglin AFB, Florida.

2. The unique professional qualifications of Sgt Walker proved invaluable to the operation of the SATS and aided immeasurably in enabling the School to complete and graduate the last two student classes on time.

3. Sgt Walker is sincerely aggressive in his approach to his duties. His fine ability to instruct and impart his knowledge to others is reflected in the high proficiency attained by his students and the outstanding comments received on student critiques.

4. His personality, appearance, conduct and professional attitude are a credit to himself, your organization and the U. S. Air Force.

5. Again I wish to convey my most sincere appreciation to MSgt Buddy B. Walker for a job well done.

Signed

CHARLES W. MARSHALL, Col, USAF
Commander

HISTORY

OF THE

305TH AEROSPACE RESCUE AND RECOVERY SQUADRON

Selfridge Air Force Base, Michigan 48045

1 October 1968 - 31 December 1968

Prepared by 1st Lt Lawrence M. Bobrowski

RCS: AU D-5

Approved by:

JOHN C. RILEY, Lt Colonel, USAF
Commander

AEROSPACE RESCUE AND RECOVERY SERVICE, MILITARY
AIRLIFT COMMAND UNITED STATES AIR FORCE

MAC-1CMBT SPT GP-CDC
Selfridge AFB, Michigan

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FOREWORD

During the three month period from 1 October 1968 to 31 December 1968 the mobilized 305th Pressed On "that others may live."

"Change" is the best word to describe the status of the 305th during these three months. We gained one temporary duty mission and wrapped-up another. Eleven PCS men were obtained, two men were lost and five men reenlisted. Promotions were earned by 21 men as the squadron increased in stature as well as experience.

Lieutenant Colonel John C. Riley

Commander


U.S.

CHAPTER I

MISSION AND RESOURCES

Mission

The mission of the 305th Aerospace Rescue and Recovery Squadron hasn't changed since the unit's mobilization on 26 January 1968.

According to Military Airlift Command Regulation 23-46, the current 305th mission is to operate and maintain search and rescue equipment to search for, locate, and recover personnel and/or aerospace hardware in consonance with requirements of the USAF and other U.S. agencies conducting global air and space operations, and ballistic missile and space vehicle programs, including research and development.

Organization

The 305th Aerospace Rescue and Recovery Squadron is under the direction of the Aerospace Rescue and Recovery Service and the Military Airlift Command.

Personnel

Lieutenant Colonel John C. Riley, FV3061636, was commander of the 305th Aerospace Rescue and Recovery Squadron throughout the three month period.

Master Sergeant Jack V. Nice, AF15069091, maintained the reins as First Sergeant during this period.

Budgeted Funds

The Squadron expended the following budgeted funds during the period:

Civilian Pay (Paid by Air Force Reserve)	$ 6,290.85
Squadron Temporary Duty	33,045.38
Supplies	54,010.27
Communications	442.00
Total	$93,788.50

Location and Facilities

The 305th Aerospace Rescue and Recovery Squadron is a tenant at Selfridge Air Force Base, Michigan. The base is one of America's oldest and most historic military installations, and component of the Air Defense Command. The base is located on Lake St. Clair, near Mt Clemens, Michigan, thirty miles northeast of Metropolitan Detroit, Michigan.

This unit occupies nearly 40,000 square feet of space in building 1414. Three nose docks are being utilized; hangars 1425, 1428, and 1429. One barracks, building 1015, is being occupied.

Aircraft

The aircraft possessed and utilized by the 305th Aerospace Rescue and Recovery Squadron in performing its mission remained unchanged. The nine rescue configured HC-97 aircraft assigned were the following:

HC 97G 522713	HC 97G 530165
HC 97G 522716	HC 97G 530170
HC 97G 522754	HC 97G 530173
HC 97G 522782	HC 97G 530174

HC 97G 530117

CHAPTER II

OPERATIONS AND TRAINING

The period from October through December 1968 saw the 305th incorporate a new temporary duty mission and conclude another.

On 22 October 1968, two 305th aircrews commanded by Lt Colonels Riley and Taft, landed at Naha Air Base, Okinawa, with personnel and equipment necessary to be as near self-sufficient as possible as this new TDY mission commenced. Lt Colonel R. L. Ingraham, Commander of the 33rd ARRS at Naha Air Base greeted Lt Colonel Riley following the arrival of the two HC 97's from Selfridge Air Force Base. (See photo page 15)

The 305th rescue birds will augment the 33rd ARRS in search and rescue missions until the completed transition from HU-16's to HH-3's in the 33rd.

After six months, totaling eight search and rescue missions and 467.3 total flying hours, the 305th TDY mission at Wheelus Air Base, Libya, concluded. (See photo page 17) On 15 November 1968 the final 305th crew to augment the 58th ARRS departed Wheelus

Air Base. Lt Colonel W. A. Lyell, 58th Commander, forwarded a letter of appreciation, part of which read: "Their performance, both individually and as a unit, is indicative of the highest standards of professionalism. This was a superb example of pride in action. Please convey my heartiest regards and sincere thanks for a job well done."[1]

Our aircrews accumulated a total of 1075.9 flying hours during this three month period, of which, 170.1 were mission hours, 562.3 were support hours, and 343.5 were flown for training. (See chart page

The following training and upgrading was accomplished during the second quarter of the 1969 fiscal year.

Major Michael J. McLeod, FV 835040, upgraded to Rescue Crew Commander-Flight Examiner.

Major Marshall W. Sergeant, Jr., FV 786641, upgraded to First Pilot.

TSgt Raymond J. Lyon, AF16439618, upgraded to Rescue First Engineer.

Supporting Document No. 1, page 54

TSgt William E. Shea, Jr., AF16111217, upgraded to Rescue First Engineer.

TSgt William R. Quigg, AF15122681, upgraded to Rescue Second Engineer.

Search Missions

On 17 October 1968, a 305th aircrew enroute to Hickam AFB, Hawaii, from the West Coast, was diverted to search for the pilot of a missing Japanese Beechcraft Bonanza. Headquarters Western ARRC notified our aircraft that the Citoh Air Transport Bonanza ditched in the Pacific Ocean approximately 800 nautical miles off San Francisco. Two sorties, totaling 29 mission hours, were flown by the rescue 97 but unfortunately the pilot was not recovered. Letters of appreciation from Citoh Air Transport in Tokyo and Headquarters Western ARRC, were transmitted to the 305th crew members.[2]

The crew members were:

Lt Col Jack N. Taft, FV810969, Rescue Crew Commander

Lt Col Richard W. Alexander, FV835110, Co-pilot

Major Robert R. Watts, FV2084080, Rescue Crew Navigator

TSgt Gerald L. Woolcock, AF13741529, Flight Engineer

TSgt William E. Shea, Jr., AF16111217, Flight Engineer

SSgt Ronald A. Eveland, AF16410857, Radio Operator

TSgt George X. Hefferon, AF21690256, Pararescueman

SSgt Robert F. Padilla, AF27044108, Pararescueman

Sgt Allen V. Verhaeghe, AF16776937, Scanner

Sgt Vincent A. Trzcinski, AF16800121, Scanner

The following 305th rescue crew cooperated in a search for a missing Beechcraft Queen Air in the area of the Keweenaw Peninsula, Michigan, 24 and 25 October 1968. Two sorties totaling 18 hours were flown.

Captain William J. Nielsen, FV3039763, Rescue Crew Commander

Captain Norman R. Bell, FV3058238, Co-pilot

Captain Herbert M. Appleman, FV3052718, Navigator

MSgt Dennis L. Gill, AF16249646, Flight Engineer

TSgt John L. Ericksen, AF16268299, Flight Engineer

SSgt Carl E. Husted, AF16328187, Radio Operator

SSgt Perry C. Knox, AF14215962, Radio Operator

Sgt William C. Smolinski, AF16658569, Pararescueman

Sgt Patrick J. Francis, AF16800113, Pararescueman

Sgt Alex R. Richards, AF16800106, Scanner

A1C Roger T. Carreyn, AF27127120, Scanner

No survivors were located, however, according to Commander W. F. Rea of the Ninth Coast Guard District, our assistance enabled a completed search of a 5,000 square mile area with approximately 95% probability of detection for a two-man life raft.

Nov. 6, 1968 marked the commencement of four days of searching for two 29 foot life boats from the Norwegian vessel the M/S "Etnefjell" in the North Atlantic Ocean. Two 305th rescue crews were involved in the search operation for the 29 seamen which was hampered by the low clouds and high seas. The futile search resulted in several letters of appreciation extended to the aircrews of the 305th and 54 ARRS for their participation including a letter from the Secretary of Defense, Clark Clifford to the Secretary of the Air Force.[3]

A total of four sorties involving 48 mission hours were flown. The crew members and dates and hours of searching were: 6 November 1968, 12.4 hours.

Supporting Document No. 3, page 56

Major Howard D. Coffman, FV2067107, Rescue Commander

Captain William J. Nielsen, FV3039763, Co-pilot

Major Giles A. Wanamaker, FV3011925, Navigator

MSgt Dennis C. Gill, AF15249646, Flight Engineer

TSgt William R. Quigg, AF15122681, Flight Engineer

SSgt Perry C. Knox, AF14215962, Radio Operator

Sgt Patrick J. Francis, AF16800113, Pararescueman

TSgt Charles R. Ciaravino, AF27040319, Pararescueman

7 November 1968, 14.3 hours; 11 November 1968, 10.6 hours; 12 November, 11.5 hours.

Captain Gerard J. Braun, FV3080337, Rescue Commander

Major Franklin O. Hofmeister, FV926818, Co-pilot

Captain Roger G. Ferguson, FV3085834, Navigator

MSgt Robert O. Underhill, AF15198625, Flight Engineer

MSgt Ted A. Walker, AF15542316, Flight Engineer

SSgt Peter J. Moraites, AF16507888, Radio Operator

TSgt James D. Scott, AF14517189, Pararescueman

TSgt Donald G. Smith, AF19476558, Pararescueman

A1C Thomas D. Rice, AF16841527, Pararescueman - only on 7 November.

A1C Gerhard Zimmerman, AF16841528, Pararescueman - only on 11, 12 November.

Rescue Missions

A 305th rescue crew braved thunderstorms, heavy turbulence and poor visibility 19 October 1968, to assist in the rescue of an injured Italian from a small island in the Mediterranean. This mission saw the 305th crew provide communications and navigational support to an H-3 helicopter from the 58 ARRS which the 305th was augmenting. The initial request for assistance came at 1930 hours, Sunday, and indicated that the Italian had a serious chest injury and was in need of immediate medical attention. Aircraft from Malta could not be used because of the bad weather and lack of landing lights at Lampedusa. It was decided by authorities on the scene that only a helicopter could make a safe rescue. The Wheelus aircraft were launched at 2015 and reached Lampedusa at 2210. The helicopter landed in an open area that had been illuminated with the headlights of several vehicles. It was guided to the island by the radar-equipped HC 97, which also circled overhead relaying communications while the helicopter was on the ground. The injured man was then flown directly to Malta for emergency treatment where at last report he was in satisfactory condition.

The HC 97 crew consisted of:

Captain Robert J. McClear, FV221172, Rescue Crew Commander

Captain Richard W. Moore, FV 3085692, Co-pilot

Captain George G. McLaughlin, FV3033676, Navigator

TSgt Michael W. Galat, AF16160083, Radio Operator

TSgt Raymond J. Lyon, AF16439618, Flight Engineer

SSgt Michael L. Knox, AF17611341, Flight Engineer

Sgt James Hardy, AF16868140, Pararescueman

Sgt Tommy VanHoutin, AF19818058, Pararescueman

SSgt Glen E. Medina, AF17607396, Scanner

A1C Alex R. Richards, AF16800106, Scanner

AIRCREW STATUS 1 OCT 68 - 31 DEC 68

	Auth	Asgd	Qual	Unqual	Non-Current
Pilots:	28	22	21	1	0
RCC Qualified			15		
First Pilot			1		
Co-pilot			5	1	
Navigators:	12	12	12	0	0
Rescue Qualified			12		
Primary Navigator			0		
Radio Operators:	12	10	10	0	0
Rescue Qualified			10		
Primary Radio Operators			0		
Flight Engineers:	24	24	24	0	0
First Engineer (Rescue)			19		
First Engineer (Non-rescue)			0		
Second Engineer (Rescue)			5		
Second Engineer (Non-rescue)			0		
Pararescue:	13	18	17	0	0
HC 97 Jump Qualified			17		
SCUBA			17		
SCUBA Jump (Day)			17		
SCUBA Jump (Night)			17		
Fully HC 97 Rescue Qualified			17		

NUMBER OF AIRCREWS ON TDY

TWO TO EIGHT WEEK PERIODS

OCTOBER - DECEMBER 1968

TDY LOCATION	OCTOBER	NOVEMBER	DECEMBER
Keflavik NAS	4	4	4
Wheelus AB	2	1	
Naha AB		2.5	2.5
Total	6	7.5	6.5

HC 97G AIRCRAFT
AIRCREW FLYING TIME
OCTOBER - DECEMBER 1968

TYPE	OCTOBER	NOVEMBER	DECEMBER	TOTAL HOURS
Mission	43.8	108.5	17.8	170.1
Support	308.3	94.4	159.6	562.3
Training	99.5	139.9	104.1	343.5
Total	451.6	342.8	281.5	1075.9

Lt Col John C. Riley, 305th Commander, left, is welcomed to Naha Air Base by Lt Col R. L. Ingraham, Commander 33rd ARRSq, upon the arrival of the first HC 97 in Okinawa.


U.S.AIR FORCE

An HH-3 "Jolly Green Giant" rests on the flight line in front of the 58 ARRSq at Wheelus Air Base. The familiar yellow rescue stripe on the 305th HC 97's looms in the background but soon departed when the 58th became checked out in the HHC-3's.



CHAPTER III

AIRCRAFT MAINTENANCE

The Aircraft Maintenance Section, under the able direction of Major James W. Onesi, Aircraft Maintenance Officer, and CMSgt Robert I. Boyle, Maintenance Superintendent, continued being the backbone of the squadron by supporting 1078.1 flying hours and maintaining an operational ready rate of 86.7%.

Engine Shop

During this period the Engine Shop supported 24 phase inspections, seven engine changes and 11 cylinder changes.

The average engine life during this period increased from 626 hours to 727 hours.

As of 31 December 1968, four engines were in the build-up stage; one in repair, two in transit and two awaiting tear down.

Sheet Metal Shop

Throughout this period the 305th fabrication branch was fully manned by three structural repairmen and one machinist, SSgt L. B. Stahnke, Sgt R. S. Hale, Sgt G. Janowack and A1C R. C. Tippery.

During the second quarter fiscal year 1969, the fabrication

branch has supported 22 phase inspections, inspected and maintained maintenance stands, and installed the Christmas display in front of the administration building.

All fabrication branch personnel attended and satisfactorily completed a refresher course in corrosion control.

Pneudraulic Shop

During the period of 1 October through 31 December 1968 this shop was manned by three men; SSgt K. L. Griffith, Sgt D. N. Curman and Sgt R. T. Helms.

The Pneudraulic Shop assisted in performing 22 phase inspections in addition to accomplishing 12 main tire changes, 5 nose tire changes and 12 brake changes. This shop also supported numerous other inspections and unscheduled maintenance.

Propeller Shop

Four men were assigned to the propeller shop, SSgt C. J. Zamponi, Sgt L. U. Bates, Sgt D. M. Cassidy and A1C R. C. Samuelson.

This section accomplished 21 phase inspections, six propeller teardowns and seven propeller build-ups from 1 October to 31 December 1968. In addition, they assisted in seven engine changes

by removing and replacing the propellers.

Hard luck hit this section with two of the four men each hospitalized for two-week periods during these three months.

Aerospace Ground Equipment Shop

The AGE Shop is manned by SSgt D. E. Pretty and Sgt R. Severino, who are in charge of 28 pieces of equipment. Some of their duties include daily inspections on powered ground equipment, periodical inspections on aircraft ground equipment and servicing all AGE equipment. During this period they installed a new engine on a C-26 generator set.

Environmental Control Systems

The environmental control systems shop saw a change in personnel during this reporting period. On 5 November, A1C J. Lazar concluded his TDY with the 305th. Sgt D. E. Blum commenced his TDY as a replacement for A1C Lazar on 12 November 1968. SSgt L. Thompson was transferred to the Instrument Shop on 2 December. The conclusion of this quarter saw SSgt J. Turner and Sgt D. Blum manning this section.

The Environmental Control Systems Shop completed 22 phase inspections and alleviated numerous unscheduled maintenance discrepancies.

Periodic Dock

During the quarter from 1 October to 31 December 1968, the Periodic Dock accomplished 11 double phases, 20 engine conditionings, and 11 aircraft washings.

The average number of hours required to complete the phase inspections was 36 clock hours.

Communications and Electronics Shop

Fourteen men were assigned to the Communications and Electronic Shop during this period. Eight TDY men concluded their assignment while 7 men augmented this section from 1 October to 31 December 1968.

Ten personnel completed corrosion control school and were satisfactorily tested. TSgt B. Alexander, TSgt R. D. Connole, SSgt J. C. Stuckey and SSgt M. C. Haesler successfully completed ECI Course 6 - "Management for AF Supervisors."

Personnel performed 537 days TDY and 92 days leave were granted.

MSgt Knippenburg was detailed to Quality Control from 5 December through the end of this reporting period and TSgt B. Alexander was detailed to Quality Control from 25 November through this reporting period.

On-The-Job Training Program

A total of four squadron personnel were upgraded from 1 October through 31 December 1968.

Under the direction of MSgt G. R. Trayer, OJT Administrator, the OJT passing rate for this period was 100%.

OJT UPGRADING

From 1 October - 31 December 1968

PERSONNEL	AFSC
Five Level	
A1C L. E. Deronne, AF17773581	43251
A1C R. V. Warner, AF16841447	43251
A1C L. P. Buback, AF16747657	30151
Seven Level	
MSgt G. R. Trayer, AF16747618	75172

CHAPTER IV

SUPPLY OPERATIONS

The Supply Operations Section is manned by Major Jack Schwartz, 1st Lt James C. Purdy, MSgt Nelson J. LeMay, Sgt Francis G. Beardslee, A1C Charles M. Boatright and Mr. Alex Brown. During this reporting period Lt Purdy accompanied the first TDY crew to Naha AB, Okinawa, to organize supply operations with the 33rd ARRSq and the 51st FIS Base Supply. The Lieutenant set up a 10 item check list of well-defined operating procedure which should completely eliminate the supply problems as experienced at Iceland, and North Africa.

During this period the average NORS rate was 2.1%. Only 357 hours were spent in a NORS condition out of 18,384 possessed hours. Also during this period the Squadron's DIFM (Due In For Maintenance) rate averaged 7%, well below the allowed minimum of 10%.

For the first time since activation this section arranged with Military Airlift Command to transport one of our R4360-59B engines from Selfridge Air Force Base to Naha Air Base, Okinawa.

This procedure was designed to eliminate the 305th from being their own taxi service for engine, parts, etc. The only problem was that it took MAC six weeks to ship our engine. Once it arrived at Okinawa a local transportation company managed to drop the engine off the side of a flat bed truck and damaged the engine beyond repair. Needless to say the Okinawan truck driver lost his job and MAC again had the job of shipping another engine.

CHAPTER V

PUBLIC RELATIONS - INFORMATION

The period of 1 October through 31 December 1968 saw the following public relations events take place.

a. On 17 October 30 AFROTC cadets from Bowling Green State University, Bowling Green, Ohio, concluded their base tour at the 305th ARRS. Captain Herbert Appleman hosted the hour long program which included a pararescue film and a tour of an HC 97.

b. Approximately 50 businessmen attending a Rotary Club Luncheon Meeting at the Mt Clemens Zion Lutheran Church on 17 October saw Lt Col Riley present an oral and filmed explanation of the 305th's mission.

c. Five pararescuemen were guests of honor at a Canadian-American Boy Scout Jamboree held at the D-Bar Ranch in Lapeer, Michigan, on 26 October. Approximately 300 scouts saw TSgt C. Ciaravino and Sergeants P. Francis, L. Palmer, J. Smith, and J. Rogers present a detailed equipment demonstruction as they explained their mission. The scouts honored the five pararescuemen with a key to the City of Detroit.

d. On 26 October Major J. Onesi and 2d Lt L. Bobrowski explained the 305th's activities since activation and showed a film entitled, "Pararescue," to approximately 60 members of the Air Force Association. The 45 minute presentation took place at the AFA Michigan meeting conference held at the Northland Inn in Southfield, Michigan.

e. Lt Col Riley delivered a 15 minute Pear Harbor Day speech on 7 December to 25 local citizens of St Clair Shores, Michigan.

CHAPTER VI

INTERNAL RELATIONS

Outstanding Airman of the Quarter

The 305th Outstanding Airman of the Quarter Selection Board met in October 1968 and selected A1C Robert A. Brusseau as the squadron's first Outstanding Airman of the Quarter. The Board Members: SMSgt J. B. Adams, MSgt G. R. Trayer, MSgt J. R. Parker, TSgt R. Connole, and SSgt P. C. Knox, examined the nominations of four section supervisors before selecting A1C Brusseau.

For his selection, A1C Brusseau received, a reserved parking space for three months, a home-town release, a certificate of recognition and a letter of recognition from Lt Colonel J. C. Riley.[4]

(See photo page 31)

Childrens' Christmas Party

All 305th children were sent a flyer inviting them to a Santa Claus aerial arrival on 23 December at the Selfridge golf course. 1st Lt L. M. Bobrowski set up a program in which MSgt D. C. Gill, as Santa Claus, arrived at the golf course club house by

Coast Guard Helicopter and set up his shop inside. The squadron members contributed funds so that there were stockings filled with candy and games for all the children. The turn-out was good as approximately 100 squadron kids excitedly filed through the waiting line to receive their stocking from Santa Cluas. (See photo page 33)

Promotions

Finally, after eight months of active duty the 305th fell full swing into the Air Force promotion program as 21 men, including three officers gained in rank. The men, their new rank and date of promotion were as follows:

OCTOBER 1968

Robert D. Fitzgerald, FG3170337	To 1st Lieutenant
Donald M. Cassidy, AF16747655	To Sergeant
Bruce D. Crawford, AF16776935	To Sergeant
Alex R. Richards, AF16800106	To Sergeant
John V. Roodbeen, AF16776945	To Sergeant
Raymond W. Sobieski, AF16776944	To Sergeant

NOVEMBER 1968

Dominic Tocco Jr., AF11680705	To A1C
Donald B. Wagner, AF11680794	To A1C
Bradley E. Chronister, AF11732230	To A1C
Randall J. Jones, AF11680755	To A1C

DECEMBER 1968

James C. Purdy, FV3178860	To 1st Lieutenant
Lawrence M. Bobrowski, FV3178863	To 1st Lieutenant
Fredrick J. Metzger, AF18653020	To SSgt
Patrick J. Francis, AF16800113	To SSgt
Richard T. Helms, AF16747656	To Sergeant
Michael P. Whitehead, AF16800120	To Sergeant
Joseph P. Yuhas, AF1681457	To Sergeant
Carrol E. Urban Jr., AF16841449	To Sergeant
Robert A. Brusseau, AF16841452	To Sergeant
Marion C. Earls, AF16800131	To Sergeant
David E. Flaishans, AF68023205	To A1C

Sgt R. A. Brusseau is being read a letter of commendation by Lt Col John C. Riley for being selected as Outstanding Airmen of the Quarter. MSgt J. R. Parker looks on with approval since he nominated Sgt Brusseau for the honor.


PARKER

Santa Claus, MSgt Dennis C. Gill, thrilled the squadron children at our kids Christmas party. Here he presents a little girl with a stocking filled with candy and games.

CHAPTER VII

DISTINGUISHED VISITORS

Chinese General Inspects 305th

The 305th Detachment at Naha Air Base in Okinawa was inspected by Chinese Major General Lee on 25 November 1968.

Squadron personnel each had the opportunity to shake hands with the General as he passed along the inspection line. He was then escorted through our aircraft, briefed on our mission and given an explanation of the pararescue gear laid out on display. (See photo page 37)

General Lee was so pleased with the 305th Detachment that he coordinated a trip to the Chinese rescue facilities at Chia-I for the 305th members.

Sergeant Hackney Sent-Off by 305th PJ's

A 305th welcoming party of four pararescuemen met Sgt Duane Hackney, his parents and sister when they arrived at Selfridge Base Operations 30 October 1968, enroute to the Pentagon. Hackney and his family were then flown by MAC C-118 to Washington, D. C., where General John D. Ryan, Assistant

Vice Chief of Staff presented him with the Cheney Award, given for an act of valor, extreme fortitude or self-sacrifice in a humanitarian interest.

1st Lt L. M. Bobrowski and Sergeant J. C. Smith transported the Hackney family from their Flint, Michigan home to Selfridge by military vehicle where Sergeant Hackney's pararescue brothers were waiting to send him off to the Cheney Award ceremonies. (See photo page 39). The welcoming pararescuemen were: TSgt D. G. Smith and Sergeants J. C. Smith, J. J. Rogers and L. E. Palmer.

Chinese Major General Lee firmly shakes the hand of TSgt George X. Hefferon as he passes along inspecting a 305th aircrew at Naha Air Base, Okinawa.


U.S. AIR FORCE

305th pararescue men formed a welcoming party for Sergeant Duane Hackney and his family when they arrived at Selfridge AFB enroute to Washington, D. C., where Sgt Hackney received the Cheney Award. Left to right, Sergeants J. J. Rogers, L. E. Palmer, Hackney, J. Smith and TSgt T. D. Smith. Sgt Hackney's parents and sisters are slightly visible behind Sergeants Smith.


MILITARY AIRLIFT COMMAND

APPENDIX

APPENDIX I

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Lt Colonel Jack N. Taft
AIRCRAFT MAINTENANCE OFFICER	Major James W. Onesi
AIRCREW STANDARDIZATION OFFICER	Major Garfield W. Flurett
NAVIGATION OFFICER	Major Robert Hlatky
PERSONNEL & ADMINISTRATION OFFICER	Major John L. Thomas
SUPPLY OFFICER	Major Jack Schwartz
ORGANIZATIONAL MAINTENANCE SUPERVISOR	CMSgt Robert I. Boyle
SQUADRON FIRST SERGEANT	MSgt Jack V. Nice

APPENDIX II

PERSONNEL CHANGES

GAINS

Ganun, Peter J.	Pararescue	Sgt
McDougall, Angus C.	Pararescue	Sgt
Palmer, Larry E.	Pararescue	Sgt
Rogers, James J.	Pararescue	Sgt
Sandifer, Alton A.	Comm Electronics	Sgt
Smith, Jules C.	Pararescue	Sgt
Chronister, Bradley E.	Organizational Maint	Amn
Flaishans, David E.	Organizational Maint	Amn
Jones, Randall J.	Organizational Maint	Amn
Nelson, Richard D.	Organizational Maint	Amn
Wagner, Donald B.	Organizational Maint	Amn

LOSSES

Guillou, William P.	Pilot	Major
Watts, James J.	Flight Engineer	MSgt

REENLISTMENTS

Bankhead, J. W.	Maint Analysis	MSgt
Sykes, William H.	Flight Engineer	MSgt

REENLISTMENTS

Alexander, Buford	Comm Electronics	TSgt
Godwin, David R.	Flight Engineer	TSgt
Quigg, William R.	Flight Engineer	TSgt

APPENDIX III

ROSTER OF PERSONNEL

OFFICERS

Alexander, Richard W.	Lt Colonel	FV835110
Holme-Shaw, Wm(NMN) Jr.	Lt Colonel	FV833745
Riley, John C.	Lt Colonel	FV3061636
Taft, Jack N.	Lt Colonel	FV810969
Coffman, Howard D.	Major	FV2067107
Day, Charles E.	Major	FV3025503
Flurett, Garfield W.	Major	FV1910377
Hlatky, Robert (NMN)	Major	FV943017
Hofmeister, Franklin O.	Major	FV926818
Jennings, Richard (NMN)	Major	FV20688904
Macauley, Richard S.	Major	FV687332
McLeod, Michael J.	Major	FV835040
Onesi, James W.	Major	FV2063461
Piddington, Ray M.	Major	FV831269
Schwartz, Jack (NMN)	Major	FV3019071
Sergeant, Marshall W., Jr.	Major	FV786641
Sherrill, Henry E.	Major	FV2071375
Thomas, John L.	Major	FV694273
Wanamaker, Giles A.	Major	FV3011925
Watts, Robert R.	Major	FV2084080
Appleman, Herbert M.	Captain	FV3052718
Bell, Norman R.	Captain	FV3058238
Braun, Gerard J.	Captain	FV3080337
Chapin, William B. III	Captain	FV3049919
Conger, Myron C.	Captain	FV3058977
Ferguson, Roger G.	Captain	FV3085834
Kaske, Bernard J.	Captain	FV3035645
McClear, Robert J.	Captain	FV2211812
McLaughlin, George G.	Captain	FV3033676
Moore, Richard W.	Captain	FV3085692
Nielsen, William J.	Captain	FV3039763
Ruttenberg, John J.	Captain	FV3050915
Srull, Charles F.	Captain	FV3039922
Wood, John F.	Captain	FV3025248
Schlener, William E.	1st Lt	FV3121816
Bobrowski, Lawrence M.	1st Lt	FV3178863
Fitzgerald, Robert D.	1st Lt	FG3170337
Purdy, James C.	1st Lt	FV3178860

Total Officers: 38

APPENDIX IV

ROSTER OF PERSONNEL

AIRMEN

Boyle, Robert I.	CMSgt	AF11252056
Adams, Jack B.	SMSgt	AF18083439
Bell, Melvin D.	SMSgt	AF6926771
Dort, Roy B.	SMSgt	AF15322924
Dulaney, Roy W.	SMSgt	AF16252764
Parker, James R.	SMSgt	AF16254818
Bandy, William J.	MSgt	AF18386265
Bankhead, J. W.	MSgt	AF18041237
Fischer, Udo C. J.	MSgt	AF16378727
Gill, Dennis C.	MSgt	AF16249646
Keiningham, Jack (NMN)	MSgt	AF18339573
Knippenburg, William C.	MSgt	AF16624786
LeMay, Nelson J.	MSgt	AF36852516
McNeill, Edward E., Sr.	MSgt	AF14198273
Nice, Jack V.	MSgt	AF15969091
Siefert, Robert L.	MSgt	AF16346163
Simmons, Carl F.	MSgt	AF6832855
Sykes, William H., Jr.	MSgt	AF11185750
Trayer, Gordon R.	MSgt	AF16747618
Underhill, Robert O.	MSgt	AF15198625
Walker, Buddy B.	MSgt	AF16441179
Walker, Ted A.	MSgt	AF15542316
Yax, Kenneth R.	MSgt	AF16261091
Alexander, Buford (NMN)	TSgt	AF16449547
Ciaravino, Charles R.	TSgt	AF27040319
Colin, James H.	TSgt	AF16401007
Connole, Ronald D.	TSgt	AF16490768
Dusette, Marvin K.	TSgt	AF16624796
Ericksen, John L.	TSgt	AF16268299
Flory, Roger D.	TSgt	AF15281214
Galat, Michael W.	TSgt	AF16160083
Godwin, David R.	TSgt	AF16583875
Graham, John M.	TSgt	AF16603246
Hefferon, George X.	TSgt	AF21690256
Inman, Gilbert C.	TSgt	AF18396377

Total Airmen on this page: 35

APPENDIX IV

ROSTER OF PERSONNEL

AIRMEN

Lyon, Raymond J.	TSgt	AF16439618
Quigg, William R.	TSgt	AF15122681
Renshaw, James E.	TSgt	AF16715716
Roman, David G.	TSgt	AF16462960
Scott, James D.	TSgt	AF14517189
Seabrooks, Harold (NMN)	TSgt	AF27036751
Shea, William E., Jr.	TSgt	AF16111217
Woolcock, Gerald L.	TSgt	AF13741529
Blunden, Randolph R.	SSgt	AF16721258
Boldin, Charles D.	SSgt	AF12521119
Cannon, Joseph W., Jr.	SSgt	AF15696479
Childers, Thomas E., Jr.	SSgt	AF15514066
Coughlin, William M.	SSgt	AF16448851
Delisle, John G.	SSgt	AF16427433
Eveland, Ronald A.	SSgt	AF16410857
Flint, Kenneth E.	SSgt	AF15650353
Griffith, Kenneth L.	SSgt	AF16440868
Haesler, Merrill C.	SSgt	AF16432227
Hatcher, Wilbert B.	SSgt	AF16717842
Howard, John L.	SSgt	AF27044083
Husted, Carl E.	SSgt	AF16328187
Knox, Michael L.	SSgt	AF17611341
Knox, Perry C.	SSgt	AF14215962
Latta, Steven E.	SSgt	AF16732912
LeCoumpte, Franklin W.	SSgt	AF16731067
Leigh, William L.	SSgt	AF16624613
May, John A.	SSgt	AF16727763
Medina, Glenn E.	SSgt	AF17607396
Moraites, Peter J.	SSgt	AF16507888
Oakey, Ralph G.	SSgt	AF16462217
Padilla, Robert F.	SSgt	AF27044108
Pretty, David E.	SSgt	AF13609860
Stahnke, Leslie B.	SSgt	AF17667431
Stuckey, John C.	SSgt	AF14670579
Thompson, Lee B.	SSgt	AF16727127
Turner, John R., Jr.	SSgt	AF16624794

Total Airmen on this page: 36

APPENDIX IV

ROSTER OF PERSONNEL

AIRMEN

Wehrwein, Richard E.	SSgt	AF16730255
Zamponi, Charles J.	SSgt	AF13544906
Arnold, Gary J.	Sgt	AF16776801
Bailey, Timothy L.	Sgt	AF16744732
Bates, Lake U.	Sgt	AF14799835
Beardslee, Francis G.	Sgt	AF16916041
Boden, Ronald F.	Sgt	AF16657368
Curman, Dennis N.	Sgt	AF16670173
Derrick, James D.	Sgt	AF15609435
Dubey, Donald L.	Sgt	AF16776936
Fowler, Lawrence C.	Sgt	AF11423934
Francis, Patrick J.	Sgt	AF16800113
Frost, Joseph E.	Sgt	AF16761562
Graff, Robert L.	Sgt	AF16841450
Grobbel, William J.	Sgt	AF16776943
Hachenski, Gerald E.	Sgt	AF16776942
Hale, Ronald S.	Sgt	AF18566775
Heiser, Gerhard S.	Sgt	AF27069110
Hysen, Pulump P.	Sgt	AF16776884
Johnson, Gary E.	Sgt	AF16776883
Lipscomb, Dwight (NMN)	Sgt	AF16707718
McNeill, Edward E., Jr.	Sgt	AF16743554
Masserang, James A.	Sgt	AF16800112
Opper, David L.	Sgt	AF16731406
Pamment, Charles C.	Sgt	AF16728071
Santilli, Ercole J.	Sgt	AF16800114
Severino, Richard M.	Sgt	AF11884665
Smolinski, William C.	Sgt	AF16658569
Trzcinski, Vincent A.	Sgt	AF16800121
Ulrich, Paul S.	Sgt	AF17612363
Verhaeghe, Allan V.	Sgt	AF16776937
Brusseau, Robert A.	A1C	AF16841452
Buback, Lawrence P.	A1C	AF16747657

Total Airmen on this page: 33

APPENDIX IV

ROSTER OF PERSONNEL

AIRMEN

Carreyn, Roger T.	A1C	AF27127126
Casper, John E.	A1C	AF16841446
Cassidy, Donald M.	A1C	AF16747655
Celani, Daniel (NMN)	A1C	AF16841462
Crawford, Bruce D.	A1C	AF16776935
DeRonne, Lawrence E.	A1C	AF17773581
Earls, Marion C.	A1C	AF16800131
Helms, Richard T.	A1C	AF16747656
Janowack, George (NMN)	A1C	AF16747634
Johns, William R.	A1C	AF16800133
Johnson, Paul G.	A1C	AF16841480
Jones, Robert G.	A1C	AF16841458
Konley, Michael D.	A1C	AF16841468
Lang, Donald W.	A1C	AF16841558
Leahy, Gordon H.	A1C	AF16776885
Lutz, Lawrence J.	A1C	AF16841448
Mulholland, James J.	A1C	AF16841451
Murphy, Brian T.	A1C	AF16841529
Probst, Paul J.	A1C	AF16841526
Rice, Thomas D.	A1C	AF16841527
Richards, Alex R.	A1C	AF16800106
Roodbeen, John V.	A1C	AF16776945
Samuelson, Robert C.	A1C	AF16841455
Sherrill, Rickie A.	A1C	AF16841469
Sienel, Thomas C.	A1C	AF16841470
Skues, Joseph C.	A1C	AF16800132
Sobieski, Raymond W.	A1C	AF16776944
Starkey, James A.	A1C	AF16800122
Stromberg, James K.	A1C	AF16841461
Tippery, Robert C.	A1C	AF16841456
Urban, Carrol E., Jr.	A1C	AF16841449
Warner, Robert V.	A1C	AF16841447
Whitehead, Michael P.	A1C	AF16800120
Yuhas, Joseph P.	A1C	AF16841457
Zimmerman, Gerhard (NMN)	A1C	AF16841528

Total Airmen on this page:	35
Total number of Airmen:	139
Total number of Officers:	38
Total gains from page 49:	11
Total personnel 31 Dec 68:	188

APPENDIX V

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
TSgt Chamberlain, Paul C.	AF11862177	437 FMS, Charleston AFB, Calif.
TSgt Edwards, William F.	AF14248511	437 FMS, Charleston AFB, Calif.
TSgt Glover, Harold W.	AF13489915	437 FMS, Charleston AFB, Calif.
SSgt Allen, Kenneth T.	AF12449190	437 FMS, Charleston AFB, Calif.
SSgt Estrada, Harry R.	AF19482778	437 FMS, Charleston AFB, Calif.
Sgt Clark, Dallas E.	AF15745274	437 FMS, Charleston AFB, Calif.
Sgt Hawkins, James E.	AF14825447	437 FMS, Charleston AFB, Calif.
Sgt Steele, Earney D.	AF16926737	437 FMS, Charleston AFB, Calif.
Sgt Williams, Roy E.	AF14933929	437 FMS, Charleston AFB, Calif.
A1C Klintschenko, Demetrius	AF11666955	437 FMS, Charleston AFB, Calif.
A1C Lazar, Jurij	AF16937289	437 FMS, Charleston AFB, Calif.
SSgt Strapp, Ralph F.	AF16790508	60 FMS, Travis AFB, Calif.

APPENDIX V

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
Sgt Campa-Bautista, Fernando E.	AF19835756	60 FMS, Travis AFB, Calif.
Sgt Cooper, Donald G.	AF11666567	60 FMS, Travis AFB Calif.
Sgt Feenstra, Jacob	AF16877034	60 FMS, Travis AFB, Calif.
Sgt Richter, Andreas H.	AF13682053	60 FMS, Travis AFB, Calif.
CWO Higginson, Marvin T.	FR953599E	41 ARRSq, Hamilton AFB, Calif.
Sgt Dean, Michael F.	AF19784917	41 ARRSq, Hamilton AFB, Calif.
Sgt Parks, James L.	AF14917899	41 ARRSq, Hamilton AFB, Calif.
Sgt Swafford, Michael W.	AF19834954	41 ARRSq, Hamilton AFB, Calif.
Sgt Thayer, Gordon C.	AF16758154	41 ARRSq, Hamilton AFB, Calif.
SSgt Perry, Charles A.	AF17570919	62 FMS, McChord AFB, Wash.
Sgt Burrell, Jimmy A.	AF14972158	62 FMS, McChord AFB, Wash
Sgt Chadick, Joseph M.	AF13874767	62 FMS, McChord AFB, Wash
A1C Hutchinson, William E.	AF28267050	62 FMS, McChord AFB Wash

APPENDIX V

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
SSgt McMilliam, Eddie H.	AF14748330	28 MASq, Hill AFB, Utah
A1C Reed, Robert W.	AF16902371	28 MASq, Hill AFB, Utah
A1C Streeter, William L.	AF16880428	28 MASq, Hill AFB Utah
TSgt Shanks, Thomas D.	AF15519082	438 FMS, McGuire AFB, NJ
Sgt Christie, Robert M.	AF13865874	438 FMS, McGuire AFB, NJ
Sgt Mejia, Julian E.	AF11809661	438 FMS, McGuire AFB, NJ
Sgt Thomas, Charles C.	AF18749755	438 FMS, McGuire AFB, NJ
A1C Blum, Donald E.	AF1181229	438 FMS, McGuire AFB, NJ
AMN Ashman, Raymond D.	AF11731950	438 FMS, McGuire AFB, NJ
TSgt Smith, Asie	AF18425212	436 FMS, Dover AFB, Del
SSgt Clark, George R. Jr	AF13599595	436 FMS, Dover AFB, Del
SSgt Hopkins, Rephys	AF14825122	436 FMS, Dover AFB, Del

APPENDIX V

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
SSgt Sallee, Mervin L.	AF19720805	436 FMS, Dover AFB, Del
Sgt Allen, Ronald L.	AF13868971	436 FMS, Dover AFB, Del
Sgt Callopy, James F.	AF12549589	436 FMS, Dover AFB, Del
Sgt Dosa, Andry Jr	AF16972951	436 FMS, Dover AFB, Del
Sgt Grebner, Ralph A.	AF17740438	436 FMS, Dover AFB, Del
Sgt Martin, Robert W.	AF11406803	436 FMS, Dover AFB, Del
Sgt Smith, Raymond W.	AF12740020	436 FMS, Dover AFB, Del
A1C Borden, Paul D.	AF19873231	436 FMS, Dover AFB, Del
A1C Mcaskill, Peter J. Jr	AF11621244	436 FMS, Dover AFB, Del

SUPPORTING DOCUMENTS

COPY

SUPPORTING DOCUMENT 1

DEPARTMENT OF THE AIR FORCE
58th Aerospace Rescue and Recovery Squadron (MAC)
APO New York 09231

REPLY TO
ATTN OF: CCO

20 January 1969

SUBJECT: Letter of Appreciation

TO: Commander, 305th ARRS Thru Commander, Hq Atl ARRC

1. I wish to convey my appreciation for the extremely fine performance of 305th ARRS aircrews which were TDY to 58th ARRS from June through November 1968. These rotational personnel did an outstanding job of filling a breach in our mission capability during the period of our reorganization/transitioning to an all helicopter unit. Their efforts were indispensable to the preservation of our operational posture. Not only were these crews magnificent in the eight actual SAR missions which they flew, but they were a tremendous asset in the area of airlift support, i.e., parts and passenger pick ups, "Red Eye" orbit, etc.

2. Despite the fact that this theater represents one of the more difficult flying environments, these personnel consistently accomplished the mission in commendable fashion, while operating incident/violation free for the five month period. The frequent rotation of these crews did not bring about a noticeable variance or lack of continuity in the calibre of support they provided; it was top-notch all the way.

3. Their performance, both individually and as a unit, is indicative of the highest standards of professionalism. This was a superb example of PRIDE in action. Please convey my heartiest regards and sincere thanks for a job well done.

/s/ Willaim A. Lyell
WILLIAM A. LYELL, Lt Col, USAF
Commander

COPY

SUPPORTING DOCUMENT 2

DEPARTMENT OF THE AIR FORCE
Headquarters Western Aerospace Rescue & Recovery Center
Hamilton Air Force Base, California 94939

REPLY TO
ATTN OF: WRCVC 24 October 1968

SUBJECT: Letter of Appreciation

TO: Comdr, 305th ARRSq
Selfridge AFB, Mich 48045

1. It is with PRIDE and appreciation that we express our thanks for the outstanding job and effort put forth by all personnel participating in WARRC Assist Mission #204. It is unfortunate that the pilot was not recovered; however, the positive initial response and superb effort displayed by your crews throughout the search were a tremendous credit to your organization and the United States Air Force.

2. The Commander of the 12th U.S. Coast Guard District has expressed his personal thanks and appreciation, and highly commended those assisting in the mission.

3. Attached are copies of messages received from the Citoh Air Transport, Tokyo, whose pilot was lost.

4. Please convey my personal thanks and appreciation to all personnel concerned.

/s/ Clarence W. Brown 2 Atch
CLARENCE W. BROWN, Lt Col USAF
Vice Commander

COPY

SUPPORTING DOCUMENT 3

THE SECRETARY OF DEFENSE
Washington, D. C. 20301

Nov 29 1968

MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE

I have been informed that units of the United States Air Force performed extensive search operations, under difficult circumstances, in connection with the recent disappearance of the Norwegian vessel, M/S ETNEFJELL. Ambassador Gunneng, the Norwegian Ambassador, has asked that I convey the sincere thanks of the Norwegian Government to you and the units which participated in the impressive search operations. I wish to join the Ambassador in saying to the Air Force men involved, "Well done."

/s/ Clark S. Clifford

COPY

SUPPORTING DOCUMENT 4

DEPARTMENT OF THE AIR FORCE
305TH AEROSPACE RESCUE & RECOVERY SQUADRON [redacted] (MAC)
SELFRIDGE AIR FORCE BASE, MICHIGAN 48045

REPLY TO ATTN OF: COMDR

21 November 1968

SUBJECT: Letter of Recognition

TO: A1C Robert A. Brusseau

Congratulations for being selected as the 305th's first outstanding airman of the quarter. They say that an outfit is only as good as its men and we feel that you have been an outstanding factor in this squadron's ability to meet the strenuous mission requirements.

Your supervisor and fellow workers nominated you for the award because of your ability and cooperative spirit. For example, you demonstrated your skill when you were TDY at Wheelus AFB, as the only 305th engine mechanic, and with minimal ground support completed an engine change and two cylinder changes.

Remembrances of this active duty will be many for all of us but I hope that the honor of being selected airman of the quarter will make this call-up something special for you. It has been a pleasure having a man of your character and capabilities in the 305th and wherever your path leads from here your professionalism should carry you forward.

/s/ John C. Riley
JOHN C. RILEY, Lt Col, USAF
Commander

HISTORY

OF THE

305TH AEROSPACE RESCUE AND RECOVERY SQUADRON

Selfridge Air Force Base, Michigan 48045

1 January 1969 - 31 March 1969

Prepared by 1st Lt Lawrence M. Bobrowski

RCS: AU D-5

Approved by:

JOHN C. RILEY, Lt Colonel, USAF
Commander

AEROSPACE RESCUE AND RECOVERY SERVICE, MILITARY
AIRLIFT COMMAND UNITED STATES AIR FORCE

MAC-1CMBT SPT GP-CDC
Selfridge AFB, Michigan

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FOREWORD

During this quarter the 305th continued its staunch rescue support of people in trouble around the world and now with the apparent wrap-up of active duty in sight, an additional workload spread through the squadron as demobilization preparation began.

Upon Lt Colonel Riley's return from a mid-January conference at Keflavik Naval Air Station with Major General Tom E. Marchbanks, Jr., Chief of Air Force Reserve, he announced that 18 June 1969 was the selected date of this squadron's demobilization.

This date, which had been classified until this time, revitalized the routine wheels of motion as the 305th Aerospace Rescue and Recovery Squadron rolled up its sleeves for demobilization.

Arrangements began for the return of all 305th aircrews to Selfridge Air Force Base by the end of May, the Personnel Section got a jump on demobilization paperwork and a demobilization ceremony committee was formed.

The 305th was going to go off active duty in the same status that they came on -- READY.

Lieutenant Colonel John C. Riley, Commander


U.S.

CHAPTER I

MISSION AND RESOURCES

Mission

The mission of the 305th Aerospace Rescue and Recovery Squadron hasn't changed since the unit's mobilization on 26 January 1968.

According to Military Airlift Command Regulation 23-46, the current 305th mission is to operate and maintain search and rescue equipment to search for, locate, and recover personnel and/or aerospace hardware in consonance with requirements of the USAF and other U.S. agencies conducting global air and space operations, and ballistic missile and space vehicle programs, including research and development.

Organization

The 305th Aerospace Rescue and Recovery Squadron is under the direction of the Aerospace Rescue and Recovery Service and the Military Airlift Command.

Personnel

Lieutenant Colonel John C. Riley, FV3061636, was Commander of the 305th Aerospace Rescue and Recovery Squadron throughout the three month period.

Master Sergeant Jack V. Nice, AF15069091, maintained the reins as First Sergeant during this period.

Budgeted Funds

The Squadron expended the following budgeted funds during the period:

Civilian Pay (Paid by Air Force Reserve)	$ 11,797.15
Squadron Temporary Duty	29,493.22
Supplies	71,307.66
Communications	325.65
Total	$112,923.68

Location and Facilities

The 305th Aerospace Rescue and Recovery Squadron is a tenant at Selfridge Air Force Base, Michigan. The base is one of America's oldest and most historic military installations, and component of the Air Defense Command. The base is located on Lake St. Clair, near Mt. Clemens, Michigan, thirty miles northeast of Metropolitan Detroit.

This unit occupies nearly 40,000 square feet of space in Building 1414. Two nose docks are being utilized, Hangars 1428 and 1429; and one barracks, Building 1015, is being occupied.

Aircraft

The aircraft possessed and utilized by the 305th Aerospace

Rescue and Recovery Squadron in performing its mission remained unchanged. The nine rescue configured HC-97 aircraft assigned were the following:

HC 97G 522713
HC 97G 522716
HC 97G 522754
HC 97G 522782
HC 97G 530117
HC 97G 530165
HC 97G 530170
HC 97G 530173
HC 97G 530174

CHAPTER II

OPERATIONS AND TRAINING

From January through March 1969, the 305th aircrews accumulated 1056.5 hours of flying time. This includes 233.4 mission hours, 451.4 support hours and 371.7 training hours. (see chart, pg 11)

A 305th relief bird containing 24 personnel including two aircrews and several maintenance men enroute to Naha AB, Okinawa, could not fly beyond Iwo Jima and subsequently spent a two week delay-in-route there. Aircraft 30174, commanded by Major Raymond M. Piddington, was approximately 80 miles west of Iwo Jima, enroute from Wake Island to Naha AB, when a flight engineer reported a propeller warning light on number four engine. The aircraft commander ordered the propeller oil replenished. After five minutes of replenishing, the light was still on and the R.P.M. started to fluctuate. Major Piddington ordered the propeller feathered and they diverted to Iwo Jima where maintenance men discovered a clogged filter which prevented the replenishment of propeller oil. After a two hour delay, the Stratorescuer again departed for Okinawa. Approximately 20 minutes west of Iwo Jima, the flight engineer reported number one engine on fire. It was immediately shut down, the fire extinguished and the aircraft again returned to

Iwo Jima. Because the tiny Japanese island had virtually no maintenance supplies and equipment, the delay in Iwo Jima lasted a full two weeks. At one point a crane was flown in to accomplish the engine change and it broke during the attempt. One of the two 305th aircrews was flown ahead to Naha AB after one week while the maintenance men and the other crew stayed with the disabled aircraft. Most of the men stayed with the small Coast Guard detachment while eight or nine men slept aboard the HC-97 due to the lack of quarters. (see photo pg11)

Search Missions

On 5 January 1969, our alert crew at Naha Air Base was scrambled at 1200 Hours to search for a lost pilot about half way between Naha and Taipai in the China Sea. This individual was on a classified mission and the search planes were told to look for a black flight suit and orange LPU. The unsuccessful search continued for four consecutive days and saw the 305th aircrews accumulate 41.5 mission hours.

Aircraft and aircrew utilized during the four day mission were as follows:

5 January, Aircraft 522754, 8.2 hours

Major Howard D. Coffman	FV2067107	RCC
Major Franklin O. Hofmeister	FV926818	Co-Pilot

Major Richard Jennings	FV2068904	Navigator
TSgt William E. Shea Jr	AF16111217	Flight Engineer
TSgt Raymond J. Lyon	AF16439618	Flight Engineer
Sgt James A. Masserang	AF16800112	Para-Rescueman
Sgt Ercole J. Santilli	AF16800114	Para-Rescueman
MSgt Carl F. Simmons	AF6832855	Scanner

5 January, Aircraft 522782, 5.2 hours

Major Henry E. Sherrill	FV2071375	RCC
Major Marshall W. Sergeant Jr	FV786641	Co-Pilot
Major Robert Hlatky	FV943017	Navigator
Capt. John J. Ruttenberg	FV2050915	Navigator
MSgt Robert O. Underhill	AF15198625	Flight Engineer
TSgt David G. Roman	AF16462960	Flight Engineer
SSgt Peter J. Moraites	AF16507888	Radio Operator
SSgt James F. Collopy	AF12549589	Scanner
Sgt Ronald F. Boden	AF16657368	Scanner
Sgt Holloway	AF11857531	Para-Rescueman
SSgt DeVoe	AF16489384	Para-Rescueman

6 January, Aircraft 522782, 9.3 hours

Major Howard D. Coffman	FV2067107	RCC
Major Franklin O. Hofmeister	FV926818	Co-Pilot

Capt John J. Ruttenberg	FV2050915	Navigator
MSgt Dennis C. Gill	AF16249646	Flight Engineer
TSgt William E. Shea Jr	AF16111217	Flight Engineer
SSgt Perry C. Knox	AF14215962	Radio Operator
SSgt DeVoe	AF16489384	Para-Rescueman
Sgt Holloway	AF11857531	Para-Rescueman

7 January, Aircraft 522782, 8.5 hours

Major Howard D. Coffman	FV2067107	RCC
Capt Robert J. McClear	FV2211712	Co-Pilot
Major Richard Jennings	FV2068904	Navigator
MSgt Dennis C. Gill	AF16249646	Flight Engineer
TSgt Raymond J. Lyon	AF16439618	Flight Engineer
SSgt Perry C. Knox	AF14215962	Radio Operator
SSgt DeVoe	AF16489384	Para-Rescueman
Sgt Holloway	AF11857531	Para-Rescueman

8 January, Aircraft 522782, 10.3 hours

Major Henry E. Sherrill	FV2071375	RCC
Major Marshall W. Sergeant	FV786641	Co-Pilot
Major Robert Hlatky	FV943017	Navigator
MSgt Robert O. Underhill	AF15198625	Flight Engineer
TSgt David G. Roman	AF16462960	Flight Engineer

Sgt Roca		Radio Operator
SSgt DeVoe	AF16489384	Para-Rescueman
Sgt Holloway	AF11857531	Para-Rescueman
A1C Gerhard Zimmermann	AF16841528	Para-Rescueman
A1C Paul G. Johnson	AF16841480	Scanner
A1C Rickie A. Sherrill	AF16841469	Scanner

Aircraft 530173 became airborne early 25 February 1969 enroute to Albuquerque, New Mexico, where a T-33 carrying a student officer and an instructor pilot had disappeared. The search conducted by the Civil Air Patrol lasted three consecutive days and encompassed all quadrants around Albuquerque. Numerous aircraft and ground parties were on the scene. The day after the 305th crew returned to Selfridge, a CAP aircraft spotted the wreckage against a mountainside. Neither of the men survived. The hours flown and 305th crew members were: 25 February, 9.0 hours, 26 February 5.9 hours, 27 February 5.4 hours

Major Michael J. McLeod	FV835040	RCC
Major Henry E. Sherrill	FV2071375	Co-Pilot
Capt George G. McLaughlin	FV3033676	Navigator
MSgt Dennis C. Gill	AF16249646	Flight Engineer
MSgt Robert O. Underhill	AF15198625	Flight Engineer

Sgt Bruce D. Crawford	AF16776935	Radio Operator
TSgt George X. Hefferon	AF21690256	Para-Rescueman
TSgt James D. Scott	AF14517189	Para-Rescueman

On 6 February 1969, a 305th alert aircrew at Naha Air Base was scrambled to escort a helicopter about 250 miles southwest of Naha to pick up a badly burned para-rescueman. The PJ was the only survivor of a C-130 which crashed and burned while on a search mission. A Japanese freighter had picked up the injured para-rescueman and was awaiting the arrival of the Naha based helicopter. Aircraft 522782 and rescue crew provided navigational support in addition to clearing the "chopper" through traffic control centers at Naha and Kadena Air Bases. The para-rescueman was delivered to a hospital north of Kadena Air Base where he was given emergency medical treatment. At last report the PJ had survived and was in fine shape.

The mission - totaling 4.3 hours - was flown by the following crew:

Major Ray M. Piddington	FV831269	RCC
1Lt Robert D. Fitzgerald	FG3170337	Co-Pilot
Major Robert Hlatky	FV943017	Navigator
TSgt David R. Godwin	AF16583875	Flight Engineer
TSgt James E. Renshaw	AF16715716	Flight Engineer
MSgt Buddy B. Walker	AF16441179	Radio Operator

TSgt Charles R. Ciaravino	AF27040319	Para-Rescueman
AlC Gerhard Zimmermann	AF16841528	Para-Rescueman

At Keflavik NAS on 6 March 1969, the crew of aircraft 522716 escorted a Navy helicopter carrying fire fighters and a medic 50 miles out over the Atlantic to aid a foreign vessel on fire. The HC-97 maintained communications with the ship while the chopper delivered the fire fighters who put out the fire. Unfortunately, five of the ship's crew died in the fire but there were no other casualties.

The crew members of this 1.8 hour mission were:

Capt Charles F. Srull	FV3034922	RCC
Major Charles E. Day	FV3025503	Co-Pilot
Capt Myron C. Conger	FV30588977	Navigator
MSgt Edward E. McNeill Sr	AF14198273	Flight Engineer
TSgt Raymond J. Lyon	AF16439618	Flight Engineer
TSgt Michael W. Galat	AF16160083	Radio Operator
AlC Brian T. Murphy	AF16841529	Para-Rescueman
Sgt James J. Rogers	AF19881601	Para-Rescueman

A Chicago policeman flying a Cessna 210 was reported missing when he failed to return from his vacation and the 305th was off on another search mission on 18 March 1969. The policeman was

last heard from when he departed McAllen airfield in south Texas enroute to Mexico about two weeks prior to the search mission. Because no flight plan was filed for the Cessna 210, the 305th search area encompassed the greater part of Mexico. Seven days totaling 56.8 hours were spent by the 305th aircrew in the futile search. The crew of aircraft 530117 were:

Lt Col William Holme-Shaw	FV833745	Co-Pilot
Capt William J. Nielsen	FV3039763	RCC
Major Richard Jennings	FV2068904	Navigator
MSgt William J. Bandy	AF18386265	Flight Engineer
TSgt William R. Quigg	AF15122681	Flight Engineer
SSgt Peter J. Moraites	AF16507888	Radio Operator
TSgt Donald Smith	AF19476558	Para-Rescueman
Sgt James J. Rogers	AF19881601	Para-Rescueman
SSgt John L. Howard	AF27044083	Scanner

HC-97G AIRCRAFT

AIRCREW FLYING TIME (HOURS)

JAN - MARCH 1969

Type	January	February	March	Total Hours
MISSION	70.6	31.3	131.5	233.4
SUPPORT	131.2	151.3	168.9	451.4
TRAINING	166.0	143.4	62.3	371.7
TOTAL HOURS	367.8	326.0	362.7	1056.5

NUMBER OF AIRCREWS ON TDY

TWO TO EIGHT WEEK PERIODS

JANUARY-MARCH 1969

TDY Location	January	February	March
Keflavik NAS	4	4	4
Naha AB	2.5	2.5	2.5
Total	6.5	6.5	6.5

AIRCREW STATUS 1 JAN 69 - 31 MAR 69

	Auth	Asgd	Qual	Unqual	Non-Current
Pilots:	28	22	22	0	0
RCC Qualified			16		
First Pilot			2		
Co-Pilot			4		
Navigators:	12	12	12	0	0
Rescue Qualified			12		
Primary Navigator			0		
Radio Operators:	12	9	9	0	0
Rescue Qualified			10		
Primary Radio Operators			0		
Flight Engineers:	24	23	23	0	0
First Engineer (Rescue)			20		
First Engineer (Non-Res)			0		
Second Engineer (Rescue)			3		
Second Engineer (Non-Res)			0		
Para-Rescue:	24	18	18	0	0
HC-97 Jump Qualified			18		
SCUBA			18		
SCUBA Jump (Day)			18		
SCUBA Jump (Night)			18		
Fully HC-97 Rescue Qualified			18		

An aerial view of the tiny but renown island of Iwo Jima
where two 305th aircrews remained with a disabled aircraft.



CHAPTER III

AIRCRAFT MAINTENANCE

During this reporting period, the Maintenance Section supported 1056.5 flying hours, maintaining an operational ready rate of 87.2%.

Engine Shop

The 305th Engine Shop was headed by SMSgt R. B. Dort and manned throughout this quarter by 23 men. The shop sent 18 men on TDY trips to Okinawa, Iceland, Greenland and Texas.

Back home at Selfridge, this section completed 13 phase inspections, six engine changes, seven tear-downs and one engine build-up. As of 1 January, the Engine Shop had three engines built-up but concluded this quarter on 31 March with six engines built-up. Five Engine Shop men are regularly assigned to engine build-up and tear-down.

Aerospace Ground Equipment Shop

The AGE Shop is presently manned by SSgt D. E. Pretty, Sgt R. M. Severino and A1C W. Kimmel. A1C Kimmel is temporarily assigned to the 305th AGE Shop from Dover AFB, Delaware.

The 305th AGE Shop is presently assigned 28 powered units. These units include four C-26 generator sets, two NF-2 flood-light sets, one MC-1-A air compressor, one MC-2A air compressor,

one MA-2 pre-oiler outfit, one 200AF steam cleaner, 16 BT-400 heaters, one hydraulic jack set, one D-5 hydraulic mule and one PU-286 generator set.

AGE duties consist of performing daily inspections on these units. Quarterly, semi-annual and annual inspections are also performed on these units.

One of the major tasks performed during this quarter was the removal and replacement of three engines on three of the C-26 generator sets. The AGE men also removed and replaced six heat exchangers on one BT-400 heater and also accomplished many equipment inspections.

Propeller Shop

The 305th Propeller Shop is manned by four men: The Supervisor, SSgt C. J. Zamponi, Sgts L. U. Bates and D. M. Cassidy, and A1C R. C. Samuelson.

SSgt Zamponi spent the last month of this quarter TDY at Naha AB, Okinawa. Sgt Bates had been TDY twice during this period. He assisted on engine changes at Kirtland AFB, New Mexico, and Keflavik NAS, Iceland. Sgt Cassidy was TDY to Naha through the first half of this quarter returning on 16 February 1969. A1C Samuelson spent 59 days at Naha AB from 18 January to 17 March 1969.

The Propeller Shop was involved in seven propeller changes during this quarter, two of which were time changes and the remainder engine changes. There were 11 phase inspections conducted involving the two time changes mentioned above.

There was one propeller built-up and one torn down and returned to depot for overhaul. On 31 March 1969, there were three propellers built up, one of which was on a new engine.

Sheet Metal Shop

This shop was manned by SSgt L. B. Stahnke, Sgt R. S. Hale, A1C R. C. Tippery and MSgt Brown who was TDY from Travis AFB, Calif.

There were 13 phase inspections completed. Sgt Hale was sent TDY to Keflavik NAS, Iceland, to repair damage done to the vertical stabilizer of one of our aircraft. Sgt George Janowack was honorably discharged on 15 January after five years as a reservist and one year of active duty.

Environmental Control Systems

This shop supported 14 phase inspections and 84 unscheduled maintenance requirements with two men assigned to the shop.

This shop services all air conditioners, refrigerators, pressurization and heating systems in the HC-97. Each aircraft

has ten heaters, three air conditioners, one refrigerator and one pressurization system.

SSgt J. R. Turner supervised the ECS Shop. Sgt Donald Blum, a TDY man from McGuire AFB, assisted SSgt Turner until he returned to his home base on 7 February. Sgt Roger Gatti, TDY from McGuire, arrived to replace Sgt Blum on 6 February 1969.

Hydraulic Shop

The 305th Hydraulic Shop was manned by SSgt K. L. Griffith and Sgt D. N. Curman. Sgt R. T. Helms spent the first two-thirds of this quarter in the Hydraulic Shop and then went to the Personnel Administration Section.

SSgt Griffith went TDY to Keflavik from 17 January to 31 January 1969 to help repair a damaged rudder. While in Iceland, SSgt Griffith reenlisted for two years.

This shop pulled 13 phase inspections and had no quality control write-ups. Phase inspections saw the Hydraulic Shop perform the following: replace 12 aircraft tires, build-up 12 main tires, replace four nose tires, build-up four nose tires, replace five brakes on aircraft, build up five brakes on aircraft, and build up five brakes in the Hydraulic Shop.

Periodic Dock

During this quarter, the Periodic Maintenance Section

accomplished double-phased inspections at the rate of four per month. In each of these months, section men were TDY to Iceland, Okinawa and on other missions at the average of four per month.

Periodic Maintenance pulled acceptance inspections and also painted aircraft that came back from IRAN (Inspect - Repair as Necessary). This section additionally assisted the Flight Line and Engine Shop when their workload was heavy. Washing each aircraft and conducting corrosion inspections on each aircraft occupied the remainder of this shop's time for the quarter.

Flight Line

The Flight Line had an average of 18 men assigned. Throughout the period, this section supported the TDY missions with 587 mandays out of an available 1623 mandays.

During the month of March, the Flight Line received two new 5-level assignees. Sgt T. A. Van Dorsten and Sgt D. W. Mathison were sent to the 305th after a tour in Vietnam. Sgt Van Dorsten received the Meritorious Service Medal for service in Vietnam. (see photo pg 24)

Communications and Electronics Shop

This period saw the Communications and Electronics Shop personnel spending 342 days on temporary duty and 125 days on leave. SSgt J. C. Stuckey was detailed to Maintenance Control for 10 days and TSgt B. Alexander was detailed to Quality Control for the entire period. SSgt S. Taaca was assigned PCS to the Comm Shop and SSgt C. D. Boldin (DNIF Radio Operator) worked in the shop for 40 days. Twelve TDY personnel augmented this section during the quarter. With the additional temporary duty personnel assigned, the CE Shop was sufficiently manned and able to perform its mission satisfactorily. SSgt W. B. Hatcher completed ECI-6 Management Course in late March.

OJT Upgrading

A1C Paul G. Johnson was tested for AFSC 43151A in Sep 68. An unqualifying score of 05% was received. Airman Johnson was put into remedial training under the supervision of SMSgt Roy B. Dort. Airman Johnson met the Pre-SKT Board in Jan 69 to determine his readiness for an SKT retake. The Board members believed the trainee was prepared to test and recommended that he be tested. Airman Johnson received an unqualifying score of 15% and as a result participated in special remedial classes dealing with CDC material. All four volumes of CDC 43112 were covered in nine three hour evening periods supervised by a

7-level supervisor/trainer. Each session ended with a written test of the material covered. A final exam covering the whole course was administered during the final meeting.

A1C Rickie A. Sherrill's Career Development Course progression was unsatisfactory. Failure to pass course examinations for CDCs 10000 and 43112 resulted in remedial classes that were held during off-duty hours. Airman Sherrill passed the retest course examinations. A Pre-SKT Board recommended that Airman Sherrill be tested during the Jan 69 cycle. His failure to receive a qualifying score made it necessary to receive further remedial training. He participated in the nine evening sessions attended by Airman Johnson.

Both Airman Johnson and Airman Sherrill are eligible for award of the 5-level AFSC under new criteria which became effective 1 Apr 69. Noting that both trainees scored 90% on the final exam, the Training NCOIC recommended such action be taken.

A1C Michael L. Konley entered training for AFSC 43151A on 26 Jan 68 and was enrolled in CDCs 10000, 43000, and 43112. He was placed in remedial classes held during off duty hours when he failed to pass course examinations on CDCs 10000 and 43112. Airman Konley met the Pre-SKT Board and was permitted to be tested on the SKT during the Jan 69 cycle. An unsatisfactory score of 05% was received. Upon his return from TDY,

Airman Konley will receive extensive remedial classroom training during his off duty hours before being recommended for award of AFSC 43112.

A1C Robert G. Jones entered training 26 Jan 68. An unsatisfactory SKT score of 10% prompted an intensive remedial program that dealt with all areas of the CDC and the equipment he was to repair. He passed the Jan 69 SKT retake (AFSC 30151) with a score of 80%.

OJT UPGRADING

From 1 January 1969-31 March 1969

Personnel	AFSC - Tested
A1C Rickie A. Sherrill	43151A Unqualified
A1C Michael L. Konley	43151A Unqualified
A1C Paul G. Johnson	43151A Unqualified
A1C Robert G. Jones	30151 80% Qualified

PASSING RATE 25%

Sergeant T. A. Van Dorsten is presented with the Meritorious Service Medal by Lt Col John C. Riley for his contribution at a previous duty assignment in Vietnam.


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CHAPTER IV

SUPPLY OPERATIONS

This section is manned by Major Jack Schwartz as Supply Officer and 1Lt James C. Purdy as Asst Supply Officer. MSgt Nelson J. Lemay is the NCOIC of the Maintenance Supply Liaison Section with Sgt Boatright as Inventory Management Specialist. Sgt Beardslee maintains the War Readiness Mobility Kits. Mr. Alex Brown, a civilian, is our parts expeditor.

The workload has increased considerably during this period due to the numerous projects undertaken by Supply Operations. The following is a list of projects which were either started or worked on during the quarter:

Obtaining engine and prop change tools.

Major changes in Mobility Plan.

Writing of Demobilization Plan.

Procuring upholstering for aircraft seats.

Obtaining para-rescue shortages.

Clothing inspections.

Bench stock monitoring and inspections.

Tool box inspections.

Furniture replacement and/or repair reporting and implementation

Cost Reduction and Management Improvement Program

WRM reporting and TCTO inspections.

Cost control auditing.

Remodeling of Maintenance Control Room.

Numerous Reports of Survey.

Safeguarding of government property by informational means.

During this period, Base Supply ran out of funds for base funded items. Major Schwartz had to attend daily meetings of the Budget Working Group to justify items for approval.

Our NORS rate in this period was 1.58% with a total of 209.4 hours out for NORS. Our bench stock fill rate for January was 94.62%, February 91%, and March 91.68%.

Major Schwartz called meetings with his MSL Section on the following: lost property, tighter control by custodians, clothing, mobility items, demobilization, etc. These meetings were helpful due to the fact everyone's attention was focused on problems presented and better coordination between supply and maintenance was effected.

CHAPTER V

PUBLIC RELATIONS - INFORMATION

During the three months ending 31 March 1969, 305th personnel conducted the following public information events:

Lt Colonel John C. Riley presented a 15 minute speech entitled "Loyalty" on 18 February at the SAFB Toastmaster's Club. Approximately 50 men were in attendance, including 40 Air Force ROTC cadets from Lakeview High School in St. Clair Shores, Michigan.

On 25 February, SSgt R. F. Padilla and Sgt A. C. Mc Dougall, para-rescuemen, gave a one hour presentation as guests of honor at the Washington, Michigan, Cub Scouts' Annual Banquet. A couple hundred scouts and parents saw the two NCOs explain the para-rescue mission, show a para-rescue movie, and demonstrate para-rescue equipment.

Captain J. J. Ruttenberg sponsored a 305th tour which saw over 100 4th grade students, three teachers and eight mothers from Plymouth, Michigan, spend a half day at the 305th. The program consisted of a ten minute welcome by Lt Col Riley, a ten minute introduction by 1Lt Bobrowski, a 20 minute movie "Supersonic Thunderbirds", a tour of an HC-97, a PJ demonstration by Sgts Smolinski, Palmer and Smith (see photo pg30), and

a 25 minute movie "Para-Rescue".

Lt Colonel Riley talked to approximately 150 senior citizens of Detroit at the Pick Fort Shelby Hotel on 7 Mar 69. The one hour presentation explained the 305th recall, its missions, and the mission and accomplishments of the entire rescue service - especially in SEA.

On 25 March 1969, Lt Colonel Riley spoke on the mission of the Air Force Reserve, and in particular the 305th, to 22 senior citizen members of the Hazel Park Exchange Club.

Sergeants William Smolinski, left, and Larry Palmer, right, demonstrate pararescue gear by outfitting one of the 100 fourth grade pupils from Perrin Elementary School in Plymouth, Michigan.


WE ME
5TH
RESCUE
ALERT

CHAPTER VI

INTERNAL RELATIONS

NCO Receives Recognition

MSgt James R. Parker was spending another routine day at the Selfridge AFB Hospital in early January recuperating from an operation when a distinguished visitor brightened up his day.

Brigadier General Allison C. Brooks, ARRS Commander, visited Sgt Parker at the hospital and presented him with the ARRS Certificate of Appreciation for outstanding service to the command. The general took the opportunity to honor Sgt Parker while visiting the 305th personnel and inspecting their facilities. Lt Colonel Riley nominated Sgt Parker for the award because of his vital contribution to the squadron's mission as Specialist Support Shops Chief. (See photo page 33).

"The philosophy of self-support in Africa, Iceland, and Okinawa must be understood," Col Riley said, "before the real worth of Sgt Parker's decisions can be fully appreciated. His planning, coordinating, scheduling and hard work to accommodate an engine change in North Africa, jug change in Iceland, and phase inspections in Okinawa, and still maintain a high in-commission ratio, takes a master-mind of maintenance experience and know-how."

Brigadier General Allison C. Brooks, Commander ARRS, congratulates MSgt James R. Parker after presenting him with a Certificate of Appreciation.



Four PJs Presented Ten Awards

Four first term airmen lived the Aerospace Rescue and Recovery Service mission in Southeast Asia combat. The four men are now assigned to the 305th ARRSq here. Colonel Tarus T. Popovich, Commander, 1 Fighter Wing, presented ten awards to the four sergeants Tuesday afternoon, 7 January. The four sergeants, Angus C. McDougall, Larry E. Palmer, Peter J. GaNun, and James J. Rogers, did the job they were trained to do.

Sergeant McDougall earned the Distinguished Flying Cross for recovering a pilot on March 6, 1968; the Silver Star with the first Oak Leaf Cluster on March 14 for providing ground fire for a downed helicopter crew; the Air Medal, second Oak Leaf Cluster, on April 16 for recovering a pilot in the water; the Air Medal, first Oak Leaf Cluster, on April 19 for recovering a pilot in the water; the Distinguished Flying Cross, first Oak Leaf Cluster, on May 1 for providing covering fire during the rescue of two pilots, the Distinguished Flying Cross, second Oak Leaf Cluster, on May 16 for assisting in saving a soldier.

Sergeant Palmer earned the Distinguished Flying Cross on March 11 for aiding in the evaluation of a forward operating site and the Air Medal on Nov 25 for aiding the recovery of a pilot.

Sergeant GaNun earned the Air Medal, first Oak Leaf Cluster, on May 12, 1968, for a night rescue of four survivors of a downed helicopter.

Sgt Rogers earned the Air Medal February 8, 1968, for meritorious achievement while in aerial flight. (see photo pg35)

NCO Wins $230.00

A 305th sergeant who calls himself "lazy" has won $230 for a suggestion which saves the Air Force approximately $4,000 a year. Sgt Ronald S. Hale of the 305th Sheet Metal Shop improved an aircraft engine wash cart by enabling expensive cleaning solvent drained into the cart to be recycled and reused several times.

The basic wash cart itself was designed one year ago to catch run-off of the valuable PS-661 aircraft engine cleaning solvent. Previously solvent running off to the ground was a waste of dry cleaning solvent and also a safety and possible fire hazard. Along with the capability to recycle the solvent, Sergeant Hale mounted a hand pump and wash nozzle on the cart. This pump and nozzle allows one man to pump while another man sprays the engines. The wash cart has reduced solvent consumption approximately 1,000 gallons per month and has also considerably reduced the engine cleaning manhours. According to 1Lt

James C. Purdy, 305th Cost Reduction Monitor, Sergeant Hale's new wash cart will save the Air Force $4,067.12 per year. Over the two years that Sergeant Hale has been with the 305th, he has also collected cash awards from four other cost reduction suggestions. When asked for the secret behind his suggestion program inspiration, Sergeant Hale replied: "Basically a lazy person, I believe in doing things the easiest way possible. I don't believe in work for works sake. If I can find an easier way I'll do it." (See photo pg 41)

Maintenance NCO Is Outstanding Young Man

CMSgt Robert I. Boyle, Chief of Maintenance for the 305th ARRSq, was recently selected as an Outstanding Young Man of America for 1969. Selections for the 1969 edition of OUTSTANDING YOUNG MEN OF AMERICA were announced by a 16-man board of Advisory Editors. Doug Blakenship, past US Jaycee President (1962-63), who is serving as Chairman of the Board, said that the men selected "have distinguished themselves in one or more fields of endeavor." The men chosen are between the ages of 21 and 35.

OUTSTANDING YOUNG MEN OF AMERICA is an annual biographical compilation featuring the accomplishments of approximately 5,000 young men of outstanding rank throughout the country. Nominations for the awards publication are made by Jaycee chapters,

college alumni associations, and military commandants. Criteria for selection includes a man's service to others, professional excellence, business advancement, charitable activities and civic and professional recognition.

Lt Colonel J. C. Riley, 305th ARRSq Commander, nominated Sergeant Boyle for the award. According to Colonel Riley, "CMSgt Boyle has been and continues to be the man who has all the answers - the coordinator, top manager and driving force that has maintained and developed the highest operational ready rate of fixed wing aircraft in the Aerospace Rescue and Recovery Service inventory. This difficult task of maintaining old and worn aircraft has been compounded by the nearly 50% TDY rate of all aircraft and maintenance men since activation. CMSgt Boyle's outstandingly keen insight and anticipation of problems in Iceland, Okinawa and North Africa concerning his aircraft have resulted in not one mission cancellation or delay."

President Richard M. Nixon has said of the publication, "OUTSTANDING YOUNG MEN OF AMERICA presents a most fitting testimonial not only to the success of many of our young people, but also to their awareness of the debt which they owe our free society." (see photo pg 43)

Pararescuemen stand at attention after receiving a total of 10 awards for outstanding performance in Southeast Asia. Left to right. Sergeants Angus C. McDougall, Larry E. Palmer, Peter J. Ganun and James J. Rogers.


WELCOME

Sergeant Ronald S. Hale accepts congratulations from Lt Col John C. Riley for a suggestion which earned him $230.00 and saved the Air Force approximately $4,000.00 a year.


COME
TO

CMSgt Robert I. Boyle receives a personal letter of congratulations from Lt Col John C. Riley for being selected as an Outstanding Young Man of America for 1969.


TO
R304

Promotions

Gary E. Johnson, AF16776883, to SSgt

Angus C. McDougall, AF16855826, to SSgt

James A. Masserang, AF16800112, to SSgt

Jules C. Smith, AF18766381, to SSgt

Allen V. Verhaeghe, AF16776937, to SSgt

Charles M. Boatright, AF18730058, to Sgt

John E. Casper, AF16841446, to Sgt

Lawrence J. Lutz, AF16841448, to Sgt

Brian T. Murphy, AF16841529, to Sgt

Thomas D. Rice, AF16841527, to Sgt

Second Dependents Briefing Held

All 305th dependents were invited to attend a dependents' briefing held on 22 March at the Vandenberg Service Club. Approximately 90 dependents and squadron members were on hand to see the program which was highlighted by a 45 minute presentation by Lt Colonel Riley which featured mission accomplishments.

Other contributions to the program were: A benediction by Chaplain Esch, a narration of squadron films taken in Iceland and North Africa by 1Lt Bobrowski, an explanation of necessary deactivation out-processing by MSgt Nice, a personal

affairs briefing by an NCO from CBPO, and a reserve retirement benefit explanation by Sgt Johnson. Coffee, donuts and soda pop were provided for the dependents, compliments of the 305th officers.

Colonel Vette Conducts Administrative Investigation Interviews

Under orders of Brig General A. C. Brooks, ARRS Commander, Colonel A. H. Vette visited this squadron in early March and conducted Administrative Investigation interviews. According to Colonel Vette the interviewees were pre-selected at random from a squadron personnel roster. Approximately 15 personal, confidential interviews were conducted under oath over a two day period. Mrs. Delphine Stayler, Lt Col Riley's secretary, acted as Colonel Vette's recorder and followed through by typing each interview in detail.

APPENDIX

APPENDIX I

KEY PERSONNEL

COMMANDER	Lt Colonel John C. Riley
OPERATIONS & TRAINING OFFICER	Lt Colonel Jack N. Taft
AIRCRAFT MAINTENANCE OFFICER	Major James W. Onesi
AIRCREW STANDARDIZATION OFFICER	Major Garfield W. Flurett
NAVIGATION OFFICER	Major Robert Hlatky
PERSONNEL & ADMINISTRATION OFFICER	Major John L. Thomas
SUPPLY OFFICER	Major Jack Schwartz
ORGANIZATIONAL MAINTENANCE SUPERVISOR	CMSgt Robert I. Boyle
SQUADRON FIRST SERGEANT	MSgt Jack V. Nice

APPENDIX II

PERSONNEL CHANGES

Gains

McCabe, Patrick J.	Organizational Maint	Sgt
Van Dorsten, Tom A.	Organizational Maint	Sgt

Losses

Wood, John F.	Pilot	Capt
Janowack, George	Sheet Metal Shop	AlC
Sandifer, Alton A.	Comm Electronics Shop	TSgt
Wagner, Donald B.	Organizational Maint	AlC

Reenlistments

Griffith, Kenneth L.	Hydraulic Shop	SSgt

Extensions

Dort, Roy B.	Engine Shop	SMSgt
Connole, Ronald D.	Comm Electronics Shop	TSgt
Haesler, Merrill C.	Comm Electronics Shop	SSgt

APPENDIX III

ROSTER OF PERSONNEL

OFFICERS

Alexander, Richard W.	Lt Colonel	FV835110
Riley, John C.	Lt Colonel	FV3061636
Holme-Shaw, William NMN Jr.	Lt Colonel	FV833745
Taft, Jack N.	Lt Colonel	FV810969
Coffman, Howard D.	Major	FV2067107
Day, Charles E.	Major	FV3025503
Flurett, Garfield W.	Major	FV1910377
Hlatky, Robert NMN	Major	FV943017
Hofmeister, Franklin O.	Major	FV926818
Jennings, Richard NMN	Major	FV2068904
Macauley, Richard S.	Major	FV687332
McLeod, Michael J.	Major	FV835040
Onesi, James W.	Major	FV2063461
Piddington, Ray M.	Major	FV831269
Schwartz, Jack NMN	Major	FV3019071
Sergeant, Marshall W. Jr.	Major	FV786641
Sherrill, Henry E.	Major	FV2071375
Thomas, John L.	Major	FV694273
Wanamaker, Giles A.	Major	FV3011925
Watts, Robert R.	Major	FV2084080
Appleman, Herbert M.	Captain	FV3052718
Bell, Norman R.	Captain	FV3058238
Braun, Gerard J.	Captain	FV3080337
Chapin, William B. III	Captain	FV3049919
Conger, Myron C.	Captain	FV3058977
Ferguson, Roger G.	Captain	FV3085834
Kaske, Bernard J.	Captain	FV3035645
McClear, Robert J.	Captain	FV2211712
McLaughlin, George G.	Captain	FV3033676
Moore, Richard W.	Captain	FV3085692
Nielsen, William J.	Captain	FV3039763
Ruttenberg, John J.	Captain	FV3050915
Srull, Charles F.	Captain	FV3039922
Schlener, William E.	1st Lt	FV3121816
Bobrowski, Lawrence M.	1st Lt	FV3178863
Fitzgerald, Robert D.	1st Lt	FG3170337
Purdy, James C.	1st Lt	FV3178860

Total Officers: 37

APPENDIX IV

ROSTER OF PERSONNEL

AIRMEN

Boyle, Robert I.	CMSgt	AF11252056
Adams, Jack B.	SMSgt	AF18083439
Bell, Melvin D.	SMSgt	AF6926771
Dort, Roy B.	SMSgt	AF15322924
Dulaney, Roy W.	SMSgt	AF16252764
Parker, James R.	SMSgt	AF16254818
Bandy, William J.	MSgt	AF18386265
Bankhead, J. W.	MSgt	AF18041237
Fischer, Udo C. J.	MSgt	AF16378727
Gill, Dennis C.	MSgt	AF16249646
Keiningham, Jack NMN	MSgt	AF18339573
Knippenburg, William C.	MSgt	AF16624786
LeMay, Nelson J.	MSgt	AF36852516
McNeill, Edward E. Jr.	MSgt	AF14198273
Nice, Jack V.	MSgt	AF15069091
Scott, James D.	MSgt	AF14517189
Siefert, Robert L.	MSgt	AF16346163
Simmons, Carl F.	MSgt	AF6832855
Skyes, William H. Jr.	MSgt	AF11185750
Trayer, Gordon R.	MSgt	AF16747618
Underhill, Robert O.	MSgt	AF15198625
Walker, Buddy B.	MSgt	AF16441179
Walker, Ted A.	MSgt	AF15542316
Alexander, Buford NMN	TSgt	AF16449547
Ciaravino, Charles R.	TSgt	AF27040319
Colin, James H.	TSgt	AF16401007
Connole, Ronald D.	TSgt	AF16490768
Dusette, Marvin K.	TSgt	AF16624796
Ericksen, John L.	TSgt	AF16268299
Flory, Roger D.	TSgt	AF15281214
Galat, Michael W.	TSgt	AF16160083
Godwin, David R.	TSgt	AF16583875
Graham, John M.	TSgt	AF16603246
Hefferon, George X.	TSgt	AF21690256
Inman, Gilbert C.	TSgt	AF18396377

Total Airmen on this page: 35

Lyon, Raymond J.	TSgt	AF16439618
Quigg, William R.	TSgt	AF15122681
Renshaw, James E.	TSgt	AF16715716
Roman, David G.	TSgt	AF16462960
Seabrooks, Harold NMN	TSgt	AF27036751
Shea, William E. Jr.	TSgt	AF16111217
Smith, Donald G.	TSgt	AF19476558
Woolcock, Gerald L.	TSgt	AF13741529
Blunden, Randolph R.	SSgt	AF16721258
Boldin, Charles D.	SSgt	AF12521119
Cannon, Joseph W. Jr.	SSgt	AF15696479
Childers, Thomas E. Jr.	SSgt	AF15514066
Coughlin, William M.	SSgt	AF16448851
Delisle, John G.	SSgt	AF16427433
Eveland, Ronald A.	SSgt	AF16410827
Flint, Kenneth E.	SSgt	AF15650353
Francis, Patrick J.	SSgt	AF16800113
Griffith, Kenneth L.	SSgt	AF16440868
Grobbel, William J.	SSgt	AF16776943
Hachenski, Gerald E.	SSgt	AF16776942
Haesler, Merrill C.	SSgt	AF16432227
Hatcher, Wilbert B.	SSgt	AF16717842
Howard, John J.	SSgt	AF27044083
Husted, Carl E.	SSgt	AF16328187
Johnson, Gary E.	SSgt	AF16776883
Knox, Michael L.	SSgt	AF17611341
Knox, Perry C.	SSgt	AF14215962
Latta, Steven E.	SSgt	AF16732912
LeCoumpte, Franklin W.	SSgt	AF16731067
Leigh, William L.	SSgt	AF16624613
Masserang, James A.	SSgt	AF16800112
May, John A.	SSgt	AF16727763
Medina, Glen E.	SSgt	AF17607396
Metzger, Frederick J.	SSgt	AF18653020
Moraites, Peter J.	SSgt	AF16507888
Oakey, Ralph G.	SSgt	AF16462217
Padilla, Robert F.	SSgt	AF27044108
Pamment, Charles C.	SSgt	AF16728071
Pretty, David E.	SSgt	AF13609860
Smith, Stacy B. Jr.	SSgt	AF18668708
Stahnke, Leslie B.	SSgt	AF17557431
Stuckey, John C.	SSgt	AF14670579

Total Airmen on this page: 42

Thompson, Lee B.	SSgt	AF16727127
Turner, John R. Jr.	SSgt	AF16624794
Verhaeghe, Allan V.	SSgt	AF16776937
Wehrwein, Richard E.	SSgt	AF16730255
Zamponi, Charles J.	SSgt	AF13544906
Arnold, Gary J.	Sgt	AF16776801
Bailey, Timothy L.	Sgt	AF16744732
Bates, Lake U.	Sgt	AF14799835
Beardlee, Francis G.	Sgt	AF16916041
Boatright, Charles M.	Sgt	AF18730058
Boden, Ronald F.	Sgt	AF16657368
Brusseau, Lawrence P.	Sgt	AF16841452
Casper, John E.	Sgt	AF16841446
Cassidy, Donald M.	Sgt	AF16747655
Crawford, Bruce D.	Sgt	AF16776935
Curman, Dennis N.	Sgt	AF16670173
Derrick, James D.	Sgt	AF15609435
Dubey, Donald L.	Sgt	AF16776936
Earls, Marion C.	Sgt	AF16800131
Fowler, Lawrence C.	Sgt	AF11423934
Frost, Joseph E.	Sgt	AF16761562
GaNun, Peter J.	Sgt	AF12763096
Graff, Robert L.	Sgt	AF16841450
Hale, Ronald S.	Sgt	AF18566775
Heiser, Gerhard S.	Sgt	AF27069110
Helms, Richard T.	Sgt	AF16747656
Hysen, Pulump P.	Sgt	AF16776884
Lipscomb, Dwight NMN	Sgt	AF16707718
Lutz, Lawrence J.	Sgt	AF16841448
McDougall, Angus C.	Sgt	AF16855826
McNeill, Edward E. Jr.	Sgt	AF16743554
Murphy, Brian T.	Sgt	AF16841529
Opper, David L.	Sgt	AF16731406
Palmer, Larry E.	Sgt	AF18749017
Rice, Thomas D.	Sgt	AF16841527
Richards, Alex R.	Sgt	A 16800106
Rogers, James J.	Sgt	AF16776945
Roodbeen, John V.	Sgt	AF19881601
Santills, Ercole J.	Sgt	AF16800114
Severino, Richard M.	Sgt	AF11884665
Skues, Joseph C.	Sgt	AF16800132
Smith, Jules G.	Sgt	AF18766381

Total Airmen on this page: 42

Smolinski, William C.	Sgt	AF16658569
Sobieski, Raymond W.	Sgt	AF16776944
Starkey, James A.	Sgt	AF16800122
Stromberg, James K.	Sgt	AF16841461
Trzcinski, Vincent A.	Sgt	AF16800121
Ulrich, Paul S.	Sgt	AF17612363
Urban, Carrol E.	Sgt	AF16841449
Whitehead, Michael P.	Sgt	AF16800120
Yuhas, Joseph P.	Sgt	AF16841457
Buback, Lawrence P.	A1C	AF16747657
Carreyn, Roger T.	A1C	AF27127120
Celani, Daniel NMN	A1C	AF16841462
Chronister, Bradley E.	A1C	AF11732230
DeRonne, Lawrence E.	A1C	AF17773581
Flaishans, David E.	A1C	AF68023205
Janowack, George NMN	A1C	AF16747634
Johns, William R.	A1C	AF16800133
Johnson, Paul G.	A1C	AF16841480
Jones, Randall J.	A1C	AF11680755
Jones, Robert G.	A1C	AF16841458
Konley, Michael D.	A1C	AF16841468
Lang, Donald W.	A1C	AF16841558
Leahy, Gordon H.	A1C	AF16776885
Mulholland, James J.	A1C	AF16841451
Nelson, Richard D.	A1C	AF68043840
Probst, Paul J.	A1C	AF16841526
Samuelson, Robert C.	A1C	AF16841455
Sherrill, Rickie A.	A1C	AF16841469
Sienel, Thomas C.	A1C	AF16841470
Tippery, Robert C.	A1C	AF16841456
Tocco, Dominic NMN Jr.	A1C	AF11680705
Warner, Robert V.	A1C	AF16841447
Zimmerman, Gerhard NMN	A1C	AF16841528

Total Airmen on this page: 43
Total Number of Airmen: 152
Total Number of Officers: 37
Total Number of Personnel: 189

APPENDIX V

MAINTENANCE PERSONNEL TDY WITH 305 ARRSQ

Name	AFSN	Home Organization
SSgt Perry, Charles A.	AF17570919	62 MAW, McChord AFB, WA
Sgt Burrell, Jimmy A.	AF14972158	62 MAW, McChord AFB, WA
Sgt Chadick, Joseph M.	AF13874767	62 MAW, McChord AFB, WA
Sgt Lopez, Ernest	AF12736857	62 MAW, McChord AFB, WA
A1C Harguess, Larry D.	AF15794957	62 MAW, McChord AFB, WA
A1C Hutchinson, William E.	AF28267050	62 MAW, McChord AFB, WA
A1C Pembroke, Thomas H.	AF18962740	62 MAW, McChord AFB, WA
A1C Weissmann, Thomas K.	AF16977406	62 MAW, McChord AFB, WA
SSgt McMillian, Eddie H.	AF14748330	28 MAS, Hill AFB, Utah
A1C Reed, Robert W.	AF16902371	28 MAS, Hill AFB, Utah
A1C Streeter, William L.	AF16880428	28 MAS, Hill AFB, Utah
TSgt Brockmire, William R.	AF17338317	63 CEMS, Norton AFB, CA
Sgt Murata, Victor	AF19891716	63 CEMS, Norton AFB, CA
A1C Mize, Richard E.	AF68009574	63 CEMS, Norton AFB, CA
SSgt Fowler, Bruce D.	AF18203683	438 CEMS, McGuire AFB, NJ
Sgt Christe, Robert M.	AF13865874	438 CEMS, McGuire AFB, NJ
Sgt Gatti, Roger N.	AF12756930	438 CEMS, McGuire AFB, NJ
Sgt Mejia, Julian E.	AF11809661	438 CEMS, McGuire AFB, NJ
Sgt Thomas, Charles C.	AF18749755	438 CEMS, McGuire AFB, NJ
A1C Blum, Donald E.	AF11821229	438 CEMS, McGuire AFB, NJ

Name	AFSN	Home Organization
A1C Darrow, David A.	AF16933361	438 CEMS, McGuire AFB, NJ
Amn Ashman, Raymond D.	AF11731950	438 CEMS, McGuire AFB, NJ
SSgt Neal, Herman L.	AF17396593	437 FMS, Charleston AFB, S.C.
SSgt Webster, Willie L.	AF25172716	437 FMS, Charleston AFB, S.C.
Sgt Evans, William O.	AF11937199	437 FMS, Charleston AFB, S.C.
Sgt Glover, Harold W.	AF13489915	437 FMS, Charleston AFB, S.C.
Sgt Roth, Steven C.	AF16929023	437 FMS, Charleston AFB, S.C.
Sgt Steele, Earney D.	AF16926737	437 FMS, Charleston AFB, S.C.
A1C Bramblett, Adam D.	AF18678358	437 FMS, Charleston AFB, S.C.
MSgt Brown, Alonzo J. Jr.	AF16399725	60 MAW, Travis AFB, CA
TSgt Chandler, William D.	AF19416916	60 MAW, Travis AFB, CA
TSgt Sheffer, Delbert W.	AF17319013	436 MAW, Dover AFB, Del
SSgt Callopy, James F.	AF12549589	436 MAW, Dover AFB, Del
Sgt Grebner, Ralph A.	AF17740438	436 MAW, Dover AFB, Del
Sgt Martin, Robert W.	AF11406803	436 MAW, Dover AFB, Del
A1C Borden, Paul D.	AF19873231	436 MAW, Dover AFB, Del
A1C Kimmel, Walter C.	AF12985142	436 MAW, Dover AFB, Del
A1C Mcaskill, Peter J. Jr.	AF11621244	436 MAW, Dover AFB, Del

HISTORY OF

305TH AEROSPACE RESCUE AND RECOVERY SQUADRON

Selfridge Air Force Base, Michigan

1 April 1969 - 18 June 1969

1st Lt Lawrence M. Bobrowski

RCS: AU D-5

Approved by:

CHARLES E. DAY, Major, USAF
Commander

AEROSPACE RESCUE AND RECOVERY SERVICE, MILITARY
AIRLIFT COMMAND
UNITED STATES AIR FORCE

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FOREWORD

Mission Completed--the last four 305th Aerospace Rescue and Recovery Squadron aircraft returned to Selfridge Air Force Base at the end of May, after eighteen months, totalling over 1,000 nours of search and rescue missions. The mood on the flight line that day in May was one of combined joy, sorrow and nostalgia as fellow workers, families and relatives greeted the returning airmen.

The following three weeks were spent in intense preparation for the return of the squadron to reserve status. Final separation paperwork was completed on the previously hard-to-catch aircrews, and preparation for the demobilization ceremony was finalized.

William G. Milliken, Governor of the State of Michigan, set the stage for the demobilization ceremony by proclaiming 18 June 1969 as "305th Aerospace Rescue and Recovery Squadron Day" in Michigan.

In the words of Governor Milliken: "The approximately 180 men of the squadron, their families and friends, have paid a price which relatively few Americans are called upon to render today. These men have been called to active duty and have served exceedingly well for nearly a year-and-a-half.

"We are thankful for their service and especially, at this time, for their return."

The highlight of the ceremony was the symbolic change of command, in which the squadron flag was removed from the side of Brigadier General Allison C. Brooks, Commander of Aerospace Rescue and Recovery Service (Military Airlift Command), and placed at the side of Major General Rollin B. Moore, Jr., Commander of Headquarters Air Force Reserve.

At approximately 1100 hours that day, the 180 men of the 305th Aerospace Rescue and Recovery Squadron heard troop commander, Lt Colonel Richard W. Alexander, 273-16-311FV, give the command, "Dismissed," to conclude the ceremony. Relatives, friends, and employers rushed out of the grandstands to warmly greet the squadron members who have virtually seen the world since their mobilization on 26 January 1968. The squadron had flown global search and rescue missions in Iceland, North Africa, Greenland, Spain, Okinawa, Hawaii, Japan and Korea.

CHAPTER I

MISSION AND RESOURCES

Mission

Throughout the greater portion of this period the mission of the 305th Aerospace Rescue and Recovery Squadron was to operate and maintain search and rescue equipment; to search for, locate, and recover personnel and/or aerospace hardware in consonance with requirements of the United States Air Force and other United States agencies conducting global air and space operations, and ballastic missile and space vehicle programs, including research and development.

On 18 June 1969 the squadron was demobilized, and once again the primary mission was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

Organization

The 305th Aerospace Rescue and Recovery Squadron was a component of the Aerospace Rescue and Recovery Service (Military Airlift Command) until 2400 hours, 18 June 1969.

On 19 June 1969, the squadron was assigned to Fifth Air Force Reserve Region, Headquarters Air Force Reserve, for administrative, personnel, logistic and budgetary support, with M-Day assignment to Military Airlift Command (intermediate headquarters, Aerospace Rescue and Recovery Service).[1]

Location and Facilities

The 305th Aerospace Rescue and Recovery Squadron was a tenant of First Fighter Wing, Selfridge Air Force Base, Michigan, and Air Defense Command.

The squadron occupied the major portion of building 1414, two nose docks, hangars 1428 and 1429; and one barracks, building 1015, throughout most of the reporting period. As the period progressed it was necessary for the squadron to regress to the 8,680 square feet of space that had been allotted for the 305th Aerospace Rescue and Recovery Squadron in building 1414, due to the fact that the United States Navy Reserve was gradually moving into the space that belonged to them.

Minor construction projects to alleviate space shortage in various areas were seriously hampered through mobilization of the unit. Change of commands created delay in funding for the additions to buildings 1414, 1428 and 1429. However, despite the

1. Supporting Document

funding obstacles the additions to hangars 1428 and 1429 were completed during this period, and bids were let for addition to building 1414, with anticipated completion date during the next reporting period.

On 16 May 1969 a modification to the original Memorandum of Understanding, dated 20 January 1966, between Selfridge Air Force Base, Michigan, and Grosse Ile Naval Air Station, Michigan, resulted in the 305th Aerospace Rescue and Recovery Squadron Maintenance Administrative Section remaining in the office space they were occupying. This office space had been allocated to the United States Navy Reserve, who in turn granted the 305th Aerospace Rescue and Recovery Squadron usage until such time as their move to Selfridge Air Force Base was effected. The Navy agreed to accept space in the warehouse area of building 1414 in lieu of the office spaces and it was then possible to cancel the military construction line item data (DD Form 1391) to construct office space in the warehouse area for the use of the Maintenance Administrative Section. Cancellation of this requirement resulted in a saving of $23,300 to the Air Force.

Personnel

Command of the squadron changed several times during the month of June. Lt Colonel John C. Riley, departed on 4 June for a tour in Southeast Asia and Lt Colonel Jack N. Taft, 384-14-2510FV, became commander of the unit. Upon demobilization on 18 June 1969, Major Charles E. Day, 194-24-7180FV, assumed command until 29 June 1969, when Lt Colonel James S. Brown, 378-12-2125FV, was transferred from the 403rd Tactical Airlift Wing to become the squadron commander and senior air reserve technician.

Twenty-six members of the squadron elected to remain on extended active duty for varying periods of time up to 26 January 1970. Detachment 6, Headquarters Aerospace Rescue and Recovery Service (MAC) was established and these individuals assigned to it. MSgt William J. Bandy, FV564-36-7591, who had been the Air Advisor to the squadron prior to mobilization, was also assigned to Detachment 6.

Many of the nonprior service personnel fulfilled their obligation and left the program upon demobilization as did some non-obligors. However the long threatened cut back in the 403rd Tactical Airlift Wing, Selfridge Air Force Base, Michigan, occurred in June and the squadron was immediately revitalized through transfer of many of these people into the 305th Aerospace Rescue and Recovery Squadron.

Upon demobilization, one of the most critical personnel situations existed in the Personnel and Administrative Section. The Military Personnel and Administrative Service Officer's enlistment expired during the tour of extended active duty and he accepted a position in the Civilian Personnel Office which offered opportunity for further advancement. The Military Personnel Technician position was vacant when the unit was mobilized and the civilian clerk-typist position was abolished by Air Force Reserve. SMSgt Rodger W. Siladke, FV368-38-3680, was hired to fill the position of Military Personnel and Administrative Officer, however due to the freeze on civilian hiring the other two positions remained vacant.

Aircraft

The 305th Aerospace Rescue and Recovery Squadron continued to possess nine rescue configured HC 97G aircraft: HC 97G 522713, HC 97G 530165, HC 97G 522716, HC 97G 530170, HC 97G 522754, HC 97G 530173, HC 97G 522782, HC 97G 530174 and HC 97G 530117.

CHAPTER II

OPERATIONS AND TRAINING

Crewmembers of the 305th Aerospace Rescue and Recovery Squadron played key roles in the recent EC 121 search and added at least one instance of heroism to their service record.

At the beginning of the search for the U. S. Navy EC 121 downed by North Korean aircraft in the Sea of Japan, the HC 97 crewmen from Selfridge Air Force Base, Michigan, were recovering from search operations for two missing Okinawa fishing vessels. However, they were immediately called to respond to the search for the U. S. Reconnaissance aircraft.

Taking off from Naha Air Base, Okinawa, in the early morning hours of 16 April the 305th Aerospace Rescue and Recovery Squadron (ARRS) crew members flew directly to the search area some ninety-five nautical miles southeast of Chongjin, North Korea. They were under the operational control of the 33rd Aerospace Rescue and Recovery Squadron at Naha, Air Base.

Both aircrews reported spotting numerous pieces of debris. They remained in the search area throughout the night to control

the efforts of other search aircraft and Navy vessels, dropping flares to illuminate the area and seek signs of the missing airplane.

After fifteen to seventeen hours of flying on the mission, the HC 97 crewmen were relieved by other rescue crews. Major Michael J. McLeod took his aircraft to Osan AB, Republic of Korea, on 17 April for refueling and crew rest.

With Major Howard D. Coffman, Rescue Crew Commander, taking over as pilot, the other HC 97 landed in Japan.

During the next three days and nights the crews flew primarily night search missions to operate as communications controllers and flare droppers. After the first mission they operated from Japan.

On one of the many night missions, Sergeant William C. Smolinski, a 305th pararescueman, acted heroically to save the lives of his crew and the search aircraft.

Sergeant Smolinski, and SSgt Jules C. Smith, also a pararescueman, were dropping flares when one of them, whipped back into their aircraft and landed near a stack of flares. Acting quickly, Sergeant Smolinski grabbed the burning flare and threw it from the airplane. He then snatched off his glove, wrapped it around a piece

of smoldering magnesium from the flare and threw it out the rear of the aircraft.

Despite the heroic sergeant's quick reaction, the fast burning flare burned through a tie-down strap and seared a small hole in the floor of the rescue aircraft. However, Sergeant Smolinski prevented the flare from igniting some sixty other flares on his airplane.

Only four days before beginning the search flights for the downed Navy aircraft, Sergeant Smolinski jumped into the East China Sea with Sergeant Smith to aid two Okinawa fishermen.

Parachuting from an aircraft piloted by Captain McClear, the pararescueman found the two fishermen near death.

In other recent activity, they participated in a search which resulted in the recovery of nine survivors from a Japanese freighter near Taiwan.

Icelandic Mission Praised

Rear Admiral Mayo A. Hadden Jr., Commander Iceland Defense Force, addressed the squadron members and their families at the Selfridge Air Force Base Theater on 9 June 1969.

Admiral Hadden commended the 305th personnel for their outstanding support while serving continuous temporary duty for

approximately sixteen months at Keflavik Naval Air Station in Iceland.

He cited several search and rescue missions as supporting evidence in his appraisal of the squadron's usefulness in Iceland.

The wives of the squadron were presented a special tribute by Admiral Hadden for their part in sacrificing time and convenience while their husbands spent many weeks on temporary duty away from them. Admiral Hadden presented a plaque addressed to the wives of the members of the 305th Aerospace Rescue and Recovery Squadron.

During their tour in Iceland, the 305th aircrews flew seventy-nine actual search and rescue missions, totalling 391.6 mission hours.

CHAPTER III

AIRCRAFT MAINTENANCE

Engine Shop

These three months were productive months for the engine shop. Staff Sergeants Kenneth E. Flint, FV288-38-1146, Steven E. Latta, FV348-34-3621, and Glenn E. Medina, FV507-54-7442, passed their seven level course and were awarded the 43271 Air Force Specialty Code.

During this reporting period the engine shop completed eighteen phase inspections, four engine changes, four engine tear-downs, nine engine conditionings and countless cylinder changes. Seven engines were completely built-up and an eighth engine 95% built up.

Propeller Shop

Six propellers were built-up, four propellers torn down, eighteen phase inspections conducted and eight propellers replaced during this reporting period.

Hydraulic Shop

The Hydraulic Shop supported eighteen phase inspections, thirteen nose tire changes, nineteen main tire changes and fourteen brake changes during this period.

Upon release from extended active duty Sergeant Dennis Curman accepted other employment and his Air Reserve Technician position was filled by MSgt Roy L. Pridgen, FV260-64-1427, who had been affected by reduction-in-force at the 403rd Tactical Airlift Wing, Selfridge Air Force Base, Michigan.

Aerospace Ground Equipment Shop

During the latter part of April the Aerospace Ground Equipment Shop was relocated from building 1414 to building 1429.

As a result of the reduction-in-force at the 403rd Tactical Airlift Wing, TSgt Leland Eldridge, FV402-10-9737, was assigned to the unit to fill an Air Reserve Technician vacancy.

Communications-Electronics Shop

Communications-Electronics personnel performed 288 days on temporary duty during this period and worked 99.4 hours of overtime.

TSgt Buford Alexander, FV365-36-5100, was detailed to the Quality Control Section for the first month of this reporting period.

The following personnel completed Career Development Courses and were upgraded to primary Air Force Specialty Code shown:

SSgt S. Taaca, 42270, on 9 April 1969

SSgt John C. Stuckey, 32570, on 23 April 1969

SSgt Franklin W. LeCoumpte, 32570, on 26 May 1969

SSgt W. Hatcher, 30171, on 11 June 1969

Upon demobilization eight personnel returned to Air Reserve Technician status, one, W. Hatcher, failed to exercise reemployment rights.

The Communications and Electronic Shop was enlarged by twelve feet to accommodate the addition of the Electric and Instrument Shop.

CHAPTER IV

305TH - OUTSTANDING UNIT

As the 305th Aerospace Rescue and Recovery Squadron's extended active duty tour concluded on 18 June 1969, the unit as a whole, as well as individual members of the squadron were honored.

The Air Force Outstanding Unit Award for exceptionally meritorious service during the period 26 January 1968 through 26 January 1969, was presented to the 305th Aerospace Rescue and Recovery Squadron by Brigadier General Allison C. Brooks, Commander Aerospace Rescue and Recovery Service.[2] In addition, the Military Airlift Command Flight Safety Award for ten years of accident-free flying was presented to the unit.

A number of individuals were also recognized at this time for outstanding service to their country. The Air Force Commendation Medal was presented to the following personnel:

Major Michael J. McLeod, 374-12-6331FV

Major James W. Onesi, 185-14-3269FV

CMSgt Robert I. Boyle, FV001-24-7897

MSgt William J. Bandy, FV564-36-7591

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2. Supporting Document

MSgt Jack V. Nice, FV288-18-0941

TSgt Michael W. Galat, FV384-18-3196

SSgt Ronald A. Eveland, FV388-28-1078

SSgt Merrill C. Haesler, FV386-30-9350

SSgt Carl F. Husted, FV514-26-5448

SSgt John C. Stuckey, FV419-50-6445

Sgt Bruce D. Crawford, FV380-36-6214

Sgt William J. Grobbel, FV369-46-9758

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE RESERVE
ROBINS AIR FORCE BASE, GEORGIA 31093 Supporting Document 1

SPECIAL ORDER
G-34

8 May 69

The following units being released from active duty are allotted to the Air Force Reserve component, assigned to AFRES, and are further assigned as indicated, effective 19 Jun 69:

Unit	Assignment
52 Medical Service Squadron	5 AFRes Region
305 Aerospace Rescue & Recovery Sq	5 AFRes Region

a. The Military Airlift Command is designated as the gaining command for the units cited above. Upon mobilization or as otherwise ordered to extended active duty by the President, these units together will all personnel and equipment are relieved from assignment to the Air Force Reserve and are assigned to Military Airlift Command, except that under partial mobilization only those units specifically identified by HQ USAF will be re-assigned.

b. When action directed herein has been accomplished, report will be made to HQ USAF by means of the Air Force Organization Status Change Report (RCS: HAF-01) in compliance with current instructions.

c. Authority: Ltr, AFOMO 049p, DAF, 23 Jan 69, subject: Release from EAD of Units of the Air Force Reserve and Reassignment to Gaining Commands in Reserve Status.

FOR THE COMMANDER

HEADQUARTERS AIR FORCE RESERVE OFFICIAL

JAMES R MAUDLIN, Major, USAF
Asst Director of Administration

1-HQ Army & AF Exchange Svc, Dallas, TX 75222
1-Research & Coordination (6NMRR) NRPC (Mil) 9700 Page Blvd, St Louis, MO 63132
1-AFRDA-PL; AFRIGP; AFRADAA; AFRADAP
4-AFRXMO-R; 15-AFRLSS-C
1-AFRPDS; 5-AFRDA-A
1-HQ Third AFRR (Sp Rcrd Sec)

G-34

DISTRIBUTION
S
1-Ea HQ USAF (AFSASA, AFADSL(D-3), AFOMOB)
2-Ea HQUSAF (AFOMO, AFPDG)
3-Ea HQ USAF (AFMSG, AFOAPD)
7-ARPC (RPCAS-13)
1-Ea USAFMPC (AFPMDR02, AFRMRP, AFPMSAU) 5-Ea Unit concerned
2-USAFMPC (AFPMRDR, AFPMC)
5-Ea HQCOMD USAF, AU, AFSC, ATC, TAC, AFLC, ADC, PACAF, SAC, AAC, AFCS, MAC (MAXMOO)

Supporting Document 2

DEPARTMENT OF THE AIR FORCE
WASHINGTON

SPECIAL ORDER
GB- 206

17 April 1969

1. By direction of the President, each of the following is awarded the Legion of Merit for exceptionally meritorious conduct in the performance of outstanding service during the period indicated:

COL HAL L FITZPATRICK, FR16791, 449-16-0065, 27 Jun 66 to 25 Feb 69
COL WILIARD A NICHOLS, FR9271, 125-03-1859, 15 Jul 67 to 20 Feb 69
LT COL BOHDEN BENN, FR49434, 204-22-0489, 15 May 64 to 30 Sep 68
LT COL MYRT P WILSON, FR12178, 540-18-3494, 30 Aug 68 to 31 Mar 69

2. By direction of the President, each of the following is awarded the Airman's Medal for heroism vinvolving risk of life on the date indicated:

MSGT GABRIEL R MULLIGAN, AF15255730, 272-20-5013, 9 Aug 68
TSGT LLOYD E WALDO, AF16329916, 474-30-8522, 22 Dec 68
SGT RICHARD H DAVIDSON, AF15773454, 281-40-8186, 9 Aug 68
A1C JOSEPH H DETWILER, AF11502338, 292-36-9001, 9 Aug 68

3. MSGT ROBERT M STEPHENS, AF13254635, 198-22-7925, is awarded the Air Force Commendation Medal, effective 31 Jul 69, for meritorious service from 15 Apr 66 to 31 Jul 69.

4. Each of the following units is awarded the Air Force Outstznding Unit Award for exceptionally meritorious service in support of military operations during the period indicated:

305th Aerospace Rescue & Recovery Sq (MAC), 26 Jan 68 to 26 Jan 69
AFROTC Detachment 800, University of Tennessee (AU), 1 Sep 67 to 17 Nov 68

BY ORDER OF THE SECRETARY OF THE AIR FORCE

DEPARTMENT OF THE AIR FORCE · OFFICIAL · HEADQUARTERS U.S. AIR FORCE

J. P. McCONNELL, General, USAF
Chief of Staff

JOHN F. RASH, Colonel, USAF
Director of Administration

DISTRIBUTION
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K-SQ-RESC-305-HI
Jul-Sep 1969

RETURN TO
USAF Historical Archives
ASI(ASHAF-A)
Maxwell AFB, Ala 36112

Historical Data of 305th Aerospace Rescue & Recovery Squadron (AFRES) Selfridge AFB, Michigan 48045

1 July 1969 - 30 September 1969

7-3211-2

HISTORICAL DATA	REPORTING PERIOD	REPORTS CONTROL SYMBOL
	1 Jul 69 - 30 Sep 69	HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

305 Aerospace Rescue & Recovery Sq
Selfridge AFB, Mich 48045

2. SUBORDINATE UNITS *(Give location if other than that of parent unit)*

N/A

3. CHAIN OF COMMAND *(Superior Echelons)*

5AFRR, Selfridge AFB, Mich 48045
Hqs Air Force Reserve, Robins AFB, Ga. 31093

4. GAINING COMMAND

Aerospace Rescue & Recovery Service
Military Airlift Command

5. MISSION *(Give authority for and brief statement of primary mission)*

In accordance with AFRES Reg 23-9 the primary mission of the 305th ARRSq was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES *(as of* 30 Sep 1969 *(date))*

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	44	200	78	5
ASSIGNED	43	157	70	4

7. KEY PERSONNEL *(as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)*

Commander	Lt Col James S. Brown
Operations & Training Officer	Major Charles E. Day
Aircrew Standardization Officer	Lt Col Sarkis Samarian
Instructor/Examiner Navigator	Major Myron C. Conger
Personnel Officer	1st Lt Lawrence M. Bobrowski
Acting Aircraft Maintenance Staff Officer	CMSgt Robert I. Boyle
First Sergeant	SMSgt Rodger W. Siladke

SECTION I. REQUIRED DATA

7. KEY PERSONNEL *(Cont'd)*

8. UNIT PERFORMANCE DATA *(for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

	UNIT	MONTHS		
	305 ARRSq, Selfridge AFB, Mi	July	Aug	Sep
TYPE OF MISSION AIRCRAFT	HC 97G			
AVERAGE AIRCRAFT ON HAND	Nine			
FLYING HOURS SCHEDULED	613.0			
FLYING HOURS FLOWN	613.0			
SORTIES SCHEDULED	104			
SORTIES FLOWN AS SCHEDULED %	81%			
AIRCRAFT NORM %	12%			
AIRCRAFT NORS %	2.9%			
OPERATIONALLY READY RATE %	85.1%			

SECTION I.	REQUIRED DATA			
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)				
	UNIT: 305 ARRSq, Selfridge AFB, Mich 48045	MONTHS		
		Jul	Aug	Sep
NUMBER OF MISSIONS	69			
HOURS	613			
TONS	N/A			
TON MILES	N/A			
PAX	N/A			
PAX MILES	N/A			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

Aircraft Maintenance.

The Aircraft Maintenance Section accomplished the following during this reporting period:

One engine change
Seven cylinder changes
Twenty-eight pieces of Aerospace Ground Equipment painted and reworked
Four propellor replacements
Four propellor disassemblies
Five propellor build-ups
One airman was upgraded to AFSC 42151A.

On 30 Sep 69 there were thirteen people in upgrade training to the three-level, seventeen to the five-level, and twelve to the seven-level.

The 305th Aerospace Rescue and Recovery Squadron continued to possess nine rescue configured HC 97G aircraft: HC 97G 522713, HC 97G 530165, HC 97G 522716, HC 97G 530170, HC 97G 522754, HC 97G 530173, HC 97G 522782, HC 97G 530174 and HC 97G 530117.

Search Mission

On 23 August 1969 the 305th Aerospace Rescue and Recovery Squadron was called upon to participate in a search mission for a small civilian aircraft which had disappeared in April of 1969. The 305th had searched for the aircraft when it was reported missing in April. However, after sixty-five hours of unsuccessful search the mission was closed.

The discovery of a flight plan filed by the pilot in the Mexican town of Reynesa, across the border from Texas, four months later, caused the search to be reopened. The 305th crew flew over the route of the flight plan and on the second day of the search, sighted the downed aircraft in the mountainous area west of Monetery. The find was confirmed by a ground party four days later. The missing pilot had been a police officer from Chicago, Illinois.

Management Inspection

Headquarters Aerospace Rescue and Recovery Service Inspector General, Colonel Alan R. Vette, and a team of ten inspectors performed a management inspection of the squadron 10 - 16 September 1969. The unit received an over-all rating of satisfactory.

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

Commentary continued.

Personnel

GAINS	LOSSES
Sgt William T. Schmidt	TSgt Michael W. Galat
A1C Jon D. Wilkinson	
A1C Dennis J. Kinch	
Amn Randall J. Hachenski	
Amn Thomas E. Ripaldi	

REENLISTMENTS

TSgt James E. Renshaw
SSgt Randolph R. Blunden
SSgt Joseph W. Cannon, Jr.
SSgt William L. Leigh
SSgt Lee B. Thompson
SSgt Michael L. Knox
SSgt Dwight Lipscomb
SSgt John A. May
SSgt John R. Turner, Jr.
SSgt Charles J. Zamponi

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
LAWRENCE M. BOBROWSKI, 1st Lt, USAFR	James S. Brown Lt Col USAFR
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JAMES S. BROWN, Lt Col, USAFR	James S. Brown

7-3954

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USAF Historical Archives
ASI(ASHAF-A)
Maxwell AFB, Ala 36112

HISTORY,
305 Aerospace Rescue & Recovery SQ
1 Jan - 31 Mar 70

HISTORICAL DATA	REPORTING PERIOD 1 Jan 70 - 31 Mar 70	REPORTS CONTROL SYMBOL HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

305 Aerospace Rescue & Recovery Sq
Selfridge Air Force Base, Mi 48045

2. SUBORDINATE UNITS *(Give location if other than that of parent unit)*

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

3. CHAIN OF COMMAND *(Superior Echelons)*

Central Air Force Reserve Region
Ellington AFB, Texas 77030

Hqs Air Force Reserve
Robins AFB, Ga 31093

4. GAINING COMMAND

Aerospace Rescue & Recovery Service
Scott AFB, Il 62225-Military Airlift Command, Scott AFB, Il 62225

5. MISSION *(Give authority for and brief statement of primary mission)*

In accordance with AFRES Reg 23-9 the primary mission of the 305th ARRSq was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES *(as of 31 March 1970 (date))*

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	46	271	78	6
ASSIGNED	40	186	74	5

7. KEY PERSONNEL *(as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)*

Commander	Lt Col James S. Brown
Operations & Training Officer	Major Charles E. Day
Aircrew Standardization Officer	Lt Col Sarkis Samarian
Instructor/Examiner Navigator	Major Myron C. Conger
Acting Aircraft Maintenance Staff Officer	CMSgt Robert I. Boyle
First Sergeant	SMSgt Rodger W. Siladke

SECTION I.	REQUIRED DATA

7. KEY PERSONNEL *(Cont'd)*

8. UNIT PERFORMANCE DATA *(for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

	UNIT	MONTHS		
	305 ARRSq	Jan	Feb	Mar
TYPE OF MISSION AIRCRAFT	HC 97 G			
AVERAGE AIRCRAFT ON HAND	9			
FLYING HOURS SCHEDULED	501.0			
FLYING HOURS FLOWN	440.6			
SORTIES SCHEDULED	102			
SORTIES FLOWN AS SCHEDULED %	77%			
AIRCRAFT NORM %	18.7%			
AIRCRAFT NORS %	4.0%			
OPERATIONALLY READY RATE %	77.3%			

SECTION I.	REQUIRED DATA			
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)				
	UNIT	MONTHS		
	305 ARRSq	Jan	Feb	Mar
NUMBER OF MISSIONS	None			
HOURS				
TONS	N/A			
TON MILES	N/A			
PAX	N/A			
PAX MILES	N/A			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

The following sixteen squadron members reenlisted in the Air Force Reserve during the past quarter:

SMSgt Roy B. Dort, FV 380-28-9079
MSgt Buford Alexander, FV 365-36-5100
MSgt George X. Hefferon, FV 380-28-9079
MSgt Gilbert C. Inman, FV 430-50-7869
MSgt Harry T. Keyes, FV 378-28-6580
MSgt William R. Quigg, FV 272-22-1007
TSgt Ronald D. Connole, FV 374-32-5101
TSgt David R. Godwin, FV 374-38-6061
TSgt Merrill C. Haesler, FV 386-30-9450
TSgt Gerald L. Woolcock, FV 180-34-0670
SSgt Francis G. Beardslee, FV 332-24-0706
SSgt Ronald A. Eveland, FV 388-28-1078
SSgt Kenneth E. Flint, FV 288-38-1146
SSgt Glenn E. Medina, FV 507-54-7442
SSgt Richard E. Wehrwein, FV 378-44-5825
Sgt Edward E. McNeill, Jr., FV 506-54-2267

Four squadron officers were promoted during the last three months. These men are:

To Lt Colonel:

Major Robert Hlatky, 382-18-0793 FV
Major Michael J. McLeod, 374-12-6331 FV
Major James W. Onesi, 185-14-3269 FV

To Major:

Captain James A. Abney, 303-30-5214 FV

The big excitement around the 305th ARRSq during this quarter was the prior and nonprior service recruiting campaign. Eighty-five nonprior service quotas have been recently received and thirty-nine men have already been enlisted in filling those slots. Approximately forty leads to prior service personnel have been obtained and ten of these have already enlisted in the squadron. Lt Col James S. Brown, Commander, attributes the tremendous response to our recruiting drive to the 305th ARRSq information brochures which have been distributed to twenty-two Air Force recruiting offices through the state of Michigan. The newly recruited men include the following:

Captain Donald A. MacIsaac
AB Graziano Bonjiorno
AB Forres L. Ball
AB Gregg P. Cipa

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

Section II continued.

AB John H. Conners
AB Charles E. Hegedus
AB William A. Sweeney
SSgt Robert J. Gitthens
AB Thomas L. Hughes
AB Lawrence L. Lambert
AB Frederick Brandt
AB Robert G. Beatty
AB William M. Comment
AB Edgar G. Dixon
AB Keith W. Gray
AB James B. Hansen
AB Lawrence W. Hoeflein
AB Everett K. Newell
AB David L. Paterni
AB Patrick D. Siddall
AB Douglas C. Stone
AB Dennis K. Wright

AB Dennis C. Grzelak
AB David H. Mamienski
AB Gary E. Szczesniak
Amn Karl A. Ebersparber
AB Robert E. Johnson
AB Leonard E. Scott
AB Paul A. Amici
AB Robert H. Chapman
AB William R. Degowski
AB Richard D. Filauro
AB Blair Galloway
AB Earl K. Hislop
AB John Murphy
AB Robert H. O'Mara, Jr.
AB Edward J. Persley, Jr.
AB James R. Stewart
AB Jerome E. Westerman

On 27 February 1970 five squadron pararescuemen returned from Eglin AFB where they had just completed transition training. On 3 March 1970 squadron aircrews flew these pararescuemen to Homestead AFB where they qualified in jumping our aircraft--the HC 97 Stratorescuer. While at Homestead, two additional squadron pararescuemen rejuvenated their currency requirements by SCUBA jumping.

The five new pararescuemen are:

A1C Ronald E. Doolan, FV 386-50-2547
A1C Thomas C. Freed, FV 383-54-9060
A1C Robert W. Kelly, FV 382-56-6397
A1C David V. McKay, FV 362-54-5690
A1C Gregory E. Rich, FV 373-52-7782

During March, 1970 the five pararescuemen together totaled thirty-one jumps as they significantly progressed in their upgrade training to jumpmaster.

MSgt George X. Hefferon, NCOIC Pararescue, has devoted a considerable amount of his own free time over the last three months to lecture, show movies and demonstrate pararescue equipment to various school groups, including the following:

Our Lady of Victory Elementary School in Northville, Michigan - the entire school body.

Section II continued

Violet Elementary School in St Clair Shores, Michigan - the Parent Teacher Association.

Sixma Elementary School in Madison Heights, Michigan - students.

Henry Ford Community College in Dearborn, Michigan - teachers.

In March, 1970 MSgt Hefferon, NCOIC Pararescue Section, presented a SCUBA and underwater safety demonstration to two physical education classes from Macomb County Community College at the Clintondale High School pool in Clinton Township, Michigan.

The squadron lost four members during this three month period. They were the following:

SSgt Patrick J. Francis
SSgt Peter J. Moraites
Sgt Alex Richards
Sgt Thomas A. Wass

During this quarter one augmented crew flew to Kindley Air Force Base, Bermuda, for a Texas Tour from 7 to 21 February 1970.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY *(Typed name and grade of Historian)*	SIGNATURE
LAWRENCE M. BOBROWSKI 1st Lt, USAFR	
APPROVED BY *(Typed name and grade of Commander)*	SIGNATURE
JAMES S. BROWN, Lt Col, USAFR	James S. Brown

RETURN TO
USAF Historical Archives
ASI(ASHAF-A)
Maxwell AFB, Ala 36112

Historical Data
305 Aerospace Rescue & Recovery (AFRES)
1 apr. - 30 Jun. 70

PROJECT CORONA HARVEST
DO NOT DESTROY
No_____

7-4370-1

HISTORICAL DATA	REPORTING PERIOD	REPORTS CONTROL SYMBOL
	1 Apr 70-30 Jun 70	HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION
305 Aerospace Rescue & Recovery Squadron (AFRES), Selfridge Air Force Base, Michigan 48045

2. SUBORDINATE UNITS *(Give location if other than that of parent unit)*
None

RETURN TO:
Director
Aerospace Studies Inst
ATTN Archives Branch
Maxwell AFB, Alabama

3. CHAIN OF COMMAND *(Superior Echelons)*
Central Air Force Reserve Region
Hqs, Air Force Reserve

4. GAINING COMMAND
Aerospace Rescue & Recovery Service
Military Airlift Command

5. MISSION *(Give authority for and brief statement of primary mission)*

In accordance with AFRES Reg 23-9, the primary mission of the 305th ARRSq was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate, and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES *(as of 30 June 1970 (date))*

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	46	271	78	6
ASSIGNED	39	241	72	6

7. KEY PERSONNEL *(as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)*

Commander	Lt Col James S. Brown
Operations & Training Officer	Major Charles E. Day
Aircrew Standardization	Lt Col Sarkis Samarian
Navigation Officer	Major Myron C. Conger
Chief of Maintenance	CMSgt Robert I. Boyle
First Sergeant	SMSgt Rodger W. Siladke

SECTION I.	REQUIRED DATA

7. KEY PERSONNEL *(Cont'd)*

8. UNIT PERFORMANCE DATA *(for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

	UNIT	MONTHS		
	305 ARRSq (AFRES)	Apr	May	June
TYPE OF MISSION AIRCRAFT	HC 97G			
AVERAGE AIRCRAFT ON HAND	9			
FLYING HOURS SCHEDULED	539.0			
FLYING HOURS FLOWN	514.0			
SORTIES SCHEDULED	108			
SORTIES FLOWN AS SCHEDULED %	75.6%			
AIRCRAFT NORM %	19.0%			
AIRCRAFT NORS %	0.9%			
OPERATIONALLY READY RATE %	80.1%			

SECTION I. REQUIRED DATA				
9. PRODUCTIVE AIRCRAFT MISSIONS *(for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*				
	305 ARRSq(AFRES) UNIT	MONTHS		
		Apr	May	June
NUMBER OF MISSIONS	None			
HOURS	None			
TONS	None			
TON MILES	None			
PAX	None			
PAX MILES	None			
TONS AIRDROPPED	None			
TROOPS AIRDROPPED	None			

SECTION II. COMMENTARY

(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

The highlight of this quarter was the recruitment of fifty-one non-prior service personnel. Forty-six of these men are assigned to Maintenance, four are assigned as radio operators and one is assigned to Personnel.

Other personnel gained by the squadron during this period are:

Major John L. Thomas
Captain John Thurlow
1st Lt Stephen W. France
TSgt Lee D. Brown
SSgt Allan W. Shall
SSgt Bruce E. Watson
Sgt Donald J. Cramton
Sgt Thomas H. Moore
Sgt Ronald G. Pennazoli
Sgt Johnny E. Riley

The annual encampment for most ground personnel and some aircrew members, totaling eighty-five personnel, was held from 13 June to 27 June 1970. Two previous encampments (Texas Tours) were held during the 1970 fiscal year, mainly for aircrew members. It was a successful encampment for all personnel with many hours of flying training, OJT and GMT accomplished.

The 305th Specialist Support Shops supported ten phase inspections, three engine changes and 514 flying hours. A total of two engines were built up and two presently in work.

Manning gains and loses were steady during this period, with only one new man assigned in the AGE Shop. A1C Thomas Laile was transferred into the unit from the Army Reserve.

Several promotions were made during the reporting period. SSgt Zamponi was promoted to TSgt, Sergeant Bates was promoted to SSgt, Airman Hill was promoted to A1C, Airman Smith to A1C and A1C Upton to Sergeant.

Twenty-four of the thirty-nine personnel assigned performed their annual encampment from 13 - 27 June 1970. The remaining personnel had performed "Texas Tours" in support of 305th directed missions.

Maintenance areas in the Specialist Support Shops had been relocated during this period to provide greater maintenance capability. The Wheel and Tire Shop was relocated adjacent to the Pneudraulic Shop with the installation of a beam and chain fall to handle the wheels and a much-needed Welding Shop was set up and screened off in the old Wheel and Tire area.

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

The 305th was pleasantly surprised on Thursday, 7 May, at approximately 1430 hours, with a no-notice arrival of an Inspector General team from Headquarters Aerospace Rescue and Recovery Service, accompanied by members from Air Force Reserve Headquarters. Upon arrival, the Inspector General informed the 305th Commander that this was a no-notice follow-up of the previous management inspection of September 1969. The inspection was scheduled to continue through the UTA weekend of 9-10 May, with a critique to be given on Tuesday, 12 May, at 1400 hours. This is the second reserve unit to receive a no-notice inspection by ARRS Headquarters.

Twelve officers of the Canadian Primary Reserve Forces were invited to Headquarters AFRES for a briefing and orientation on the AFRES mission. These officers are from the Windsor-Ontario area and are a representative group of the many Canadian Reserve Officers that over the last several years have developed a comrade and association with American military active and reserve forces in the Southeastern Michigan area. They were airlifted on 8 May in a 305th ARRSq HC 97 "Stratorescuer" to Robins Air Force Base, Georgia, and scheduled to return on 10 May. At Robins on 9 May they were given an AFRES Command briefing; a tour of Robins AFB, and a tour of the city of Macon, Georgia. Their visit was highlighted by an evening formal military dress cocktail party given by one of the staff officers of AFRES. This visit by the Canadians is just one of many ways, during the years, that the 305th and the Canadian military personnel enjoy the comrade and friendship. This relationship is highlighted every year during June by an International "Dining In" which is held in support of the annual Freedom Festival.

During the May UTA the 305th pararescue technicians spent their training weekend of the unit assembly with an open field exercise in the Huron National Forest, West of Wurtsmith Air Force Base, Michigan. During these exercises a simulated rescue mission was performed by an HC 97 aircrew in locating the ground party on the field. Pararescue personnel parachuted to their assistance, and they were resupplied with parabundles and free-fall bundles from the aircraft.

Aircraft Maintenance Section

Nine HC 97G aircraft were assigned and possessed during the period 1 April 1970 through 30 June 1970.

An over all picture of the performance of the Maintenance Section can be seen from the following information:

Aircraft Maintenance (continued)

Total Flying Hours:	514.0
OR Rate:	80.1%
NORM Rate:	19.0%
NORS Rate:	0.9%
Maintenance Scheduling Effectiveness	91.0%
Manhour/Flying Hour:	
ART:	25.7MH
Reserve:	7.7MH
Overall:	33.4MH
Production Effectiveness:	
ART:	52.3%
Reserve:	48.4%
Overall:	51.3%
Engine changes:	
1 each - time change, 2 each internal failures	
Engine conditionings:	6
Engine cylinder changes:	7
Engine buildups:	2
Engine teardowns:	3
Propeller changes:	2
Propeller IOC changes:	3
Propeller buildups:	4
Propeller teardowns:	3
Phase inspections:	10
Average manhours for look phase:	97.6MH
Average manhours for fix phase:	147.0MH
Average total manhours per phase:	244.7MH
Preflight inspections:	165
Average manhours per preflight	3.5MH
Basic postflights:	91
Average manhours per BPO:	4.1MH
Reparable Items NRTS:	35
Reparable items repaired:	367
Average repair capability:	91.3%

The annual active duty for training tour was conducted from 13 June through 27 June 1970. A total of 135.4 hours were flown during this period, consisting of twenty-nine sorties. One phase inspection was accomplished and one in-flight engine failure was experienced, resulting in an engine change. The unscheduled maintenance workload was unusually heavy due to the amount of flying accomplished in the short period of time.

A total of 21,525.9 manhours were expended by Maintenance during this quarter, 17,656.7 manhours were expended for work on equipment and 3,869.2 manhours were expended in shop.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY *(Typed name and grade of Historian)*	SIGNATURE
LAWRENCE M. BOBROWSKI, 1st Lt USAFR	Dolphine L Slaughter
APPROVED BY *(Typed name and grade of Commander)*	SIGNATURE
JAMES S. BROWN, Lt Col, USAFR	James S. Brown

RETURN TO
Historical Research Division
ASI/HOA
Maxwell AFB, AL 36112

HISTORICAL DATA OF
305TH AEROSPACE RESCUE & RECOVERY SQ
Selfridge Air Force Base, Michigan 48045

1 July 1970 - 30 September 1970

SECRET CORONA HARVEST

DO NOT DESTROY

D-4533-1

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Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama 36112

FOREWORD

Growth! That has been the story of the 305th Aerospace Rescue and Recovery Squadron during this quarter. In compliance with Headquarters Air Force Reserve directives, the 305th has pushed rapidly forward toward attaining the new authorized manning strength of 317.

With the influx of so many new people, the entire squadron is rolling its sleeves up and getting to the task of training and upgrading these people, while at the same maintaining a "ready now" status in order to continue normal training and to be prepared to respond to any emergency, if called upon.

K-4603-1

HISTORICAL DATA	REPORTING PERIOD - 1 Jul 70 - 30 Sep 70	REPORTS CONTROL SYMBOL HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

305th Aerospace Rescue & Recovery Sq
Selfridge Air Force Base, Mich 48045

2. SUBORDINATE UNITS (Give location if other than that of parent unit)

None

3. CHAIN OF COMMAND (Superior Echelons)

Central Air Force Reserve Region
Ellington AFB, Texas 77030
Headquarters Air Force Reserve
Robins AFB, Georgia 31093

4. GAINING COMMAND

Aerospace Rescue & Recovery Service
Military Airlift Command

5. MISSION (Give authority for and brief statement of primary mission)

The primary mission of the 305th ARRSq, as set forth in Air Force Reserve Regulation 29-9, was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES (as of 30 September 1970 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	46	271	84	6
ASSIGNED	39	261	71	6

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER	Lt Colonel James S. Brown
OPERATIONS & TRAINING OFFICER	Major Charles E. Day
STANDARDIZATION OFFICER	Lt Colonel Sarkis Samarian
INSTRUCTOR PILOT	Major David E. Walsh
STAFF NAVIGATOR	Major Myron C. Conger
FIRST SERGEANT	SMSgt Rodger W. Siladke
NCOIC FLIGHT ENGINEERS	SMSgt Jack B. Adams
NCOIC RADIO OPERATORS	TSgt Carl E. Husted
NCOIC PARARESCUE	MSgt George X. Hefferon
NCOIC AIRCRAFT MAINTENANCE	SMSgt Roy W. Dulaney

SECTION I.	REQUIRED DATA
7. KEY PERSONNEL (Cont'd)	

8. UNIT PERFORMANCE DATA *(for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

	UNIT	MONTHS		
		Jul	Aug	Sep
TYPE OF MISSION AIRCRAFT	HC 97G			
AVERAGE AIRCRAFT ON HAND	Nine			
FLYING HOURS SCHEDULED	526			
FLYING HOURS FLOWN	526			
SORTIES SCHEDULED	114			
SORTIES FLOWN AS SCHEDULED %	84.2			
AIRCRAFT NORM %	30.9			
AIRCRAFT NORS %	3.3			
OPERATIONALLY READY RATE %	65.8			

SECTION I.	REQUIRED DATA			
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)				
	UNIT	MONTHS		
		Jul	Aug	Sep
NUMBER OF MISSIONS	Two Strip Alerts (7-8 Jul 70 & 23-25 Sep 70) One Search and Rescue (2 Aug 70)			
HOURS	Strip Alerts: 19 Search & Rescue: 6.7			
TONS	Not applicable			
TON MILES	Not applicable			
PAX	Not applicable			
PAX MILES	Not applicable			
TONS AIRDROPPED	Not applicable			
TROOPS AIRDROPPED	Not applicable			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, training command, authorized strength, etc.

FACILITIES

The 305th ARRSq occupied the front half of Building 1414, and the United States Naval Reserve occupied the rear. Sections located in this area were Command, Personnel & Administration, Operations and Training, Aircraft Maintenance Administration, Communications & Electronics Shop, Instrument Shop, and Personal Equipment.

Maintenance was performed in Hangars 1428 and 1429. The Pararescue Section was located some miles distant in the base boat house (Building 350) which offers sufficient space for storage of the pararescue equipment and boat.

A large portion of the mobility equipment was stored in Building 880 (also some miles distant) which is used jointly with the 403d Composite Wing, Central Air Force Reserve Region, Hqs Air Force Reserve.

PERSONNEL

The squadron was commanded by Lt Colonel James S. Brown, who assumed command on 29 June 1969 under authority of Special Order GA 30, Headquarters Fifth Air Force Reserve Region (AFRES), Selfridge AFB, Mich., 26 June 1969.

At the time Lt Colonel Brown assumed command the unit strength was 178. As of 30 September 1970 the unit strength was 300 personnel. Thirty-eight of these people were still in technical schools. During the period 1 July through 30 September sixty-five non-prior service airmen graduated from technical schools and returned to the squadron.

On 30 September the squadron was manned to 95% of the authorized total strength. The only shortages that existed were in the pilot and pararescue areas. A recruiting program to fill these vacancies was aggressively persued throughout this quarter.

The Aircraft Maintenance Officer (Air Reserve Technician) position was vacant throughout the reporting period.

The 305th ARRSq's loss was Eastern Air Force Reserve Region's gain as on 1 September CMSgt Robert I. Boyle and TSgt Ronald D. Connole departed to assume their new duties at Dobbins AFB, Ga. CMSgt Boyle had fulfilled the duties of the Aircraft Maintenance Officer for the past three years in a most outstanding manner. TSgt Connole had been assigned to the Communications and Electronics Section.

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

COMMENTARY

The following named personnel were promoted to grades indicated during this quarter:

James H. Colin	Master Sergeant
Kenneth L. Griffith	Technical Sergeant
Ronald S. Hale	Technical Sergeant
Ronald F. Boden	Staff Sergeant
Donald J. Cramton	Staff Sergeant
James D. Derrick	Staff Sergeant
Lawrence Fowler	Staff Sergeant
Joseph E. Frost	Staff Sergeant
Edward E. McNeill, Jr.	Staff Sergeant
Thomas H. Moore	Staff Sergeant
David L. Opper	Staff Sergeant
Thomas D. Rice	Staff Sergeant
Paul S. Ulrich	Staff Sergeant
William E. Young	Staff Sergeant
Paul G. Johnson	Sergeant
John A. Montagne	Sergeant
Robert C. Tippery	Sergeant
Robert W. Carnahan	A1C

Nine reenlistments were accomplished during this reporting period as the following personnel elected to continue their reserve affiliation:

SMSgt Roy W. Dulaney
MSgt Wiliam H. Sykes, Jr.
TSgt Michael J. Boglarsky
TSgt Carl E. Husted
TSgt Raymond Lyon
SSgt Lake U. Bates
SSgt James D. Derrick
SSgt David E. Pretty
SSgt Kenton W. Vellner

AIRCRAFT

The nine HC 97G aircraft possessed by the unit were the following:

522713	522782	530170
522716	530117	530173
522754	530165	530174

COMMENTARY

OPERATIONS & TRAINING

Operations

The flying hour authorization of 616 was decreased by 90 hours during this quarter and we were able to fly only 526 hours.

Despite repeated efforts to obtain more actual search and rescue missions from Headquarters Aerospace Rescue and Recovery Squadron, we were given only two strip alerts and one actual search during this period. Members of the unit are eager to participate and regret that they are not called upon more often to perform actual missions.

The Headquarters ARRS Standardization Team inspected the aircrew records and performed "no-notice" check rides with various members of the aircrew during the week of 9 - 15 September 1970. Upon completion of their evaluation the unit was given a satisfactory rating. Special note was made of the outstanding and noteworthy professionalism and enthusiasm for the program of the aircrew members. Also noted was the excellent crew coordination during flights.

Aircrew status as of 30 September 1970 was as follows:

	Auth	Asgd	Combat Ready	In School
Pilots	28	17	13	
Navigators	12	16	12	
Flight Engineers	24	19	17	3
Radio Operators	12	11	3	1
Pararescue	24	16	11	2
Total	100	79	56	6

Combat ready crews:	3
Current readiness rating:	C-4
Estimated C-3	Dec 70
Estimated C-2	Jun 71
Estimated C-1	Sep 71

Recruiting and training pilots and pararescue men, as well as upgrading radio operators, continued to head the list of priorities in the Operations Section. Much effort was expended in these areas and the results were gratifying!

COMMENTARY

Training

Sixty-five personnel reported to the squadron from technical schools during this quarter. Guiding their training here in the squadron was MSgt Thomas Angel, Jr. He insured they were enrolled in the proper Career Development Course and that they received adequate training and supervision from their section heads, and trainers. A total of ninety-nine airmen were in some phase of Career Development Courses, and in the next three months this figure will increase to 137.

General Military Training progressed satisfactorily with the exception of small arms firing. Due to the fact that the base was unable to use the civilian firing range on weekends, many reservists did not have the opportunity to fire this year. A flight was sent to Wurtsmith Air Force Base, Oscoda, Michigan during the August unit training assembly but only twenty persons were able to complete the course.

Normal training requirements for aircrew and ground personnel progressed at a normal rate and no problems were encountered.

AIRCRAFT MAINTENANCE SECTION

The Aircraft Maintenance Section was able to support the flying schedule and the 526 allocated hours were utilized.

The NORM rate climbed from an average of 19.0% for the quarter ending 30 June 1970, to 30.9% for this past quarter. The rise in the NORM rate was due primarily to four engine failures for which replacements were not immediately available, causing over 1200 calendar hours of down time. An additional 620 hours of down time were generated due to rewiring of the left flap well on aircraft 52-2716 in order to clear a long standing IRAN generated discrepancy.

These two maintenance areas along account for 9.2% in NORM time.

The maintenance function averaged 25.6 manhours per flying hour for Air Reserve Technician personnel and 2.9 manhours per flying hour for reserve personnel, for an overall average of 28.5 manhours per flying hour. Production effectiveness for Air Reserve Technicians was 47.9% and for reserves was 30.0% for an overall average of 45.3%.

COMMENTARY

The reserve MH/FH and production effectiveness decreased considerably from the previous quarter due primarily to an influx of a large number of non-prior service personnel requiring an expanded training program.

The organizational maintenance function supported 126 preflights, 85 basic postflights and 10 phase inspections. Preflights averaged 3.2 manhours and basic postflights 5.1 manhours. The look portion of phase inspections averaged 95.6 manhours and 100.9 manhours for fix phase. Phase inspections were being completed in an average of 58.7 calendar hours.

The specialist shops supported the scheduled and unscheduled maintenance requirement including four engine changes, six engine conditionings, three engine build ups, five engine tear downs, four propellor changes and six control and brush pad assembly changes. The overall repair capability for the quarter was 94% with 266 items repaired and 17 NRTS actions. Of the total repaired items, the Avionics Section repaired 208.

CMSgt Robert I. Boyle and TSgt Ronald D. Connole left the 305th ARRSq during the quarter to accept positions on the Eastern Air Force Reserve Region MSET Team. SMSgt Roy W. Dulaney took over the Maintenance Superintendent position vacated by Sergeant Boyle and Sergeant Connole's position remained vacant during the remainder of the quarter. SSgt Robert L. Graff left for Charleston AFB, South Carolina, due to a reduction in force action and was replaced by SSgt John W. Cox. A total of sixty-one maintenance personnel were gained during this quarter due to an increase in the reserve unit detail listing.

During the quarter sixty-one personnel were in upgrade training and fifteen people were upgraded to the next higher skill level. The Career Development Course passing rate was 75% and we had a skill manning rate of 49%, which again was due to the increase of non-prior service personnel.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
MYRON C. CONGER, Major, USAFR	Myron C. Conger
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JAMES S. BROWN, Lt Col, USAFR	James S. Brown

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Historical Research Division
ASI HOA
Maxwell AFB, AL 36112

HISTORICAL DATA OF
305TH AEROSPACE RESCUE & RECOVERY SQ
Selfridge Air Force Base, Mich 48045

1 October 1970 - 31 December 1970

8-1265 /0

HISTORICAL DATA	REPORTING PERIOD 1 Oct 70 - 31 Dec 70	REPORTS CONTROL SYMBOL HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

305 Aerospace Rescue & Recovery Sq
Selfridge Air Force Base, Mich 48045

2. SUBORDINATE UNITS (Give location if other than that of parent unit)

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama 36112

3. CHAIN OF COMMAND (Superior Echelons)

Central Air Force Reserve Region
Ellington AFB, Texas 77030

Headquarters Air Force Reserve
Robins Air Force Base, Ga 31093

4. GAINING COMMAND

Aerospace Rescue & Recovery Service
Military Airlift Command
Scott Air Force Base, Ill 62225

5. MISSION (Give authority for and brief statement of primary mission)

The primary mission of the 305th ARRSq, as set forth in Air Force Reserve Regulation 29-9, was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES (as of 30 DEC 1970 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	46	271	78	6
ASSIGNED	38	265	75	5

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER	Lt Colonel	James S. Brown
OPERATIONS & TRAINING OFFICER	Major	Charles E. Day
STANDARDIZATION OFFICER	Lt Colonel	Sarkis Samarian
INSTRUCTOR PILOT	Major	David E. Walsh
STAFF NAVIGATOR	Major	Myron C. Conger
FIRST SERGEANT	SMSgt	Rodger W. Siladke
NCOIC FLIGHT ENGINEERS	MSgt	Jack V. Nice
NCOIC RADIO OPERATORS	TSgt	Carl E. Husted
NCOIC PARARESCUE	MSgt	George X. Hefferon
NCOIC AIRCRAFT MAINTENANCE	SMSgt	Roy W. Dulaney

AFRES FORM JUL 69 2 PAGE 1

SECTION I	REQUIRED DATA
7. KEY PERSONNEL (Cont'd)	

6. UNIT PERFORMANCE DATA (for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)

	UNIT	MONTHS		
		OCT	NOV	DEC
TYPE OF MISSION AIRCRAFT	HC 97G			
AVERAGE AIRCRAFT ON HAND	9			
FLYING HOURS SCHEDULED	521			
FLYING HOURS FLOWN	450			
SORTIES SCHEDULED	89			
SORTIES FLOWN AS SCHEDULED %	76.4%			
AIRCRAFT NORM %	37.5%			
AIRCRAFT NORS %	5.7%			
OPERATIONALLY READY RATE %	57.2%			

SECTION I.	REQUIRED DATA

9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)

	305 ARRSq	UNIT	Selfridge AFB MI	MONTHS OCT	NOV	DEC
NUMBER OF MISSIONS	3 Oct 1970	SAR	2 Aircraft	5.4 Hours		
	20 Oct 1970	SAR	2 Aircraft	19.9 Hours		
HOURS	Search and Rescue		25.3			
TONS	N/A					
TON MILES	N/A					
PAX	N/A					
PAX MILES	N/A					
TONS AIRDROPPED	N/A					
TROOPS AIRDROPPED	N/A					

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

FACILITIES

The 305th ARRSq occupied the front half of Building 1414, and the United States Naval Reserve occupied the rear. Sections located in this area were Command, Personnel & Administration, Operations and Training, Aircraft Maintenance Administration, Communications & Electronics Shop, Instrument Shop, and Personal Equipment.

Aircraft maintenance was performed in Hangars 1428 and 1429. The Pararescue Section was located some miles distant in the base boat house (Building 350) which offers sufficient space for storage of the pararescue equipment and boat.

A large portion of the mobility equipment was stored in Building 880 (also some miles distant) which is used jointly with the 403d Composite Wing, Central Air Force Reserve Region, Hqs Air Force Reserve.

PERSONNEL

The squadron was commanded by Lt Colonel James S. Brown, who assumed command on 29 June 1969 under authority of Special Order, GA 30, Headquarters Fifth Air Force Reserve Region (AFRES), Selfridge Air Force Base, Michigan, 26 Jun 1969.

The unit had 302 personnel assigned on 30 December 1970. The Unit Detail Listing authorized a total of 317 personnel.

On-the-job training was afforded a high priority in the 305th ARRSq due to a large influx of new airmen returning from school. At the end of the reporting period there were 116 airmen in upgrade training.

SSgt John Howard assumed the duties of Training NCO during the month of December when MSgt Thomas Angel was promoted to the position of Maintenance Controller.

Nine personnel were reenlisted during this quarter:

SMSgt William C. Knippenburg - 24 Oct 70
MSgt J. W. Bankhead - 21 Oct 70
MSgt James H. Colin - 18 Oct 70
MSgt Harold Seabrooks - 4 Oct 70
TSgt Robert J. Maciejewski - 2 Nov 70
SSgt Lawrence C. Fowler - 29 Oct 70
Sgt Edward S. Jett - 22 Dec 70
Sgt Charles C. Pamment - 15 Dec 70
Sgt Jon D. Wilkinson - 7 Dec 70

During the month of November three airmen were promoted to the grades indicated:

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

Section II (continued)

Leroy Stokes	Master Sergeant
Richard E. Wehrwein	Technical Sergeant
Gary W. Senter	Staff Sergeant

OPERATIONS AND TRAINING

Operations

The quarterly authorization of 450 flying hours were used by the unit. A C-3 rating was gained on 21 December 1970, and the unit continued its drive toward C-2.

Pararescuemen and flight engineers pose the biggest problems in upgrading. Numerous potential pararescuemen have been tested but due to the high physical standards, and stringent requirements to attend numerous schools, and then maintain currency most young candidates either fail to meet the standards or decline to enter this field.

The squadron was divided into three flights for the completion of the FY 1971 annual active duty for training encampment. The first flight performed their training at Ramey Air Force Base, Puerto Rico, 10 - 24 October 1970. Three HC 97 aircraft, with support from one C 124, airlifted 61 people, a WRM Kit and all necessary equipment for a self supporting mission. Reservists were assigned all staff positions in order that they might gain an insight into the problems that present themselves on the day-to-day operation of a squadron. Assigned to staff positions were:

Commander	Lt Col Richard W. Alexander
Operations Officer	Major Charles F. Srull
Training Officer	Major Gerard J. Braun
Maintenance Officer	Captain John W. Thurlow
First Sergeant	MSgt James H. Colin

During the training period the Flight accomplished 106 hours of flying, including 24 hours of actual search. Several annual flight checks were completed, as was all required general military training, including small arms training, which is a problem area at Selfridge Air Force Base.

The tour was considered a highly successful operation from all aspects.

Section II (continued)

Aircrew Status as of 31 December 1970

	Auth	Asgd	Combat Ready	In School
Pilots	28	19	15	
Navigators	13	16	12	
Flight Engineers	24	20	13	1
Radio Operators	13	11	5	
Pararescue	24	16	11	3

Combat ready crews:	5
Current readiness rating:	C-3
Estimated C-2	June 1971
Estimated C-1	March 1972

Training

With 116 airmen in upgrade training, SSgt John Howard, Training NCO, has a full workload. The majority of the new nonprior airmen have arrived and they are being closely monitored in CDC and OJT. Remedial training was conducted on Saturdays and Sundays during unit training assemblies after the normal duty hours.

General Military Training was completed for the year with an over all completion rate of 94%. All subjects were completed at about 96%, with the exception of small arms training, which was 84%. The nonavailability of a range continues to be the problem in this area.

AIRCRAFT MAINTENANCE

The Aircraft Maintenance Section supported the flying schedule fully.

Section II (continued)

The total allocation of 450 flying hours were utilized.

The NORM rate climbed again this quarter to 37.1%, up 6.2% over the period ending 30 September 1970. This rise was due primarily to 1082.7 calendar hours for engine changes and maintenance, and an additional 1313.0 calendar hours for fuel system and flight control maintenance. NORS time was up 0.7% above the Air Force standard of 5.0% due to the variety of item requirements.

The Maintenance functions averaged 28.0 manhours per flying hour for Air Reserve Technician personnel and 7.0 manhours per flying hour for Reserve personnel, for an overall average of 35.0 manhours per flying hour. Production effectiveness for Air Reserve Technician personnel was 49.1% and 28.7% for Reserves, for an over all average of 43.4%. The over all MH/FH factor is up 6.5% due mainly to entering winter weather conditions. Production effectiveness is still down due to the extensive OJT program required by the influx of a large number of nonprior service personnel.

The Organizational Maintenance function support 125 preflights, 87 basic postflights and 12 phase inspections. Preflights average 5.2 manhours and basic postflights 6.9 manhours. The look portion of phase inspections averaged 99.8 manhours and the fix portion 118.4 manhours. Calendar hours per phase inspection averaged 55.7 hours.

The Specialist Support Shops supported all scheduled and unscheduled maintenance requirements including two engine changes, ten engine conditionings, four engine buildups, three engine teardowns and three propeller and control changes. The overall repair capability was 96.9%, with a total of 309 items repaired and 10 NRTS actions. Avionics Section repaired 196 items and Specialist Support repaired 113 items.

During the quarter, 117 personnel were in upgrade training and 15 people upgraded to the next higher skill level. The career development course passing rate was 50%, which was down from the previous quarter. Remedial training has been intensified to help bring this rate back to an acceptable level. The skill manning rate is up to 58.3% due again to the number of nonprior service personnel coming into the unit.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
MYRON C. CONGER, Major, USAFR	Myron C. Conger
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JAMES S. BROWN, Lt Colonel, USAFR	James S. Brown

RETURN TO
Historical Research Division
ASI/HOA
Maxwell AFB, AL 36112

HISTORY OF
305 AEROSPACE RESCUE & RECOVERY SQUADRON
Selfridge Air Force Base, Michigan 48047

1 January 1971 - 31 March 1971

PROJECT CORONA HARVEST
DO NOT DESTROY
No.

8-1345

HISTORICAL DATA	REPORTING PERIOD: 1 Jan 71 - 31 Mar 71	REPORTS CONTROL SYMBOL: HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION
305 Aerospace Rescue & Recovery Sq
Selfridge Air Force Base, Mich 48045

2. SUBORDINATE UNITS (Give location if other than that of parent unit)

3. CHAIN OF COMMAND (Superior Echelons)
Central Air Force Reserve Region
Ellington AFB, Texas 77030

Headquarters Air Force Reserve
Robins Air Force Base, Ga 31093

4. GAINING COMMAND
Aerospace Rescue & Recovery Service
Military Airlift Command
Scott Air Force Base, Ill 62225

5. MISSION (Give authority for and brief statement of primary mission)

The primary mission of the 305th ARRSq, as set forth in Air Force Reserve Regulation 29-9, was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES (as of 31 March 1971 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	46	271	78	6
ASSIGNED	39	258	76	6

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER	Lt Colonel	James S. Brown
OPERATIONS & TRAINING OFFICER	Major	Charles E. Day
STANDARDIZATION OFFICER	Lt Colonel	Sarkis Samarian
INSTRUCTOR PILOT	Major	David E. Walsh
STAFF NAVIGATOR	Major	Myron C. Conger
FIRST SERGEANT	SMSgt	Rodger W. Siladke
NCOIC FLIGHT ENGINEERS	MSgt	Jack V. Nice
NCOIC RADIO OPERATORS	TSgt	Carl E. Husted
NCOIC PARARESCUE	MSgt	George X. Hefferon
NCOIC AIRCRAFT MAINTENANCE	SMSgt	Roy W. Dulaney

S-1345

SECTION I	REQUIRED DATA

7. KEY PERSONNEL (Cont'd)

8. UNIT PERFORMANCE DATA (for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)

	UNIT	MONTHS		
		JAN	FEB	MAR
TYPE OF MISSION AIRCRAFT	HC 97G			
AVERAGE AIRCRAFT ON HAND	9			
FLYING HOURS SCHEDULED	617.0			
FLYING HOURS FLOWN	537.6			
SORTIES SCHEDULED	91			
SORTIES FLOWN AS SCHEDULED %	87.9%			
AIRCRAFT NORM %	36%			
AIRCRAFT NORS %	4.2%			
OPERATIONALLY READY RATE %	59.8%			

SECTION I. REQUIRED DATA

6. PRODUCTIVE AIRCRAFT MISSIONS *(for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)*

		UNIT		MONTHS JAN / FEB / MAR
NUMBER OF MISSIONS	SAR	1 Mission	2 Aircraft	6 Sorties
	Duckbutt	1 Mission	3 Aircraft	3 Sorties
	Airlift	10 Missions	10 Aircraft	10 Sorties
HOURS	SAR	29.9		
	Duckbutt	26.8		
	Airlift	66.5		
TONS	N/A			
TON MILES	N/A			
PAX	174			
PAX MILES	129,500			
TONS AIRDROPPED	N/A			
TROOPS AIRDROPPED	N/A			

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

FACILITIES

The 305th ARRSq occupied the front half of Building 1414, and the United States Naval Reserve occupied the rear. Sections located in this area were Command, Personnel & Administration, Operations and Training, Aircraft Maintenance Administration, Communications & Electronics Shop, Instrument Shop, and Personal Equipment.

Aircraft maintenance was performed in Hangars 1428 and 1429. The Pararescue Section was located some miles distant in the base boat house (Building 350) which offers sufficient space for storage of the pararescue equipment and boat.

A large portion of the mobility equipment was stored in Building 880 (also some miles distant) which is used jointly with the 403d Composite Wing, Central Air Force Reserve Region, Hqs Air Force Reserve.

PERSONNEL

The squadron was commanded by Lt Colonel James S. Brown, who assumed command on 29 June 1969 under authority of Special Order, GA 30, Headquarters Fifth Air Force Reserve Region (AFRES), Selfridge Air Force Base, Michigan, 26 Jun 1969.

As of 31 March 1971 298 of the authorized 317 personnel were assigned. Nine were still in schools.

Five personnel were reenlisted during this quarter:

SSgt Steven C. Latta 348-34-3621

SSgt James A. Masserang 377-44-8763

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

SECTION II (continued)

SSgt David L. Opper	370-44-6462
SSgt Ercole J. Santilli	370-44-5744
SSgt Paul S. Ullrich	344-82-3369

During this period, sixty-one persons were promoted to grades and in the numbers indicated: 1 MSgt, 5 SSgts, 10 Sergeants, 44 A1C and 1 Airman.

OPERATIONS & TRAINING

Operations

During this reporting period the squadron furnished two aircraft to search for a missing F-111 in Louisana. The aircraft searched the Louisana swampland with no results.

The unit provided three aircraft for duckbutts over Canada in a large Air Defense Command exercise involving 200 aircraft.

The squadron was tasked for numerous missions to airlift passengers to various bases around the country. Each mission was supported fully and on time.

"B" Flight FY 1971 annual active duty for training was performed at Hickam AFB, Hawaii. Beautiful weather and outstanding support from the maintenance personnel made the encampment highly successful in every respect. As during "A" Flight encampment Reserve personnel (non-ART) functioned as staff officers and came through with flying colors. They were:

OPERATIONS & TRAINING

Operations (continued)

Commander	Lt Col William Holme-Shaw
Operations Officer	Major Norman R. Bell
Scheduling & Training	Capt Donal A. MacIssac
Maintenance Officer	Capt John Miller

During the encampment 142.8 hours were flown, ten flight checks were completed and much upgrade training was accomplished.

Aircrew status as of 31 March 1971 was as follows:

	Auth	Assigned	Combat Ready	In School
Pilots	28	20	17	
Navigators	13	16	12	
Flight Engineers	24	20	18	
Radio Operators	13	12	5	
Pararescue	24	18	12	5

Combat ready crews	5
Combat readiness rating	C-3
Estimated C-2	Jun 71
Estimated C-1	Mar 72

Three radio operators are due to be upgraded soon to combat ready. This will qualify the squadron as C-2. Five pararescuemen were in school and two were due to graduate soon after close of the period.

OPERATIONS & TRAINING

Training

As of 31 March 1971 there were 116 persons in the training program. During that time forty-four airmen took end-of-course examinations and thirty-seven passed for a rate of 84%.

Eleven airmen were upgraded during the quarter.

The skill manning rate was as follows:

	Authorized	Present No.	%
3 level	47	43	91%
5 level	135	71	53%
7 level	56	52	93%
9 level	7	6	86%

The large number of trainees continue to be a heavy workload to all supervisors and trainers, but the rate of progress is satisfactory.

General Military Training was off to a good start and approximately 40% complete. Small Arms Training was waived by AFRES, much to our relief as this has been difficult to accomplish due to lack of facilities.

AIRCRAFT MAINTENANCE

The Aircraft Maintenance Section supported the flying schedule of 573 allocated flying hours.

The NORM (not operational ready for maintenance) rate, although still high, decreased to 36% for the quarter, down 1.1% from the previous

AIRCRAFT MAINTENANCE

quarter. Primary cause factors were two nose strut changes on aircraft 53-0173 due to defective item received from Supply, three engine changes on unit aircraft and one engine change on a 303rd ARRSq aircraft at Scott AFB, which was completely supported by this unit's manpower and resources. Nonavailability of spare engines extended the down time required to complete unit engine changes. The NORS rate for the period was 4.2% which was below the Air Force standard of 5.0%, a 1.5% improvement over the preceding quarter.

Sixty-four maintenance personnel departed Selfridge Air Force Base on 6 February 1971 in support of "B" Flight annual encampment for FY 71 at Hickam AFB, Hawaii. Twenty-two of the twenty-seven OMS personnel were 3-level airmen. Much training was accomplished and 1545 manhours were expended in support of 143.7 flying hours, two phase inspections, servicing and all unscheduled maintenance. Many manhours were spent in alert status and training.

The Maintenance functions averaged 28.8 manhours per flying hour. Production effectiveness averaged 40.6%. Production effectiveness, although up from the preceding quarter, is still low due to the heavy training program for our new personnel.

The Organizational Maintenance Branch supported 122 preflights, 84 basic postflights and 9 phase inspections. Preflights averaged 3.7 manhours and basic postflights 5.0 manhours. The look portion of phase

AIRCRAFT MAINTENANCE

inspections 92.3 manhours expended as were 114.9 on fix portion. Calendar hours per phase inspection averaged 62.2 hours, up 6.5 calendar hours from last quarter.

The Specialist Support and Avionics functions supported all scheduled and unscheduled maintenance requirements generated in support of the flying schedule. A total of 439 reparable items were processed by the maintenance shops with four items coded NRTS for a self sufficiency of 99%. Avionics repaired 208 items and Specialist Support repaired 227 items. Three engine changes were required, six engine conditionings, six propeller changes, three engine build-ups and four engine teardowns.

OJT

During the quarter 116 personnel were in upgrade training and nine in the process of retraining to another career field. Eleven people were upgraded to the next higher skill level and forty-four took AKTs or CEs, of which thirty-seven attained a passing score for an 84% passing rate which was up considerably from the last quarter. The skill manning rate was 63.5% up 5.2% from the last quarter.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
MYRON C. CONGER, Major, USAFR	Myron C Conger
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
JAMES S. BROWN, Lt Col, USAFR	James S. Brown

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Maxwell AFB, AL 36112

HISTORY OF
305 AEROSPACE RESCUE & RECOVERY SQUADRON
Selfridge Air National Guard Base, Michigan 48045
1 Apr 71 - 30 Jun 71

HAF-D48

3-4113-3

HISTORICAL DATA	REPORTING PERIOD	REPORTS CONTROL SYMBOL
	1 Apr 71 - 30 Jun 71	HAF-D48

SECTION I. REQUIRED DATA

1. UNIT AND LOCATION

305 Aerospace Rescue & Recovery Sq
Selfridge Air Force Base, Mich 48045

2. SUBORDINATE UNITS (Give location if other than that of parent unit)

3. CHAIN OF COMMAND (Superior Echelons)

Central Air Force Reserve Region
Ellington AFB, Texas 77030

Headquarters Air Force Reserve
Robins Air Force Base, Ga 31093

4. GAINING COMMAND

Aerospace Rescue & Recovery Service
Military Airlift Command
Scott Air Force Base, Ill 62225

5. MISSION (Give authority for and brief statement of primary mission)

The primary mission of the 305th ARRSq, as set forth in Air Force Reserve Regulation 29-9, was to train its aircrews and support personnel to a maximum state of operational readiness, to equip the unit to full authorization, and to be capable at all times to search for, locate and recover personnel and/or aerospace hardware in support of Air Force global aerospace operations.

6. PERSONNEL STRENGTH FIGURES (as of 30 June 1971 (date))

	OFFICERS	AIRMEN	ARTS	CIVILIANS
AUTHORIZED	46	271	78	6
ASSIGNED	39	258	76	6

7. KEY PERSONNEL (as of end of reporting period). (List names of key unit personnel. In addition, groups will list names of subordinate unit commanders. Give specific dates of changes in occupancy of key positions.)

COMMANDER	Lt Colonel	James S. Brown
OPERATIONS & TRAINING OFFICER	Major	Charles E. Day
STANDARDIZATION OFFICER	Lt Colonel	Sarkis Samarian
STAFF NAVIGATOR	Major	Myron C. Conger
AIRCRAFT MAINTENANCE OFFICER	Captain	James V. Vanden Bossche
FIRST SERGEANT	SMSgt	Rodger W. Siladke
NCOIC FLIGHT ENGINEERS	MSgt	Jack V. Nice
NCOIC RADIO OPERATORS	TSgt	Carl Husted
NCOIC PARARESCUE	MSgt	George X. Hefferon
NCOIC AIRCRAFT MAINTENANCE	SMSgt	Roy W. Dulaney

3-1133-3

SECTION I.	REQUIRED DATA
7. KEY PERSONNEL (Cont'd)	

8. UNIT PERFORMANCE DATA (for reporting period). (In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)

	UNIT	MONTHS		
		APR	MAY	JUN
TYPE OF MISSION AIRCRAFT	HC 97G			
AVERAGE AIRCRAFT ON HAND	9			
FLYING HOURS SCHEDULED	619.5			
FLYING HOURS FLOWN	548.2			
SORTIES SCHEDULED	129			
SORTIES FLOWN AS SCHEDULED %	82.2%			
AIRCRAFT NORM %	33.3%			
AIRCRAFT NORS %	7.3%			
OPERATIONALLY READY RATE %	59.4%			

SECTION I.	REQUIRED DATA					
9. PRODUCTIVE AIRCRAFT MISSIONS (for reporting period). (Productive missions are the productive airlift of passengers and cargo, actual search and rescue flights, and precautionary orbits. In the case of wings, report information by individual group by month. Use separate sheet if space below is insufficient.)						
	UNIT			MONTHS		
				APR	MAY	JUN
NUMBER OF MISSIONS	Duckbutt	2 Missions	2 Aircraft	4 Sorties		
	Airlift	8 Missions	8 Aircraft	8 Sorties		
HOURS	Duckbutt	41.1				
	Airlift	69.5				
TONS	Not applicable					
TON MILES	Not applicable					
PAX	186					
PAX MILES	135,500					
TONS AIRDROPPED	Not applicable					
TROOPS AIRDROPPED	Not applicable					

SECTION II. COMMENTARY
(See AFRES Sup 1/AFR 210-3 for additional guidance)

This section should cover significant activities, accomplishments, experiences, developments, events, flying operations, etc. Also cover problems and difficulties encountered, results achieved. Use statistics as required. Note especially any changes in unit designation, location, chain of command, gaining command, authorized strength, etc.

FACILITIES

The 305th ARRSq occupied the front half of building 1414, and the United States Naval Reserve occupied the rear. Sections located in this area were Command, Personnel & Administration, Operations and Training, Aircraft Maintenance Administration, Communications & Electronics Shop, Instrument Shop, and Personal Equipment.

Aircraft maintenance was performed in hangars 1428 and 1429. The Pararescue Section was located some miles distant in the base boat house (building 350) which offers sufficient space for storage of the pararescue equipment and boat.

A large portion of the mobility equipment was stored in building 850 (also some miles distant) which is used jointly with the 403d Composite Wing, Central Air Force Reserve Region, Headquarters Air Force Reserve.

PERSONNEL

The squadron was commanded by Lt Colonel James S. Brown, who assumed command on 29 June 1969.

As of 30 June 1971, the squadron had a strength of 277 of the 317 personnel authorized. This drop in strength was a direct result of the planned conversion of the squadron from HC 97 aircraft to HH 34 helicopters. Loss of slots for navigators, radio operators and other positions resulted in the beginning of an exodus from the 305th to other units, notably the 403rd Composite Wing. Many air reserve technicians faced with loss or downgrading of their positions transferred to the 403rd to prevent loss of civilian and military grades.

The overall proposed manning is 34 technician positions and 89 reserve slots, for a total of 123.

(Continue your commentary on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

Section II.

Many pilots have also been faced with transfer to other units, or being dropped from the reserve program due to a mandatory thirteen weeks basic helicopter school. Civilian occupations preclude many from attending.

The loss of some of our nonprior service airmen is expected due to lack of positions in which to retain them. After all the hard work put into recruiting, enlisting, processing and training these people to a point where they are now upgrading to 5 levels, we are to lose them just as they can be of real value to the unit and the reserve program.

During this period, Lt Colonel James W. Onesi was promoted to that grade and SSgt Gitthens and SSgt Earls reenlisted for a period of three years each.

Operation Co-Op

We again contacted our satelite Air Reserve Squadrons to remind them we are at their disposal to assist them in every way possible, as their sponsor.

Domestic Actions

We are continuing to support our two "adopted" Korean orphans, just as we have for the past four years.

We have also had many tours of our facilities and have participated in two open house displays. Our pararescuemen have been called upon

on two occasions to assist the sheriff's office in locating drowning victims in Lake St. Clair.

Operations and Training

Operations

"C" Flight performed its annual active duty for training during this period. Although the tour was conducted at Selfridge Air Force Base, the squadron was able to provide assistance in the form of accomplishing one duckbutt off the coast of South Carolina and three duckbutts between Goose Air Base, Labrador, and Sondestrom Air Base, Greenland. They also provided airlift of the Aerospace Rescue and Recovery Service Inspector General Team to Lajes Air Base, Azores.

With the pending conversion to helicopters many personnel have already departed. As of 30 June 1971, aircrew status was as follows:

	Authorized	Assigned	Combat Ready
Pilots	28	20	17
Navigators	13	11	9
Flight Engineers	24	21	17
Radio Operators	13	11	7
Pararescue	24	18	14

Four pararescue personnel in school.

On 27 June 1971 we attained a C-2 rating. However, in the next

three months, we expect to become C-3, and possibly C-4, with the departure of personnel to other units.

Training

As of 30 June 1971 there were ninety-nine personnel in the training program. During this period thirty-nine airmen took end-of-course examinations and thirty-seven passed for a rate of 95%.

Twenty-nine airmen were upgraded during the quarter. The skill manning rate is as follows:

	Authorized	Present	%
3 level	47	16	34%
5 level	135	98	73%
7 level	66	54	96%
9 level	7	6	86%

General Military Training as progressed at a satisfactory rate. At the present time approximately 70% has been accomplished.

Budget

The fiscal year ended with a total squadron expenditure of $1,416,163. The breakdown of expenses was:

Civilian Pay	$1,010,764
Travel	11,404
Supplies	175,187
Gasoline	209,734
Miseellaneous	9,074
Total	$1,416,163

Section II

Aircraft Maintenance

The Aircraft Maintenance Section supported 548.2 hours of flying time for the quarter.

The overall operationally ready rate was 59.4%, with a not operationally ready maintenance rate of 33.3% and a not operationally ready supply rate of 7.3%. The greatest contributors to the low operationally ready rate were aircraft 53-0117 and 53-0165, out for maintenance and supply problems for the rudder boost system, generated by compliance with TCTO 1C-97-641, Inspection of Rudder Boost Terminal Rod Upper Fork. These two aircraft were out for over one month with aircraft 52-2713 out for half this amount of time for the same problem. Additional factors were compliance with TCTO 1C-97-635, Replacement of Rudder Upper and Lower "A" Frames and Four Engine Changes.

The "C" Flight annual active duty for training tour was conducted at home station 1 - 15 May 1971, with Maintenance supporting the programmed flying and accomplishing much training.

The USAF Inspector General Team visited the unit 7 - 13 May 1971, ARRS Safety Team 1 - 6 April 1971, and Central Air Force Reserve Region MSET 17 - 21 May 1971. Much time and effort was put forth by Maintenance in clearing the deficiencies uncovered by these inspections.

The Maintenance functions averaged 28.7 manhours per flying hour which is nearly equal to the previous quarter. Overall production effectiveness was up slightly from the previous quarter at 42.3%.

Section II.

The Organizational Maintenance Branch supported 125 preflights, eighty-nine basic postflights and eight phase inspections. Preflights averaged 4.9 manhours and basic postflights 4.7 manhours. The look portion of phase inspections averaged 111.5 manhours with 78.6 manhours for fix time. Average calendar hours per phase inspection was 70.8 hours.

The Specialist Support and Avionics Branches supported all scheduled and unscheduled maintenance requirements generated in support of the flying schedule. A total of 636 reparable items were processed by the Specialist Shops for a 97.6% self-sufficiency rate. The Specialist Support Branch repaired 146 items, NRTS coded 229 items either 1 or 9 and one item in NRTS code 2-6 category. The Avionics Branch repaired 166 items, NRTS coded 87 items either 1 or 9 and 7 items in NRTS code 2-6 category. Four engine changes, four engine conditionings, two propeller changes, three engine build-ups and four engine teardowns were also accomplished during this period.

There was a large number of personnel changes in the air reserve technician positions during the past quarter due largely to the increase of position authorizations in the 403 Tactical Airlift Wing. The following personnel actions occurred during the past quarter.

Section II

Transferred to 403 TAW

Sgt	Edward McNeill, Jr.	Engine Mechanic
TSgt	Louis Nanni	Parts Expediter
SMSgt	William Knippenburg	Avionics Foreman
MSgt	James Parker	Propulsion Foreman
MSgt	Thomas Angel	Maint Control Supervisor
MSgt	Harry Keyes	Quality Control
MSgt	Roy Pridgen	Hydraulic Technician
SSgt	Donald Crampton	Aircraft Mechanic
TSgt	Leland Eldridge	AGE Technician
MSgt	Charles Zamponi	Propeller Technician

Promotions

MSgt	Richard Cooney	Avionics Foreman
SMSgt	Roy Dort	Propulsion Foreman
MSgt	Silliam Sykes	Maint Control Supervisor
SSgt	Opper	Hydraulic Technician

Vacancies Filled

Sgt	Robert Burkhardt	Engine Mechanic
Sgt	James Wilton	AGE Mechanic

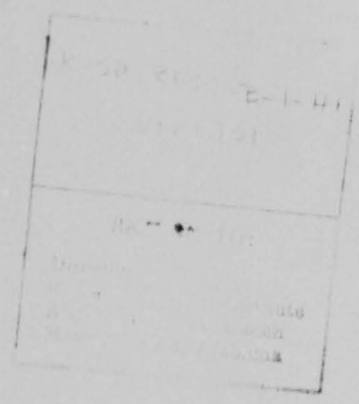
On-the-Job Training

During the quarter 125 personnel were in upgrade training. Thirty-three progressed to the next higher skill level. Three AKTs were given; one passed. Forty-five CEs were given; thirty-nine attained a passing score, for an 84% passing rate.

SECTION III.	SUPPORTING DOCUMENTATION AND ANNEXES

Below list all supporting documents, photographs, charts, tables, annexes, etc, appended to this report.

PREPARED BY (Typed name and grade of Historian)	SIGNATURE
MYRON C. CONGER, Major, USAFR	Myron C Conger
APPROVED BY (Typed name and grade of Commander)	**SIGNATURE**
JAMES S. BROWN, Colonel, USAFR	James S. Brown



1ST CRASH RESCUE BOAT SQUADRON
6550TH AIR SUPPORT GROUP
PATRICK AIR FORCE BASE
Cocoa, Florida

1 December 1951

UNIT HISTORY

1. The 1st Crash Rescue Boat Squadron was activated 1 July 1950, per General Order #11, Headquarters, Long Range Proving Ground Division, Cocoa, Florida, dated 13 June 1950, and provisions of TO & E 1-2713, dated 28 September 1949. Reorganized 2 February 1951, per authority contained in Department of the Air Force Letter #322, dated 2 February 1951 with additions to TO & E 1-2713 per General Order #6, dated 23 August 1951, Headquarters Air Force Missile Test Center, Cocoa, Florida, and change in TO & E 1-2713 authorized in General Order #31, Headquarters Air Research and Development Command, dated 30 July 1951.

2. Mission.

a. The primary mission of the 1st Crash Rescue Boat Squadron is Crash Rescue service on the Atlantic Ocean and Banana River sides of Patrick Air Force Base.

b. The secondary mission is range clearance in connection with missile firings conducted at this base.

3. Personnel.

a. Percentage of TO & E allocations filled.

Officers - 42%

Airmen - 81%

b. Key Officer Personnel.

Commanding Officer----------CWO Terry M. Carroll

Supply Officer----------CWO Thomas J. Keefer

Operations Officer----------WOJG Claude H. Drake

Engineering and Maintenance Officer------WOJG Reginald V. Maisey

51-2782

c. Personnel needs or surpluses.

Organizational personnel needs are for Marine Engineers and Seamen. The Engineer shortage is critical.

4. Material.

a. Assigned equipment and status.

3 ea 85' Crash Rescue Boats----------3 Operational

2 ea 24' Crash Rescue Boats----------2 Operational

1 ea 18' Swamp Glider----------1 Operational

1 ea 42' Utility Boat----------1 Undergoing repairs

2 ea 105' Barges----------2 Operational

TO & E shortages----------1 Swamp Glider

b. Major procurement problems.

None.

5. Events during period.

a. 1st Crash Rescue Boat Squadron occupied facilities at Canaveral Harbor on 20 November 1951, period between 20 November and 28 November taken up with the physical move from Patrick Air Force Base to new location. All operations except shop maintenance, supply and river-side coverage are now conducted at Canaveral. Shop and supply functions are continuing at Base Boathouse, with two (2) 24' Crash Rescue Boats and one (1) Swamp Glider being on 24 hour alert for river-side coverage.

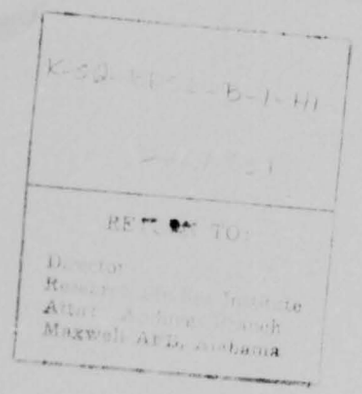
b. Much time is being taken up at Canaveral in improvement of facilities such as building small wharf and gangway, driving additional pilings and mooring bits, improvising facilities for fire protection and pumping, relocation of certain water lines and power lines, establishment of stabilized area for tanking gasoline and water to boats and generally improving the area and installation.

c. An Alert Officers Roster has been established to provide for immediate official action in event of an emergency, each officer of the organization being responsible for a designated 24 hour period, rotating every fifth day.

d. Four missions were accomplished for the Telemetering Section, Patrick Air Force Base, during reporting period, one mission to give aid to a distressed shrimp vessel, and one mission to aid a service man distressed in Banana River in a small boat were accomplished in addition to normal 24 hour coverage of the flying approaches to Patrick Air Force Base.

e. Plans for future expansion and improvement of facilities and operational coverage are going forward to the extent possible under present manpower shortages.

f. R-1-673, 85' Crash Rescue Boat was in drydock at Daytona Beach, Florida from 15 November 1951 to 30 November 1951 for engine change and routine haulout.



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[illegible]

RETURN TO:

Director
Research [illegible] Institute
Attn: [illegible] Branch
Maxwell AFB, Alabama

1ST CRASH RESCUE BOAT SQUADRON
6550TH AIR SUPPORT GROUP
PATRICK AIR FORCE BASE
Cocoa, Florida

2 January 1952

UNIT HISTORY

1. The 1st Crash Rescue Boat Squadron was activated 1 July 1950, per General Order #13, Headquarters, Long Range Proving Ground Division, Cocoa, Florida, dated 13 June 1950, and provisions of TO & E 1-2713, dated 28 September 1949. Reorganized 2 February 1951, per authority contained in Department of the Air Force Letter #322, dated 2 February 1951 with additions to TO & E 1-2713 per General Order #6, dated 23 August 1951, Headquarters Air Force Missile Test Center, Cocoa, Florida, and change in TO & E 1-2713 authorized in General Order #31, Headquarters Air Research and development Command, dated 30 July 1951.

2. Mission.

a. The primary mission of the 1st Crash Rescue Boat Squadron is Crash Rescue service on the Atlantic Ocean and Banana River sides of Patrick Air Force Base.

b. The secondary mission is range clearance in connection with missile firings conducted at this base.

3. Personnel.

a. Percentage of TO & E allocations filled.

Officers - 42%

Airmen - 70%

b. Key Officer Personnel.

Commanding Officer----------CWO Terry M. Carroll

Supply Officer----------CWO Thomas J. Keefer

Operations Officer----------WOJG Claude H. Drake

Engineering and Maintenance Officer-----WOJG Reginald V. Maisey

c. Personnel needs or surpluses.

Organizational personnel needs are for Marine Engineers and Seamen. The Engineer shortage is critical.

4. Materiel.

a. Assigned equipment and status.

3 ea 86' Crash Rescue Boats——————3 Operational

2 ea 24' Crash Rescue Boats——————2 Operational

1 ea 18' Swamp Glider——————1 Operational

1 ea 42' Utility Boat——————1 Undergoing Repairs

2 ea 105' Barges——————2 Operational

TO & E shortages——————1 Swamp Glider

b. Major procurement problems.

None.

5. Events during period.

a. Normal alert duties on Banana River and Atlantic Ocean except during Christmas holidays when boats stationed at Canaveral were on standby basis at Squadron Headquarters at Canaveral.

b. Crash Boats of this squadron performed five (5) Range Clearance missions during December.

c. Rescue Boats stationed at the boathouse at Patrick Air Force Base participated in search operations for civilians drowned near Eau Gallie, Florida.

Quarterly Historical Reports 5 Oct 51
14 Jan 52

K-52-RL-SC-1-13-H1
Jul-Dec 1951

RETURN TO:

Director
Research Studies Institute
Attn: Archive Branch
Maxwell AFB, Alabama

13[illegible]
78th Air Base Group
Hamilton Air Force Base
Hamilton, California

[illegible]

5 October 1951

SUBJECT: Quarterly Historical Report

TO: Commanding Officer
78th Air Base Group
Hamilton Air Force Base
Hamilton, California

1. At the beginning of the quarter 1 Jul 51 thru 30 Sep 51 the Rescue Boat Detachment was still functioning as a sub-section under Base Operations. At that time there were fourteen (14) airmen authorized and thirty-eight (38) airmen assigned.

2. On 5 Jul 51 the 13th Crash Rescue Boat Squadron was activated per USAF General Orders Number fifty-seven (57) dated 3 Jul 51 with an authorized strength of five (5) officers, nine (9) warrant officers and one-hundred-and-eleven (111) airmen. Upon activation the 13th Crash Rescue Boat Squadron was attached to Headquarters & Headquarters Squadron, 78th Air Base Group for administration, operational control, and logistical support.

(a) Operating equipment authorized under T/O&E 1-2713 consists of three (3) eighteen (18) foot Swamp Gliders, two (2) forty (40) foot Rescue Boats and three (3) eighty-five (85) foot Rescue Boats.

3. From 12 Jul 51 to 23 Jul 51 this squadron had two (2) each eighteen (18) foot Swamp Gliders with crews in Topeka, Kansas for the purpose of participating in the flood disaster there.

4. During this quarter there were seventy-nine (79) alerts, one of which developed into a fatality.

5. Of the original six (6) boats assigned to this squadron there were two (2) each eighteen (18) foot Beach Glider's lost, and one (1) each sixty-three (63) foot Rescue Boat gained, totaling one (1) each sixty-three (63) foot boat, and two (2) each twenty-four (24) foot boats serviceable and one (1) each forty-two (42) foot boat and one (1) each eighteen (18) foot Beach Glider reparable.

6. The strength of the 13th Crash Rescue Boat Squadron 30 Sep 51 is one-hundred-and-eleven (111) airmen authorized, forty (40) airmen assigned and thirty-seven (37) airmen present for duty.

[redacted]
CAPT, USAF
Commanding

13TH CRASH RESCUE BOAT SQUADRON
78th Air Base Group
Hamilton Air Force Base
Hamilton, California

WR 14 January 1952

SUBJECT: Quarterly Historical Report

TO: Commanding Officer
78th Air Base Group
Hamilton Air Force Base
Hamilton, California

1. At the beginning of the quarter, 1 Oct 51, The 13th Crash Rescue Boat Squadron were authorized fourteen (14) officers and one-hundred-and-eleven (111) airmen with one (1) officer and forty (40) airmen assigned.

2. On 22 Oct 51, two (2) swamp gliders were turned in to base supply and two (2) replacements were placed on requisitioned. One (1) swamp glider was recieved 29 Nov 51. The total boat assignment on that date was One (1) sixty-three (63) foot boat; One (1) forty-two (42) foot boat; Two (2) twenty-four (24) foot boats; and Two (2) eighteen (18) foot swamp gliders.

3. During this quarter there were fifty-nine (59) alerts, one of which developed into a fatality. One 16 Dec 51, a Hamilton AFB F-89 aircraft crashed into the mud about three (3) miles, one-hundred-and-forty (14) degrees from Hamilton AFB. This squadron has been involved in salvage operations since that date.

4. The strength of the 13th Crash Rescue Boat Squadron, 31 Dec 51, is fifty-eight (58) airmen assigned and fifty-six (56) airmen present for duty.

LEON E. FIDLER
WOJG, USAF
Commanding

(UNCLASSIFIED)
HISTORY OF
16TH CRASH RESCUE BOAT FLIGHT (TAC)
Langley Air Force Base, Virginia

1 January 1955 thru 30 June 1955

Incl 192

3-4484-19A

HISTORY

OF

16TH CRASH RESCUE BOAT FLIGHT

405TH AIR BASE GROUP

LANGLEY AIR FORCE BASE, VIRGINIA

FOR PERIOD

1 JANUARY 1955 to 30 JUNE 1955

JOSEPH A. O'CONNOR
CWO, W-2, USAF
Commander

3-4484-174

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

For this reporting period the 16th Crash Rescue Boat Flight was re-organized 18 November 1953 per General Orders 89 Headquarters Tacical Air Command in accordance with T/O 1-1610 dated 1 April 1952 with authorization for three (3) Warrant Officers, fifty two (52) airmen. Equipment authorized, two (2) 63ft rescue boats, two (2) 40ft rescue boats, and four (4) 18ft to 24ft rescue boats.

The mission of the 16th Crash Rescue Boat Flight as outlined by T/O 1-1610 and AFR 64-3 continues to require 24 hour coverage of all waters adjacent to Langley Air Force Base and ferry support for the various functions on the base that require water transportation to cutlying installations.

CHAPTER II

PERSONNEL

The authorized strength for the 16th Crash Rescue Boat Flight for the period of this report is Three (3) Warrant Officers and Fifty Two (52) airmen. No further change in personnel.

CHAPTER III

OPERATIONS AND TRAINING

The following missions with brief description for each type were accomplished during the reporting period.

Search missions for downed aircraft	15
Trips to bomb ranges	208
Passengers transported to bomb range	835
Search for non-military boats etc.	31
Persons rescue from overturned boats	12
Bodies recovered	1
Practice Alert	28
Night navigational training missions	24
Command water transportation	15
Alert stand-by: Planes reported landing with engine trouble, on fire, low on fuel, etc.	21

CHAPTER IV

MAINTENANCE

Maintenance was preformed generally by assigned crews aside from drydocking and major overhaul which was preformed by local contract.

The R-24-1430 (swamp glider) was hauled by this organization on 6 May. The bottom was rebuilt and covered with fiber glass by the base shops, and returned to the water 21 May. The following boats were drydocked at Gatlins Bros. Boat Yard at Hampton for routine bottom work.

R-37A-1269 a 63ft Crash Boat. 7 March to 23 March.

R-2-727 a 63ft Crash Boat. 2 April to 12 April.

R-4-754 a 24ft Crash Boat. 6 May to 10 May.

R-2-715 a 63ft Crash Boat. 12 May to 24 May.

R-3-1761 a 40ft Crash Boat. 5 June to 13 June.

CHAPTER V

SUPPLY

Unit supply was located as follows at the beginning of this reporting period.

Supply Office - - Bldg. 1204

Store Room - - - - Bldg. 118

Ware House - - - - Bldg. 261

During the month of June the supply function was consolidated in Bldg. T 261.

T/Sgt Rogers and S/Sgt Skeens assigned to supply until June when T/Sgt Tholke was assigned as Supply Sgt.

Turned in approximately $ 5,000 worth of excess property during this period.

Completed all ECL tool kits.

(UNCLASSIFIED)
HISTORY OF
16TH CRASH RESCUE BOAT FLIGHT (TAC)
Langley Air Force Base, Virginia

1 July 1955 thru 31 December 1955

3-4484-20A

HISTORY

OF

16TH CRASH RESCUE BOAT FLIGHT

405TH AIR BASE GROUP

LANGLEY AIR FORCE BASE, VIRGINIA

FOR PERIOD

1 July 1955 thru 31 December 1955

JOSEPH A. O'CONNOR
CWO W-2, USAF
Commander

3-HHB-4-20A

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

Suring this reporting period, 1 July 1955 through 31 December 1955, the 16th Crash Rescue Boat Flight was attached to the 4405th Operations squadron for administration, operational control, and logistic support. In effect, the squadron maintained for the Flight all personnel records, prepared the morning reports, and made up requests for orders affecting Flight personnel.

CHAPTER II

PERSONNEL

The authorized strength for the 16th Crash Rescue Boat Flight for the period covered by this report is three (3) Warrant Officers and fifty two (52) airmen.

The assigned strength at the close of this report period is two (2) Warrant Officers and seventy four (74) airmen.

Key Personnel

CWO W-2 Joseph A. O'Connor	Commander
CWO W-2 William A. Norris	Supply Officer
M/Sgt Samuel Watson	NCOIC Boat Flight

CHAPTER III

OPERATIONS AND TRAINING

The following number of missions with a brief description for each type were accomplished during this reporting period.

MISSION	NUMBER
Search missions for downed aircraft	96
Pilots bodies recovered	2
Search missions for non-military boats	33
Bodies recovered non-military	2
Persons rescued non-military	7
Boats recovered non-military	5
Trips to Bomb range	435
Personnel transported to bomb ranges	1939
Cargo transported to bomb ranges	42 tons
Command water transportation trips	15
Night training missions	12
Top Secret salvage operation	17 days
Salvage operation	3 days
Cherry point gunnery range	1 trip 11 days

CHAPTER IV

MAINTENANCE

Maintenance was preformed generally by assigned crews aside from drydocking and major overhaul which was preformed by local contract.

R-37-1257 a 63' Crash Boat hauled at Gatlins Bros. Boat Yard on 23 August to 12 December for rebuild and bottom job.

The following boats were drydocked at Gatlins Bros. Boat Yard at Hampton for routine bottom work.

R-3-1754 a 40' Crash Boat. 7 July to 11 July

R-2-727 a 63' Crash Boat. 15 July to 23 July

R-3-1754 a 40' Crash Boat. 1 Octtober to 5 October.

R-37A-1269 a 63' Crash Boat. 7 October to 9 October.

R-2-715 a 63' Crash Boat. 10 October to 17 October. Bottom job and port engine change.

R-4-754 a 24' Crash Boat. 21 October to 28 October

R-3-1761 a 40' Crash Boat. 11 November to 30 November.

R-2-727 a 63' Crash Boat. 2 December to 7 December.

R-37A-1269 a 63' Crash Boat. 19 December to 29 December.

The R-24-1430 an 18' swamp glider was hauled by the organization personnel on 18 July and 22 October for routine bottom work.

CHAPTER V

SUPPLY

Procurement of Marine equipment supplies continues to be some what of a problem. A list of all exchange schedules was made to assist supply personnel and Boatmasters in maintaining supply levels. An inventory of 1120 cards was made and shortages requisitioned. All tools were identified and tagged. Tools in the tool room were stored in marked bins to assist tool room keeper.

K-SQ-RESE-B-22-HI
JUN 1952

RETURN TO
RESEARCH STUDIES
INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH

CATALOGED

Historical Data

22 D Crash - Rescue Boat Sq

APO 929

June 1952

2-3992-13

MICROFILMED

22D CRASH-RESCUE BOAT SQUADRON

APO 929

HISTORICAL DATA FOR THE MONTH OF JUNE 1952

22D CRASH-RESCUE BOAT SQUADRON
APO 929

CRBS 319.1 9 July 1952

SUBJECT: Historical Report for Month of June 1952

TO: Commanding Officer
6160th Air Base Group
APO 929

ORDERLY ROOM SECTION

Detachment One, 6160th Air Base Group, APO 929 exists no longer. We were activated on 16 June 1952 into the 22d Crash-Rescue Boat Squadron. Authority for activation is Headquarters, Japan Air Defense Force, APO 710 General Order Number 32, dated 17 June 1952. Authorize strength for this Squadron is thirty-one (31) Warrant Officers and two hundred and thirty-two (232) airmen. First officer and airman to be transferred to this Squadron was Major James T. Beene, AO-559584 who assumed command of the Squadron on 16 June 1952 and SSgt Ulus W. Dansby, AF14318225 Orderly Room administrative supervisor who was also transferred on 16 June 1952. Shortly after being activated, we received several Orderly Room personnel from various organizations located in Far East Command. A/3C Gerald F. Flannery, AF13354879, was assigned from Hq Sq Sec, 6160th Air Base Wing, APO 929. He assumed duties as payroll clerk. SSgt Jack A. Prenatt, AF6269987 was assigned from Miho Air Base, APO 950. He assumed duties as chief personnel and classification specialists. A/2C Vernon P. Lee, AF28929250, was assigned from 6160th Air Police Squadron, APO 929. He assumed duties as morning report clerk. As a whole the Orderly Room has an excellent crew who will pilot the boat Squadron with great efficiency and accuracy. Far East Air Force Special Orders Number 135, dated 19 June 1952 was received promoting Captain James T. Beene, AO-559584 to the rank of Major, on 19June 1952. Operations

received a radio message saying the R-1-664 has run aground and was sinking off of K-9. The Commanding Officer on same day departed for K-9 to get first hand information. Commanding Officer from K-9, reports R-1-664 broke anchor line in high wind and that boat went aground on beach by the stern. There was extensive damage to struts shafts and propellers. The U-52-1197 is being diverted to tow this boat to Fukuoka. The USAF Motor Ship U-52-1197 returned to the Squadron from Korea with Rescue Boat R-1-664 in tow. Rescue Boat R-2-1196 was dispatched on 17 June 1952 to site No. 19 Baker station, to evacuate an airman requiring medical attention. Rescue Boat returned to Fukuoka with patient 0130 same date. At approximately 2330 hours on 24 June 1952 local communist bombed a South Korean house near the Boat Squadron. 2d Lt Robert T. Brumfiel, AO-1910701 reported to the Boat Squadron for duty on 27 June 1952. Lt Brumfiel assumed duty as asst. Operations Officer. Enclosed to this historical report are pictures of three (3) of the boats assigned to the 22d Crash Rescue Boat Squadron. These boats operating together makes the Crash-Rescue Boat Squadron's Mission a thrilling success.

OPERATIONS SECTION

During month of June our crash boats ran a total of 540 running hours. We had 85 footer's operating in Far North Korean waters as they have been doing in past months. One 63 footer made 12 Rescue Missions during the month, credited with saving 5 lives and recovering one body. These rescue missions were made in the tricky shoal waters of the Kunsan area on west coast of Korea. The 114' freight and passenger boat is making itself useful since returning to duty from the shipyard. She made two long runs to Inchon with supplies, parts, mail, pay and personnel, and in addition she kindly hauled some passengers to sites enroute.

SUPPLY SECTION

M/R account M-1½ was inventoried and transferred to Captain Ikerd who has assumed supply duties of this Squadron. New accounting procedures are being installed, in accordance with AFM 67-1, for M/R property. Briefly, this system will be an extension of the Base Supply plant account. All M/R property will be accounted for on AF Forms 90A and 90A-1 instead of DA AGO Forms 1½-110. However, until they are available tub files will be used. Visible file Kardex files should be utilized in filing these forms. It is estimated this project will be completed by 1 August 1952. A project to inventory all installed property on Boats as required by AFM 67-1, has been initiated. Purpose is to account for shortages and overages and to submit requisitions for property which is short so that all Boats are equipped as authorized by applicable T.O.'s completion date of this project is unknown. One additional qualified technical supply man is urgently needed. At present continuous service can not be provided because of time and distance from supply source and various Squadron administration functions. Of 118 requisitions submitted to Base Supply during the month of June consisting of 680 line items, only 11% of line items have been received.

ENGINEERING SECTION

Rescue Boat R-1-65½ launched on 11 June 1952. Removed, changed block, and replaced jeep engine. Removed, overhauled, replaced galley range, and reefer. Installed D-2 Aux power unit, installed re-inforcing, and bed for new bow gun mounts. Removed, and installed new Vee-drive gear. Rescue Boat R-1-66½ drydocked on 1½ June 1952 for major overhaul. Rescue Boat R-1-667 drydocked for bottom job, changed both propellers, and Port Main Engine. Rescue Boat R-1-676 drydocked on 11 June 1952, for bottom repairs and shaft and propeller change. Launched 12 June 1952. Rescue Boat R-2-

717 drydocked on 23 June 1952 for complete replacement of pilot house, deck, and bottom repairs. Rescue Boat R-2-1196 drydocked on 11 June 1952 for bottom, and hull repairs launched on 16 June 1952. Replaced three (3) batteries in 28 Volt system. Prepared and turned in, two (2) packard engines, and four (4) cockpit heaters. A.I.O. erected tent frame, and tent in area for day room. Overhauled two (2) C-10 power units, two (2) heads, one (1) water pump, and three (3) electric fans. Repaired boat Squadron security fence. Built work benches in engine build up, enclosed walls with plywood, and painted. Built Squadron mail room. Received one (1) rebuilt packard engine, inspected and stored in Squadron area.

FOOD SERVICE SECTION

During the month of June approximately 750 meals were served over and above our morning report strength. A salt drying box was made at Squadron carpenter shop and is now in use. Work orders have been put through engineering for a dish rinsing cabinet, shelves for fans and wooden pegs for hanger in dining hall. Interior painting was started the 23rd June. Completion date, approximately the 5th of July.

FIRST AID SECTION

This Squadron has administerd inoculations and medications for all the persons in need of such. Inspections have been made of the Squadron areas and the boats to maintain sanity at all times. No airmen have been lost during the month. Three medics have been gained for the Squadron. Narcotics have been recorded when given and have been inspected weekly. Two men were admitted to the Hospital during the month and both were dispositioned back to duty.

COMMUNICATIONS SECTION

This section again is in a precarious position for lack of sufficient numbers of qualified personnel. On this date, there are twenty two (22) radio operators assigned to the section. This is exclusive of NCOIC Rescue Communications. This constitutes a deficiency now of three radio operators. Changes in MOT, the arrival of stateside assignments, and normal completion of overseas tours has brought a condition wherein, during the next two months, there is an anticipated loss of eight (8) and an assured loss of five (5) radio operators. Having lost one this month already, definitely going to lose an additional three (3) next month, by the end or middle part of July 1952 this section will be forced for lack of sufficient numbers of qualified personnel to close operations down to the barest minimum. The amateur radio station project is still in the planning stage; however, license applications have been received and examinations are to be taken within the next week. The first of series of lectures concerning security was given during the last week of June by SSgt Lynes.

NEIL C. PETERSON
Captain, USAF
Historical Officer

MONTHLY UNIT HISTORY REPORT 22D BOAT SQ.

K-SQ-RESC-B2-22-HI
JUL-DEC 1952

5-1995-90



22D CRASH-RESCUE BOAT SQUADRON
6160th Air Base Group
APO 929

CRBS 319.1 7 January 1953

SUBJECT: Transmittal of Unit History (RCS: 1AF-(Q)

TO: Commanding Officer
6160th Air Base Group
APO 929
ATTN: Historical Officer

1. Transmitted herewith, in accordance with 6160th Air Base Wing Regulation 210-1, dated 16 January 1952, Subject: "Historical Program in the Wing Base", (1 MAY-31 MAY 1953) of the historical data of the 22d Crash-Rescue Boat Squadron, which has been inspected verified by the undersigned.

2. This report was compiled by SSgt Robert L. McEvoy, AF12335605, under the supervision of Captain JAMES W. KAPPES, AO-550209. Facts and observations appearing in the narrative and not otherwise credited are based on the personal knowledge of SSgt McEvoy.

FOR THE COMMANDING OFFICER:

JAMES W. KAPPES
[illegible]
Captain, USAF
Historical Officer

1 Incl:
22d Crash-Rescue Boat
Sq Historical Data

5-145-40

22D CRASH-RESCUE BOAT SQUADRON

6160th Air Base Group

APO 929

HISTORICAL DATA FOR THE MONTH OF DECEMBER 1952

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ORGANIZATION AND ADMINISTRATION

The 22d Crash-Rescue Boat Squadron completes its first six months of operation as a squadron with the passing of December 1952. During this period the organization and administrative section of the squadron has dealt with numerous problems relative to personnel and administration. Through the combined efforts of the personnel assigned to this section a great deal has been accomplished. During December authority was granted to this organization to forecast airmen assigned to boats operating in Korean waters on the basis of contemplated future Korean service. This alleviates the MOS problem somewhat, however, deficiencies still exist and it is felt that the best possible solution would be granting authority to forecast crew members assigned to boats operating in Korea on a straight twelve month tour. During December the Training Program was expanded and revised to put greater emphasis on the basic principles of deck seamanship and visual communication which included marlinspike seamanship, handling of lines, small boat nomenclature, Air Force Rescue Boat design and construction, helm watches, piloting, and dead reckoning together with semaphore and blinker light using International Morse Code. A class of fifteen men was started on 4 December 1952 and finished 30 December 1952. The training day was six and one half hours long and classes were held five days a week. Numerous training aids were constructed for use in the school. It was the intention of the training group to utilize the Freight and Passenger boat, U-52-1197 for practical training of the December class. However, due to the necessity of drydocking this vessel a future date has been set for this operation.

OPERATIONS

On 8 December 1952 a distress call was received from Rescue Boat R-2-1088 which was proceeding to Fukuoka from King Eight on one engine in heavy seas. Rescue Boat R-2-1082 was dispatched to their aid and proceeded to tow them back to Fukuoka when it became necessary to halt towing operations and evacuate a man aboard the R-2-1088 who had been overcome by fumes caused by a gasoline pump running in one of the boats' compartments. He was immediately brought back to Fukuoka for hospitalization and recovered with no ill effects. Upon completion, R-2-1082 returned to the R-2-1088 and towed the boat back to Fukuoka. On 20 December 1952 an F-94 aircraft was reported down off shore about one hundred yards from Aratsu Zaki. R-2-1082 was alerted at 1212 hours and arrived at the scene of the crash 1220. The plane was found lying on the bottom in about two fathoms of water. Diving operations were begun at once and two bodies were removed, and turned over to the 118th hospital. The aircraft was then raised from the bottom and put ashore at Hakata docks. During the month an eighty-five foot Rescue Boat, R-1-654 was directed to proceed up the Chinampo River on a mission. Upon arrival in the Chinampo Estuary the boat was subjected to extremely heavy enemy fire and was forced to turn around. No direct hits were made, however, due to close underwater explosions the vessel sustained damage to the stern, rudders and screws.

SUPPLY

During the month two Chrysler M-7 marine engines were received together with two Kohler generators. Eleven reports of survey and statements of charges were submitted on loss of government property. One additional man was assigned to this section as a 64131. A survey was made of the marine equipment and supplies at Air Force Liaison Section Yokosuka Navy Base.

COMMUNICATIONS

Plans have been submitted for a new console to accommodate additional equipment planned for the Net Control Station. The Console will improve the appearance of the Communications Building as well as increase operating efficiency. Standard Operating Procedures have been drawn up and stencilled and will be sent to all operators during the month of January.

FIRST AID SECTION

During the month of December Innoculations, treatments and medications were administered in the squadron dispensary. Two men were dispatched aboard the R-2-1082 on 20 December to assist in the plane crash in Hakata Bay. One man was rotated to the Zone of Interior and no new men were gained.

CRASH RESCUE BOAT OPEN MESS

1. The following motions were made during November 1952 and carried out in December.

a. Basketball uniforms were purchased for athletic team. Amount appropriated was $ 75.00

b. The Mess sponsored a Christmas party for two small orphanages. One hundred dollars ($100.00) was appropriated for this purpose. Approximately 120 children attended. Gifts were given to each child from donations contributed by squadron personnel. Menu items for morning snack were hot chocolate, cookies and fruit. Later on ice cream, cake, nuts and candies were distributed among our little guests. The wives of squadron personnel were greatly responsible for the success of the party.

c. A second party sponsored by the squadron officers was given for all civilian personnel (Japanese Nationals employed by the Squadron). Beer, soft drinks and peanuts were served.

d. There was an Open House on Christmas Day. The mess served Eggnog and Tom & Jerrys. Japanese Coast Guard and civilian personnel were especially requested to attend.

2. A General Meeting was held on the 31st of December for the purpose of electing a new board of governors.

22D CRASH-RESCUE BOAT SQUADRON
6160th Air Base Group
APO 929

CRBS 319.1

9 December 1952

SUBJECT: Transmittal of Unit History (RCS: 1AF-D2)

TO: Commanding Officer
6160th Air Base Group
APO 929
ATTN: Historical Officer

1. Transmitted herewith, in accordance with 6160th Air Base Wing Regulation 210-1, dated 16 January 1952, Subject: "Historical Program in the Wing Base", (1 November-30 November 1952) of the historical data of the 22d Crash-Rescue Boat Squadron, which has been inspected verified by the undersigned.

2. This report was compiled by ~~A/1C~~ Robert C. McEvoy, AF12335605, under the supervision of Captain Neil C. Peterson, AO-550249. Facts and observations appearing in the narrative and not otherwise credited are based on the personal knowledge of ~~A/1C~~ McEvoy.

FOR THE COMMANDING OFFICER:

1 Incl:
22d Crash-Rescue Boat
Sq Historical Data

NEIL C. PETERSON
Captain, USAF
Historical Officer

Permanent

22D CRASH-RESCUE BOAT SQUADRON

6160th Air Base Group

APO 929

HISTORICAL DATA FOR THE MONTH OF NOVEMBER 1952

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ORGANIZATION AND ADMINISTRATION

During November 1952 this section was visited by the Air Inspection Team of the 6160th Air Base Wing. The overall operating efficiency of the section was considered generally satisfactory, however, discrepancies were noted in the maintenance of personnel records. A project is now underway to include the screening of all personnel records which when complete will bring them up to the desired Air Force standard.

The training section has graduated a total of fifteen (15) men from the Basic Seamanship School during November and a new class has now started. A policy is now in effect, whereby apprentice level seaman assigned to boats are recalled to the squadron for the purpose of attending the Seamanship course. Upon completion of the course these men are then rotated back to their boats.

There has been little improvement in the "MOT" problem, however, during November, station assignments were received for the remainder of backlog personnel and these men were rotated to the ZI.

Another discrepancy brought out by the Air Inspection was the need for an adequate Personal Affairs Program for the squadron. It was noted that Personal Affairs statements were missing on many airmen. It is believed that the reason for this situation is a considerable lack of understanding on the part of airmen on just what constitutes Personal Affairs. An informational bulletin explaining the need for keeping the individuals Personal Affairs up to date is now being prepared for distribution throughout the unit and statements are being accomplished daily on airmen needing them.

OPERATIONS SECTION

During the month of November our eighty-five foot crash boats continued their operations with the Fifth Air Force in North Korean waters. The weather has created additional hazards and the crewmen who were there last winter are well aware of the coming winter hardships. In spite of these adverse conditions the boats are continuing to carry out their assigned missions in the outstanding manner shown in the past. Statistics are NOT available at this time due to incomplete operational reports.

SUPPLY SECTION

A total of ten (10) F-4 type heaters were received during November and distribution has been made for installation on all boats. Four (4) multiple trailer mounted fifty-caliber machine guns were received for installation on eighty-five foot boats. Nine (9) reports of survey were prepared on lost M/R and organization equipment. Action was received on twelve (12) unsatisfactory reports previously submitted on critical items. All items are on back-order to the ZI.

FOOD SERVICE

During the month of November 1952 the Food Service section performed routine duties incidental to the Mess Hall. One special meal, Thanksgiving Dinner was prepared and served with excellent efficiency. Due to mechanical difficulties, namely a break-down of the mess hall stove, it became necessary to order and install another stove, however, by utilizing the facilities on board the USAF U-52-1197, no interruption in serving occured. The mess is still feeding an average of two hundred (200) men for the noon meal and the seating capacity, which is limited to thirty-six (36) men, is still resulting in an overcrowded mess for the noon meal.

COMMUNICATIONS

During November Communications Section experienced the loss of S Sgt Lynes, communications supervisor who has rotated to the ZI. S Sgt Lynes was replaced by T Sgt Eugene Avery. Due to the change in section heads it has been necessary to reset the target date for the completion of Standard Operating Procedures. The new target date is 31 December 1952. Twenty airmen were picked up on OJT and Pre-Duty training in this section and a more effective program is planned due to the arrival of personnel newly graduated from Technical Schools. A new antenna system was erected and will be in operation in the near future.

FIRST AID SECTION

During the month of November numerous treatments, innoculations, and medications were administered. Two men were rotated to the ZI and no men were gained. An informal inspection was made of the squadron area and revealed that the latrines were in an unsanitary condition. The matter was brought to the attention of the Commanding Officer and corrective action was taken.

22D CRASH-RESCUE BOAT SQUADRON
6160th Air Base Group
APO 929

CRBS 319.1 8 November 1952

SUBJECT: Transmittal of Unit History (RCS: IAF-D2)

TO: Commanding Officer
6160th Air Base Group
APO 929
ATTN: Historical Officer

1. Transmitted herewith, in accordance with 6160th Air Base Wing Regulation 210-1, dated 16 January 1952, Subject: "Historical Program in the Wing Base", (1 October-31 October 1952) of the historical data of the 22d Crash-Rescue Boat Squadron, which has been inspected verified by the undersigned.

2. This report was compiled by A/1C Robert G. McIvoy, AF12335605, under the supervision of Captain Neil C. Peterson, AO-550249. Facts and observations appearing in the narrative and not otherwise credited are based on the personal knowledge of A/1C McIvoy.

3. This letter of transmittal is classified RESTRICTED because of the inclosure hereto. When inclosure is withdrawn, classification may be removed without reference to the originating authority.

FOR THE COMMANDING OFFICER:

1 Incl:
22d Crash-Rescue Boat
Sq Historical Data

NEIL C. PETERSON
Captain, USAF
Historical Officer

22D CRASH-RESCUE BOAT SQUADRON

6160th Air Base Group

APO 929

HISTORICAL DATA FOR THE MONTH OF OCTOBER 1952

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ORGANIZATION AND ADMINISTRATION

During October 1952 this section performed normal operations with a maximum of efficiency, however, difficulty is still being experienced in the forecasting of Airmen for return to the ZI. Numerous changes must be made on forecast rosters after Airmen have been forecast due to accumulation of Korean points, which results in Airmen being held beyond actual RDT date due to lack of station assignments being received. Squadron morale was lifted considerably when, upon completion of newly constructed tents, a number of personnel were moved out of the stone billets and into the tents. Previous to this, an overcrowded condition existed in living quarters and was fast becoming a morale problem. On 18 October 1952 this squadron organized a new training section. A training officer and non-commissioned officer have been assigned and have initiated a course in Basic Seamanship. At present there are ten (10) helper level airmen in training. A course in Celestial Navigation is planned for the near future. This course will also serve as a refresher for senior seamen and boat masters presently assigned. In addition to formal training in seamanship and navigation, this section will also maintain all collateral and OJT training records, choose subjects for the Airmans' Information Program, and coordinate upgrading of personnel by board action, through the personnel section. A tent was erected in the boat squadron area and is being utilized as a classroom and chapel. Chaplain Johnson from Itazuke Air Base holds church services each Sunday evening here.

OPERATIONS SECTION

During October 1952 we had three (3) eighty-five foot crash boats operating in North Korean waters TDY with Fifth Air Force. One of these boats, the R-1-664 captured a North Korean junk slipping into Sosa-Re harbor on the island of ChoDo. Two prisoners were taken. This boat also successfully sustained a highly concentrated attack by enemy aircraft, which lasted for one hour. One crew member was slightly wounded by flying shrapnel and the boat itself was damaged slightly by shrapnel.

FOOD SERVICE SECTION

During the month of October 1952 approximately five hundred fifty three (553) meals were served over and above our morning report strength. A total of one thousand five hundred nineteen (1,519) meals were served to men of the Fifty-eighth Supply Squadron alone which is resulting in an extremely overcrowded mess. A new two (2) oven stove has been ordered to replace the one (1) oven stove presently being used. Extra storage and dining space are urgently needed. The morale of cooks presently assigned duty aboard boats is considered very high and efficiency excellent, however it is recommended that authority be granted to assign one (1) additional cook to each eighty-five foot crash boat.

SUPPLY SECTION

The UPREAL for this organization was received and initial inventory of pre listed items was made. Organizational clothing and equipment as authorized by T/A-21 are now being transferred from M/R and picked-up on supplemental UPREAL lists. Considerable amounts of supplies are being received. Almost all available storage space has now been used.

Most of the winter clothing has been received. Pile lined jackets and a few overcoats were issued as a substitute for items ordered. Distribution should be completed by 1 November 1952.

FIRST AID SECTION

During the month of October, medications, treatments, and innoculations were administered. One man was dispatched to all stations in Korea and administered innoculations to all personnel who required them. First Aid was rendered to a Japanese national who was severely burned when his boat exploded in the immediate vicinity of the squadron. The man was attended by squadron medics until transportation arrived, whereupon, he was evacuated to Kyushu University Hospital for further treatment. Medical supplies were received as ordered and issued to all boats as needed.

COMMUNICATIONS SECTION

The annual inspection report from Headquarters, Japan Air Defense Force was received during October and the Radio Operations Section was highly commended for completion of mission and proper operating procedure. The Radio Maintenance Section was recommended for limitation of its scope in that only flight-line maintenance should be performed here. Supply action was performed to acquire such units as authorized under the T0&E which are now needed for accomplishment of the mission insofar as communications is concerned. Standard Operating Procedures are in the process of completion. The target date is now set at 1 December 1952. Radio maintenance facilities were removed from Rescue Communications and put under direct jurisdiction of Engineering Section.

22D CRASH-RESCUE BOAT SQUADRON
APO 929

CRBS 319.1 9 October 1952

SUBJECT: Transmittal of Unit History (RCS: 1AF-D2)

TO: Commanding Officer
6160th Air Base Group
APO 929
ATTN: Historical Officer

1. Transmitted herewith, in accordance with 6160th Air Base Wing Regulation 210-1, dated 16 January 1952, Subject: "Historical Program in the Wing Base ", (1 September-30 September 1952) of the historical data of the 22d Crash-Rescue Boat Squadron, which has been inspected verified by the undersigned.

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3. This letter of transmittal is classified RESTRICTED because of the inclosure hereto. When inclosure is withdrawn, classification may be removed without reference to the originating authority.

FOR THE COMMANDING OFFICER:

1 Incl:
22d Crash-Rescue Boat
Sq Historical Data

NEIL C. PETERSON
Captain, USAF
Historical Officer

Permanent

22D CRASH-RESCUE BOAT SQUADRON

APO 929

HISTORICAL DATA FOR THE MONTH OF SEPTEMBER 1952

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ORGANIZATION AND ADMINISTRATION

During the month of September 1952 this section operated on a normal basis and performed routine duties. One additional administrative officer (AFSC 7024) was assigned from 6160th Air Base Wing and assumed duties as Squadron Adjutant. An Air Inspection Team from Headquarters, Japan Air Defense Force visited the Squadron and overall operation of this section was considered satisfactory. Minor discrepancies were noted and corrective action has been taken. Plans are being made to reorganize the Orderly Room Staff, which when completed, should afford us a maximum operating efficiency as a unit. Effective 20 September 1952, detachments 1, 2, 3, & 4 of the 22d Crash Rescue Boat Squadron were organized and attached for Operational Control and Logistical Support, per paragraph 1, General Orders 63, Headquarters, Japan Air Defense Force, dated 5 September 1952. Location of detachments are as follows:

Det I. Naha AB, Okinawa, APO 235

Det II. Anderson AB, Guam, APO 334

Det III. Miho AB, Japan, APO 950

Det IV. Ashiya AB, Japan, APO 75

On 24 September a Table of Organization Change Request was submitted to the Commanding Officer, 6160th Air Base Group. Present Table of Organization for this organization is seemingly inadequate due to lack of officer grade spread commensurate with responsibilities and commission of spaces necessary to operate as a separate squadron detached from any other base.

SUPPLY SECTION

Routine duties were performed during the month of September by this section. One Senior Organization Supply specialist (AFSC 64151) was assigned as replacement for Airman who rotated to ZI. A considerable amount of supplies were received, however, heating units and winter clothing, which are badly needed, have not been arriving in sufficient quantity. An inventory of all boats is now being accomplished and should be complete in the near future.

FOOD SERVICE

During the month of September, approximately 650 meals were served over and above the morning report strength. On 16 September all personnel of the 58th Supply Squadron who are performing duty at the Warehouse Docks, Fukuoka, were assigned to eat dinner meals here. Present seating capacity is limited to 36 men per sitting , which is resulting in an overcrowded mess. Extra dining space and storage space is urgently needed. A new food mixing machine was received and is now in operation, also new table cloths were donated by the 22d Crash-Rescue Boat Open Mess.

OPERATIONS SECTION

Due to incomplete operational statistics from some of our boats performing duty in enemy waters, it is impossible to give a comprehensive report on operating data for the month of September. From figures received, however, we know our boats did perform eight (8) rescue missions and saved at least one (1) life and recovered at least three (3) bodies, including pilot of an F-94 aircraft which was found after long hours of diving operations in Fukuoka Bay. Most of the wreckage of this aircraft was also recovered.

COMMUNICATIONS SECTION

One additional satellite station and or alternate net control station was established and put in operation within the scope of the Rescue Communications Network and three (3) radio operators were assigned thereat to effect operational efficiency. Two radio mechanics were permanently assigned to Detachment ONE CHARLIE (IC) during the month to service eighty-five foot rescue boats attached to Headquarters 5th AF ADV, APO 970. A lecture was given by S Sgt Lynes, NCOIC Rescue Communications, to a group of pilots and observers from the 58th Fighter Bomber Wing. Subject of the talk was "How Rescue Can Help You Through Proper Communications." A brief was given on how a "MAYDAY" signal is processed through the various stages in order to assist rescue operations. Further information was given on the use of plain language in giving a "MAYDAY", use of the signal lamp, and use of the signal mirror, citing examples personally known of each, wherein a pilot helped himself through proper use of his personal equipment.

22D CRASH-RESCUE BOAT SQUADRON
APO 929

CRBS 319.1 9 September 1952

SUBJECT: Historical Report for Month of August 1952

TO: Commanding Officer
6160th Air Base Group
APO 929

ORDERLY ROOM SECTION

August 1952 will stand out as a record month in the history of the 22d Crash Rescue Boat Squadron. It was during the month of August that the Squadron was brought up to full strength in accordance with the Wing Table of Distribution. A total of ninety-seven new personnel were received, processed, and assigned duties by the administrative section of this unit. The tremendous volume of work attached to this was carried out smoothly and efficiently by close coordination of the Orderly Room staff. Standard Operating procedures are now in effect which enable this section to cope with any situation which may arise relative to administrative or personnel problems. One new officer and two clerks were welcomed into the section during August and have been assigned duties as follows: WOJG Morris J. Flounlacker, AW 2201215; assistant adjutant, S Sgt Rodney L. Richter, AF 17284502; NCOIC of Service Records and MOT section, A/3C Charles O. Anderson, AF 18412498; assistant publications and file clerk.

A staff visit was conducted early in the month by a Wing Audit team and policies for the computation of MOT dates were discussed along with other normal problems concerning Orderly Room functions. Recommendations were made and policies are now being set up governing these problems. All

Service Records were screened and new MOT dates were established on all personnel. Personnel losses for the month included one (1) officer and three (3) airmen reassigned to ZI and two (2) airmen reassigned within FEAF.

SUPPLY SECTION

Rebinning and inventory of all technical supplies was completed. Over $ 5,000.00 worth of excess items were returned to base supply. Two additional airmen: S Sgt Guthrie and A/2C Long were assigned to duty in the supply section. S Sgt Guthrie has had some previous experience in supply work, airman Long has had none. OJT program has been started on both Airmen with the view of changing their primary AFSC. After these men have gained sufficient experience in this section the work load will be greatly decreased and increased supply service can be given. A representative of this section was sent to the Boat Detachment at Okinawa and approximately 1000 pounds of urgently needed items were brought back.

ENGINEERING SECTION

Rescue Boat R-1-667 launched on 11 Aug 52. Removed reefer, installed D-2 generator unit, overhauled starboard Kohler generator and overhauled V-drives. Rescue Boat R-1-676 drydocked for shaft replacement on 12 Aug 52. Removed reefer for overhaul. Launched on 12 Aug 52. Drydocked for shaft alignment on 14 Aug, launched on 15 Aug 52. Removed heat exchangers for repair aftertest run. Removed hatch from Rescue Boat R-2-1088 and removed port engine for overhaul. Removed reefer for overhaul, installed rebuilt engine. Upon inspection, engine had to be torn down and rebuilt. U. R. submitted on this engine. Rescue Boat R-2-1088 drydocked on 17 Aug 52 for hull and bottom repairs. Launched on 23 Aug 52. Rescue Boat R-2-

1082 arrived for reefer repair, D-2 repair, reverse gear repair. Rescue Boat U-51-1200, and U-51-1198 drydocked on 26 Aug 52 for hull and bottom repairs. Rescue Boat U-51-1199 drydocked on 24 Aug 52 for bottom paint,. launched on 25 Aug 52. Installed main engines on Rescue Boat R-2-717 after launching on 27 Aug 52. Completed overhaul of 3 Hall-Scott marine engines. Inspected and repaired one Hall-Scott marine engine received from MOAMA. U. R. submitted. One Packard Marine engine prepared for storage. All excess engineering items turned in to supply. Electric shop repaired various blowers, fans switches, etc. wired up three D-2 generators. Ten batteries, 6 and 12 volt, repaired and charged.

DINING HALL SECTION

During the month of August, approximately 1000 meals were served over and above the morning report strength. Interior of dining room: ceiling fan and exhaust fan has been installed. Interior of kitchen: utensil rack has been furnished by the carpenter shop and exhaust fan has been installed. Storeroom shelves have been painted, stock rearranged, and labeled and additional shelves installed. Requisitions have been submitted for new steam table covers.

FIRST AID SECTION

During the month of August, inoculations, various treatments, and medications were given. Medical supplies ordered were received and issued to boats as needed. S Sgt Alfred D. Martin, medical supervisor was reassigned back to the ZI and A/1C Clifford Cook assumed duties of Medical Supervisor. Due to expansion of the Squadron during August it was necessary to move the First Aid Section to a new location to allow room for the Operations section. Movement was accomplished and normal duties are now being performed.

COMMUNICATIONS SECTION

Sufficient personnel have been assigned to Rescue Communications section during the month of August to enable the fulfillment of the assigned mission. Rotation losses have been met completely. A shelter in back of the Rescue Communications Building has been started to house auxiliary power equipment. Rearrangement of the present equipment installed in the Communications Building has been completed. It has been discovered the reason for not getting some of the mandatory stock required is that such stock as wire, for example, has not been ordered as yet. Agressive action has been accomplished to preclude recurrence of such delinquency.

OPERATIONS SECTION

During the month of August our boats ran a total of 531 running hours. Eighteen (18) hours on seven (7) rescue missions, with credit for fourteen (14) lives possibly saved. They ran 274 missions other than rescue missions. We still have eighty-five foot boats in North Korean waters and the above figures do not include one of these boats.

for Morris J. Hamlacker
NEIL C. PETERSON
Captain, USAF
Historical Officer

22D CRASH-RESCUE BOAT SQUA ON
APO 929

CRBS 319.1

7 August 1952

SUBJECT: Historical Report for Month of July 1952

TO: Commanding Officer
6160th Air Base Group
APO 929

ORDERLY ROOM SECTION

The 22D Crash-Rescue Boat Squadron, having been activated is now in the process of establishing policies and Standard Operating Procedures, which when completed, will afford us a maximum operating efficiency as a unit. Additional Orderly Room personnel assigned here during the month of July were: M Sgt Charlie H. Fore, AF 6251822, reassigned from 6160th Installations Squadron, 6160th AB Gp, who assumed duties as Squadron First Sergeant and A/1C Robert C. McEvoy, AF 12335605, reassigned from 6403rd Personnel Processing, APO 959, who was assigned duties as Squadron Service Records Clerk.

One of the major problems which confronts us at the present time is the establishment of a definite policy for the computation of MOT dates. This is due to the fact that the majority of our boats operate in the Korean combat zone for months at a time then return to Japan for necessary repairs etc. This facilitates the readjustment of MOT dates on quite a large number of personnel, however, through the combined efforts of Major Beene, Squadron Commander and M Sgt Fore, first sergeant, we are gradually overcoming the problem.

OPERATIONS SECTION

During the month of July our Crash Boats performed a total of 526 running hours. Of this time, 32 hours was rescue mission time. They performed 9 rescue missions, saved 2 lives and were credited with possibly saving 45 lives. Property possibly saved was valued at $250,000.00 which included a Navy PBM which was towed 40 miles into a Korean port. The boats performed 220 missions other than rescue missions. The above figures do not include the operational figures of one of our 85 foot boats operating in Korean waters, and does not include figures for another of our 85 foot boats for a two week period in the same location. We receive limited operational data from these boats on TDY with 5th AF.

SUPPLY SECTION

Unit supply was completely rearranged and all stocks are being inventoried and rebinned. New bins were added and additional space was attained for use in binning supplies. Completion of this project is delayed due to lack of personnel. In the past four months we have had 37% completion of line items on requisition. Four boats were inventoried during July. Twenty-five Airmen signed Statement of Charges for losses during the month of July.

ENGINEERING SECTION

Rescue Boat R-1-654 launched on 5 July 1952. Hull and bottom repairs. Did necessary work to install A.P.U. D-2. Installed overhauled galley range and reefer. Rescue Boat R-1-576 drydocked on 10 July 1952 for hull and bottom repairs. Removed galley range, reefer and A.P.U. D-2. Launched on 21 July 1952. Removed, overhauled heat exchangers, and fresh water tanks. Rescue Boat R-2-717 out of operation 11 July 1952. Towed in by U-52-1197. Drydocked on 18 July 1952. Launched for engine removal, drydocked same day. Removed A.P.U. D-2, bottom, hull, struts, rudders and shaft repairs. Rescue Boat R-2-1082, removed main engines and A.P.U. D-2 for overhaul; drydocked 14 July 1952 for bottom repairs. Launched 17 July 1952. Installed engines from Rescue Boat R-2-717, also A.P.U. D-2. Test run made 23 July 1952. Returned for replacement of one (1) piston in main engine. Rescue Boat R-2-1196; replaced starboard propeller. U-51-1198; removed engine for overhaul: beyond possible repair. Turned in to Supply, new engine installed on 23 July 1952. Overhauled two (2) Hall-Scott engines, one (1) Chrysler engine. A.P.U. D-2 removed from Rescue Boat R-1-654 and taken to 6160th ground power maintenance for repair. Weekly inspection performed on ground power and motor vehicles. Received two (2) rebuilt Hall-Scott engines and one (1) Chrysler M-7 engine from supply. Hall-Scotts inspected and placed in storage, Chrysler M-7 placed on Rescue Boat U-51-1198. Received two (2) Packard engines from supply. One engine found damaged in shipment. One engine inspected and placed in storage. Damaged engine to be repaired at later date. Turned in two (2) damaged 12 volt batteries and one (1) 6 volt battery.

FOOD SERVICE

During the month of July, approximately 683 meals were served over and above our morning report strength. Interior of dining hall has been repainted white. Artificial flowers were purchased and were placed over windows in a vine effect. New curtains were purchased by Airmen's Open Mess for dining hall windows. Fan shelves and additional coat hooks were manufactured at the Squadron carpenter shop and are now in use. Requisitions have been submitted for installation of a new oven type oil range and dish rinsing cabinet plus a vaculator type coffee maker units with coffee pots.

FIRST AID SECTION

During the month of July, medications, first aid and innoculations were given to those in need of such. Frequent inspections of area and boats found everything in a sanitary condition. All narcotics have been checked weekly and prescriptions recorded for those dispensed. A/1C Clifford I. Cook, AF 12338911, relelved S Sgt Alfred D. Martin, AF 14275180, who is returning to the Zone of Interior, of duties as Medical Supervisor. Two (2) new Medics were obtained and none were lost durring the month.

COMMUNICATIONS SECTION

A Work Order was placed with 6160th Air XXXX Installations Squadron on 9 July 1952 and is still incomplete. Work order placed in June 1952 for a shed to house power equipment as required by Wing Inspectors . Neither of these items have been completed, nor have they received the attention necessary for completion by AIO. Work Order dated 9 Jul 52 was submitted to make repairs on a reefer motor (induction, 220v, 3 ph) which was and increasingly is causing circuit outage averaging XXXX 1:30 hours daily through a malfunction. XXXX

SECRET

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RETURN TO
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HISTORICAL DIVISION
ARCHIVES BRANCH

K-SQ-RESC-B-22-HI
JAN-JUN 1955

HISTORY OF THE 22D CRASH RESCUE BOAT SQUADRON

1 January 1955 - 30 June 1955

(1-AF-D2A)

43D AIR DIVISION

FIFTH AIR FORCE

FAR EAST AIR FORCES

UNITED STATES AIR FORCE

2-6716-23A

BAF CADJ 006839

BAF CADJ 006839

OIS NO.

RSI Cont No.
S 14570

SECRET

43rd ADiv # A-4653

C.R.S. 0128

RSI Contl No
S 14570

OIS NO. 693

MICROFILMED
2-6716-234

SECRET

Secret by Auth
Par. 25, AFR 205-1

HISTORY OF THE 22D CRASH RESCUE BOAT SQUADRON

1 January 1955 - 30 June 1955

(1-AF-D2A)

43D AIR DIVISION

FIFTH AIR FORCE

FAR EAST AIR FORCES

UNITED STATES AIR FORCE

SECRET 693 OIS NO. [redacted]

SECRET

FOREWORD

The purpose of this historical report is to present an objective, accurate, descriptive and interpretive record of all the activities of this Squadron furnishing rescue boat coverage for the entire Far East. It is a complete and factually correct history of the 22nd Crash Rescue Boat Squadron for the period 1 January 1955 through 30 June 1955. This history is subject to revisions and any additional informations or suggested corrections relative to the activities of this unit will be appreciated.

Neal R. Tucker
NEAL R. TUCKER
2nd Lt., USAF
Historical Officer

Lester M. Adams Jr
LESTER M. ADAMS JR
Captain, USAF
Commander

SECRET

OIS NO. 603

SECRET

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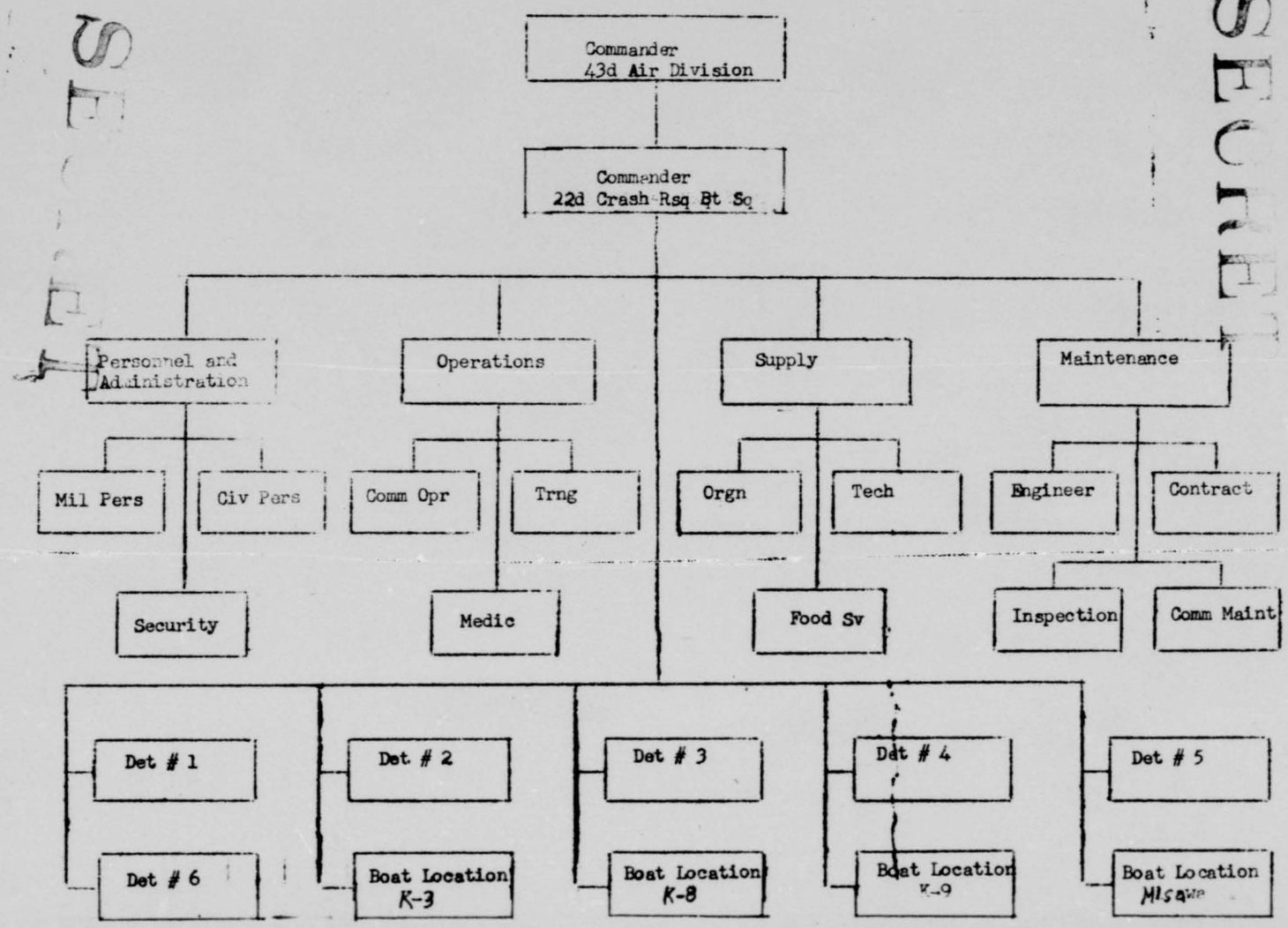
Commander
43d Air Division
Commander
22d Crash Rsq Bt Sq
Personnel and Administration
Operations
Supply
Maintenance
Mil Pers
Civ Pers
Comm Opr
Trng
Orgn
Tech
Engineer
Contract
Security
Medic
Food Sv
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Det # 1
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Boat Location K-8
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Boat Location Misawa

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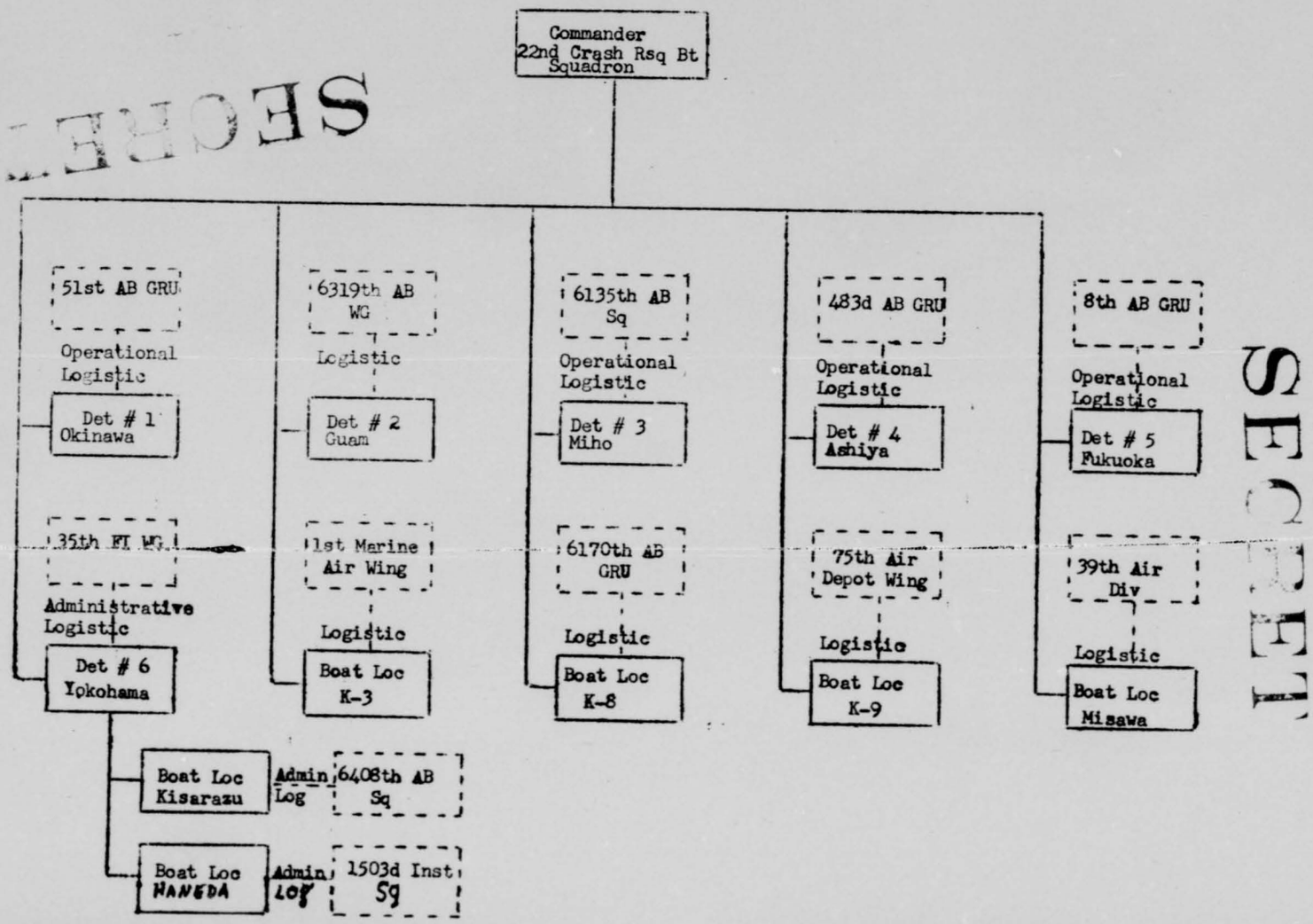

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CHAPTER I

ORGANIZATION

The 22nd Crash Rescue Boat Squadron, Fukuoka, Japan is a combination table of organization and non-table of organization unit, assigned to the 43d Air Division, Itazuke Air Base, Fukuoka, Japan with the following organized detachments: Detachment 1, Okinawa; Detachment 2, Guam; Detachment 3, Miho, Japan; Detachment 4, Ashiya, Japan; Detachment 5, Fukuoka, Japan; and Detachment 6, Yokohama, Japan.[1]

The Squadron was assigned to the 43d Air Division, effective 1 March 1955.[2] It was attached to the 8th Fighter Bomber Wing, Itazuke Air Base, effective 15 March 1955, for logistic support and summary and special court-martial jurisdiction.[3] On 15 March 1955 the Squadron was further attached to the 8th Air Base Group, Itazuke Air Base, for logistic support.[4]

Detachment 2 was relieved from previous attachments for logistic support and attached to the Seventh Air Force, effective 5 January 1955, and further attached to the 6319th Air Base Wing, Guam for logistic support.[5]

Detachment 3 was attached to the 6135th Air Base Squadron, Miho, Japan, effective 15 March 1955 for operational control, logistic support, summary court-martial jurisdiction, and authority to impose punishment pursuant to Article 15, MCM.

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1. Hq, 43d AD Reg. 23-5, 15 Apr 1955.
2. Hq, FEAF GO 30, 15 Mar 1955, and Hq, 5th AF GO 25, 25 Feb 1955.
3. Hq, 43d AD GO 8, 25 Mar 1955.
4. Hq, 8th FBW GO 21, 31 Mar 1955.
5. Hq, FEAF GO 190, 31 Dec 1954.
6. Hq, 43d AD GO 8, 25 Mar 1955.

Detachment 5 was relieved from attachment to the 315th Air Division and attached to the 8th Fighter Bomber Wing, effective 18 January 1955, for operational control and logistic support.[7] On 1 February 1955, it was further attached to the 8th Air Base Group for the same purpose.[8] After the Squadron was assigned to the 43d Air Division, this Detachment was attached to the 8th Fighter Bomber Wing, effective 15 March 1955, for logistic support and further attached to the 8th Air Base Group, effective the same date, for the same purpose.[9][10]

Detachment 1 remains attached to the 51st Air Base Group, Naha Air Force Base, Okinawa for operational control and logistic support. Detachment 4 remains attached to the 483d Air Base Group, Ashiya Air Base, Japan, for operational control and logistic support. Detachment 6 remains attached to the 35th Fighter Interceptor Wing, Yokota Air Base, Tokyo, Japan, for logistic and administrative support. Detachment 6 has two sub-units located and attached for logistic and administrative support to the 6408th Air Base Squadron, Kisarazu, Japan, and to the 1503d Installation Squadron, Haneda Air Base, Tokyo, Japan.

The three operating locations in Korea remain located and attached for logistic and administrative support to the 1st Marine Air Wing, Pohang-Dong, Korea, the 6170th Air Base Group, Kunsan, Korea, and the 75th Air Depot Wing, Pusan, Korea.

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7. Hq, 5th AF GO 10, 18 Jan 1955.
8. Hq, 8th FBW GO 8, 1 Feb 1955.
9. Hq, 43d AD GO 8, 25 Mar 1955.
10. Hq, 8th FBW GO 21, 31 Mar 1955.

An operating location at Lake Ogahara, Misawa, Japan became operational in April as directed by 5th Air Force.[11] Logistic support was furnished by the 39th Air Division, Misawa Air Base, Misawa, Japan.[12] There were no provisions for the formal organization of a detachment.

The remaining 5th Air Force programmed sites for rescue boat coverage in Japan at Itami, Matsushima, Niigata, Komiki, Chitose, Mito Bombing and Gunnery Range have not been established.[13]

During the past six month continuous studies have been underway to improve the manpower situation for the Squadron. The personnel authorization as organized under T/O 1-1610, dated 1 April 1952, by General Order #19, Headquarters, Japan Air Defense Force, dated 1 April 1953 has proven inadequate for the assigned responsibility of marine rescue coverage of all water under the jurisdiction of Commander, Far East Air Forces, Tokyo, Japan. The commitments established by Fifth Air Force have increased without a change in the Manning Document.

Action has been taken to reflect realistic authorization in line with the mission and programming through request for reorganization under T/O 1-1610.

T/O 1-1610 has no space authorization for personnel required to perform duties that have been created due to changes in equipment. For example the AN-SPN-11 search radar now utilized on rescue boats should be maintained by Aircraft Electronic Navigation Equipment Repairman, AFSC 30151A. Another unrealistic authorization under T/O 1-1610

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11. Msg, Comdr, 5th AF, OPR-OS/1193 to Comdr, 43d ADiv, dtd 11 Apr 1955.
12. Msg, Comdr, 5th AF, OPR-O&M-O 1390 to Comdr, 39th ADiv, dtd 29 Apr 1955.
13. Operational Program, 5th AF, for FY 55, FY 56 and FY 57.

was the warrant officer spaces, since there were very few warrant officers in the Marine Career Field.

Authorization of non-T/O personnel spaces was requested to fill key positions and spaces not provided for by T/O 1-1610. Authorization of commissioned officers were requested to fill the commander's space, personnel officer's space, supply officer's space and maintenance officer's space due to the shortage of warrant officers.

Pending clarification of the present operational program and a new T/O to become effective in the third quarter of 1955 the manning authorization for the Squadron is to be revised accordingly.

CHAPTER II

THE MISSION AND ITS IMPLEMENTATION

The primary mission of the 22nd Crash Rescue Boat Squadron is to provide marine crash rescue services for personnel involved in aircraft incidents, crash landings, ditching, abandonment, and similar occurrences in water or swampland adjacent to air bases, bombing ranges, and gunnery ranges within designated operational areas.[1]

The Squadron in coordination with different units, engages in many special mission assignments. Rescue boats perform standby missions involving paradrops, aircraft water landing, rescue training missions, aid to boats lost or in distress, etc.

The assigned mission has been performed in an effective manner, with considerable emphasis upon economic utilization of personnel, time, funds, and material.

Operational activities during this period totaled 385 missions. This involved 26 standby missions for paradrops, 5 standby mission for aircraft water landings, 325 standby missions for disabled aircraft or mass take offs and landings, 7 search missions for overdue or missing aircraft, 19 search missions and/or assistance to overdue boats or boats in distress, and 3 missions involving actual water crashes.

On 31 January 1955, a helicopter crashed in Hakata Bay. Two persons were aboard the aircraft however only one body was recovered. Three 63 foot and one 36 foot rescue boat and several Japanese boats in coordination with several aircraft aided in the search for the missing personnel.

---

1. Hq, 43d AD Reg. 23-5, 15 Apr 1955.

Boats from this organization continued searching for the missing body through 8 February 1955 with negative results.

On 14 February 1955, an F-84 Air Force Fighter Aircraft was reported down at sea in the vicinity of Okinawa. Rescue boats from Detachment 1 departed in search of the pilot. The search was successful and the pilot was picked up and returned to shore by the rescue boat.

On 25 June 1955, Detachment 6 was alerted. An F-86D Air Force Fighter Aircraft was reported down at sea in the vicinity of Haneda Air Base. An 85 foot and 63 foot rescue boat from Detachment 6 was immediately dispatched. An oil slick was sighted and Army divers investigated and found nothing. The search continued until 29 June 1955 with negative results.

On 20 January 1955, while attempting on operational run from Haneda Air Base to Kisarazu Air Base, in an 18 foot swamp glider, disaster struck. T/Sgt Wesley K. Grisham, 59170 and S/Sgt Floyd P. Matherne, 59150 of this Squadron and an off-duty airman from another organization were lost in Tokyo Bay, when their swamp glider apparently overturned. A coordinated air-sea rescue search was put into operation with negative results. The bodies of the men were not recovered for several months.

Coverage at Miho Air Force Base has been expanded to include two 63 foot rescue boats in addition to two small crafts originally assigned.

Ashiya Air Base received another 63 foot rescue boat due to increased rescue coverage at that detachment.

Construction of a permanent shore station at K-8 was started recently. Completion of this facility will alleviate the crowded and dangerous living condition which presently exist on the barge utilized at that station.

Detachment 1 reported serious damage to the two boats, the R-37-1254 and the R-2-692, during a storm on 26 February 1955. The damage to the R-2-692 was so extensive that the boat has been condemned.

Several rescue boats are now in Fukuoka Harbor, Headquarters, 22nd Crash Rescue Boat Squadron waiting the establishment of the programed Sites. This condition has created a severe crowding of boats. To rectify this, several surveys were conducted at Tsushima Island and suitable harbors on Kyushu with the intent of locating a harbor for the storage of excess boats. To date no suitable arrangements have been made.

The many operational activities have been carried out through efficient communication. The Squadron shore station is the net control station for five shore stations located in Japan, Okinawa and Korea. As many as 30 messages were handled daily. Much of the traffic was passed through heavy interference from unidentified stations.

CHAPTER III

SUPPLY AND MAINTENANCE

At the beginning of this year there were 37 pieces of floating equipment assigned to the Squadron. On the 20th of January the R-24-1417, 18 foot rescue boat sunk in Tokyo Bay. The report of survey on the R-4-772 rescue boat, lost due to sinking in December of 1954 was completed 24 June 1955. Three rescue boats, R-2-717, R-2-711 and R-4-764 were salvaged because they were economically unrepairable. In the month of January three surplus vessels, the 104 foot Q-662, the 63 foot Q-163 and the 63 foot Q-351 were acquired from the Army wet storage basin in Yokohama. Another 104 foot boat the 1041 was acquired from the Navy.

During February, the first two of 14 new R-37A type 63 foot rescue boats were received and commissioned at Moji Port, Moji, Japan. All have been received and are in commission at this date giving a total of 50 pieces of floating equipment assigned to the Squadron. The new 63 foot rescue boats were designated R-37A-1333, 1334, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347 and 1348.

In handling the receipt of the fourteen new boats the supply section encountered numerous problems. An extensive search was made to locate a suitable storage area for the cradles. Finally, an open area in Camp Kashi was found to be suitable. Several of the boats were received with water in the fuel cells. Since there were neither inspection plates nor drain plugs, removing the water created a difficult problem. Each boat was received with a considerable quantity of on-board spares which created an increased storage problem.

Main drive marine engines and auxiliary generators were received in sufficient quantities. It appears that with the cutting off of squadron overhaul and the increased emphasis on evacuation of reparables, a pipeline has been established.

The Maintenance Section has processed a total of 1,158 work orders during this period. A total of 22 engine assembly changes have been accomplished. Work was accomplished on all boats assigned to this organization and to buildings and machinery within the Squadron area. One of the major jobs accomplished by this section was the outfitting of the USAF barge, H-50-1178, which is to be used as a site headquarters. A quonset hut was erected on the barge and made into suitable living quarters, office area and communications room. Two generator units were installed to provide electrical power. At this time, plumbing, wiring and storage areas are being completed.

The machine and carpenter shops have manufactured and fabricated numerous items that were used in various phases of new construction and overhaul. The interior arrangement of the engine shop was altered to increase the working area. A new bench stock storage and issue room was constructed. The bench stock was increased to an effective level. An immediate improvement was shown by a decrease in the number of man hours per job and greater ease of shop operation. All existing chain hoists in the engine shop area were renewed to increase the safety factor during major assembly work.

Inspection Maintenance has conducted inspections of the various sites, detachments and boats under the command of this Squadron. A total of 71 Unsatisfactory Reports were submitted by this section.

The majority of the Unsatisfactory Reports pertained to the 37A type boats: no shut-off valves were installed at the sight gages for the oil and water expansion tanks; corrosion of propeller guard brackets; the ground plates were improperly secured and were corrected by embedding the leading edge of the ground plates and adding more screws; strut bolts were too short to install lock nuts; an excessive bivration of steering shaft due to length of the shaft in the engine room was corrected by utilizing a steady bearing; the propeller shafts were too short and the R-2 type boat shaft was modified and utilized; and the mast ladder is a safety hazard due to the exposed ends of the ladder rounds. Numerous other discrepancies were noted and submitted on U.R.'s.

In June notification was received from Mobile Air Materiel Area, to conduct a thorough inspection of the 37A type boats. Certain items with a notable failure trend, on these type boats, were stressed for inspection: the engine bed bolts improperly installed and tightened; the engine beds and stringers improperly fitted; the engines and shafts out of alignment; the propellers bearing on keys instead of tapers; the shaft struts let into hull in excess of 3/8 inch or shimmed in excess of 3/8 inch; the shaft struts cracked or otherwise defective; the overall condition of auxiliary generators and coolant heater; and leaks around forward superstructure, tank cabin and escape hatches due to leak of bedding compound. Inspections were completed on the R-37A 1337, 1339 and 1342. This project is still in progress.

Contract Maintenance dispatched 37 boats to Japanese Shipyard Companies for repairs during this period: three boats were contracted for haulouts to the Kyushu Shipbuilding Company, Wakamatsu city, Japan;

four boats were contracted for haulouts plus three change orders to the Ozuma Shipbuilding Company, Yokosuka, Japan; two boats were contracted for haulouts plus one change order to the Tanagawa Shipyard, Hitachi Shipbuilding Company, Yokohama, Japan; one boat was contracted for haul-out and repair plus one change order to the Yokohama Yacht Works, Yokohama, Japan; one boat was contracted for haulout and repair to the Yokohama Sharyo Shipbuilding Company, Yokohama, Japan; one boat was contracted for haulout and repair to the Maizuru Dock Yard, Fukuoka, Japan; nineteen boats were contracted for haulouts and repair to the Koyo Shipbuilding Company, Fukuoka, Japan; and one boat was contracted for haulout and repair to the Shimizu Shipyard, Shimizu, Japan.

The total funds negotiated by Japan Procurement Agency for boat repairs amounted to $40,965.53. This is approximately $4,000.00 less than was negotiated during the previous historical reporting period.

CHAPTER IV

MISCELLANEOUS

The organization has seen a change in key personnel during this period. Captain Lester M. Adams Jr. 19980A, whose former duty was Maintenance Officer, assumed command of the Squadron on 18 June 1955. Major Edson G. Hammer, A0861670, former Commander of the squadron, returned to the Zone of Interior in June of this year.

There were two changes of officer personnel performing Adjutant and Personnel Officer duties during this period. 2nd Lt Jack M. Davidson, A03017819, was reassigned to the 35th Fighter Bomber Wing on 8 March 1955. WOJG, Willie D. Bell, AW2201508 was assigned to the Squadron on 8 March 1955 and returned to the Zone of Interior in May of this year. 2nd Lt Neal R. Tucker, A03017730, joined the Squadron on 1 April 1955.

CWO W-2 Vernon E. Squires, AW2113811 was assigned to the Squadron on 20 May 1955 from the Zone of Interior. He was assigned duty as Maintenance Officer replacing Captain Adams on 18 June 1955.

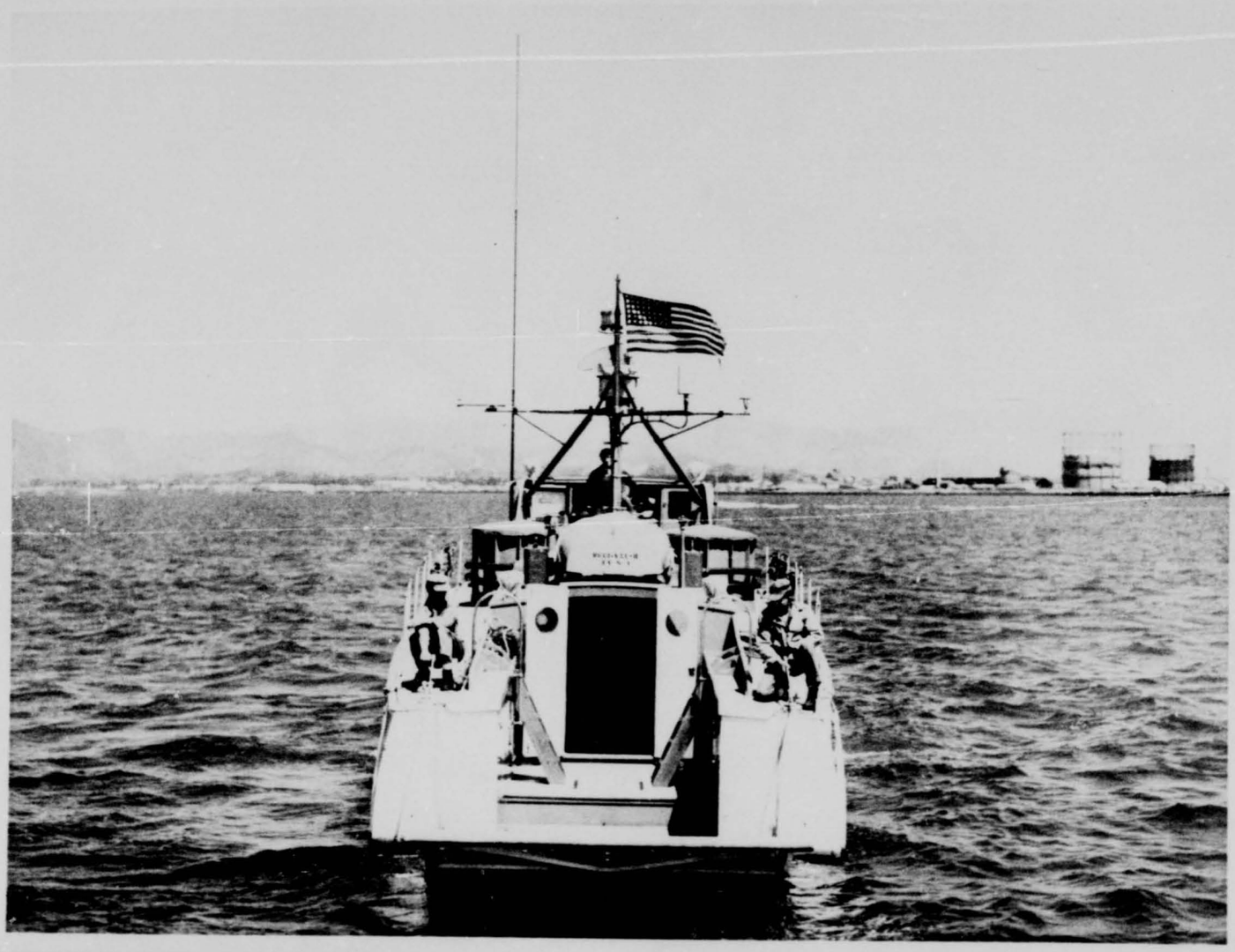
PHOTOGRAPH

Side view of R-37A type Rescue Boat.


USAF
R-37A 1337

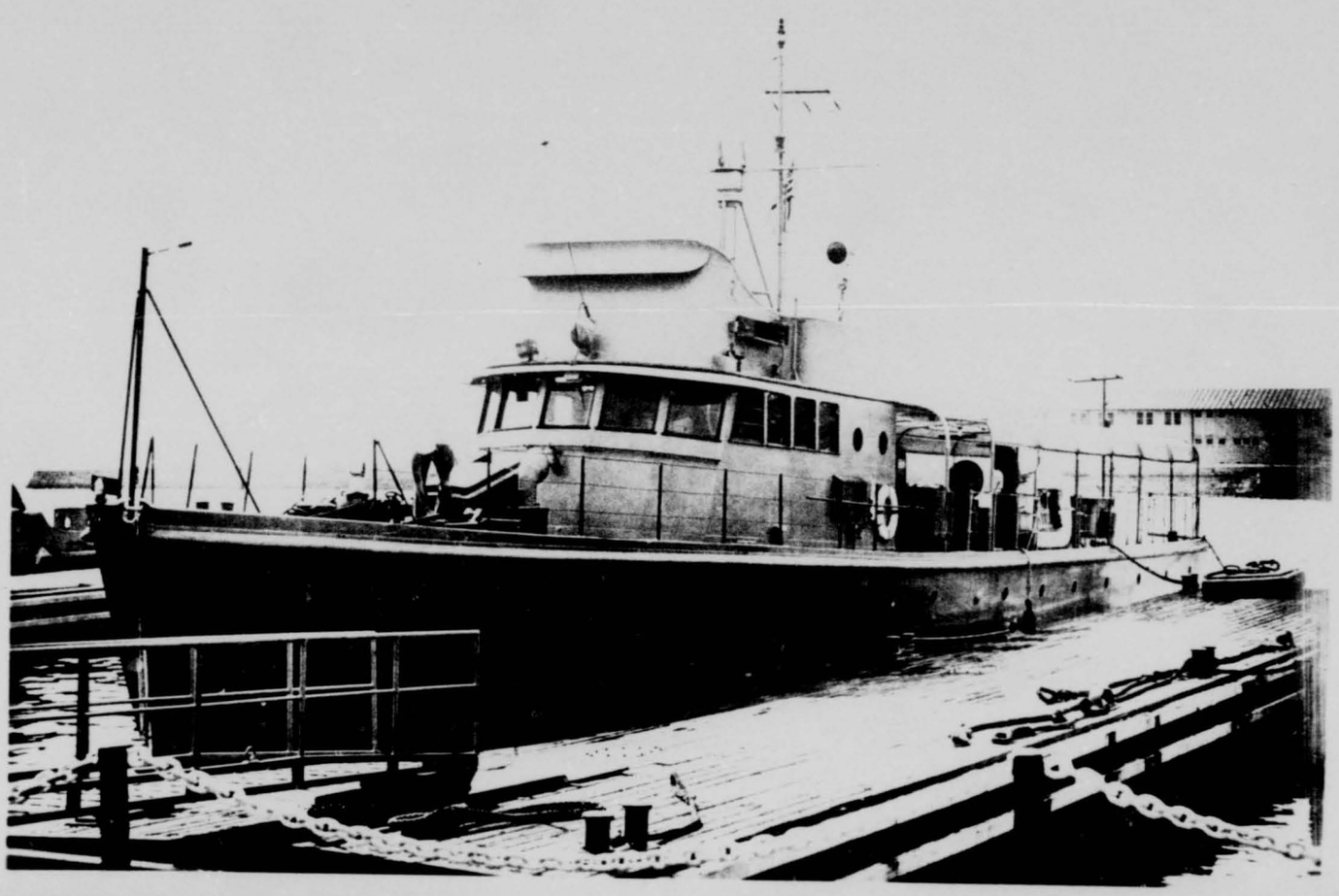
PHOTOGRAPH

Stern view of R-37A type Rescue Boat showing stern ramp lowered to pick up person in water.



PHOTOGRAPH

Side view of 104 foot boat as received from Army.



SUPPORTING DOCUMENTS

SECRET A

43D ADIV REGULATION)
NUMBER 23-5)

HEADQUARTERS, 43D AIR DIVISION
APO 929 15 April 1955

ORGANIZATION-FIELD

22nd Crash Rescue Boat Squadron

	Paragraph
Purpose	1
Mission	2
Organization	3
Responsibilities	4

References: AFR 20-1; AFR 20-27; 5AFR 20-4, as amended; 5AFR 23-3; 5AFR 64-14.

1. Purpose: This regulation establishes and states the mission, organization, and responsibilities of the 22nd Crash Rescue Boat Squadron.

2. Mission: The primary mission of the 22nd Crash Rescue Boat Squadron is to provide marine crash rescue services for personnel involved in aircraft incidents, crash landing, ditching, abandonment, and similar occurrences in water or swampland adjacent to air bases, bombing ranges, and gunnery ranges within designated operational areas.

3. Organization: The 22nd Crash Rescue Boat Squadron is a combination table of organization and non-table of organization unit, assigned to the 43d Air Division, with the following organized detachments;

Detachment 1
Detachment 2
Detachment 3
Detachment 4
Detachment 5
Detachment 6

4. Responsibilities: The Commander, 22nd Crash Rescue Boat Squadron will be responsible directly to the Commander, 43d Air Division for:

a. Performance of the assigned mission, in an effective manner, with proper emphasis upon economical utilization of personnel, time, funds, and materiel.

b. Provision of administrative and marine logistic support to organized detachments and operating boat sites.

c. Conduct of a continuous training program to develop and maintain the operational effectiveness and professional and technical qualifications of personnel.

SECRET

SECRET

d. Action to insure that a detailed Standing Operating Procedure is prepared for each major activity of the squadron.

e. Defense of facilities vital to the accomplishment of the squadron's mission.

f. Support of friendly forces, as defined in applicable operations plans.

g. Preparation and maintenance of general emergency plans, including area defense and passive defense plans.

h. Dissemination of a mission directive to organized detachments under the operational control of the 22nd Crash Rescue Boat Squadron.

i. Performance of special missions, as directed.

BY ORDER OF THE COMMANDER:

O. W. HOWLAND
Colonel, USAF
Chief of Staff

OFFICIAL:

s/ J. W. Watson
t/ J. W. WATSON
Major, USAF
Adjutant

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NEAL R. TUCKER
2nd Lt., USAF

SECRET B

HEADQUARTERS
FAR EAST AIR FORCES
APO 925, San Francisco, California

GENERAL ORDERS)
NUMBER 30)

15 March 1955

E X T R A C T

***

Section

ASSIGNMENT OF UNITS I
ASSIGNMENT OF UNITS II

II. ASSIGNMENT OF UNITS. 1. Effective 1 March 1955, the following units, assigned Fifth Air Force, are further assigned to the 43d Air Division (Defense) without change in location or strength.

22d Crash Rescue Boat Squadron

***

BY ORDER OF THE COMMANDER:

OFFICIAL:

A. J. PIERCE
Brigadier General, USAF
Chief of Staff

s/ J. L. Tarr
t/ J. L. TARR
Colonel, USAF
Command Adjutant

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NEAL R. TUCKER
2nd Lt., USAF

SECRET

SECRET

HEADQUARTERS
FIFTH AIR FORCE (FEAF)
APO 710, San Francisco, California

GENERAL ORDERS)
NUMBER 25)

25 February 1955

***

E X T R A C T

***

***

IV. ASSIGNMENT OF UNITS. Effective 1 March 1955 (unless otherwise indicated below), the following organizations (including their assigned units) are assigned to Air Divisions as shown below. Assignment does not affect current status of attached units.

130 AIR DIVISION (DEFENSE), ITAZUKE AIR BASE, JAPAN

Unit	Location
22d Crash Rescue Boat Squadron	Itazuke Air Base, Japan

***

***

***

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

s/ Allen P Williams
t/ ALLEN P WILLIAMS
Captain, USAF
Act Comd Adj

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5 cys - AF Liaison Rep, Kansas City, Mo.

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2nd Lt., USAF

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SECRET D

HEADQUARTERS
43D AIR DIVISION (FEAF)
APO 929, San Francisco, California

GENERAL ORDERS)
NUMBER 8)

EXTRACT

25 March 1955

***

ATTACHMENT OF UNITS -1. Effective 15 March 1955 the following units are attached, for the purposes stated, to the unit listed below:

UNIT	ATTACHED TO	ATTACHED FOR
22d Crash Rescue Boat Squadron	8th Fighter Bomber Wing	Logistic Support, Summary and Special Court-martial Jurisdiction
Detachment 5, 22d Crash Rescue Boat Squadron	8th Fighter Bomber Wing	Logistic Support
Detachment 3, 22d Crash Rescue Boat Squadron	6135th Air Base Squadron	Operational Control, Logistic Support, Summary Court Martial Jurisdiction, and Authority to Impose Punishment Pursuant to Article 15, UCMJ.

*** *** ***

BY ORDER OF THE COMMANDER:

O. W. HOWLAND
Colonel, USAF
Chief of Staff

OFFICIAL:

s/ J. W. Watson
t/ J. W. WATSON
Major, USAF
Adjutant

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NEAL R. TUCKER
2nd Lt., USAF

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HEADQUARTERS
8TH FIGHTER BOMBER WING (FEAF)
APO 244, San Francisco, California

GENERAL ORDERS)
NUMBER..... 21)
***

31 March 1955

EXTRACT

***

ATTACHMENT OF UNITS

Having been attached to this Headquarters by General Order Number 8, Headquarters, 43rd Air Division, the following units are further attached to the units listed below and for the purpose indicated, effective 15 March 1955.

UNIT	ATTACHED TO	ATTACHED FOR
22nd Crash Rescue Boat Squadron	8th Air Base Group	Logistic Support
Detachment 5, 22nd Crash Rescue Squadron	8th Air Base Group	Logistic Support

*** *** ***

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH R PROCHASKA
Major, USAF
Adjutant

s/ James Reilly
t/ JAMES REILLY
1st Lt, USAF
Asst Adjutant

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NEAL R. TUCKER
2nd Lt., USAF

SECRET

SECRET

HEADQUARTERS
FAR EAST AIR FORCES
APO 925, San Francisco, California

GENERAL ORDERS)
NUMBER 190)
***

EXTRACT
***

31 December 1954
***

II. ATTACHMENT OF UNITS. 1. Effective 5 January 1955, the following units, located at APO 334, are relieved from previous attachments for logistic support and are attached to Seventh Air Force, APO 953, and further attached to the 6319th Air Base Wing for logistic support:

22nd Crash Rescue Boat Squadron, Detachment 2

BY ORDER OF THE COMMANDER:

OFFICIAL:

A. J. PIERCE
Brigadier General, USAF
Chief of Staff

s/t/ J. L. TARR
Colonel, USAF
Command Adjutant

ADDITIONAL DISTRIBUTION:
30 - AAG, Hq USAF, Attn: Pub Div
20 - CINCPAC
20 - CINCFE
20 - Comdr, MATS
20 - CG, AFFE
20 - Comdr, Pac Div, MATS, APO 953
10 - Comdr, 1500th AB Wg, APO 953

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NEAL R. TUCKER
2nd Lt., USAF

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SECRET

FIFTH AIR FORCE (FEAF)
APO 710, San Francisco, California

GENERAL ORDERS)
NUMBER 10)

18 January 1955

DISCONTINUANCE OF DETACHMENT 1, 6167TH AIR BASE GROUP I
ATTACHMENT OF UNITS II

II. ATTACHMENT OF UNITS. 1. Detachment 5, 22d Crash Rescue Boat Squadron, is relieved from attachments to 315th Air Division and is attached to 8th Fighter-Bomber Wing, Itazuke Air Base, Japan, for operational and logistic support.

BY ORDER OF THE COMMANDER:

OFFICIAL:

t/ JOHN A ROBERTS
Colonel, USAF
Chief of Staff

s/t/ CLARENCE H GARRISON
Major, USAF
Act Comd Adj

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2nd Lt., USAF

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SECRET H

8TH FIGHTER BOMBER WING (FEAF)
APO 244, San Francisco, California

GENERAL ORDERS)
:
NUMBER 8)

1 February 1955

ATTACHMENT OF UNIT

Having been attached to the 8th Fighter Bomber Wing by General Orders Number 10, Headquarters, Fifth Air Force, 18 January 1955, for operational control and logistic support, Detachment 5, 22d Crash-Rescue Boat Squadron is further attached to the 8th Air Base Group for the same purposes. Authority: Paragraph 14, AFR 20-27.

BY ORDER OF THE COMMANDER:

t/ JOSEPH R PROCHASKA
Major, USAF
Acting Adjutant

OFFICIAL:

s/t/ JOSEPH R PROCHASKA
Major USAF
Acting Adjutant

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NEAL R. TUCKER
2nd Lt., USAF

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AIF50 DE AIF50 NR1-

R-112245Z

FM COMDR 5 AF

TO COMDR 43RD ADIV

GR25

OTR-OS/1193 UNCIS REQUEST 22ND CRASH RESCUE BOAT SQUADRON PLACE ONE (1) 24 FOOT RESCUE BOAT AND ONE (1) 1[illegible] FOOT RESCUE BOAT ON LAKE OGAMARA.

TOR:110645Z/GT/NET....3426

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NEAL R. TUCKER
2nd Lt., USAF

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J

PWA059WCA064

RR JAPWHC JAPWHC

DE JAPWC 50A

R M290423Z

FM COMDR 5 AF NAGOYA AB JAPAN

TO JAPWHC/COMDR 39 ADIV MISAWA AB JAPAN

INFO JAPWHC/COMDR 43ADIV ITAZUKE AB JAPAN

JAPWHC/COMDR 22 CRASH RESCUE BT SQ ITAZUKE AB JAPAN

BT

//U N C L A S//OPR-06M-0 1390 DESIRE YOU PROVIDE LOG SUPP TO MEMBERS OF 22D CRASH RESCUE BT SQ ARRIVING AT MISAWA AD FOR CRASH RESCUE ACTIVITIES. YOU ARE AUTHD DIRECT COMMUNICATION WITH COMDRS CONCERNED.

BT

29/0430ZAPR JAPWC

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Neal R. Tucker

NEAL R. TUCKER
2nd Lt., USAF

SECRET

K-SQ-RESQ-B-22-HI
JUL-DEC 1955

HISTORY
OF
22D
CRASH RESCUE BOAT SQ

1 JULY - 31 DECEMBER 1955

RECORDED

Incl #21

HISTORY OF THE 22D CRASH RESCUE BOAT SQUADRON

1 July 1955 - 31 December 1955

(AU-D5)

42D AIR DIVISION

FIFTH AIR FORCE

FAR EAST AIR FORCE

UNITED STATES AIR FORCE

F O R E W O R D

The purpose of this historical report is to present an objective, accurate, and descriptive record of all the activities of this squadron including rescue boat coverage for the entire Far East. It is a complete and factually correct history of the 22nd Crash Rescue Boat Squadron for the period 1 July 1955 through 31 December 1955.

SAMUEL M. FOX
CWO (W-4), USAF
Historical Officer

LESTER M. ADAMS, JR.
Captain, USAF
Commander

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CHAPTER I

ORGANIZATION

Reorganization of Unit: The 22nd Crash Rescue Boat Squadron, APO 929 located in Fukuoka City, Japan, was reorganized on 20 July 1955, under T/O 1-1610 dated 1 June 1955 and authorized 34 officers and 262 airmen.[1] The specific parts of the T/O which were authorized were:

NUMBER	PART	DESCRIPTION	OFFICERS	AIRMEN
1 Each	II AB	Squadron Headquarters	3	10
1 Each	II DH	Maintenance	1	30
6 Each	II CT	85 Foot boat crew	12	72
6 Each	II CA	Small Boat Crew		24
18 Each	II CC	63 Foot Boat Crew	18	126
		TOTALS	34	262

The only significant changes over our previous organization were to convert the Marine Career Field AFSC from 941XX to 59XX and to change the Radio Operators from AFSC 29352 Air Borne Radio Operator to AFSC 29350 Ground Radio Operator.[2]

Changes in the Unit Manning Document: The airmen strength was increased effective 1 July 1955 by six non-T/O spaces - all in the supply functional code. This provided for a supply specialist in each of three detachments (Naha, Yokohama and Kunsan) where the supply activity warranted a supply man. Too, a much needed requirement for a supply supervisor was authorized Squadron Headquarters (AFSC 64173 - T/Sgt).

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1. GO 16, Hq, 43d AFdiv, dtd 18 Jul 55, document A.
2. The problem encountered with this change is discussed in Chapter III - personnel.

The civilian personnel strength was reduced from 81 to 80. This reduction was accomplished in accordance with a directive which established a hiring ceiling on Japanese Nationals at the on-roll figures of 9 July 1955.[3]

A special effort was made to allign the functional codes reflected on the unit manning document with the spirit and intent of AFM 171-8, Manual of USAF Function Classification and Organization Nomenclature. In doing this, the following changes by functional code were accomplished during the six month period ending 31 December 1955:

FUNCTIONAL CODE	TITLE	NUMBER AUTHORIZED July 1955	Dec 1955	Change
01000	Comd	2	1	-1
03000	Unit Admin	15	11	-4
04000	Unit Supply	3	17	14
36300	Dining Hall	16	13	-3
39000	Installations	2	0	-2
39400	Utility Operation	0	6	6
50100	Security	10	6	-4
84410	Ground Radio Maint	0	1	1
84610	Abn Radio Maint	0	4	4
92510	Motor Veh Maint	1	0	-1
92520	Motor Veh Op	2	4	2
94010	Marine Eq Maint	64	50	-14
94020	Mar Eq Op	268	270	2
	TOTAL	383	383	0

3. Ltr Hq 43d AD(v) CHR-M dtd 11 Jul 55, Subj: Japanese National Hiring Ceiling.

Until December 1955, the Unit Manning Document was prepared by an IBM listing machine on AF Form 631. Using this procedure, personnel were authorized in bulk to the squadron. The appropriate grade, AFSC, job title, type allocation, and category were shown. In December, separate Unit Manning Documents were prepared for each detachment and the squadron headquarters on AF Form 256.[4] This procedure was welcomed in the field because it definitely allocated personnel to a commander to accomplish a certain mission; it provided a tool against which personnel assignments could be made, and it provided the local support base with an authorization document.

In May 1955 this Squadron initiated a request to increase the Manning authorization by five commissioned officers and 31 airmen.[5] Of primary concern was the authorization for the positions of Commander, Supply Officer and Communications Officer, and for eight Communications and Electronic Maintenance enlisted personnel. The requirement for these positions continued to make itself felt through the period covered by this report. Because of this requirement a commissioned officer has been employed in the Commander's and Supply Officer's position. However, Headquarters Fifth Air Force has advised that: "no action will be taken on the request for increased manpower authorization pending clarification of your operational commitment".[6] As 1955 drew to a close, Headquarters Fifth Air Force directed that a representative report to that Headquarters on 5 January 1956 for a conference on the Crash Rescue Boat Program.

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4. UMD, FEAF, 22d CRB Sq Dec 55.
5. Ltr, 22CRB Sq dtd 19 May 55, Subj: Increased Manning Authorization.
6. Ltr, Hq 43d ADiv OPS-M dtd 8 Jul 55, Subj: Increased Manning Authorization.

Organization of Detachments: In July 1955, we had six designated detachments,[7] three crash rescue boat operating locations in Korea, and an operating location at Misawa. Personnel were ordered to these detachments from the parent squadron to accomplish their mission on permissive travel orders. This procedure was a violation of regulations.[8] Accordingly, temporary duty travel orders were issued authorizing per diem, but since the mission was of a permanent nature, this too was an unacceptable practice. The Personnel Officer, CWO (W-4) Cox conferred with the Adjutant of the 43d Air Division, Captain Maxine Henius, on the matter and a decision was reached to reassign the personnel involved on PCS to operating locations in Korea at Pusan, Pohang, and Kunsan.

Detachment 7 was designated and organized at Pohang Air Base, Korea, effective 1 December 1955.[9]

Detachment 8 was designated and organized at Kunsan Air Base, Korea, effective 1 December 1955.[10]

Instructions were received to cease operation at Pusan effective 15 December 1955.[11] Since this was not an organized detachment, the section consisted merely of moving the boats and people out of that operating location.

Misawa Operating Location: An inquiry was made as to the nature of the requirement for boats on Lake Ogahara, near Misawa Air Force Base.[12]

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7. 22d CRB Sq Historical Report for period ending 30 June 55.
8. AFM 30-3, Para 7, Ch 6; AFM 30-3, Para 5 Ch 4.
9. GO 37, 43d ADiv dtd 25 Nov 55, document B appendix.
10. GO 36, 43d ADiv dtd 25 Nov 55, document C appendix.
11. Ltr, 43d AD file OPR-C, dtd 28 Nov 55, Subj: Transfer of Detachment
12. Ltr, 22d CRB Sq dtd 14 Jul 55, Subj: Crash Boat Coverage, Lake Ogahara.

The only directive received had merely stated that two small boats were to be placed on Lake Ogahara.[13] Inspection of the facilities at Misawa revealed that accomodations were inadequate to support a crash rescue boat at that base; the winters are severe in that area, and the lake is frozen over in winter. Consequently, a decision was made to cease operations at Misawa and return the swamp glider and crew to the squadron at Fukuoka on 30 September 1955.

Civilianization: Instructions were received to make a survey of our military space authorizations to determine which could be manned by Japanese Nationals.[14] The results of the survey indicated that the substitution of Japanese Nationals for military personnel would result in a net reduction in strength of two people and the replacement of 129 airmen with civilians. By functional code, the changes were:

FUNCTIONAL CODE	NUMBER OF SPACES Changed	Eliminated
Unit Administration (03000)	3	
Unit Supply (04000)	1	
Dining Hall (36300)		2
Marine Maintenance (94010)	19	
Marine Operations (94020)	106	
Totals	129	2

The main area of substitution was aboard the boats. The only positions to be manned by military personnel would be the Master (59000), the Marine Engine Technician (59171), the Radio Operator (29350), and the Medical Service Specialist (90250). The remaining positions aboard

13. 5AF Msg OPR-OS11193.
14. 43d AD Msg OPR-M 2592 dtd 6 Oct 55.

63 foot and 85 foot boats and all positions on the small boats would be manned by civilians. An exception would be the boats assigned to Korean waters; they would be entirely manned by American military personnel. These computations did not include civilian spaces for Detachment 2 at Guam which could be civilianized upon moving to Tsuiki.[15]

Movement of Detachment 2: A message received stated that Detachment 2 was attached to the 3d Air Division (SAC) for operational control only, by Headquarters, United States Air Force.[16] In addition, an agreement had been reached between Strategic Air Command and Far East Air Forces for the 3d Air Division to provide logistical and administrative support for the detachment. The Commander, 22nd Crash Rescue Boat Squadron was directed to furnish the Commander 7AF (ADV) with information to be included in the agreement for 3d AD to assume logistical and administrative support.[17] The Commander 7AF (ADV) was to prepare the agreement.[18] Another message indicated a requirement for a detachment at Guam no longer existed and that Headquarters USAF would determine final disposition.[19] Captain Adams and Mr. Cox conferred with Colonel Frederick M. O'Neill, Operations, and Colonel Samuel J. Gormly, Jr., Commander, 43d Air Division, about the 12th of October, 1955. At that time Colonel Gormly expressed his desire for immediate crash rescue boat coverage at Tsuiki Air Force Base, Japan. It was agreed that Detachment 2 would be moved from Guam to Tsuiki since there was no longer a requirement for it in Guam.

On the 24th of October, Captain Adams departed for Guam for the purpose

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15. Ltr, 22CRB Sq dtd 22 Oct 55, Subj: Unit Manning Document.
16. 7AF Msg DO-MOO 03282 dtd 24 Sep 55.
17. FEAF Msg DO-MOO 03282 dtd 25 Sep 55.
18. Ibid.
19. FEAF Msg DO-MO 44524 dtd 23 Sep 55.

of coordinating the transfer of administrative and logistical support from 7AF (ADV) to the 3d Air Division and to inspect the detachment. Upon his arrival he was greeted with a message directing the discontinuance of Detachment 2.[20] Based upon this directive, he interviewed all personnel to determine their choice of station assignment within the squadron. Using information, action was initiated to reassign the personnel from Detachment 2 to other detachment prior to 8 November 1955, the date set to discontinue at Guam.[21] Action was prompt. All men without dependents were reassigned to other operating locations. Those retainable men accompanied by dependents required individual and time-consuming, if not complex, procedures.[22] In these cases, individual letters were prepared to determine the difference in waiting period for government quarters between the new and old station. This was furnished the principal. Approvals were obtained at all stations except Yokohama, where private rentals were available. In the middle of this action came a directive to move Detachment 2 to Tsuiki rather than discontinue it.[23] The transfer was scheduled for 2 January 1956, but with an almost new complement of personnel which were withdrawn from other detachments. The selection of single personnel for Tsuiki was based primarily upon the fact that government quarters were not ready available; the crew would be living on boats during the initial phase of tenancy, and the uncertainty of the requirement for a detachment to exist at Tsuiki for the remainder of FY 56.

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20. FEAF Msg DO-MO 47276 dtd 24 Oct 55.
21. Ibid
22. FEAF Reg 34-14.
23. 5AF Msg Q OPR 02395 dtd 14 Nov 55.

CHAPTER II

OPERATIONS

Operation Activity: There were 292 separate operational missions for crash rescue boats during this period. A chronological summary of the search of rescue missions follows:

26 July 1955: Two crash boats at K-3, Korea, were alerted to search for a US marine aircraft reportedly crashed in the sea. An oil slick was found. Salvage operations were commenced using a Korean diver. The body of the pilot was recovered 28 July 1955.

30 July 1955: One boat was dispatched to search for an American owned boat in Tokyo Bay. Two people were found aboard the boat about four miles southwest of Haneda light and towed back to dock. The occupants were in good health.

4 August 1955: One crash rescue boat was dispatched to stand-by USS Reclaimer (USN salvage vessel) while performing salvage operations to reclaim the aircraft which crashed 26 July 1955.

14 September 1955: A rescue boat was dispatched from Fukuoka in search of a US Navy Patrol Bomber reported down about 10 miles off-shore. The plane was located and towed camp Kashii, Hakata Harbor, Japan.

September 1955: A boat was dispatched from Naha Harbor, Okinawa, on a rescue mission at Naha Air Force Base. A T-33 had crashed in the water at the end of the runway. The plane was found in too shallow water in which to maneuver a boat. The pilot walked to shore unhurt. The detachment assisted in the salvage of the plane.

October 1955: A boat was dispatched from Naha Harbor to search for an overdue sailboat. The sailboat was found behind some reefs where it was impossible to maneuver a crash boat.

19 October 1955: While maintaining alert for landing aircraft at K-6, Korea, USAF Rescue Boat R-27A-1339 was notified that an USAF F-86 type aircraft crashed 1/2 mile from the runway. Upon reaching the site, the pilot's body was recovered. The boat was detained at the scene of the crash until high tide because of shallow water.

28 October 1955: A 24 foot boat and a swamp glider were dispatched from Haneda Air Force Base docks when a US Navy helicopter went down off the runway in about six inches of water. The pilot waded ashore. The swamp glider was used to assist in salvage operations.

7 November 1955: A boat was dispatched from Yokohama Yotch Basin to search for a swamped small boat 1½ miles from Fort 2. The boat was located with one live American and one dead Japanese aboard. The boat was towed to Kisarazu City Dock. Reportedly missing were two US Service men and three Japanese. The search continued with negative results.

20 November 1955: The Miho detachment was alerted for an F-86 in trouble. A 24 foot boat was dispatched to cover the landing. The aircraft crashed in the bay, and the pilot was picked up unhurt after less than one minute in the water.

15 December 1955: The Yokohama detachment was alerted that a US Navy plane was down at a position about 15 miles south of Atsugi Air Station. A boat was dispatched which searched the area for three hours with negative results.

A tabulation of missions by type is contained in the appendix.

Participation in Project 119L consisted of loading practice gondolas on the stern of an R-37A type crash boat, taking it to a designated area and placing it in the water. The crash boat would then stand by until a plane made a successful pickup.

The loading of the practice gondola was accomplished in two methods. On the first mission the gondola was placed on 4 x 4 timbers which were placed athwart ships with 2 x 6 timbers being utilized as a ramp for sliding the gondola into the water. The second method utilized was setting the gondola in the cockpit on 4 x 4 timbers and sliding it out the ramp on pipe. This second method proved to be the best if the sea was calm. However, if the sea was lightly rough the ramp could not be let down. It was decided that the best method would be to utilize an "A" frame at the stern of an 85 foot boat, thereby being able to operate in any type sea. This method was not proven however, as the mission requirement was cancelled before an "A" frame could be manufactured.

Operational Plans and Programs: A program was developed for the guidance of the squadron staff in order to deploy the watercraft and assign personnel in a manner which would accomplish our mission most effectively.[24] The Unit Manning Document for December 1955 was developed to conform to this program. As yet, action has not been taken to deploy watercraft to conform to the program. The execution of this program would require the movement of 9 boats and 102 crew members.[25] The actions

24. Chart, Personnel and Watercraft Deployment, appendix F.
25. Table, appendix G, Transfers Required to Align to Program.

were held in abeyance pending the approval of a Crash Rescue Boat Program. A meeting to discuss the USAF Crash Rescue Boat Program was scheduled to be held on 5 January 1956 at Headquarters Fifth Air Force.

22d Crash Rescue Boat Squadron

Operational Activities 1 July to 31 December 1955

Total Missions	292
Stand by at runways	218
Search and rescue for planes	5
Search and rescue for boats	4
Stand by for paradrop	24
Stand by for water landings	4
Equipment Testing Missions	2
Stand by for project 119L	26
Stand by for base water training	6
Personnel pick up from Navy ship	1
Stand by for salvage operations	2

CHAPTER III

Personnel

Assigned Strength: The officer strength remained rather constant during this period. Eight of the 34 authorized officers were assigned. Two of those were commissioned officer, none of which were authorized, but for which a requirement existed. Since the authorized officer positions were for warrants, the shortages were filled with master sergeants. An overage of enlisted personnel was maintained to off-set the shortage of warrant officers. At no time during this period did the aggregate of military personnel assigned fall below the 297 authorized.[26] A table of month-end strength is provided to illustrate:

MONTH	ASSIGNED OFFICERS	ASSIGNED AIRMEN	ASSIGNED MILITARY
July	9	315	324
August	8	308	316
September	8	325	333
October	7	314	321
November	8	311	319
December	8	309	317
Average	8	314	322
Authorized	34	263	297

This did not mean that there were no shortages of certain people, however; there has been a continuing surplus of marine career field people and a shortage of supply, radio operations, and medical service personnel.

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26. 22d CRB Sq Morning Report, AF Form 164.

Emergency personnel requisitions were resorted to in order to prevent a break-down of function with regard to medical services specialists. Radio operations and some supply personnel were received through normal requisitioning. As many as twelve marine maintenance personnel were utilized temporarily in supply. Action was initiated to cross train 13 airmen from the marine (591XX) to the organizational supply (641XX) career field but was disapproved because the men possessed AFSC's at the skilled and technician level in the marine career field.[27]

Educational Program: The need for an educational program was apparent in July when a survey indicated that 40% of the assigned airmen possessed less than a high school education: 8% did not finish grammer school.[28] Captain Adams, the Squadron Commander, supported the program enthusiastically. He briefed the Detachment Commanders at a conference in July relative to the need for educational improvement among our men. Information was disseminated in the Squadron Newsletter[29] setting forth the procedures for obtaining a high-school diploma; the opportunities for advancement were explained and well as the value of a high school education. A resurvey was made to evaluate progress of this program. The results were encouraging and are summarized in tabular form as follows:

27. Ltr 22d CRB Sq dtd 1 Sep 55, Subj: Request for Waiver of Project Guidance and 15 indorsements
28. 22d CRB Sq Newsletter 6, 23 Aug 55.
29. Ibid.

PERCENT OF AIRMEN WITH HIGH SCHOOL EDUCATION

GRADE	July 1955	December 1955	Increase
M/Sgt	74	81	7
T/Sgt	50	70	20
S/Sgt	49	51	2
A/1C	55	61	6
A/2C	46	54	8
A/3C	40	61	21
A/B	50	100	50
All Grades	49	59	10

This increase (10%) in the number of airmen with high school level education was achieved primarily through the medium of the General Educational Development Test. A goal was established to bring the high school educational level up to 65% during the next six months by accomplishing the following:

Interview each non-high school graduate (or GED Equivalent) personally, explaining the advantages of an education to him.

Give publicity to individuals who attain the equivalent of a high school education.

In announcing promotions in the squadron newsletter, indicate the educational level of those promoted.

Revise the promotion system to give points to persons with the higher education.

Continue to place posters in the day-room and bulletin boards encouraging participation in education programs.

On the Job Training: A goal was established in July to up-grade 85 airmen during fiscal year 1956. This may seem ambitious when compared with the OJT achievement during FY 55 when 33 airmen were up-graded.[30] The goal for this 6 month period was 43; there were 50 men up-graded. The majority of training was accomplished in the marine career field. By skill level, up-grading is summarized as follows:

	Helper to Apprentice	Apprentice to skilled	Skilled to Technician
Number	2	34	14

Continuous monitoring is maintained to assure that our training requirement is satisfied - that all potential five-level men are in training, and that authorized and projected seven level vacancies are filled to the extent that a man is being trained.

Ground Radio Operator Training: The new T/O changed the radio operators on crash rescue boats from AFSC 29352, radio operator airborne to AFSC 29350 ground radio operator. The equipment utilized is similar to that employed in aircraft. Action was initiated to retrain the 11 airborne radio operators who were not forecasted for return to the ZI to ground radio operators. A waiver of project guidance was granted.[31] The training did not progress satisfactorily because (1) there was no ground radio equipment upon which to train; (2) the attitude of airborne radio operators was that ground radio operating would be a loss of prestige; (3) there was a possibility that they could return to flying status at some future date if they kept their airborne radio operators AFSC; (4) they declined to take the APT for AFSC 29350; (5) they lacked the

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30. Chart, comparison of OJT up-grading, appendix H
31. 3d Ind FEAF 23 Sep 55 to Ltr 22d CRB Sq dtd 6 Sep 55 Subj: Request for waiver of project guidance

incentive to learn. In order to off-set this, each trainee was counselled by the Personnel Officer. He pointed out that (1) the training was not a matter of choice but rather of duty; (2) the airborne AFSC could be retained as primary if the trainee desired, (3) the ground AFSC would be awarded as an additional (4) the experience in both ground and airborne jobs would prepare the trainee for supervisory level jobs (5) supervisors are on flying status as radio operators (6) the needs of the Air Force are paramount to the desires of the individual. The problem is not resolved yet, and the assistance of all boat skippers, detachment commands, and other supervisory personnel will be required to alliviate it.

Surplus Career Field: Two career fields, the food service and marine have been listed as surplus by the Air Force.[32] Personnel in the marine career field especially have become apprehensive, exhibiting some feelings of insecurity. Many have sought individual counselling by the Personnel Officer and First Sergeant. In these cases, aptitudes scores are reviewed; the man is interviewed to determine his interest, and suggestions are offered. If a vacancy existed or is projected, and the man is qualified for cross-training OJT is suggested. To those men not interested in OJT in the squadron, USAF Extension Course Institute courses and USAFI courses are suggested. Those airmen who are scheduled to return to the United States soon are counselled relative to the opportunity to reenlist for schools, provided they meet requirements.

Implemention of New Personnel Records System: The new personnel records system was installed throughout the organization. Due to the structure of the squadron it was necessary to send a personnel specialist

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32. AFL 35-32, dtd 15 Jun 55, Subj: Assignment Procedures for Former Military Personnel Enlisting in the Air Force.

to each detachment to conduct interviews required in the preparation of the new records.

Recommendations For Awards: Eight members of Detachment 2, Guam were recommended for the Commendation Ribbon.[33] The men were:

M/Sgt Louis C. DeAngelis, AF13164841

M/Sgt William T. Roulston, AF20204812

T/Sgt Edward G. Millett, AF19494872

S/Sgt Charles A. Baker, AF14442 85

S/Sgt Rudolph J. Winkleman, AF17150001

S/Sgt Joe W. McGraw, AF14276105

S/Sgt Alden L. Wooten, AF56081033

A/1C Franky A. Charfouros, AF10736902

Additionally, A/2C Loyce P. Brantly, AF18439670, a member of the 3d Air Division who was on loan for the mission as a radio operator, was recommended for the commendation.

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33. Details are contained in Ltr Det 1, Hq 7AF, dtd 14 Nov 55 Subj: Recommendation for Award of Commendation Ribbons or Soldiers Medals Appendix 1

CHAPTER IV

MAINTENANCE

The Contracting Section had an average personnel strength, during calendar year 1955, of eight airmen and two indigenous personnel. No military personnel are currently authorized this activity.

This section initiated 82 original work orders and 37 change orders in the accomplishment of contractual maintenance to the following assigned floating equipment:

V-50-1197..... 114 ft. Motor Vessel
N-1043..... 104 ft. Rescue Boat
Q-622..... 104 ft. Rescue Boat
R-1-1818..... 85 ft. Rescue Boat
R-1-1817..... 85 ft. Rescue Boat
R-1-676..... 85 ft. Rescue Boat
R-1-667..... 85 ft. Rescue Boat
R-1-664..... 85 ft. Rescue Boat
R-1-652..... 85 ft. Rescue Boat
R-2-1164..... 63 ft. R-2 Type Rescue Boat
R-2-1088..... 63 ft. R-2 Type Rescue Boat
R-2-1082..... 63 ft. R-2 Type Rescue Boat
Q-351..... 63 ft. R-2 Type Rescue Boat
Q-163..... 63 ft. R-2 Type Rescue Boat
R-37-1256..... 63 ft. R-37 Type Rescue Boat
R-37-1255..... 63 ft. R-37 Type Rescue Boat
R-37-1254..... 63 ft. R-37 Type Rescue Boat
R-37-1253..... 63 ft. R-37 Type Rescue Boat

R-37A-1348.....63 ft. R-37A Type Rescue Boat

R-37A-1347.....63 ft. R-37A Type Rescue Boat

R-37A-1346.....63 ft. R-37A Type Rescue Boat

R-37A-1345.....63 ft. R-37A Type Rescue Boat

R-37A-1344.....63 ft. R-37A Type Rescue Boat

R-37A-1343.....63 ft. R-37A Type Rescue Boat

R-37A-1342.....63 ft. R-37A Type Rescue Boat

R-37A-1341.....63 ft. R-37A Type Rescue Boat

R-37A-1340.....63 ft. R-37A Type Rescue Boat

R-37A-1339.....63 ft. R-37A Type Rescue Boat

R-37A-1338.....63 ft. R-37A Type Rescue Boat

R-37A-1337.....63 ft. R-37A Type Rescue Boat

R-37A-1334.....63 ft. R-37A Type Rescue Boat

R-37A-1333.....63 ft. R-37A Type Rescue Boat

RP-50-1815.....36 ft. Rescue Boat

RP-50-1200.....36 ft. Rescue Boat

RP-50-1198.....28 ft. Rescue Boat

R-40-1781.....24 ft. R-40 Type Rescue Boat

R-40-1780.....24 ft. R-40 Type Rescue Boat

R-40-1779.....24 ft. R-40 Type Rescue Boat

R-40-1778.....24 ft. R-40 Type Rescue Boat

R-4-1076.....24 ft. R-4 Type Rescue Boat

R-24-1423.....18 ft. R-24 Type Rescue Boat

R-24-1422.....18 ft. R-24 Type Rescue Boat

R-24-1421.....18 ft. R-24 Type Rescue Boat

R-24-1420.....18 ft. R-24 Type Rescue Boat

R-24-1419.....18 ft. R-24 Type Rescue Boat

R-24-1418.....18 ft. R-24 Type Rescue Boat

R-24-1416.....18 ft. R-24 Type Rescue Boat

M-50-1750.....80 ft. Steel Cargo Barge

C-50-1178.....82 ft. Steel Cargo Barge

Also during this period one work order and one change order was initiated for the accomplishment of contractual maintenance to a 96 foot tug boat belonging to another organization in FEAF.

In the accomplishment of contractual maintenance to assigned floating equipment, a total of $153,142.58 was obligated. Of this total, $43,147.14 was obligated by Cross Service Agreements with various U.S. Army and U.S. Navy facilities in the Far East. The remaining $109,995.54 was obligated through the Japan Procurement Agency, Ship Repair Branch, by contracts to indigenous shipyards through-out Japan. A total of $12,856.38 was obligated through the JPA for the contractual repair of the 96 foot tug boat.

Airmen of this section were assigned as quality control inspectors to indigenous shipyards in the accomplishment of the 83 work orders and also as necessary to government agencies accomplishing repairs on a cross-service basis. Additionally approximately 1250 separate items of correspondence which pertained directly to various contract actions were handled.

During October the funding method for contractual maintenance was changed from the use of P-458-07 funds, allotted by the 8th Fighter Bomber Wing, Itazuke Air Force Base, to the use of P-431 funds allotted by Northern Air Materiel Area Pacific, Fearcon Air Force Base. Due to the added number

of necessary delays of correspondence pertaining to contractual maintenance, the time necessary for contract action to be taken by the Japan Procurement Agency, on a work order submitted by this organization, was extended from 11 to 21 days.

It was believed that in order to alleviate the amount of manpower loss and monetary expense, in the accomplishment of contractual maintenance by this organization, that the Northern Air Material Area Pacific should accept the full responsibility for the accomplishment of depot level maintenance of marine equipment assigned in the Far East. This has been requested by this organization.[34]

If this were accomplished it would preclude the necessity of the using organization expending manpower that could readily be used in the accomplishment of the organization primary mission.

34. Ltr, 22d CHERON dtd 22 Jan 55, Subj: Contract Maintenance Facilities

SUPPORTING DOCUMENTS

HEADQUARTERS
43D AIR DIVISION (FEAF)
APO 929, San Francisco, California

GENERAL ORDERS)
NUMBER 16)

18 July 1955

REORGANIZATION OF UNIT

1. Effective 20 July 1955, the 22d Crash Rescue Boat Squadron, APO 929, is reorganized as indicated:

T/O Composition	Planning Strength Officers	Airmen
1-1610, 1 Jun 55, 1 x Parts IIAB, DH; 6 x Part IICD; 8 x Part IICA; 18 x Part IICC	34	262

2. Personnel will be furnished from sources under control of the Commander, Far East Air Forces.

3. The above unit is authorized Unit Essential, Base Support, and Field Support equipment as listed in the MEAL. The UME column of the UAL will be prepared to indicate authorizations based on Columns 3A, B and C of the MEAL and above T/O composition. Variable items, T/A 1-21 and MEAL, will be based on the approved strength of the unit. This unit is authorized additional equipment in the USE column of the UAL in conformance with paragraph 7d, AFR 5-25.

4. AUTHORITY: Department of the Air Force letter, AFOMO 644j, 27 April 1955, subject: "Reorganization of the 22d Crash-Rescue Boat Squadron"; FEAF message DO-O&M 33390, 1e June 1955; letter DO-O&M, Headquarters, Far East Air Force, subject: "Reorganization of the 22d Crash-Rescue Boat Squadron", 12 May 1955, and first indorsement thereto, Headquarters, Fifth Air Force, 29 June 1955; and AFR 20-27.

BY ORDER OF THE COMMANDER:

O. W. HOWLAND
Colonel, USAF
Chief of Staff

OFFICIAL:

MAXINE HENIUS
Captain, USAF
Asst Adjutant

DISTRIBUTION: "C" Plus
Air Adj Gen, Hq, USAF, Attn: Pub Div, Washington 25, D.C. (30)
Comdr, Fifth Air Force, Attn: Stat Svs (5)
Comdr, Fifth Air Force, Attn: O&M (5)
Comdr, Fifth Air Force, Attn: MAT-MP (1)

A CERTIFIED TRUE COPY:

SAMUEL H. COX
CWO(W-4), USAF
Adjutant

B

HEADQUARTERS
43D AIR DIVISION (FEAF)
APO 929, San Francisco, California

GENERAL ORDERS)
NUMBER 37)

25 November 1955

DESIGNATION AND ORGANIZATION OF DETACHMENT 7, 22D CRASH RESCUE BOAT SQUADRON, - 1. Detachment 7, 22d Crash Rescue Boat Squadron is designated and organized as a Table of Organization unit at Pohang Air Base, K-3, Korea, effective 1 December 1955, with a planning strength of 3 warrant officers and 19 airmen.

2. Personnel will be provided from resources available to the Commander, 22d Crash Rescue Boat Squadron.

3. Supplies and equipment will be obtained and accounted for in accordance with AFM 67-1, AFR 67-83, and Far East Air Forces and Fifth Air Force supply directives.

4. AUTHORITY: Air Force Regulation 20-27, Fifth Air Force Regulation 20-2, and message OPR-M&O-O 02611, Headquarters, Fifth Air Force, 17 November 1955.

BY ORDER OF THE COMMANDER:

J. M. SMELLEY
Colonel, USAF
Deputy Commander

OFFICIAL:

MAXINE HENIUS
Captain, USAF
Asst Adjutant

DISTRIBUTION: "S"

A CERTIFIED TRUE COPY:

SAMUEL H. COX
CWO(W-4), USAF
Adjutant

HEADQUARTERS
43D AIR DIVISION (FEAF)
APO 929, San Francisco, California

C

GENERAL ORDERS)
NUMBER 36)

25 November 1955

DESIGNATION AND ORGANIZATION OF DETACHMENT 8, 22D CRASH RESCUE BOAT SQUADRON. - 1. Detachment 8, 22d Crash Rescue Boat Squadron is designated and organized as a Table of Organization unit at Kunsan Air Base, K-8, Korea, effective 1 December 1955, with a planning strength of 5 warrant officers and 35 airmen.

2. Personnel will be provided from resources available to the Commander, 22d Crash Rescue Boat Squadron.

3. Supplies and equipment will be obtained and accounted for in accordance with AFM 67-1, AFR 67-83, and Far East Air Forces and Fifth Air Force supply directives.

4. AUTHORITY: Air Force Regulation 20-27, Fifth Air Force Regulation 20-2, and message OPR-M&O-0 02611, Headquarters, Fifth Air Force, 17 November 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

J. M. SMELLEY
Colonel, USAF
Deputy Commander

MAXINE HENIUS
Captain, USAF
Asst Adjutant

DISTRIBUTION: "S"

A CERTIFIED TRUE COPY:

SAMUEL H. COX
CWO(W-4), USAF
Adjutant

PERSONNEL AND WATERCRAFT DEPLOYMENT

D

LOCATION	114'	85'	63'	36'	28'	24'	18'	Barges	Remarks
Det #1 - Okinawa		1	2						Plus one 6415l
Det #2 - Tsuiki			3						
Det #3 - Miho			3			3			
Det #4 - Ashiya			3						
Det #5 - Itazuke		2	1						Less Cooks
Det #6 - Yokohama			4			1	4		Plus one 6415l
Det #7 - K-3		1	1						
Det #8 - K-8		2	1					1	Plus one 6415l
Hq - Fukuoka	1								For 114' JN crew
TOTAL	1	6	18	0	0	4	4	1	

WATERCRAFT ON HAND W/O MANPOWER AUTHORIZATION

	104'	114'	85'	63'	36'	28'	24'	18'	Barges	Remarks
Hq - Fukuoka	2			5		1	1	3	1	
Det #6 - Yokohama					1					
TOTAL	2	0	0	5	1	1	1	3	1	

1. Watercraft on hand w/o manpower authorized will comprise the reserve fleet.

   (a) All craft in reserve fleet not manned remain in custody of the Squadron Supply Officer.

   (b) All craft in reserve fleet for which Personnel Officer can man from overages come under jurisdiction of Squadron Operations Officer as well as craft assigned to Sq. Hq.

2. Food Service personnel authorized Det #5 to be assigned to Squadron Food Service Officer.

E

TRANSFERS REQUIRED TO ALLIGN TO PROGRAM

(Personnel and Watercraft Development)

TYPE BOAT	NUMBER OF BOAT	LOCATION DEC 55	PROGRAMMED LOCATION	CREW COMPOSITION	TOTAL PERSONNEL
85 foot	1	Fukuoka	Naha	14	14
63 foot	3	Fukuoka	Tsuiki	8	24
24 foot	1	Fukuoka	Miho	3	3
63 foot	1	Fukuoka	Ashiya	8	8
63 foot	1	Fukuoka	Yokohama	8	8
18 foot	1	Fukuoka	Yokohama	3	3
85 foot	1	Fukuoka	Pohang	14	14
85 foot	1	Yokohama	Kunsan	14	14
85 foot	1	Fukuoka	Kunsan	14	14

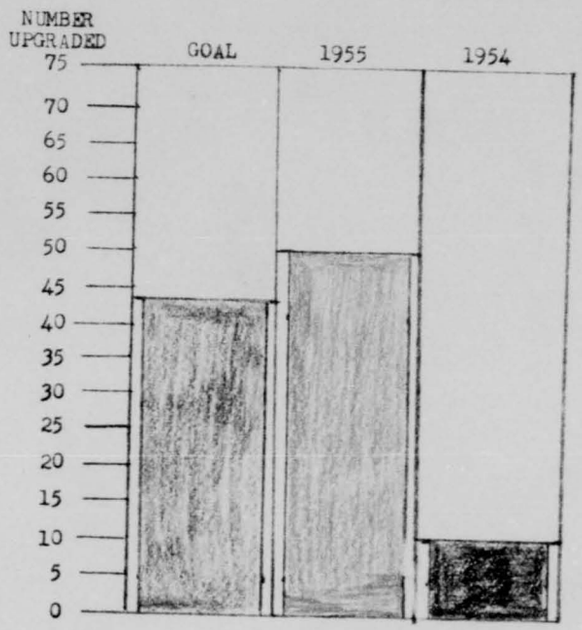
TOTAL CREWS: 9

TOTAL PERSONNEL: 102

Source: Aprendix F and DF from Opr to Comdr, subj: Required Boats for present Mission dated 27 Dec 55 and DF from Opns to Comdr dtd 27 Dec 55 subj: Excess Boats for Present Mission

F

COMPARISION OF UPGRADING
OF OJT BETWEEN 1954 & 1955



NOTE: Comparable periods of 1954 and 1955 were 1 July thru 31 Dec respectively.

SOURCE: PerAms, 22d Crash Rescue Boat Sq. 1954 and 1955.

Detachment 1
HEADQUARTERS
SEVENTH AIR FORCE
APO 156

G

COMDR

14 November 1955

SUBJECT: Recommendation for an Award of Commendation Ribbons or Soldier's Medals

TO: Commander
Headquarters 22nd CRBRON
APO 929

1. It is the recommendation of this command that Commendation Ribbons or Soldier's Medals be awarded to the following enlisted personnel who composed the crew of Crash Boat R-1-652 during the period 19 September 1955 to 25 September 1955:

M/Sgt Louis C. DeAngelis, AF13164841
M/Sgt William T. Roulston, AF20204812
T/Sgt Edward G. Millett, AF19494872
T/Sgt Charles A. Baker, AF14444285
S/Sgt Rudolph J. Winkelman, AF17150001
S/Sgt Alden L. Wooten, AF56081033
S/Sgt Joe W. McGraw, AF14276105
A/1C Franky A. Charfauros, AF10736902
A/2C Loyce P. Brantley, AF18439570

2. The above recommendation is based upon the chronological facts stated hereafter which have been verified by a study of the ships log. On 19 September 1955, at 0723 hours (hours given are K-time) Crash Boat R-1-652 cast off from the detachment dock at Apra Harbor, Guam, with destination of Pagan Island by way of Saipan; in compliance with Letter Order 23 dated 16 September 1955, Headquarters, Detachment 1, Seventh Air Force. The mission was classified in nature and the operation was to be conducted under the personal direction of Colonel William R. Cameron, Commander, Detachment 1, Seventh Air Force.

3. At the time of embarking on the mission, the weather was clear and there were no typhoon warnings indicated or in effect. At Saipan, the members of the party from Detachment 1, Seventh Air Force, boarded the Crash Boat and the run to Pagan Island was made and arrival logged at 1605 hours on 20 September 1955. The Crash Boat was moored to a rock jetty in a small cove of the island.

4. At 2005 hours, 22 September 1955, the first word of an approaching typhoon was received by means of a radio message from Aircraft No. 117 of the 79th Air Rescue Squadron, Andersen Air Force Base, Guam, which flew overhead. This message stated that the Crash Boat was to remain in the protected anchorage until further advised by their unit. Barometer reading at this time was 29.69.

5. The full force of Typhoon "Louise" struck during the afternoon of 23 September and due to high swells within the cove, the party from Headquarters, Detachment 1, Seventh Air Force, were placed ashore for their safety at 1900 hours. A radio message received at 2010 hours from Commander, 22nd Crash Rescue Boat Squadron, Guam, advised the mate as follows; "To abandon ship if necessary for safety of crew."

6. It was mutually decided by members of the crew to stay aboard the boat and to save the boat if possible. Without regard for their own safety, with winds from 65 to 75 knots and with seas breaking over and about them, they stood upon the jetty holding boat fenders in their hands to make absolutely certain no point of the boat hull struck the rock jetty. Many of the men were bruised and cut during this hazardous period. There was a chance that any member of the crew might at any time be washed overboard between the hull and the jetty. The force of the wind and seas snapped lines repeatedly which were then spliced or re-spliced.

7. At approximately 0630 hours on the morning of 24 September 1955 every piece of line had been utilized. Mattresses, search light covers etc. were in use to prevent further hull damage. The boat had at many times grounded and therefore started leaking. At this time the boat master, M/Sgt Louis C. DeAngelis advised the crew that remaining lines would not hold and that only two alternatives remained; either to abandon that boat to the elements or man the boat and proceed to sea in an attempt to make Saipan Island. The crew, knowing the hull was damaged and leaking below the water line, without hesitating, volunteered to risk the run to Saipan to save the boat they had so exhaustingly fought to save up to this time.

8. At 0700 hours 24 September 1955 all lines were cut away and cast off and the dangerous manuever of coming about commenced. This was completed and the boat made to sea. At speeds from 8 to 10 knots against seas from 20 to 40 feet and winds averaging force 6 to 8, the run to Saipan commenced. The crew with no rest in the prior 46 hours were now faced with a minimum running time of 14 hours to safe harbor.

9. At 2120 hours on 24 September 1955, R-1-652 arrived at the harbor entrance of Saipan Island. At 0100 hours 25 September 1955 the pilot Boat came along side and escorted R-1-652 to the wharf in the harbor. At 0130 hours R-1-652 stopped engines and was safely wharfed in Tanapag Harbor. A hot meal and shower were afforded the crew by the U.S. Navy. At 0330 hours the personnel manning R-1-652 turned in after approximately

COMDR, Det 1, 7AF, Subj: Recommendation for Award of Commend. Ribbons or Soldier's Medals

65 to 70 hours without sleep or rest. Almost all of the crew slept in wet bunks. At 0830 hours all hands turned out and refueled R-1-652. At 1225 hours 25 September 1955 R-1-652 departed Tanapag harbor for Guam, arriving there at 1815 hours.

10. The party from Headquarters, Detachment 1, Seventh Air Force was returned to Saipan by a Navy tug on 26 September 1955 and were flown by air from Saipan to Guam. This command feels that the entire crew performed in a manner over and above the normal call of duty by risking their lives to evacuate Crash Boat R-1-652 which was in a known damaged condition, and that in so doing they saved the United States Air Force a considerable amount of money, and conducted themselves in a manner of great credit to the Department of the Air Force.

s/t/ WILLIAM R. CAMERON
Colonel, USAF
Commander

"A TRUE COPY"

SAMUEL H. COX
CWO(W-4), USAF

HEADQUARTERS
41ST AIR DIVISION (FEAF)
APO 994, San Francisco, California

H

GENERAL ORDERS)
NUMBER 38)

27 September 1955

ATTACHMENT OF UNIT: 1. Effective 1 November 1955, Detachment 6, 22nd Crash Rescue Boat Squadron is relieved from attachment to the 35th Fighter-Interceptor Wing for Logistics and Administrative Support and attached to the 6048th Air Base Wing, Tokyo International Airport, Japan for logistics and administration.

2. Authority: Air Force Regulations 11-4, 20-27 and Fifth Air Force Regulations 20-4.

BY ORDER OF THE COMMANDER:

OFFICIAL:

MAURICE S. DILLINGHAM
Lt Colonel, USAF
Command Adjutant

MAURICE S. DILLINGHAM
Lt Col., USAF
Command Adjutant

DISTRIBUTION:
"S" PLUS: 10 cys - Comdr, FEAF, Attn: Deputy for Operations
5 cys - AF Liaison Rep., Kansas City, Mo.

A CERTIFIED TRUE COPY:

SAMUEL H. COX
CWO(W-4), USAF
Adjutant

K-SQ-RESC-B-22-SU-OP
20 JUN 1953

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2-4276-37

MICRO

APPENDIX
COPY

20 January 1953

SUBJECT: USAF Crash Rescue Boat Operations FEAF

TO: Major Wm. L. Dalton
5th Air Force Operations

1. The 22nd Crash Rescue Boat Squadron is at present covering the following bases in the Far East. K-54, Inchon Area, K-8, K-10, K-9, K-3, Miho Japan, Ashiya, Japan, Fukuoka Japan, Naha Air Base, Okinawa, and Anderson Air Base Guam.

2. Disposition of USAF Crash Rescue Boats at present is as follows:

	ON HAND OPERATING	ON HAND INOPERATIONAL
85'	4	2
63'	4	2

Further breakdown reveals the following picture: 85' Crash Rescue Boats are being utilized as follows - R-1-667 on station Paengyong Do, R-1-664 enroute Inchon, R-1-654 at Inchon, non operational due to bad leaks sustained by near artillery misses in Chinampo Estuary, R-1-676 on station K-8, R-1-658 Yokosuka Japan Naval Base undergoing repairs (12 months), R-1-692 on station Naha Okinawa, Boat, number unknown, on station Anderson AFB, Guam. 63' USAF Crash Boats are being utilized as follows: R-2-1196 K-8 inoperational due to running aground there, R-2-717 on station K-10, R-2-1082 on station K-9, R-2-1088 on station K-3, R-2-711 inoperational Fukuoka engine trouble, R-2-unknown on station Naha, Okinawa.

3. Notes and observations: The 85' Crash Rescue Boat normally kept at Inchon is a back up and relief boat for K-54, the 63' boat at K-8 will go to Fukuoka for repairs in company with 85' boat now at Inchon. Miho Japan is covered with two (2) 24' inboard motor boats, Ashiya is covered with a 36' inboard motor boat and Fukuoka Harbor is covered by one 24' inboard motor boat, however, all other boats when in for repairs are subject to duty while there, it will be noted that Brady AFB and Itazuke AFB both have approached over water there. Naha AFB Okinawa has requirements for crash rescue boats on both sides of the Island. K-54 AF has no dock facilities and until recently no tie-up buoy a conservative estimate on 75 and 100 pound Denforth anchors lost at this station is 200. Boats remain at K-54 for a two week

period. This is absolute maximum for reason of food storage, human and mechanical endurance. Boats at Inchon are subject to the dictates of the Army in the form of the 21st Trans medium port. K-8 airfield is adjacent to one of worst pieces of water in the Far East, the rescue boat working this area must go to Kunsan, harbor and shift about in this fast flowing river at the whims of the U. S. Army. Rations fuel and water are drawn from the Army at that port. K-10 airfield is ideally suited for USAF crash rescue boats and has given the best all around logistical support of any airfield in 5th AF. K-9 airfield hasno facilities whatsoever for crash rescue boats and there are no known plans underway to alleviate this situation even though landings and take offs are over water, further army dukw's operating near airfield will not lend any support in hauling personnel or supplies, crash boats must go to Pusan a distance of ten miles to receive supplies from the airfield they are right at. K-3 airfield is at present lending limited support in the form of a tent on dock and direct telephone line to same.

4. The 22d Crash Rescue Boat Squadron, APO 929, is attached to 6160th Air Base Wing, APO 929, Itazuke AFB, for administrative and logistical support. The 6160th Air Base Wing is a part of the Japan Air Defense Force. All supplies for crash rescue boats and crews must come through this supply source. The 22d CRB Squadron has submitted numerous supply UR's on class 19-D supply actions on Itazuke AFB and the source of supply FEAMCOM. The Squadron is further hampered by a lack of Marine supplies in the form of main driving engines particularly hall scott engines for 63' boats. Those engines received from Moama have been UR'd and either completely rebuilt in squadron shops or returned to the ZI.

5. Specific Operating Difficulties experienced by 22d CRB Sq operations in Korean waters are listed below:

a. CO's to whom boats are attached are not and have not provided proper support (K-8, K-9, K-3, K-18 (MAG 12) and formerly Det 2, 6004 th AISS).

b. CO's of all echelons have not, are not and it is assumed will not realize that marine operations are a highly specialized field as the U.S. Navy and U.S. Army have, further CO's are not consulting Marine experienced officers within the USAF, before making regulations or directives.

c. Squadron officers of 22d CRB Sq., are not afforded any priority on USAF courier or other aircraft, and are actually deferred or bumped from flights carrying R & R personnel these officers are carrying pay, security documents or attempting to get to a base for liaison with base CO's representatives.

d. Squadron mail and special supply couriers have and still are experienced in extreme difficulties in getting BOCP items and mail for crews onto USAF courier aircraft and to the boats after they arrive at Korean Bases.

e. Although airmen operating boats are often under direct enemy fire, they receive no merit for same. Indeed the Squadron has and is having difficulty in getting Korean points for airmen.

f. Often times a one or two day dry docking in Navy drydock in Inchon would suffice for emergency repairs, a special cradle was moved from Sasebo Japan for this purpose, however the Navy is very very reluctant to permit its use and have permitted us to use it less than five times then only with heavy pressure applied against them.

g. More boats are very definitely required. Never in the history of the AAF and USAF have crash rescue boats operated so far beyond their normal capacity, for such lengths of time, reference AFL 64-4, paragraph 2d dtd 28 April 1952. Normal rescue units have back up or stand by air craft or boats, stations covered at present do not permit any back up boats.

h. More and better service on marine supplies from USAF supply sources in Japan. Engineering officers of 22d CRB Sq have performed miracles in maintaining boats with high in operation status achieved. It might be pointed out here that boats are operating in conditions that USAF would not operate airplanes in and further that U.S. Navy has not, can not and will not operate P.T. or similar boats in.

i. There are no known written or verbal orders placing crash rescue boats on a priority or any other status in Korean waters, likewise there is no general orders authorizing any boat Det. in Korea (there are adequate General Orders for Dets in Okinawa and Guam) even though squadron has created a Det at Inchon complete with a ground radio station.

6. Conclusion: For proper usage and advice on crash rescue boat operations it is imperative that an officer of 22d CRB Sq be at 5th AF level for proper coordination. Further that necessary paperwork be completed whereby squadron can legally draw supplies and equipment on proper priority basis. Feasability of complete drydocking for 90 day haul out of wooden hull crash rescue boats in Korean yards is completely out of question due to lack of properly trained personnel both civilian and military, lack of proper facilities shops etc, and lack of

proper materials. Construction of dacks, drydocks piers etc, is a realized expensive proposition, however temporary floating equipment in the form of, barges, (for water, workshops, and anchorages) DUKWs floating cranes and various pontoon floats, can provide not only adequate but also highly mobile installations, at a fraction of the cost of a permanent installations, further all of this equipment is available. Finally all of this equipment is available. This squadron needs some type of priority for purposes of airlifting items such as V-12 packard and Hall Scott engines, VEE Drives, shafts and rudders and like items of heavy bulky equipment to various Korean bases. This at present requires special releases from JADF and 315th Air Division.

/s/t/ NEIL C. PETERSON
Captain, USAF
Operations and Tng. Off
22d Crash Boat Squadron

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SEMI-ANNUAL HISTORY

1 July 1950 to 31 December 1950

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

Eglin Air Force Base, Florida

CATALOGED

K-SQ-RES-78
3201-HI
JUL-31 DEC 1950

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K-SQ-RES-78
3201-HI
JUL-31 DEC 1950

K-2412-17

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REPORTS CONTROL SYMBOL

APG-HIS-UI

3201st Boat Squadron

3201ST AIR BASE GROUP

EGLIN AIR FORCE BASE, FLORIDA

Semi-Annual History

1 July 1950 to 31 December 1950

Marcus R Kyzar

MARCUS R KYZAR
First Lieutenant, USAF
Historical Officer

In Reference to:

JAAFAR No. L-11-1, 31 December 1947

A F Reg. 210-3, 13 January 1950

APG Reg. 210-5, 11 December 1950

2-3412-17

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CHRONOLOGICAL LIST OF IMPORTANT DATES

10 July 1950	Assignment of Pile driver barge U-54-1068 to Boat Squadron.
9 August 1950	Alert of Crash boats for Parachute sighted in Gulf by B-17 Crew.
30 August 1950	Hurricane Alert.
4 September 1950	Hurricane Alert.
23 September 1950	Assignment of Captain David I. Kayman to Squadron. Lt. Wightman A. Roach left on permanent change of assignment and JWO James F. Walton was assigned Marine Maintenance Officer.
9 October 1950	Coordinated mission between Navy and Boat Squadron, whereby Boat Squadron dived and retrieved mines in the Gulf.
20 October 1950	Squadron received two 42' Launches from Brookley Air Force Base, Alabama, to be used for recreational purposes.
26 October 1950	Air Force Movies personnel made action shots of Boat Squadron.
16 November 1950	Reaccomplishment of Navy mission similiar to the one on 9 October 1950.
1 December 1950	Assignment of new Adjutant Lt. Marcus R. Kyzar.
6 December 1950	Pile Driver Barge sunk on Range 50.
7-8-9th December 1950	Salvage of Pile Driver Barge.

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GLOSSARY OF ABBREVIATIONS

U - Utility

B - Bomber

R - Rescue

Lt. - Lieutenant

JWO - Junior Warrant Officer

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NARRATIVE HISTORY

During the period from 1 July 1950 to 31 December 1950, this Squadron continued to carry out its assigned mission of Sea Rescue. Transportation of various supplies by water for Eglin Air Force Base maintaining absolute clearance of water bombing and gunnery ranges throughout actual bombardment and firing, and the prooftesting of marine equipment.

The Squadron is housed in temporary barracks and buildings in a small area located compactly around the docks on Weekly Bayou, Eglin Air Force Base, Florida.

Captain Robert Miller was in command of the Squadron throughout this period.

On 10 July 1950 the pile driver barge, U-54-1068 after being received from 3200th Group, Test Range Construction Section, was dispatched on its first mission. This mission consisted of driving piling and a reconstruction of the Range 50 reflection target. After completion of this mission the pile driver U-54-1068 was used in other numerous assignments of reconstruction of targets in the bay.

On 9 August 1950 a B-17 reported seeing a parachute on the water one mile off Silver Beach in the Gulf. Alert Boats, R-2-703, dispatched from Destin Bridge, R-2-694 and R-2-707 dispatched from the docks proceeded to the location given by Eglin Control Tower. Upon arriving at Silver Beach the three boats were notified to proceed to a new location adjacent to the

Officers Beach Club, and after search was conducted, no parachute was found.

On 30 August 1950 during hurricane alert all boats were dispatched to the outlying bayous as a storm preventive. On 31 August 1950 they returned to the base with no damage inflicted to the boats. On 4 September 1950 they again departed to the outlying bayous as a result of another hurricane warning, thereby returning on the 5 September 1950, with no damage to the boats.

On 23 September 1950 this Squadron received a new officer, Captain David I. Kayman, and assigned him to his Squadron duties as, supply, technical supply and mess officer.

A mission was coordinated through Major Morrison, Navy Liaison Officer, via Deputy of operations to the Commanding Officer 3201st Air Base Group. On 9 October 1950 navy planes dropped 8 mines 3 miles south of Silver Beach on Range 37. The Boat Squadron, acting upon orders, dispatched boats U-19-1008, R-2-707 and R-2-698 to the proper location and retrieved the eight mines, which were then turned over to the Navy Counter Mine Station at Panama City, Florida. On 16 November 1950 this mission was reaccomplished, whereby 12 mines were dropped by navy planes and 11 of these mines were retrieved. It was found by evidence obtained by the divers that the twelfth mine had burst, thus making salvage impracticable.

On 20 October 1950 this Squadron answered a request by Brookley Air Force Base, Alabama to come there and

and receive two 42 foot launches, which had been assigned to this Squadron. These two boats are to be serviced and maintained by this Squadron and are to be used in conjunction with personnel of this base for recreational facilities and fishing trips.

Air force movie personnel from Smokey Hill, California, were on this base to make a moving picture of the command activities. On the 26 October 1950 a crew was dispatched to the Boat Squadron to record the duties of this Squadron in relation to the air proving ground command. Some of the action shots taken were; divers repairing boat dock, and a practice alert. Upon receiving the alert signal, three boats, R-2-703, R-2-707and R-2-698 departed the docks for scene of the simulated crash, thereby giving a realistic picture of the boat squadron answering a crash alert under actual conditions.

On 1 December 1950 this Squadron received a new officer, 1st Lt. Marcus R. Kyzar, and assigned him to his duties as Squadron Adjutant and all relating duties to this job.

On 6 December the pile driver barge, U-54-1068 was dispatched to Range 50 to help in the construction of a target. On the 7 December 1950 it was discovered that the barge and all equipment aboard had sunk. On 8 & 9 December 1950 all equipment and the barge was recovered from the bottom of the bay. Boats U-19-1008, U-7-816, U-8-822, U-12-1111 and U-12-950 were dispatched to Range 50 with personnel which successfully completed

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this salvage operation.

Special projects assigned to the Boat Squadron includes the construction of scoreboard for the football field and construction of scoreboard for the baseball field.

Boat Operations section operated with an average of 109 personnel during this period. These personnel continued to maintain a watchful twenty-four hour daily alert, and to stand by water ranges when they are being employed. The crash boat section had six 63 foot Air Force Rescue boats. These craft were used on a total of 705 missions for a total of 6210 hours of boat operations. The greatest part of these missions were for clearing bombing ranges of fishing and other water craft during bombing tests, then standing by the ranges for possible crashes or other difficulties that may arise, and serving as observation platforms for test observers. Boat Operations also operated two 24 foot rescue boats, two 45 foot harbor tugs, one 65 foot cargo passenger, one 110 foot barge derrick, and three 40 foot utility, and one 75 foot pile driver which was utilized, until it sunk on the 6 December while carrying on actual construction of a target.

During this period the utility section of Boat Operations accomplished 26 missions of which one was the salvage operation of the piledriver barge which had sunk on range 50. Also this section of boat operations accomplished freight missions from Brookley Air Force Base, Alabama, Pensacola and Flormosa, Florida carrying

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a total of 6,698,000 pounds of freight. This freight consisted of coal, steel, prefabricated buildings, piling, and also an airplane.

During this period JG James W. Walton Jr. was made Marine Maintenance Officer on 23 September 1950 to replace 1st Lt. Wightman A. Roach who departed this base on permanent change of station. This section shows a total of 3296 man hours expended on maintenance work to rescue and utility boats assigned to the Squadron The general condition of all vessels assigned to the Squadron is good, considered the vessels as an average. Routine haulouts, repairs and engine replacements were accomplished through contracts let by Mobile Air Material Area at Mobile, Alabama. The contracts were fulfilled in an excellent manner by Bunyan's Shipyard at Pensacola, Florida, and Sherman's Shipyard at Panama City, Florida.

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APPENDIX NUMBER 1

July 1950 124 Missions 1050:30 Hours

BOATS OUT OF COMMISSION IN DRY DOCK

1 July 1950	R-2-707
15 July 1950	R-2-698.
21 July 1950	R-2-704
24 July 1950	R-2-694
31 July 1950	U-8-822

August 1950 109 Missions 888:30 Hours

BOATS OUT OF COMMISSION IN DRY DOCKS

2 August 1950	R-2-704
23 August 1950	R-2-707

September 1950 118 Missions 1063:15 Hours

BOATS OUT OF COMMISSION IN DRY DOCKS

12 September 1950	R-2-714
14 September 1950	U-8-816
20 September 1950	R-2-703
20 September 1950	R-2-724

October 1950 120 Missions 1061:45 Hours

BOATS OUT OF COMMISSION IN DRY DOCKS

None.

November 1950 123 Missions 1056:30 Hours

BOATS OUT OF COMMISSION IN DRY DOCKS

15 November 1950	U-8-822

December 1950 111 Missions 1089:30 Hours

BOATS OUT OF COMMISSION IN DRY DOCKS

4 December 1950	R-2-704
3 December 1950	R-2-698

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APPENDIX NUMBER II

LABOR HOURS

Boat Number	Marine Maintenance	Contract Dry Docking Hours out of Service
R-2-694	64	80
R-2-698	130	152
R-2-703	134	80
R-2-704	223	224
R-2-707	244	156
R-2-714	180	56
R-2-724	371	142
	Total 1346	Total 890

APPENDIX NUMBER III

Boat Number	Marine Maintenance	Contract Dry Docking Hours out of Service
U-8-822	66	240
U-7-816	372	560
U-19-1008	150	None
U-12-950	410	None
U-59-1073	Pickled and listed as surplus.	
U-15-981	None	None
U-55-1071	None	None
U-54-1068	116	None
	Total 1114	Total 800

APPENDIX NUMBER IV

Date	Boat No.	Barge No.	Destination	Cargo	Tonnage
7 Jul 1950	U-8-822	U-15-981	Brookley AFB, Ala.	Steel Pre-Fab Bldgs	200
12 Jul 1950	U-8-822	U-15-981	Mobile, Ala.	Steel Bks	200
31 Jul 1950	U-8-822	U-15-981	Mobile, Ala.	Steel Bks	200
8 Aug 1950	U-8-822	U-15-981	Pensacola, Fla.	Coal	340
8 Aug 1950	U-8-822	U-15-984	Pensacola, Fla.	Coal	200
16 Aug 1950	U-8-822	U-15-984	Pensacola, Fla.	Coal	200
21 Aug 1950	U-8-822	U-15-981	Pensacola, Fla.	Coal	250
26 Aug 1950	U-8-822	U-15-1070	Mobile, Ala.	Roofing	215
26 Aug 1950	U-8-822	U-15-1070	Mobile, Ala.	Roofing	215
7 Sep 1950	U-8-822	U-15-981	Pensacola, Fla.	Coal	275
14 Sep 1950	U-8-822		Flormosa, Fla.	Generator	25
19 Sep 1950	U-8-822		Pensacola, Fla.	Towed R-2-724	
21 Sep 1950	U-8-822	U-15-984	Brookley AFB, Ala and Panama City, Fla	Coal	250
26 Sep 1950	U-8-822		Brookley AFB, Ala	Towed barges for dry-dock.	
2 Oct 1950	U-8-822	U-15-981	Pensacola, Fla.	Coal	240
5 Oct 1950	U-8-822	Pile Driver	Range 50	Piling	25
16 Oct 1950	U-8-822	U-15-981	Pensacola, Fla.	Slag	175
23 Oct 1950	U-8-822		Range 36	Spot Target	
24 Oct 1950	U-8-822		Brookley AFB, Ala.	Steel Pre-fab Bldgs	160
3 Nov 1950	U-8-823	U-15-1070	Perdio Bay	Steel Pre-fab Bldgs	150
7 Nov 1950	U-8-823		Fort Walton, Fla.	Tow shrimp boat off bar.	
14 Nov 1950	U-8-822		Pensacola, Fla.	Tow back empty barge.	
17 Nov 1950	U-8-822		Brookley AFB, Ala.	B-45	19
30 Nov 1950	U-8-823		Range 50	Pile Driver	
4 Dec 1950	U-8-823		Range 50	Pile Driver	

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QUARTERLY-HISTORY

3201ST BOAT SQUADRON

3201ST AIR BASE GROUP

EGLIN AIR FORCE BASE, FLORIDA

CATALOGED

K-SQ-RESC-B-3201-H
1 JAN 31 MAR 1951

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1 January 1951 to 31 March 1951

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2-24 11-22

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REPORTS CONTROL SYMBOL

AFG-WIS-U1

3201st Boat Squadron

3201st AIR BASE GROUP

EGLIN AIR FORCE BASE, FLORIDA

Quarterly History

1 January 1951 to 31 March 1951

BY ORDER OF THE COMMANDING OFFICER:

Marcus R Kyzar

MARCUS R KYZAR
First Lieutenant, USAF
Historical Officer

In Reference to:

JAAFAR No. 1-11-1, 31 December 1947

A F Reg. 210-3, 13 January 1950

AFG Reg. 210-5, 11 December 1950

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PHOTOGRAPHS

1. Rescue Boat 63 Foot

2. Amphibious Truck "Dukw"

3. Utility Boat 42 Foot

4. Passenger Cargo Boat 65 Foot

5. Rescue Boat 42 Foot

6. Utility Boat 42 Foot, Barge Dry Cargo 100 Foot

7. Ferry Boat 110 Foot

8. Pile-Driver 110 Foot

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CHRONOLOGICAL LIST OF IMPORTANT DATES

26 Jan 51	Captain Donald K. Hill reported for active duty in technical supply officer training for 15 days duty.
6 Feb 51	3 Airmen on temporary duty to field #3 as training instructors.
26 Feb 51	New VHF antenna installed.
27 Feb 51	Mission to recover airman who drowned.
7 Mar 51	Fishing trip scheduled for Honor flights of Basic Trainees at field #3.
30 Mar 51	New Pile-driver first used.

GLOSSARY OF ABBREVIATIONS

VHF - Very High Frequency

R - (Prefacing number) Rescue

U - Utility

JWO1 - Junior Warrant Officer

T/Sgt - Technical Sergeant

S/Sgt - Staff Sergeant

During the period from 1 January 1951 to 31 March 1951, this squadron has performed its' assigned mission of providing, operating and maintaining Air Force Rescue boats for the specific purpose of range patrols in designated testing areas in the Gulf of Mexico and adjacent waters, and rescuing personnel involved in aircraft incidents; including crash landings, ditchings, abandonments, and similiar occurrences in water, swamplands, or areas within or adjacent to the Air Proving Ground. This squadron also has the close related task of providing, operating and maintaining facilities necessary for diving and salvage operations relative to the testing and supporting missions of the Air Proving Ground. Hand in hand with the above mentioned functions it is absolutely imperative to state that this squadron provides, operates and maintains tugs and barges for transportation of freight between Eglin Air Force Base to Pensacola, Florida; Mobile, Alabama, and other designated points.

The squadron is housed in temporary barracks and buildings in a small area located compactly around the docks on Weekly Bayou, Eglin Air Force Base, Florida, where it provides necessary unit administration, messing and training facilities for the assigned military personnel.

Captain Robert Miller was in command of the squadron throughout the period.

With the second half of the fiscal year beginning, we find the Boat squadron still participating in the interfield sports program, operated through Special Services in conjunction with all squadrons on the field.

It had been brought to the attention of the Squadron Commander that the present pole supporting our VHF antenna was worm-eaten, rotten and presented a hazard to safety, besides being too low to establish efficient Communications between the ground station and our boats in the Gulf and adjacent waters. Upon becoming aware of this undesirable situation, work was immediately began which resulted in installing a pole to give our VHF antenna a height of 75 feet. On 26 February 1951, the completion of this project was accomplished whereby a line of sight clearance between the antenna and boats was established, which resulted in better communications facilities to carry out our assigned missions.

At 1700 Hours on 27 February 1951, a call was received from the Air Police that an airman had drowned at Tower Beach in the Gulf of Mexico. Immediately, R-2-703 the alert boat at Destin Bridge and R-2-707 at the docks, were dispatched to Tower Beach area to participate in the search for the body of the airman. The amphibious truck, "Dukw", was dispatched from the squadron area to the beach and proceeded to search the surf for the body of the airman. The two Rescue Boats, unable to get inside the green reef to the designated spot, maintained a watch, while the "dukw" again continued its' search unsuccessfully till darkness came. At 1930 Hours, the "dukw" again continued it's search of the beach to determine if the body had washed up during the past few hours. At the completion of this unsuccessful search the personnel and equipment retired from the scene of disaster with with preparations made to seine for the body the following morning. At 2400 hours on 27 February 1951, the Air Police on duty at the beach notified our squadron that the body had washed up on the beach, thus concelling our mission for the following morning.

Our personnel in this squadron have been taking an active part in the basketball and bowling, which are the two sports now in progress, throughout this quarter. At the present time of this writing, this squadron has won 12 and lost 12 basketball games with an average of .500, while in bowling we have remained in the top 3 teams throughout the bowling season.

Eglin Air Force Base Basketball team has been quite active and sucessful in team competition with other fields both away and at home. During the home games when visiting teams are playing at this base, this squadron has been very cooperative in providing housing and messing facilities for the visiting teams. With the coming of baseball season arrangements have also been made with Special Services through the 3201st Air Base Group for the Boat Squadron to provide the same facilities, as were offered the visiting basketball teams.

Since the Boat Squadron is located adjacent to Postal Point, an additional duty has been placed upon them which consists of a daily police of this area. The squadron personnel have performed this duty in an excellent manner, comparable to the high standards under which the Air Force operates.

This squadron has one Mobilization Reserve Officer, Captain Donald F. Hill, assigned to it for training with duties of Technical Supply Officer. These reserve officers are required to do a 15 day active duty tour per year, which Captain Hill performed from the 26 January 1951 to 9 February 1951 inclusive.

On the 6 February 1951, this squadron assigned T/Sgt Courtland Fowler, S/Sgt Paskell R. Cobb and S/Sgt Gordon R. Houston on temporary duty to Auxillary Field #3 with the duty as training instructors.

On the 28th February 1951, an increase in the Table of Distribution of this Squadron was authorized due to the increased work load which we are now performing.

Two 42 foot special service boats are assigned to this Squadron for operation and maintenance. This necessitates our working closely with special services in scheduling and providing recreational facilities in the form of boat rides and fishing trips for military personnel on this field. On 7 March 1951 this Squadron took the honor flight of basic trainees at Auxillary Field #3 on a fishing trip in the Gulf, and thereafter, made plans to take these specific flights out each Wednesday.

Work has been carried on during this quarter on the construction of a new pile driver, which is to replace the one which sank during the month of December 1950. On 30 March 1951, the new pile driver was first used and from observing its operation, it is apparent that this equipment far exceeds any other similar equipment in operation, maintenance and efficiency; operated and maintained by this Squadron. This equipment was constructed on a steel barge, representing a remarkable job of planning and engineering ability, which should remain in efficient operation for at least 20 years.

During the period 1 January 1951 through 31 March 1951, the Boat Operations section operated with an average of 115 assigned personnel. These personnel performed such missions as patroling water ranges, building fuel dock, operating and performing first and second echelon maintenance to all marine equipment, training cruises, hauling

performing first and second echelon maintenance on all marine equipment, training cruises, hauling freight and maintaining a 24 hour daily stand-by alert at Destin, Florida.

The Boat Operations section operated six 63 foot rescue boats, two 24 foot rescue boats, two 40 foot utility boats, two 45 foot tug boats, one 65 foot passenger cargo boat, one 65 foot utility boat, one 110 foot pile driver, two 110 foot barges dry cargo, one 110 foot ferry boat, one 60 foot barge diving tender and one 110 foot barge derrick.

The ferry boat U-59-1073, Lt. Col. William B. Loughborough was taken out of storage status and put into operational condition.

The greater part of the operational missions was the clearing of bombing ranges and gunnery ranges of fishing boats and other water craft and standby watch to keep these ranges clear. These craft were also used as observation points during various test, as shown in appendix V the Squadron completed 368 missions during this period for a total operational mission time of 3528 hours an average mission time of 9 hours.

JWO1 James F. Walton Jr. was assigned officer in charge of Boat Operations 18 January 1951, vice Captain James T. Beene, who departed for overseas assignment.

Under the direction of Captain David I. Kayman the storage facilities for technical supply were standardized and enlarged to expedite supply operations, and provide additional space for

anticipated increased requirement.

The marine maintenance section has designed and converted vessel U-15-1070, a steel barge, into an efficient up-to-date pile driver. This section has also completed constructing a new fuel dock. The dock is now used for drum storage, and as a place for refueling operations. This squadron has requisitioned mechanical fuel dispensing units which will be installed in this dock in the future.

The pile driver took about 2 months to build; the plans & lay outs were composed by Capt Miller, CO of the squadron & head of the maintenance section. The entire work was done by the sqdn. The dock was finished in about 4 days according to Capt. Miller's plans; its construction greatly reduced the fire & hurricane hazard & concentrated operations on one point (Interview w/ Capt. Miller, C.O. Kent, 7 May 1951)

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APPENDIX NUMBER I

	Missions	Hours
January 1951	121	1,070:10
BOATS OUT OF COMMISSION IN DRY DOCK		
U-8-822		1 Jan 51
U-19-1008		9 Jan 51
R-2-698		28 Jan 51
February 1951	110	999:40
BOATS OUT OF COMMISSION IN DRY DOCK		
R-2-714		6 Feb 51
U-6-804		7 Feb 51
March 1951	154	1,405:10
BOATS OUT OF COMMISSION IN DRY DOCK		
R-2-707		7 Mar 51
R-2-703		18 Mar 51

* * * * * * *

APPENDIX NUMBER II

1 January 1951 through 31 March 1951

CRASH BOATS

BOAT NO.	Labor Hours MARINE MAINTENANCE	Contract Dry Docking Hours out of service
R-2-698	28	304
R-2-703	207	104
R-2-704	97	None
R-2-707	80	104
R-2-714	12	432
R-2-724	30	None
R-4-755	56	None
R-4-756	45	None
R-4-772	8	None
Total	563	944

APPENDIX NUMBER III

UTILITY BOATS

BOAT NUMBER	Labor Hours MARINE MAINTENANCE		Contract dry docking Hours out of service
U-6-804	105		392
U-7-816	115		None
U-8-822	22		312
U-8-823	26		
U-12-950	65	(Held for disposition)	
U-12-1111	65	(Dry Dock Eglin)	
U-12-1112	240	(Dry Dock Eglin)	
U-15-981	None		None
U-15-984	None		None
U-15-1070	1607		None
U-19-1008	16		544
U-55-1072	16		None
U-59-1073	64		None
	Total 2341		Total 1248

TOTAL MARINE SERVICE TIME

	Labor Hours	Hours out of Service
Crash Boat	563	944
Utility Boats	2341	1248
Total labor Hours	2904	
Total Lost Hours		2192

APPENDIX NUMBER IV

DATE	BOAT NO.	BARGE	DESTINATION	CARGO	TONNAGE
10 Jan	U-8-823	U-15-978	Mobile	None	None
12 Jan	U-8-823		Eglin	None	None
23 Jan	U-8-823	Assist civilian fishing boat at Fort Walton was not used.			
1 Feb	U-8-823	U-15-984	Mobile	None	None
7 Feb	U-8-823	U-15-978	Eglin	Lumber	240
9 Feb	U-8-823	U-15-981	Mobile	None	None
12 Feb	U-8-823	U-15-984	Eglin	Lumber	250
17 Feb	U-8-823	U-15-984	Mobile	None	None
20 Feb	U-8-823	U-15-981	Eglin	Lumber	230
22 Feb	U-8-822	U-15-984	Pensacola	None	None
27 Feb	U-8-822	U-15-984	Eglin	Slag	333
1 Mar	U-8-822	U-15-981	Pensacola	None	None
3 Mar	U-8-822	U-15-981	Eglin	Slag	120
6 Mar	U-8-823	U-15-984	Mobile	J-Boats	35
8 Mar	U-8-823	U-15-978	Eglin	Lumber	252
14 Mar	U-8-822	U-15-981	Mobile	None	None
16 Mar	U-8-822	U-15-984	Eglin	Lumber	108 3/4
22 Mar	U-8-823	U-15-978	Mobile	C-82	20
22 Mar	U-8-822	U-15-978	Mobile	Assist U-8-823	
24 Mar	U-8-823	U-15-981	Eglin	Lumber	160
25 Mar	U-8-823		Pensacola	None	None
25 Mar	U-8-822	None	Eglin	None	None
27 Mar	U-8-823	U-15-981	Eglin	Cindes	325
28 Mar	U-8-822	U-15-981	Pensacola	None	None
30 Mar	U-8-823	U-15-978	Florosa Docks	Equip	40
30 Mar	U-8-822	U-15-984	Eglin	Slag	330

APPENDIX NUMBER V

TOTAL OPERATIONAL MISSIONS

Jan 51	Total Missions	113
Jan 51	Total Time	1,087.45
Feb 51	Total Missions	103
Feb 51	Total Time	1,013.45
Mar 51	Total Missions	152
Mar 51	Total Time	1,426.30
	Total Missions	368
	Total Mission time	3528

Average Time per mission

9 Hours 40 Minutes


USAF
R-2-703

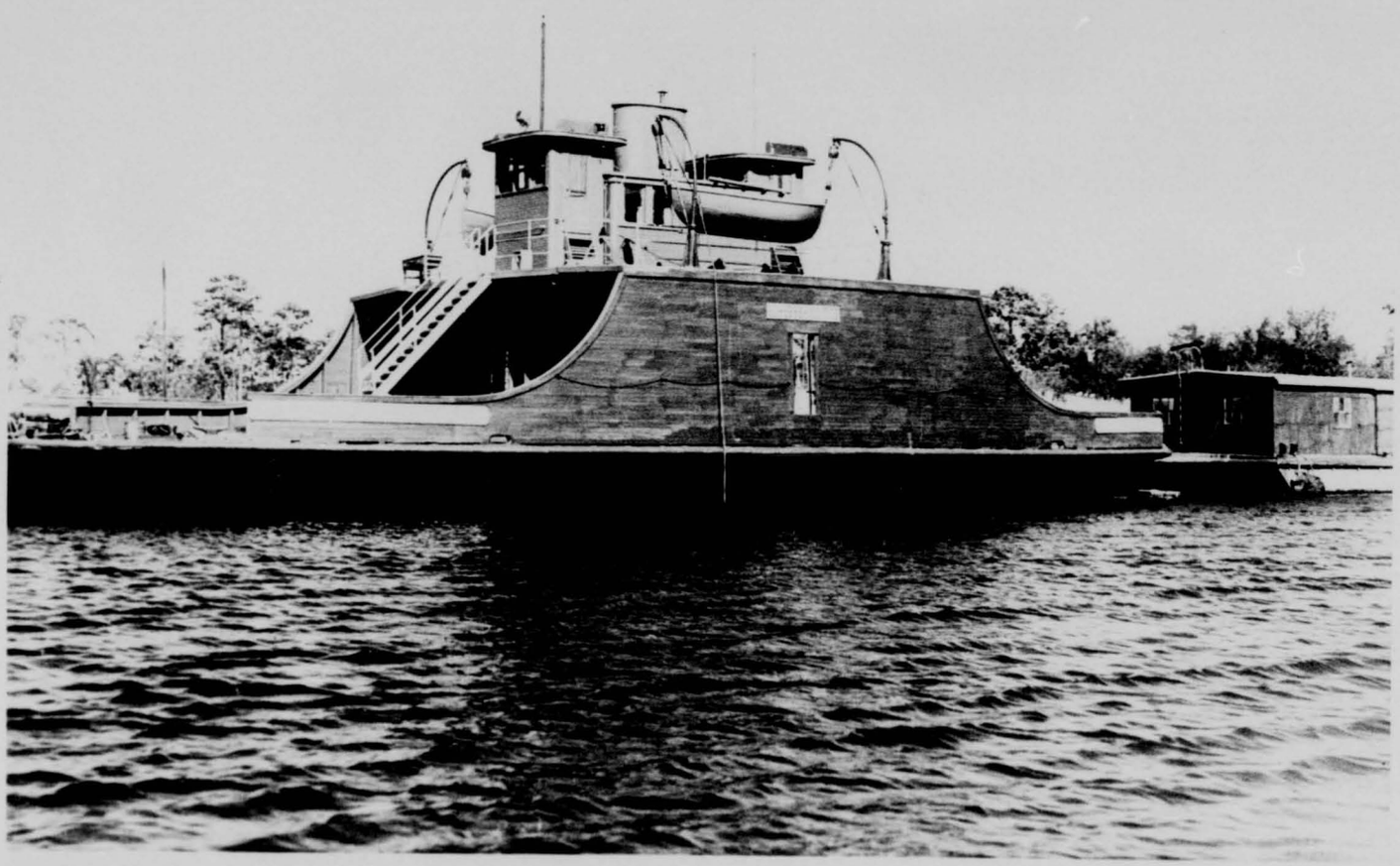



USAF
U12 1112











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History
3201st Boat Squadron
3201st Air Base Group

1 April 1951 - 30 June 1951

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MICROFILMED
2-2413-23

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[illegible]

[illegible]

3201st Boat Squadron

3201ST AIR BASE GROUP

EGLIN AIR FORCE BASE, FLORIDA

Quarterly History

1 April 1951 to 30 June 1951

BY ORDER OF THE COMMANDING OFFICER:

Robert H Estensen

ROBERT H ESTENSEN
Second Lieutenant, USAF
Historical Officer

In Reference to:

JAAFAR No. L-11-1, 31 December 1947

A F Reg. 210-3, 13 January 1950

AFB Reg. 210-5, 11 December 1950

2-2413-23

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CHRONOLOGICAL LIST OF IMPORTANT DATES

30 April 1951	Captain Don K. Hill was assigned duties as Technical Supply and Mess Officer vice Captain Kayman.
15 May 1951	2d Lt Robert H Estensen was assigned duties as Squadron Adjutant.
22 May 1951	Captain Kayman left organization for overseas replacement duty.
3 June 1951	Captain Don K. Hill assumed the duties of Squadron Commanding Officer during the temporary absence of Captain Robert Miller.
4 June 1951	Rescue of two Swimmers.
11 June 1951	Rendezvous with Naval Destroyer and transfer of sick man.
12 June 1951	Mission to rescue distressed Craft.
17 June 1951	Successful rescue of drowning man.
25 June 1951	2d Lt Robert H Estensen was assigned primary duties of Squadron Personnel Officer. 1st Lt Edwin L Teuton was appointed duties as Squadron Adjutant vice 2d Lt Estensen.

[illegible]

1st Lt	-	First Lieutenant
2d Lt	-	Second Lieutenant
W/O	-	Warrant Officer Junior Grade
T/Sgt	-	Technical Sergeant
S/Sgt	-	Staff Sergeant
Sgt	-	Sergeant
Pfc	-	Private first class
PCS	-	Permanent Change of Station
R	-	(Prefacing Number) Rescue
Tech	-	Technical
U	-	(prefacing Number) Utility
U. S.	-	Dept of Interior

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During the period 1 April 1951 to 31 June 1951, the 3201st Boat Squadron performed its assigned duties of range patrols, air sea rescue missions, diving and salvage operations, water freight transportation and recreational fishing trips for base personnel.

The Boat Squadron is housed in temporary-type barracks and buildings in a small area located near the boat docks on Rocky Bayou, Eglin Air Force Base, Florida. Here the necessary unit administration, messing, training and recreational facilities are provided for the assigned personnel.

Captain Robert Miller was in command of the Squadron throughout this period with the exception of 3 June 1951 to 9 June 1951 while he was on leave. In this interim Captain Don K. Hill acted as temporary Squadron Commander.

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With the advent of the warm-weather season we find the Boat Squadron participating in the interfield sports program operated through Special Services in conjunction with all squadrons on the field. Our squadron softball team is in the National Softball League.

The Eglin Air Force Base baseball team has been quite active and successful with team competition with other fields both here on its home field, and away. During home games when visiting teams are playing at this base, the Boat Squadron has been providing messing and housing facilities for the visiting teams.

The Boat Squadron because of its proximity to Pootl Point is responsible for the daily police of this area. The Squadron has performed this duty in a manner comparable to the high standards under which the Air Force operates.

There were many changes in our personnel setup during this period directly reflecting the Air Force's new expansion policy.

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On 4 April 1951 our reported total squadron strength was 167 men, 3 officers, 2 warrant officer. By following the chronological changes (Chart 1) in officer's duty status you will note that there were 7 duty assignment changes for the primary duties of Supply Officer, Squadron Adjutant, and Personnel Officer in this period.

Concurrent with these changes in officer personnel was a personnel turn over in the enlisted ranks. Many long-time personnel of this squadron left the organization for new assignments. Overseas assignments from here were issued to S/Sgt Ahtenna, S/Sgt Brooks, S/Sgt Simons, Sgt Blake, Sgt LaGrange. PCS assignments made were T/Sgt Stanovich to Recruiting Service, S/Sgt Phillips to Bolling Field and Pfc Rivera to Radar School. The majority of PCS assignments coming into the Squadron directly reflect the Air Force's overseas rotation policy. Noticeably is the majority were assignments of men from Bermuda and Alaska and also MacDill Field here in the E. I.

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Altogether the Squadron had an increased strength of approximately 25%. This increase necessitated more than its proportionate share of work in training and paper work to integrate the newly assigned men into the squadron. Together with this added work load was the increased work that the warm weather always brings to the Boat Squadron.

Outstanding among this added warm weather work increase was the work performed by the Boat Operations sections in the squadron's primary duties of Sea Rescue Missions.

On 4 June 1951, T/Sgt Whitcomb acting Master, of the H-2-724 at 1230 hours saw two men in trouble swimming in the water 100 yards North of Destin Bridge. The crew hauled these men aboard and thereby probably saved two lives. After they were rested, they were put ashore.

On 11 June 1951, T/Sgt Harris acting Master, of the H-2-724 received a call from our radio station, Bully, to take a sick man off of Navy vessel 709, a destroyer.

The crash boat immediately complied, rendezvoused with the destroyer two miles off of Sea Buoy and returned the ailing seaman to our base hospital.

On 16 June 1951, T/Sgt Harris acting Master, the R-2-724 was informed by a man from the Destin Bridge that a vessel was in trouble. The vessel was the Neville. It was 6 miles east of the Sea Buoy and its engine had broken down. The R-2-724 towed it to safety.

On 17 June 1951, the U-6-823, T/Sgt Money acting Master, spied a man about 350 feet from the city docks in Pensacola Bay waving his arms and calling for help. The U-6-823 turned loose the loaded barge it was towing and rescued the distressed man.

These were the outstanding rescue missions performed by this Squadron. They were in addition to maintaining a constant 24 hour alert standby and performance of 269 range missions of patrolling water-bombing target ranges and keeping them clear of small water-craft.

The Boat Operations Section also operates two 42 foot Special Service Boats that are scheduled through Special Services to provide fishing and recreational trips for base personnel. In the period covered by this report, the Squadron took 96 such cruises, involving 768 man-hours of work by our personnel (not including maintenance time).

Under the direction of Captain Martinson who has carried on the standardization instituted by Captain Hayman, facilities for both squadron and technical supply are being standardized and enlarged to expedite supply operations and provide additional space for anticipated increased requirements.

During this period the Squadron put in safety lines in 5 beach sites, setting piling and making roped in areas for safe swimming. Also during this period the pile driving crew put three water ranges in Choctawhatchee Bay for use by the Testing Division.

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CHRONOLOGICAL HISTORY

1 April 1951 to 30 June 1951

30 April Captain Hill assigned Tech Supply Officer (Primary) and Base Officer (Additional) vice Captain Kaynon.

15 May Captain Hill was assigned Tech Supply (Primary) Squadron Supply and Base Additional duties.
2 Lt Lutensen was assigned Assistant Adjutant and Additional duties.
1st Lt Kyzar and WOJG Walton retained primary duties of Squadron Adjutant and Boat Operations Officer respectively.

28 May Captain Kaynon left organization for overseas replacement duty.

3 June To the 9th of June 1951 Captain Hill Commanded the Squadron.

11 June 1st Lt Marcus A Kyzar was assigned Marine Engineering Officer (Primary). 2d Lt Robert H Lutensen was assigned Squadron Adjutant (Primary). WOJG James F Walton retained Boat Operations Officer (Primary). Captain Don A Hill was relieved of duties as Tech Supply Officer (Primary) for overseas replacement duty.

22 June 1st Lt Marcus A Kyzar was relieved of duties as Tech Supply Officer (Primary) for overseas replacement duty.
Captain Donald F. Hartman was assigned Tech Supply Officer (Primary).

29 June 1st Lt Edwin A Deuton was assigned to this squadron.

29 June 1st Lt Deuton was assigned as Squadron Adjutant (Primary)
2d Lt Lutensen was assigned primary duty as Squadron Personnel Officer.
Captain Hartman retained his primary duty of Tech Supply Officer.
WOJG Walton retained his primary duty of Boat Operations Officer.

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FREIGHT HAULED BY 202ND BOAT SQ.

Second Quarter 1951

TUG	BARGE	DESTINATION	CARGO	POUNDS	TOTAL HOURS
				112,200	
823	981	Mobile	Steel, Lumber	383,645	144
822	981	Pensacola	Slag	666,000	72
822	981	Pensacola	Slag	240,000	72
823	978	Mobile	Lumber	504,000	144
822	984	Mobile	Lumber	217,212	144
823	981	Pensacola	Slag	650,000	144
822	984	Pensacola	Slag	750,000	72
823	978	Mobile	Lumber	137,000	144
822	984	Pensacola	Slag	550,000	68
822	984	Florosa	Dragline	80,000	24
816		Tampa	Steel Hanger	40,000	144
816		Tampa	Steel Hanger	44,000	192
822	984	Moesler	Lumber	400,000	528
822	981	Destin	Sand	200,000	144
823	984	Destin	Sand	250,000	144

CUTSOMIC TONAGE

823	478	Mobile	Aircraft	34,000	144
823	981	Florosa	Crane	8,000	
823	984	Mobile	Planes	16,000	144

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[illegible]

[illegible]

[illegible]

[illegible]	6 April 1951
[illegible]	6 April 1951
[illegible]	21 April 1951

[illegible]

[illegible]	25 May 1951

[illegible]

[illegible]	3 June 1951
[illegible]	4 June 1951
[illegible]	5 June 1951
[illegible]	10 June 1951
[illegible]	22 June 1951

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APPENDIX NUMBER 2

BOAT NUMBER	LABOR HOURS MARINE MAINTENANCE	HOURS OUT OF SERVICE
R-2-698	61	235
R-2-703	144	536
R-2-704	148	840
R-2-707	132	384
R-2-714	81	864
R-2-724	58	537
R-4-755	60	72
R-4-756	12	120
R-4-772	Turned in to Base Supply for Disposition.	
TOTAL	698	3588

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APPENDIX NUMBER 2

UTILITY BOATS

Boat Number	Labor Hours Marine Maintenance	Marine Maintenance Contract Dry Docking Hours out of service.
U-6-804	44	786
U-7-816	82	548
U-8-822	92	108
U-8-823	184	802
U-12-1111	139	192
U-12-1112	159	68
U-15-984	-	-
U-15-1070	175	175
U-19-1008	24	432
U-55-1072	4	340
U-59-1073	53	-
TOTAL	936	3,451

U-12-950 Turned in to Base Supply for Disposition. (Beyond Repair).

U-8-822 and U-15-981 were loaned to Kessler Field for TDY from May 22 to June 10th.

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CATALOGED

SQ-NESC-B-3201-HI
JUL-SEPT 1951

3201st Boat Squadron

QUARTERLY HISTORY REPORT

1 JULY 1951 TO 30 SEPTEMBER 1951

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Reports Control Symbol
APG-HIS-UI

3201ST BOAT SQUADRON
3201st Air Base, Florida

QUARTERLY HISTORY
1 July 1951 to 30 September 1951

BY ORDER OF THE COMMANDING OFFICER:

Pedro S Parra

PEDRO S PARRA
Second Lieutenant, USAF
Historical Officer

In Reference to:

JAAFAR No. 4-11-1, 31 December 1947
AF Reg. 210-3, 13 January 1950
APG Reg 210-5, 11 December 1950

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GLOSSARY OF ABBREVIATIONS

Capt	-	Captain
1st Lt	-	First Lieutenant
2d Lt	-	Second Lieutenant
M/Sgt	-	Master Sergeant
T/Sgt	-	Technical Sergeant
S/Sgt	-	Staff Sergeant
Sgt	-	Sergeant
Cpl	-	Corporal
Pfc	-	Private First Class
Sq	-	Squadron
Off	-	Officer
Asst	-	Assistant
ft	-	feet
PCS	-	Permanent Change of Station
Tech	-	Technical
U	-	(Prefacing Number) Utility
R	-	(Prefacing Number) Rescue

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CHRONOLOGICAL LIST OF IMPORTANT DATES

10 July 1951 - 2d Lt Theo S. Shaw receives commission as 2d Lt in USAF, and is assigned to Boat Squadron 3201st Air Base Group.

20 July 1951 - 2d Lt Theo S. Shaw assigned primary duty of Marine Engineering Officer vice Captain Donald F. Martinson.

27 July 1951 - Movement of 20 x 40 ft building by U-19-1008, 110 ft salvage barge from water transportation dock, Eglin Air Force Base, Florida, to Fort Walton Bridge for further transportation to Santa Rosa Island.

2 August 1951 - Recovery of drowned airman in vicinity of Water Transportation docks at Eglin Air Force Base, Florida, by Squadron Divers.

3 August 1951 - Search for the recovery of drowned civilian in Boggy Bayou by Squadron's Rescue and Diving Crews.

7 August 1951 - 2d Lt Robert H. Estensen leaves organization for overseas assignment.

16 August 1951 - 2d Lt Pedro S. Parra is assigned to Boat Squadron, and assumes the primary duty of Asst Adjutant.

21 August 1951 - Captain Donald F. Martinson assumes the duties of Squadron Commanding Officer during the temporary absence of Capt. Robert Miller.

27 August 1951 - 2d Lt Pedro S Parra is assigned the additional duties of Squadron Supply Officer and Mess Officer during the temporary absence of Captain Donald F. Martinson.

1 September 1951 - Capt Robert Miller is promoted to the rank of Major.

23 September 1951- Capt John R. Young Jr. is assigned to Boat Squadron.

24 September 1951- Capt John R Young Jr. assumes the primary duty of Supply Off vice Capt Donald F. Martinson.

29 September 1951- Boat Squadron provides messing and quarters facilities to visiting football team from Randolph Air Force Base, Texas.

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CHANGES IN OFFICERS DUTY ASSIGNMENTS FOR PERIOD

(1 July 1951 to 30 September 1951)

20 July 1951 - 2d Lt Theo S. Shaw assigned primary duty of Marine Engineering Officer vice Capt Donald F. Martinson.

16 August 1951 - 2d Lt Pedro S Parra is assigned the primary duty of Asst Adjutant.

21 August 1951 - Capt Donald F. Martinson assumes the duties of Sq Commanding Officer during the temporary absence of Capt Robert Miller.

27 August 1951 - 2d Lt Pedro S Parra is assigned the additional duties of Squadron Supply Officer during the temporary absence of Capt Donald F. Martinson.

24 September 1951 -Capt John R Young Jr. assumes the primary duty of Supply Officer vice Capt Donald F. Martinson.

24 September 1951- Capt Donald F. Martinson assumes the primary duty of Food Service Officer.

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The Boat Squadron performed its assigned mission during the period of 1 July to 30 September 1951. The mission of the Boat Squadron consists of range patrols, air sea rescue missions, diving and salvage operations, water freight transportation and recreational fishing trips for base personnel.

The Boat Squadron is quartered in five temporary-type barracks and occupies other necessary building required for the functions of supply, messing, maintenance, administration and recreation. Renovation on the five barracks was commenced on 1 August 1951, two were completed 31 August, and the other three were completed 27 September 1951. The renovation consisted of constructing three bays in each barracks with seperate side entrance, new hard wood floors were added, also new walls and ceiling. These bays were painted in pastel colors. Each bay quarters eight men; thus allowing ample space per man.

On 10 September 1951, Captain Miller was informed of his promotion to the rank of Major effective the 1 September 1951. Major Miller was in command of the Squadron throughout this period, with the exception of 21 August to 23 August 1951. During this interim, Captain Donald F. Martinson acted as temporary Commanding Officer.

The Boat Squadron's proximity to Post'l Point makes the Squadron responsible for the daily police of this area. The Boat Squadron does its upmost to maintain this area clean.

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With the oncoming of the fall season, and the conclusion of the soft ball games on Eglin Air Force Base, the Boat Squadron's record for the season were four games won, and eight games lost, thus placing in sixth place.

The Eglin Air Force Football team has been extremely active and successful during the previous football seasons, with team competitions from other fields at both home, and away games Whenever Eglin Air Force Base is host to visiting teams, the Boat Squadron provides messing and quarter facilities to the visitors. First, on schedule for messing and quarter facilities is the visiting Randolph Air Force Base Team on 29 September 1951.

Many changes in overseas assignments, and PCS were made in the Squadron during this period. On 30 September 1951, the Squadron's strength was six officers, 1 warrant officer. Noting the duty assignment changes of officers, it is found that three duty assignment changes for the primary duty of maintenance, supply, and food service.

Concurrent with these officer personnel changes, was the airmen personnel large turnover. Many long time personnel of this squadron received new assignments. Overseas assignments were received by T/Sgt's Cobb, Ennis, and Lund, S/Sgt's Hazel, Hamilton, Sgt's Shearer, and Shuemake, Cpl's Schult, Descoteaux, and O'Brien, Pfc's Shore, Hess, McNeil, Crittenden, Christie, Osbron, and Rohr. PCS assignments made were Cpl Kenneth A Mottram to Edwards Air Force Base, California, and T/Sgt Donald B. Stiles to Patrick Air Force Base, Florida.

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Forty-three new assignments in personnel were made to the Boat Squadron in this period, twenty-three of these new assignments of personnel were returnees from all overseas theaters, the other twenty new assignments of personnel to the squadron were transfers from other stations and new enlistees. The overall increased strength for the Squadron in this period was approximately 8%. For this period on the promotion list there were two M/Sgts, four T/Sgts, eight S/Sgts, six Sgts, eight Cpls, and four Pfcs.

Outstanding missions were performed by the Boat Squadron during this period, thus successfully accomplishing its assigned missions.

On 27 July 1951, mission was completed in transportation of 20 x 40 ft building on the U-19-1008, 110 ft. Salvage Barge from Water Transportation Dock at Eglin Air Force Base, Florida to the west side of Ft. Walton bridge for further transportation to radar site #1 Santa Rosa Island. This mission required intricate rigging in order that the building not be damaged in the loading and unloading from barge.

At 1330 hours on 28 August 1951, the crash alert alarm was sounded by 2d Lt Shaw after he spotted an object, that appeared to be a plane crashing into Choctawhatchee Bay. Four crash boats, R-2-703, R-2-704, R-2-707, and R-2-724, commanded by Boat Masters, T/Sgt Woodring, S/Sgt Thebeau, T/Sgt Trevor, and T/Sgt Boorn, respectively and their respective rescue crews proceeded to the alert area, and after a thorough search of bay area, found a tow target of the glider type, which was brought back to Squadron area.

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On 2 August 1951, at 1330 hours a call was received from Air Police stating that an airman, named Evans, from Motor Vehicle Squadron was believed to be drowned in the vicinity of the Water Transportation docks at Eglin Air Base, Florida. The U-19-1008 Salvage Barge crew was notified, and Marine divers T/Sgt Walker and S/Sgt Minigh were alerted. The two divers made two dives with negative results and stopped for lunch 1110 hours. At 1220 hours diving was resumed, and the body was recovered at 1225 hours by S/Sgt Samuel Minigh. The body was located approximately 15 ft. from and 700 ft. south east of the northeast end of the Water Transportation dock in approximately 15 ft. of water. No resusitation was administered, as it was believed the body had been submerged for 12½ hours; therefore the body was placed on dock, wrapped in blankets, and removed to the Base Hospital.

At approximately 1000 hours 3 August 1951, a phone call was received by Major Miller commanding officer, of the Boat Squadron, requesting that Marine rescue and diving equipment be sent to Niceville, Florida, for the purpose of attempting to recover the body of a civilian drowned in Boggy Bayou. The U-19-1008 Salvage Barge Crew was notified, and diving gear and divers were assembled and dispatched to the scene arriving thereat approximately 1030 hours. Marine divers T/Sgt Walker, S/Sgt Dohrman, S/Sgt Hamilton, and S/Sgt Minigh made dives at the scene until 1300 hours with no success. At the same time a civilian boat was dragging for the body, and found same approximately 200 ft. south west of position given to diving crew.

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The body was taken to a dock at Valparaiso, Florida, by the civilian boat, then on to a hospital at Valparaiso, Florida, by civilian ambulance.

The Boat Squadron also fulfills its missions by operating two 42 ft. boats, that are scheduled through Special Service; thereby providing fishing and recreational trips for the base personnel. During the period 1 July 1951, to 30 September 1951, the Squadron provided for 98 fishing and recreational trips. These trips involved a total of 3147 man - hours of work, excluding maintenance man-hours.

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FREIGHT HAULED BY BOAT SQUADRON

DATE	TONNAGE	DESTINATION	CARGO
28 July 1951	53	Mobile, Alabama	Airplane F-80 Lumber
9 August 1951	25	Florosa, Florida	1 Bulldozer 1 F-80 1 Tug (Tow Tractor) 56 Rockets
27 August 1951	14	Florosa, Florida	Lumber 1 Vehicle (2½ ton truck)
23 September 1951	400	Mobile, Alabama	Slag

APPENDIX NUMBER 1

EQUIPMENT OUT OF COMMISSION AND IN DRY DOCK DURING THIS QUARTER.

R-2-714	FROM:	1 July 1951	TO: 2 July 1951
R-2-704		8 July 1951	25 July 1951
U-12-1112		9 July 1951	10 July 1951
U-8-823		12 July 1951	18 July 1951
U-12-1111		18 July 1951	Still out of commission motor being installed.
U-8-822		20 July 1951	18 August 1951
R-2-724		8 August 1951	27 August 1951
U-15-1070		8 August 1951	18 Augsut 1951
U-7-816		14 August 1951	14 September 1951
U-6-804		18 August 1951	25 August 1951
U-8-823		9 September 1951	Still in dry dock
U-59-1073		18 September 1951	Still in dry dock
R-2-698		23 September 1951	Still in dry dock

APPENDIX NUMBER 2

BOAT NUMBER	LABOR HOURS MARINE MAINTENANCE	HOURS OUT OF SERVICE
R-2-698	74	130
R-2-703	144	144
R-2-704	101	245
R-2-707	66	66
R-2-714	129	145
R-2-724	42	202
R-4-755	80	96
R-4-756	69	109
TOTAL	705	1137

Time based on eight (8) hour day seven (7) day week.

R-2-698 left for dry dock 23 September 1951 and is still there.

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APPENDIX NUMBER 3

BOAT NUMBER	LABOR HOURS MARINE MAINTENANCE	HOURS OUT OF SERVICE
U-6-804	184	248
U-7-816	138	394
U-8-822	132	268
U-8-823	36	172
U-12-1111	310	600
U-12-1112	218	234
U-15-984	- -	- -
U-15-978	- -	- -
U-54-1070	155	243
U-19-1008	52	52
U-55-1072	256	256
U-59-1073	8	112
TOTAL	1489	2579

Time based on eight (8) hour day seven (7) day week.

U-8-823 went to dry dock 4 September 1951 for motor overhaul. Due to strike at factory it has been impossible to obtain parts for motor.

U-12-1111 Motor sent to Mobile, Alabama for overhaul, and is still out of service.

U-59-1073 left for dry dock 18 September 1951 and is still there.

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APPENDIX NUMBER 4

TOTAL MARINE SERVICE TIME

	LABOR HOURS	HOURS OUT OF SERVICE
Rescue Boats	696	3588
Utility Boats	936	3451
TOTAL LABOR HOURS	1632	7039

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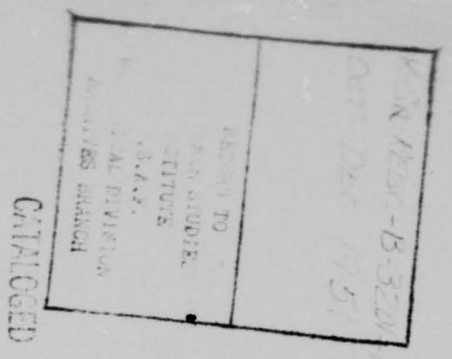

3201ST BOAT SQUADRON

QUARTERLY

HISTORY REPORT

1 October 1951

to

31 December 1951

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Reports Control Symbol
APG-D2

3201ST BOAT SQUADRON
3201st Air Base Group
Eglin Air Force Base, Florida

QUARTERLY HISTORY
1 October 1951 to 31 December 1951

BY ORDER OF THE COMMANDING OFFICER:

Otto J Noble
OTTO J NOBLE
2d Lt., USAF
Historical Officer

In Reference to:

JAAFAR No. 4-11-1, 31 December 1947
AF Reg. 210-3, 13 January 1950
APG Reg 210-5, 11 December 1950

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GLOSSARY OF ABBREVIATIONS

Capt	-	Captain
1st Lt	-	First Lieutenant
2d Lt	-	Second Lieutenant
M/Sgt	-	Master Sergeant
T/Sgt	-	Technical Sergeant
S/Sgt	-	Staff Sergeant
Sgt	-	Sergeant
Cpl	-	Corporal
Pfc	-	Private First Class
Pvt	-	Private
Off	-	Officers
Asst	-	Assistant
PCS	-	Permanent Change of Station
Tech	-	Technical
U	-	(Prefacing Number) Utility
R	-	(Prefacing Number) Rescue
Adj	-	Adjutant
1st Sgt	-	First Sergeant

CHRONOLOGICAL LIST OF IMPORTANT DATES

16 October 1951 - Capt John R. Young Jr. assumes command of the Boat Squadron during the temporary absence of Major Robert Miller.

17 October 1951 - Recovery of unexploded mines on Range 36, by squadron diver's.

23 October 1951 - 2d Lt Pedro S. Parra assigned additional duty of Class "A" Agent for Finance Officer vice 1st Lt Edwin L. Teuton.

11 November 1951 - Major Robert Miller, Squadron Commanding Officer, assumes additional duty of Marine Engineering Officer vice 2d Lt Theo S. Shaw.

11 November 1951 - Capt John R. Young Jr. assumes additional duty of Food Service Officer vice Capt Donald F. Martinson.

11 November 1951 - 2d Lt Pedro S. Parra assumes the primary duty of Sq Adj vice 1st Lt Edwin L. Teuton.

11 November 1951 - M/Sgt Kenneth V. Hines assumes the duty of 1st Sgt vice M/Sgt Benjamin B. Moore Jr.

1 December 1951 - Capt John R. Young Jr. and 2d Lt Pedro S. Parra are appointed as member's of a working committee in accordance with APG Reg 20-4.

11 December 1951 - 1st Lt Edwin L. Teuton and 2d Lt Theo S. Shaw receive overseas assignments.

15 December 1951 - Capt Donald F. Martinson receives overseas assignment.

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CHANGES IN OFFICERS DUTY ASSIGNMENTS FOR PERIOD

(1 October 1951 to 31 December 1951)

16 October 1951	- Capt John R. Young Jr. assumes command of 3201st Boat Squadron during the temporary absence of Major Robert Miller, the Squadron Commanding Officer.
23 October 1951	- 2d Lt Pedro S. Parra is assigned additional duty as Class "A" Agent for Finance Officer vice 1st Lt Edwin L. Teuton.
11 November 1951	- Major Robert Miller, Squadron Commanding Officer assumes additional duty as Marine Engineering Officer vice 2d Lt Theo S. Shaw.
11 November 1951	- Capt John R. Young Jr. assumes the additional duty of Food Service Officer vice Capt Donald F. Martinson.
11 November 1951	- 2d Lt Pedro S. Parra assumes the primary duty of Sq Adj vice 1st Lt Edwin L. Teuton.
1 December 1951	- Capt John R. Young Jr. and 2d Lt Pedro S. Parra are appointed as members of a working committee in accordance with APG Reg 20-4.

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Under the command of Major Robert Miller, the Boat Squadron performed its assigned mission during the period 1 October 1951 to 31 December 1951. The mission of the Boat Squadron is to provide for twenty-four hour a day crash boat facilities, and all other water borne equipment; to guard and patrol adjacent Gulf Coast, Choctawhatchee Bay, and water ranges. The assigned mission of this Squadron also included the operation of a tug and barge service, handling of coal, technical equipment, vehicles, and the transporting of cargo from all points authorized by proper authority.

The Boat Squadron is quartered in five temporary type barracks, and occupies other necessary buildings required for the functions of administration, supply messing, maintenance, boat operations, and recreation. This quarter was a period of general clean-up of the area and the buildings. About 11 November 1951 renovation commenced on the old Squadron Dayroom and was completed on 7 December 1951. The dayroom was converted into the Squadron's Orderly Room. Separate offices, in one half of the new Orderly Room, were built for the Commanding Officer, Adjutant, and First Sergeant. On the other half a modern office was built for the Sergeant Major and administration clerks. These larger, more fully equipped, facilities will greatly assist this Squadron in accomplishing its assigned mission and also in handling the ever increasing workload. The new Orderly Room also has a porch on the outside, on which comfortable seating accomadations have been provided, for the weekly orientation lectures. The old Orderly Room is being used

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by the Boat Operations and Communications sections. In this same building, the space that was originally occupied by Communications and Boat Operations, was repainted, modernized, and converted into the Squadron's Dayroom. The Tech Supply Room was renovated about 1 October 1951, and a new office, modern storage bins and shelves were built. Also about 1 December 1951 the renovation of the Squadron Supply Room was begun, and was to be completed about 31 December 1951. Buildings 216 and 217 were repainted white on the outside by Airmen of the Squadron. The Squadron Dining Hall is to under go renovation after the first of the year.

With the closing of the football season in November 1951, the Boat Squadron fed and provided quarters for the following football teams; Randolph Air Force Base, Camp Rucker, Jacksonville Naval Air Station, Camp Lejuene, Pensacola Naval Air Station, and Patrick Air Force Base. The Boat Squadron formed a bowling team to participate with the various teams on the base. This team is composed of M/Sgt Mata, M/Sgt Wickersham, T/Sgt Schocklin, T/Sgt Smetters, S/Sgt Dohrman, and S/Sgt Poston. The team has won 11 games while losing 6. In December the Boat Squadron formed a basketball team composed of T/Sgt Smetters, S/Sgt Hixenbaugh, S/Sgt Cox, S/Sgt Willis, Sgt Clem, Sgt Redrick, Cpl Glynn, and Pfc Weir. Up to 31 December 1951 the team has won 3 games while losing 1.

During this period, 1 October 1951 to 31 December 1951, many of the personnel received overseas assignments and PCS.

On 1 October 1951, the squadron strength was six Officers and one Warrant Officer. On 11 December 1951 1st Lt Edwin L Teuton was assigned to the European Theater, and on the same date 2d Lt Theo S Shaw was assigned to Bermuda. On 15 December 1951 Capt Donald F Martinson was assigned to the Far East.

Concurrent with these officer personnel changes, was the large turnover of Airmen personnel. A large number of long time personnel of this squadron received overseas assignments. Those receiving overseas assignments to the Far East Air Force were: M/Sgt's Dunning, Moore B B Jr, and O'Haver; T/Sgt's Ragon and Turner; S/Sgt's Anderson, Montgomery, Schaumburg, Temple, Huckaby, McCracken, and Madison; Sgt's Brady, Zarvis, and Jobe; Cpl Bostic; Pfc Jackson; and Pvt Harris. T/Sgt Clunk went to MATS-Atlantic theater. S/Sgt Moore J L, and Sgt Courington went to MATS-Pacific, Sgt Starr to Europe, and T/Sgt Trevor to North East Air Command. Forty-six new assignments in personnel were made to the Boat Squadron during the period 1 October 1951 to 31 December 1951, of which thirty-four were overseas returnee's. The other twelve new assignments of personnel to the squadron were transfers from other stations and new enlistees. The overall decrease in personnel for this period was .09%. Those receiving reserve releases from the Air Force during this period were T/Sgt Persons, S/Sgt's Farr and Coyle, Sgt Mann, Cpl's Kunkle and Guice, and Pvt Kerber. Discharged from the Air Force was Cpl Head.

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The promotion list for the Boat Squadron, for the period 1 October 1951 to 31 December 1951, was high. Those receiving promotion to T/Sgt were: S/Sgt's Bryant, Alexander, and Pringle; to S/Sgt were: Sgt's Stracener, Orr, Willets, Giardino, Keegan, Willis, Fredrickson, Coyle, Moore J W, Everton, Clingempeel, and Billheimer; to Sgt were: Cpl's Mann, Darnell, Parker J L, Walker S, Shewbert, Arrington, McLagan, Gillespie, and Valasak; to Cpl were: Pfc's Best B R, Karnes, Haynes, Cox C E, Roberts J E, McCormack, Evans, Pierce, Stinson, and Showers; and to Pfc was Pvt Todd.

The outstanding missions that were performed by the Boat Squadron during the period 1 October 1951 to 31 December 1951, are as follows:

On 4 October 1951, a target was taken to range 36 on the U-19-1008.

On 5 October 1951, a target was taken to range 54A on the U-19-1008.

On 10 October 1951, a target from range 36 was put aboard the U-19-1008 at Destin Bridge and returned to Eglin Air Force Base Docks.

On 15, 16, and 17 October 1951, the U-19-1008, with a crew consisting of: M/Sgt's Jensen and Wilson; T/Sgt Baldwin; S/Sgt's Moss and Stracener; Sgt's Giardino and Lincoln; Cpl Redrick; and Pvt Pious; also diver's: T/Sgt Walker, S/Sgt's Dohrman and Baxley, and Sgt DaCosta, were sent to range 36 to

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recover unexploded mines.

On 15 November 1951, Ferry U-59-1073, was sent to Florosa with a crew made up of M/Sgt's Kitchen, Wickersham, and Fowler; T/Sgt Walding, S/Sgt's McKinnon, Delezen, and Murphy; Sgt Robertson; and Pfc's Stinson and Harvell, to start a tour of duty which consists of hauling equipment from the mainland to the island of Santa Rosa.

The Boat Squadron also fulfilled its mission by operating two 42 ft. boats, which were scheduled by Special Service, thereby providing fishing and recreational trips for the base personnel. During the period, 1 October 1951 to 31 December 1951, the squadron provided the facilities for 47 fishing and recreational trips. These trips involved a total of 2256 man hours of work, excluding maintenance man hours.

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FREIGHT HAULED BY BOAT SQUADRON

DATE	TONNAGE	DESTINATION	CARGO
2 October 1951	308	Mobile, Alabama	Coal
25 September 1951	302	Mobile, Alabama	Coal
9 October 1951	314	Mobile, Alabama	Coal
16 October 1951	325	Mobile, Alabama	Coal
23 October 1951	287	Mobile, Alabama	Coal
4 November 1951	314.7	Mobile, Alabama	Coal
13 November 1951	321.6	Mobile, Alabama	Coal
21 November 1951	5	Mobile, Alabama	Airplane, F-84

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APPENDIX NUMBER 1

EQUIPMENT OUT OF COMMISSION AND IN DRY DOCK DURING THIS QUARTER

R-2-698	FROM:	23 September 1951	TO:	14 October 1951
R-2-703		14 October 1951		29 October 1951
U-8-823		9 September 1951		19 October 1951
U-59-1073		18 September 1951		13 November 1951
U-12-1112		10 October 1951		11 October 1951
U-12-1111		17 October 1951		18 October 1951
R-2-714		5 November 1951		10 November 1951
R-2-724		21 October 1951		1 December 1951
R-2-698		3 December 1951		14 December 1951
U-19-1008		26 November 1951		17 December 1951
R-2-703		17 December 1951		Still in Dry Dock
R-2-707		17 December 1951		Still in Dry Dock

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APPENDIX NUMBER 2

BOAT NUMBER	LABOR HOURS MARINE MAINTENANCE	HOURS OUT OF SERVICE
R-2-698	52	228
R-2-703	126	302
R-2-704	36	72
R-2-707	20	108
R-2-714	127	215
R-2-724	120	330
R-4-755	85	125
R-4-756	32	96
TOTALS	598	1506

Time based on eight (8) hour day seven (7) day week.

R-2-703 and R-2-707 left for dry dock on the 17th of December 1951 and are still there.

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APPENDIX NUMBER 3

BOAT NUMBER	LABOR HOURS MARINE MAINTENANCE	HOURS OUT OF SERVICE
U-6-804	24	48
U-7-816	56	144
U-8-822	56	72
U-8-823	56	176
U-12-1111	528	528
U-12-1112	119	216
U-19-1008	90	218
U-54-1070	110	110
U-55-1072	36	36
U-59-1073	40	120
TOTALS	1415	1668

Time based on eight (8) hour day seven (7) day week.

U-8-823 and U-15-984 that were on loan to us from MOAMA, Mobile, Alabama, were returned to them on 4 December 1951.

U-12-1111 standing by awaiting contract to be let to be dry docked.

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APPENDIX NUMBER 4

TOTAL MARINE MAINTENANCE SERVICE TIME

	LABOR HOURS	HOURS OUT OF SERVICE
Rescue Boats	598	1506
Utility Boats	1415	1668
TOTALS	2013	3174

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11-22-11

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-SQ-RESC-304-	Jan-Jun63			304th Air Rescue Squadron	U	
34		Jul-Dec63					
62		Jan-Jun64					
89		Jul-Dec64					
123		Jan-Jun65					
170		Jul-Dec65					
209		Jan-Jun66					
242		Jul-Dec66					
338		Jan-Jun67					
414		Jul-Dec67					
457		Jan-Jun68					
514		Jul-Dec68					
553		Jul-Sep70					
576		Oct-Dec70					
591		Jan-Mar71					
610		Apr-Jun71					
668	K-SQ-RESC-305	Jan-Jun60			305th		
743		Jul-Dec60				U	

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11-29-71

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
722	K-SQ-RESC-305	Jan-Jun61			305th Air Rescue Squadron	U	
736		Jul-Dec61					
798		Jan-Jun62					
833		Jul-Dec62					
894		Jan-Jun63					
956		Jul-Dec63					
942		Jan-Jun64					
1057		Jul-Dec64					
1084		Jan-Jun65					
1157		Jul-Dec65					
1217		Jan-Jun66					
1284		Jul-Dec66					
1347		Jan-Jun67					
1414		Jul-Dec67					
1464		Jan-Jun68					
1584		July 68-June 69					
1810		Jul-Sep69					
1819		Jan-Mar70				U	

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11-22-71

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
1829	K-SQ-RESC-305	Apr-Jun70			305th Air Rescue Squadron	U	
1839		Jul-Sep70					
1851		Oct-Dec70					
1865		Jan-Mar71					
1880		Apr-Jun71					
1896	K-SQ-RESC-B-1	Nov. 51			1st Crash Rescue Boat Sqdn.		
1902		Dec. 51					
1907	K-SQ-RESC-B-13	Jul-Dec51			13th		
1913		Jan-Jun55					
1923		Jul-Dec55					
1933	K-SQ-RESC-B-22	June 52			22nd		
1942		Jul-Dec52				U	
1979		Jan-Jun55				S	
2021		Jul-Dec55				U	
2062		Jan. 53					
2069	K-SQ-RESC-B-3201	Jul-Dec50			3201st		
2087		Jan-Mar51					
2115		Apr-Jun51				U	

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11-22-71

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
2137	K-SQ-RESC-B-3201	Jul-Sep51			3201st Crash Rescue Boat Sqdn	U	
2158		Oct-Dec51				U	
2175					Index	U	