

SECURITY INFORMATION
[REDACTED]

CATALOGED

RETURN TO
RESEARCH & TECH
INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH

X

SQ-RESC-3-HI
JAN-APR 1949

*3d Rescue Squadron
Jan-Apr 1949*

P.R.C.

MICROFILMED

2-590-105

401 61252

Scanned by ACD 2005

[REDACTED]

RESTRICTED

UNIT HISTORY

THIRD RESCUE SQUADRON

FIFTH AIR FORCE

For Monthly Period Of January 1949

P.R.C.

00167252

2-5910-105

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "A"

KEY PERSONNEL REPORT

Lieutenant Colonel	David J. Nolan	Commanding
Captain	James A. Rainwater	Adjutant
Captain	Louis M. Johnson	Operations
First Lieutenant	Herbert V. Brooks	Intelligence
Captain	James B. Chessington	Engineering
First Lieutenant	Edward Knowles Jr	Supply
First Lieutenant	Robert A. Neubauer	Communications

UNIT HISTORY

Section "B"

STRENGTH REPORT

Beginning Of Period

1 January 1949

	<u>Flying Personnel</u>	<u>Non-Rated Personnel</u>	<u>Total</u>
Officers	80	2	82
Airmen	122	184	306
Total	202	186	388

End Of Period

31 January 1949

Officers	76	3	79
Airmen	117	172	289
Total	193	175	368

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "C"

TYPE AND NUMBER OF AIRCRAFT ASSIGNED

Beginning Of Period

1 January 1949

Type	SB-17	C-46	L-5	H-6	H-5G	TOTAL
Assigned	10	1	8	4	1	24

End Of Period

31 January 1949

Type	SB-17	C-46	L-5	H-6	H-5G	TOTAL
Assigned	10	1	8	3	1	23

UNIT HISTORY

Section "D"

TYPE AND NUMBER OF BOATS ASSIGNED

Beginning Of Period

1 January 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0	0	15

End Of Period

31 January 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0	0	15

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS

Part I -- Air-Sea Rescue And Search Missions

January 5th - Flight "C", Ashiya AFB was alerted to search for and render any possible assistance for a U. S. Navy PBM reported lost enroute from Tokyo to Sasebo Navy Base. Rescue aircraft was dispatched to orbit in the local area while Airways vectored the PBM to a safe landing at Itakuni AFB. A few minutes later, while the rescue SB-17 was still airborne, the pilot was alerted to stand-by to assist a C-46 which had been cleared from Tachikawa AFB, to Naha AFB. The C-46 reported low fuel supply and an uncertain knowledge of his position. The alert rescue aircraft performed an intercept by GCI method, and the distressed aircraft landed at Itazuke AFB safely. Both missions completed in two (2) hours and fifteen (15) minutes. Mission terminated.

January 6th - Flight "C", was again alerted by the Commanding Officer of the 3d Rescue Squadron to search for a U. S. Army Tug which was reported to have broken loose from its tow vessel in a heavy sea while enroute to Puson, Korea. Two (2) SB-17's were immediately dispatched to search the area around the last reported position of the tug and its tow vessel (LST). A small sea-going ship fitting the description of the missing tug was found, beached, stern-first about twenty (20) miles from Puson. The distressed vessel was found by searching aircraft in four (4) hours and ten (10) minutes. U. S. Navy tugs were dispatched to the scene to render necessary aid and undertake salvage operations. Mission terminated.

January 6th - Again on this date, Flight "C", at Ashiya was alerted by an anonymous phone call to the effect that an aircraft had crashed about thirty-five (35) miles NW of Itami AFB. An L-5 search plane was dispatched to the area and found that a F-51 had made a crash landing near the Japanese Village of Kaibara, however, the L-5 was unable to land at the scene of the crash. The pilot of the crashed aircraft had outlined with stone and rock the following message, "NO PHONE TAKING TRAIN ARRIVE OSAKA 1630 ITEM". The pilot had covered the cockpit with canvas and it is believed he had posted a Japanese Police guard at the ship. Search and Rescue L-5 aircraft returned to station, mission terminated. Further investigation revealed that the F-51 was from the 35th Fighter Group on a Tactical Flight Plan, but no Form #23 had been filed.

January 8th - Flight "D", Itami AFB reported an aircraft accident between Osaka and Kobe. An L-5 rescue aircraft was dispatched to locate the scene of the crash and assist in

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS (CONT'D)

directing ground parties to the area. Investigation revealed that two B-26's had collided in mid-air. One of the B-26's made an emergency landing at Itami AFB, the other plummeted to the ground, crashing through a Japanese factory building killing the pilot, crew members, and an undetermined number of Japanese Nationals.

January 12th - Flight "C" was alerted to stand-by for immediate take-off to assist two (2) F-51's reported lost and running short of fuel. The distressed aircraft were brought to a safe landing at Iwakuni AFB. Mission terminated.

January 13th - Headquarters 3d Rescue Squadron received a message from the Operations Officer of the 31st Reconnaissance Squadron VLR that one of their B-29's on a classified mission had encountered engine trouble which would endanger the safety of the aircraft and crew. It was reported by the aircraft that one engine was feathered and another being prepared for feathering, and requested escort back to Yokota AFB. Two (2) SB-17's were immediately dispatched to the aid of the distressed aircraft. One ship departed from Yokota's "A" Flight, and the other departed from Misawa's "B" Flight. Rescue aircraft made radar contact with the distressed aircraft within fifty (50) minutes after take-off, and visual contact twenty (20) minutes later. The distressed B-29 was escorted to Yokota AFB without further incident. Rescue Aircraft returned to home stations. Mission terminated.

January 17th - An unidentified Japanese National reported to the Japanese Police that a small liaison aircraft had crashed about three (3) miles NW of Beppu. A "Rescue" L-5 was dispatched to the area immediately and found that another L-5 aircraft had made an emergency landing at a local race track, the pilot was safe and uninjured, and the aircraft undamaged. Search aircraft returned to station, Mission terminated. Ground Forces in process of recovering pilot and aircraft.

January 20th - Flight "B", Misawa AFB was alerted for an immediate take-off to render assistance to an F-51 pilot reported to have bailed out about ten (10) miles east of Hachinohe. The pilot was without the required one-man life raft, but he did have a Mae-West, although no sea-marker dye was noted to have been used by the downed pilot. The rescue aircraft dropped an A-1 Lifeboat within three hundred (300) feet of the hapless pilot. Immediately a helicopter was dispatched with a medical officer in an attempt to man the life boat and recover the pilot. A Japanese fishing vessel arrived

RESTRICTED 2

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS (CONT'D)

at the scene in the meantime, and took the A-1 Boat in two and under the direction of the Medical Officer recovered the body of the pilot. Medical reports indicate the pilot was unconscious approximately five (5) minutes after contact with the water. Aircraft returned to their station. Mission terminated.

January 26th - Flight "A", at Yokota AFB was alerted to search for two (2) U. S. Army tugs reported by 2d Medium Port authorities to be sinking in the vicinity of O'Sshima Island in the mouth of Tokyo Bay. After several hours, a searching Helicopter found the tugs aground at NANUYA-SAKI, in the Tokyo Bay area, a considerable distance from the point originally reported. The officers and crew abandoned the vessels and were proceeding back to their organizations by rail. Harbor Patrol craft of the 2d Medium Port were anchored at the scene of the grounding and were in control of the situation. Aircraft returned to home station, Mission completed.

January 26th - Also on this date Flight "C", at Ashiya AFB was alerted to initiate a search for a Liaison L-5 reported by Japanese to have gone down about ten (10) miles west of Fukuoka. Before the exact facts could be determined or verified by search aircraft, Military Police ground parties found the aircraft and the search was cancelled, the rescue SB-17 was recalled. Mission terminated.

January 30th - Large scale sea and air search operations were conducted in the Tokyo Bay area by aircraft of Flight "A", Yokota, and Rescue Boats of the 6106th Boat Unit at Yokohama in an effort to locate Mr. Miles Vaughn, vice president and manager of the Far East Division of United Press, and Major T. R. Haddock, dental surgeon 361st Stn Hospital. Mr. Vaughn and Major Haddock were accompanied by three (3) Japanese Nationals on a duck hunting trip in Tokyo Bay when strong winds rising without warning to 40 or 50 knots, caught the party in open water and capsized their boat. Five (5) aircraft were utilized in the search operations carried on for two (2) days: One (1) SB-17, two (2) L-5's, and two (2) Helicopters. It was a searching Helicopter that located the bodies in the water in the Bunibachi Area of Tokyo Bay. Shallow draft police boats of the Harbor Police, 2d Medium Port, were directed to the spot by the Helicopter to effect recovery of the bodies. Aircraft returned to station, mission terminated.

3

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS (CONT'D)

Part II -- Air Evacuation Missions

January 2d - An SB-17 Aircraft was utilized on this date to evacuate serious appendectomy patient to Haneda for transfer to the 49th General Hospital.

January 13th - "A" Flight, Yokota AFB, successfully evacuated another appendicitis case to Tokyo, for the 49th General Hospital.

January 16th - L-5 Aircraft were dispatched by Flight "D", Itami AFB, to Kochi Air Strip, to evacuate a child with a ruptured appendix. The child was accompanied by her mother to the 28th Stn Hospital.

January 17th - S/Sgt Hollan was evacuated from Misawa to Nagoya to be at the bedside of his wife who was critically injured in jeep accident in that city. Sgt Hollan's twenty-five (25) day old baby was killed in the same accident when Mrs. Hollan was severely injured.

January 19th - Two (2) L-5 Aircraft dispatched from "D" Flight, Itami AFB, to Okayama Air Strip to evacuate a member of the local Military Government Team to the 28th Stn Hospital.

January 21st - L-5 Aircraft was dispatched from "D" Flight to Takamatsu, and Matsuyama to evacuate patients for the 28th Stn Hospital.

January 22d - Flight "C", Ashiya AFB, dispatched an aircraft (SB-17) to Itazuke to pick up a patient, and transport him to the 49th General Hospital, by way of Haneda AFB.

January 23d - Mrs. McConn was flown from Chitose AFB to Haneda AFB for transfer to the 49th General Hospital. Mrs. McConn was suffering from a fractured jaw and internal injuries incurred when she accidentally fell down the stairs at her quarters.

January 26th - Dependent wife flown from the Misawa Dispensary to a station hospital at Matsushima. The patient was suffering with an appendicitis inflammation.

Part III -- Miscellaneous Operations

January 10th - An L-5 aircraft was dispatched to Kochi Air Strip to transport a high ranking Japanese National from SCAP to the Military Government Team at Kochi.

4 RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS (CONT'D)

Part IV --- Operations Facts And Figures

Flying Time & Missions

	<u>Hours</u>	<u>Missions</u>
Search & Rescue	170:00	55
Emergency Evacuation	58:00	17

Summary Of Assistance

Number Lives Saved	<u>2</u>	Number Lives Possibly Saved	<u>9</u>
Number Boats Saved	<u>1</u>	Number Acft Possibly Saved	<u>2</u>
Number Bodies Recovered	<u>5</u>	Number Boats Possibly Saved	<u>2</u>

UNIT HISTORY

Section "F"

SUMMARY OF TRAINING

On-the-job training continued in all flights in the Engineering and Communications departments. Military training was conducted weekly in accordance with instructions from higher headquarters, consisting of TI&E, inspections of quarters, and in rank; and topped off with a Formal Review. Citizenship and Venereal Disease lectures were also conducted as part of the training program.

Training in MOS was continued at all flights in accordance with Air Force Training Standards and PAF Training Regulations.

Air crew members underwent an intensive training program on the latest Air-Sea Rescue procedures and equipment. This was carried out by lectures and demonstrations followed by the latest in motion picture films.

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "G"

SPECIFIC PROBLEMS

Lack of Administrative Specialists at all Flights seriously hampers efficiency.

Qualified Clerks & Typists are not available, but the thousand-and-one reports, forms, letters, etc continue to plague everyone and cause delays and confusion. Late Reports are the occasion of RBI's--and the shortage of typists is further aggravated by placing more unnecessary work on the few who are still with us, in answering the RBI--and so it goes!! In some cases Japanese Clerks and Typists are hired to handle some of the work load--however it is the opinion of this writer, that such employment endangers security and contributes greatly to security leaks. In addition their spelling and idea of composition is a source of constant merriment and amusement at the expense of accuracy--and an acute paper shortage.

UNIT HISTORY

Section "H"

ADDITIONAL DUTIES OF ORGANIZATION
AND CONNECTED PROBLEMS

There were no additional duties assigned this organization.

UNIT HISTORY

Section "I"

RECREATION

Flight "A", Yokota AFB - Is participating in an extensive athletic program with a basketball and bowling team. Large turnouts and enthusiasm are being shown by non-participating members of the Flight. (OH, how true, we all can't get into the act!!) So far, the team has won 50% of the games played, and still have a lot of friends left. In passing let us say

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "I"

RECREATION (CONT'D)

nothing about those bowling scores, it will be much better that way, and besides, who cares, its the sport and sportsmanship that counts in the long run.

Flight "B", Misawa AFB - Is so busy working they don't have much time for athletics....even if they had a Base Gym to go to. The boys are developing their muscles with monkey wrenches and airplane engines. Oh well, pretty soon it will be spring, and baseball season will start again.

Flight "C", Ashiya AFB - Reports great activity along the "kegling" line. Lt Ginster was a member of the Kobe Invitational Bowling Tournament, and average 168 in all games played in the tourney. Nice work if you can get it. The rest of the lads enjoyed the aches and pains of basketball, either from the court or from the stands. In some cases it was just as painful no matter how you participated.

Flight "D", Itami AFB - Reports great hunting; and they can prove it. Anyway, someone happened to be lucky enough to shoot a DEER!! Other talented individuals barbequed the unfortunate animal, and before you know it, a big squadron party was underway. Reports reaching this writer from persons, participated and recovered, indicate that everyone had a fine time....and some even went so far as to enjoy themselves.

UNIT HISTORY

Section "J"

SPECIAL PROJECTS

Pilot Installation of low frequency tuning accessories to Radio Transmitter AN/ART-13A was completed. All technical data, photographs, blue prints, etc have been forwarded to Hq TEAMCOM to be published as a Service Order.

This installation will allow Rescue SB-17's to transmit on the lower frequencies: 500-575kcs. It is believed it will

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "J"

SPECIAL PROJECTS (CONT'D)

aid materially in furnishing radio aids to other aircraft and ships in distress.

UNIT HISTORY

Section "K"

EXHIBITS

There were no exhibits for the month of January

RESTRICTED

RESTRICTED

DESIGNATION PAGE

UNIT HISTORY
THIRD RESCUE SQUADRON
FIFTH AIR FORCE

FOR MONTHLY PERIOD OF FEBRUARY 1949

This Unit History was compiled by 1st Lt Robert A. Neubauer, AO 970 018, USAF. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinion of Lt Neubauer.

The security classification has been checked.

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "A"

KEY PERSONNEL REPORT

Lieutenant Colonel	David J. Nolan	Commanding
Captain	James A. Rainwater	Adjutant
Captain	Louis M. Johnson	Operations
First Lieutenant	Herbert V. Brooks	Intelligence
First Lieutenant	Thomas P. Allen	Engineering
First Lieutenant	Edward Knowles Jr	Supply
First Lieutenant	Robert A. Neubauer	Communications

UNIT HISTORY

Section "B"

STRENGTH REPORT

Beginning Of Period

1 February 1949

	<u>Flying Personnel</u>	<u>Non-Rated Personnel</u>	<u>Total</u>
Officers	78	3	81
Airmen	117	151	268
Total	195	154	349

End Of Period

28 February 1949

Officers	81	3	84
Airmen	119	146	265
Total	200	149	349

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "C"

TYPE AND NUMBER OF AIRCRAFT ASSIGNED

Beginning Of Period

1 February 1949

Type	SB-17	C-46	L-5	H-6	H-5G	TOTAL
Assigned	10	1	8	3	1	24

End Of Period

28 February 1949

Type	SB-17	C-46	L-5	H-6	H5G	TOTAL
Assigned	11	1	9	3	1	25

UNIT HISTORY

Section "D"

TYPE AND NUMBER OF BOATS ASSIGNED

Beginning Of Period

1 February 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0		15

End Of Period

28 February 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0	0	15

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS

Part I-- Air-Sea Rescue and Search Missions

Operations for the month of February were rather limited. Adverse weather conditions reduced general flying activity and thus reduced the need for active participation in aerial search and rescue missions.

February 11th - Flight "A", Yokota AFB was alerted to search for the pilot of a T-6, reported to have bailed out near the town of SHOBU. One H-6 Helicopter and two L-5 aircraft were dispatched to search the area and attempt to return the pilot to his home station. The pilot (Lt. Pike, from Tachikawa AFB) was sighted, and picked up by the helicopter and returned to his home station, for evacuation to the station hospital at JAMA. mission completed.

February 12th- Flight "C", Ashiya AFB, was alerted to search for a Japanese merchant ship reported aground and breaking up on the rocks in the HAMADA area. An SB-17G aircraft was dispatched to the scene, and sighted the vessel, hard aground about 100 yards off-shore, with an estimated 9 Japanese national still aboard. The aircraft reported large gathering of Japanese nationals on the shore viewing the plight of the stricken vessel. The people on the ship were reported as being in no immediate danger, and a large number of Japanese fishing vessels were also reported in the immediate vicinity of the grounded merchantman. 315th AD Rescue Control Officer advised the aircraft commander that the Japanese Harbor Patrol was enroute to the scene of the disaster and would take charge of rescue and salvage operations. The aircraft was directed to return to its station, Mission completed.

February 18th- Flight "B", Misawa AFB, was alerted to search for a Russian merchant vessel reported to be sinking. Two hours of searching failed to produce a "sinking" vessel; however, a Russian ship was found at the same position as given for the sinking vessel, but did not appear to be in any danger. This merchant ship was a short distance off-shore of RISHIRI-JIMI island on the northwestern tip of HOKKAIDO. Aircraft returned to station, mission terminated.

Part II- Air Evacuation Missions

February 9th- Flight "D" Itami AFB, was alerted to dispatch an aircraft to Mino AFB to evacuate a patient to the 28th station Hospital. Mission completed without incident.

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS (con't)

February 12th- Flight "C", Ashiya AFB, was alerted to perform an emergency evacuation mission in the Beppu area. An L-5 aircraft was immediately dispatched to the area, however, due to the muddy condition of the race track which is normally used as a landing field in that neighborhood, the pilot was forced to land at the OITA landing strip.

Medical officer determined that the patient, Lt. Col Jennette, of the 24th Infantry Division, was in such poor condition, that he could not be moved over the rough roads in an ambulance to the Oita Landing Strip. In view of this development, the Flight Commander dispatched the Helicopter to the scene. Lt. Eddlemen and Lt. Morgan landed at the race track, and loaded the patient into a letter capsule, strapped to the fuselage of the helicopter and in one hour's time delivered the patient to the 118th Station Hospital at Fukuoka. An account of this incident was well reported in the 24th Infantry Division newspaper, "V-Day", of which there are three copies appended to this history as "Exhibit 'A'".

February 16th- "A" Flight, Yokota AFB, was alerted to evacuate a Dept. of the Air Force Civilian employee from the Mito Gunnery Range station to Yokota for emergency medical treatment. Mr. Boyd, DAFC, employed by the Yokota Air Installations Officer, was injured while supervising the installation of steam boiler equipment at the Mito Gunnery Range. An H-6 Helicopter, piloted by Lt. Cover, was dispatched, and evacuated Mr. Boyd to the dispensary at Yokota AFB, where emergency medical treatment was administered. Mission completed without further incident.

February 26th- Flight "B" Misawa AFB, was alerted to evacuate a dependent, Mrs. Bachelor to the 49th General Hospital, in Tokyo. The patient was experiencing complications in pregnancy, and medical authorities requested immediate evacuation to the 49th General Hospital for emergency treatment. Mission completed without incident.

February 28th- Flight "B", Misawa AFB, was again alerted for an evacuation mission. An enlisted man was severely burned in a fire at HATA, was carried 17 miles in a truck to FURAKAWA, and put on a train for AKITA. An L-5 aircraft was dispatched to AKITA to evacuate the patient to the 172nd Station Hospital at Sendai. Before the pilot reached AKITA, weather conditions became very poor, and closed in completely in the Akita area. The pilot landed in a race track, and "nosed up" causing only minor damage to the aircraft. In the meantime the patient died on the train, 15 minutes before the train was due at Akita. Mission terminated.

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS (con't)

Part III- Miscellaneous Operations

There were no other types of mission flown during this period. There were no surveillance or typhoon reconnaissance missions flown during the month of February.

Part IV- Operations Facts and Figures

Flying Time & Missions

	<u>Hours</u>	<u>Missions</u>
Search and Rescue	21:25	10
Emergency Evacuation	16:45	7

Summary of Assistance

Number Lives Saved	<u>1</u>	Number Lives Possibly Saved	<u>2</u>
Number Boats Saved	<u>0</u>	Number Boats Possibly Saved	<u>1</u>
Number Bodies Recovered	<u>0</u>	Number Acft Possibly Saved	<u>10</u>

UNIT HISTORY

Section "F"

SUMMARY OF TRAINING

On-the-Job training continued in all flights in the engineering, communications and administrative departments. Military training was conducted weekly in accordance with instructions from higher headquarters. Weekly inspections were conducted, in rank and in quarters. More emphasis and training was expended on Search and Rescue procedures, rescue gear, survival equipment, and also ditching and bail-out, procedures.

Training within MCS was continued at all flights in accordance with U.S. Air Force Training Standards, and FAF Training Regulations.

The Para-Rescue team underwent Jump training at Matsushima Airdrome during this period. Results, very satisfactory.

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "G"

SPECIFIC PROBLEMS

Lack of administrative specialist at all Flights, and at headquarters seriously hampers administrative efficiency and creates quite a time delay in the submission of reports and correspondence. All airmen and officers who have a remote idea of typing or general office, and clerical procedures are pressed into service to meet the demand placed by suspense dates.

UNIT HISTORY

Section "H"

ADDITIONAL DUTIES OF ORGANIZATION AND
CONNECTED PROBLEMS

Recently, officers of the 3d Rescue Squadron have been assigned various base jobs. This places a burden on the officer, and the organization in as much as he is still required to perform his duties as pertains to Rescue, and rescue training and in view of the personnel shortage and the tremendous work load, it seems such additional duties place an undue hardship on rescue personnel.

UNIT HISTORY

Section "I"

RECREATION AND STATION LIFE

The social and recreational life of all personnel was somewhat curtailed during this period. Inclement weather, and overtaxed facilities prevented any great amount of athletic activity. In addition all personnel were pressed into service, in performing aircraft maintenance, engine maintenance, major inspections, and in trying to keep up with the "paper work" in the face of a personnel shortage.

Flight "A", at Yokota managed to sneak in a little basketball, ending up in 5th place in the base league, winning 14 games and losing a paltry 5.

Oh well, with the coming of spring and the balmy summer months, everyone is looking forward to resuming softball and swimming... they hope.

RESTRICTED

RESTRICTED

UNIT HISTORY

Section "J"

SPECIAL PROJECTS

There were no special projects undertaken or pending during this period.

UNIT HISTORY

Section "K"

EXHIBITS

Exhibit "A".... 24th Infantry Division newspaper. Reference directed to Section E, Summary of Operation, Part II Air Evacuation Mission, under date of February 12th.

RESTRICTED

RESTRICTED

DESIGNATION PAGE

UNIT HISTORY

THIRD RESCUE SQUADRON

FIFTH AIR FORCE

FOR MONTHLY PERIOD OF MARCH 1949

This Unit History was compiled by 1st Lt Robert A. Neubauer. AO 870 018, USAF. Facts and observations included in the narrative and not otherwise credited are based on the personnel knowledge and opinion of Lt Neubauer.

The security classification has been checked

RESTRICTED

UNIT HISTORY

Section "A"

KEY PERSONNEL REPORT
(Headquarters)

Lieutenant Colonel	David J. Nolan	Commanding
Captain	James A. Rainwater	Adjutant
Captain	Louis M. Johnson	Operations
First Lieutenant	Herbert V. Brooks	Intelligence
First Lieutenant	Thomas P. Allen	Engineering
First Lieutenant	Edward Knowles Jr	Supply
First Lieutenant	Robert A. Neubauer	Communications

(Flights)

Captain	J. W. Simms	Commander Flight "A"
Captain	E. E. Hasskamp	Commander Flight "B"
First Lieutenant	W. W. Gilbert	Commander Flight "C"
Captain	D. C. Carlson	Commander Flight "D"

UNIT HISTORY

Section "B"

STRENGTH REPORT
Beginning of Period
1 March 1949

	Flying Personnel	Non-Rated Personnel	Total
Officers	80	3	83
Airmen	119	179	298
Total	199	182	381

End of Period
31 March 1949

Officers	81	3	84
Airmen	114	160	274
Total	195	163	358

UNIT HISTORY
Section "C"

TYPE AND NUMBER OF AIRCRAFT ASSIGNED

Beginning Of Period

1 March 1949

Type	SB 17	C-46	L-5	H-6	H-5G	TOTAL
Assigned	11	1	9	3	2	26

End of Period

31 March 1949

Type	SB-7	C-46	L-5	H-6	H-5G	TOTAL
Assigned	12	1	9	3	3	28

UNIT HISTORY
Section "D"

TYPE AND NUMBER OF BOATS ASSIGNED

Beginning Of Period

31 March 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0		15

End of Period

31 March 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0	0	15

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS

Part I Air-Sea Rescue and Search Missions

Operations for the month of March were rather limited. Adverse weather conditions reduced general flying activity and thus reduced the need for active participation in aerial search and rescue missions.

March 16th- Flight "D" was alerted to search for an F-51 reported overdue. An H-5 helicopter was dispatched, and located the pilot and his crashed aircraft at an abandoned airstrip at HIMEJI. The pilot was un-injured. Pilot evacuated to Itami AFB. Mission terminated.

March 16th- Flight "A" furnished air rescue coverage for tactical training operations of the 3d Bomb Wing (L). Rescue aircraft maintained "Orbit" over SADO SHIMA. Mission completed without incident.

March 18th- Flight "B" was alerted to search for an F-80, reported overdue from Yokota AFB to Misawa AFB. One B-17, two L-5's and a helicopter were dispatched to search the mountain range west of Misawa, last reported as possible general area of reported aircraft. Military Government Team Called, and reported they had located the scene of the crash in their area, and further reported the pilot deceased. Crash coordinates 40 degrees 11 minutes north and 140 degrees and 48 minutes east. Search mission terminated.

March 27th- Flight "B", Misawa AFB, was alerted by ADCC to search for an unidentified surface vessel near the northwest coast of Honshu. Aircraft was vectored to the general area, found the vessel, made required identification and returned to station. The ship was the Japanese Transport "SHINSYN MARU".

March 27th- During the late afternoon hours of the 27th a B-26 aircraft crashed on the icy slopes of Mt Fuji. A ground rescue party of Para-Medics under the command of Capt Louis M. Johnson, Hqs 3d Rescue Squadron, Yokota AFB, departed for Mt Fuji. Arriving at the foot of Fuji, Capt Johnson set up his base camp at a 1st Cavalry summer maneuver area, known as Camp Mc Nair. During the early morning hours of the 28th, Capt Johnson and his party took off and began climbing Fuji to get to the scene of the crash. During the daylight hours of the 28th, B-17, L-5 Liaison and H-6 helicopter aircraft flew in the vicinity of the crash area to assist Capt Johnson's ground party in finding and reaching the crashed aircraft.

UNIT HISTORY
Section "E"
(Cont'd)

After making a thorough inspection of the wreckage, so far as possible without the use of heavy tools, the initial Air Force party returned to the base camp at Camp McNair. A larger rescue party was then organized and equipped to return to the scene and evacuate the bodies of the airmen aboard the crashed aircraft. Personnel, food, supplies and equipment were flown from Yokota AFB to Camp McNair in L-5 and H-6 aircraft. SB-17 aircraft orbiting about Mt Fuji acted as a communications link between the rescue party on the mountain and supporting elements at the base camp at Camp McNair during daylight hours. On 1 April 1949, two of the bodies were brought down the slopes, to base camp and then flown to Johnson AFB; on 2 April the third body was removed to Yokohama by motor vehicle. Third Rescue Squadron is organizing another party to return to the mountain and recover the remaining body. Due to the manner in which the aircraft crashed, it will require a great amount of work to dismantle the wreckage and recover the last body. Rescue operations were still underway at the close of the period for which this history is written.

March 31st- "A" Flight was alerted to search for a P-51 reported to have crash landed near KUNAGAYA. Two L-5's and one H-5 departed Yokota to search the area. The crash was located and the pilot returned, uninjured to his home station at Johnson AFB.

Part II- Air Evacuation Missions

March 3d- Flight "C", Ashiya AFB was alerted to dispatch an aircraft for evacuation of a litter patient from TOJIMBARA to Itazuke AFB for transfer to the 118th Station Hospital. Mission completed without incident.

March 4th- Flight "D", Itami AFB dispatched an aircraft to Utsunomiya AFB to evacuate a patient to the 28th Station Hospital. Mission completed without incident.

March 9th- Flight "C" Ashiya AFB was requested by the Regimental Medical Officer Capt Wright, of the 19th Infantry Regiment to furnish air evacuation for an Infantry soldier suffering from an abdominal gunshot wound. The soldier was evacuated in very adverse weather condition. Mission completed without incident, patient delivered to 118th Station Hospital.

March 11th- Flight "C" at Ashiya AFB was alerted to evacuate an appendicitis patient to the 118th Station Hospital. The

UNIT HISTORY

Section "E" (Cont'd)

patient, a dependent was loaded on a special litter attached to the fuselage of the H-6 Helicopter and taken to the hospital in 45 minutes. A novel innovation was made with the addition of a headset for the patient, thus enabling the pilot or medical assistant to converse with the patient. It is believed this will be a great morale value in reassuring the person in the letter that "all is well".

March 15th- Flight "C" was alerted for air evacuation of a gun shot patient to the 28th Hospital. Mission completed without incident.

March 16th- Flight "C" was alerted by the Medical Officer, Beppu Army Base to evacuate an appendicitis patient to the 118th Station Hospital. Mission completed utilizing L-5 aircraft with out incident.

March 17th- "C" Flight dispatched the helicopter to evacuate an emergency appendicitis patient from the 19th Infantry Regiment at Beppu. Mission completed without incident. Patient delivered to 118th Station Hospital.

March 28th- Flight "B" at Misawa was alerted to evacuate a member of the 6106th Boat Unit at Muroran. Patient was ill with pneumonia and was taken to 161st Station Hospital at Sapporo. In view of the extremely isolated position of this particular Boat Section, it was necessary to evacuate the patient by helicopter. SB-17 Air Rescue escort was furnished the helicopter for the trip across the straits between Honshu and Hokkaido. Mission completed without incident.

UNIT HISTORY

Section "E" Cont'd

Part III- Miscellaneous Operations-

There were no other types of mission flown during this period. There were no surveillance or typhoon reconnaissance missions flown during the month of March.

Part IV- Operations Facts and Figures.

Flying Time and Missions

	<u>Hours</u>	<u>Missions</u>
Search and Rescue	106:00	38
Emergency Evacuation	28:10	10

UNIT HISTORY

Section "E" cont'd

Part IV- Operational Facts and Figures (cont'd)

Summary of Assistance

Number Lives Saved	<u>6</u>	Number Lives Possibly Saved	<u>3</u>
Number Boats Saved	<u>0</u>	Number Boats Possible Saved	<u>0</u>
Number Bodies Recovered	<u>3</u>	Number Acft Possibly Saved	<u>0</u>

UNIT HISTORY

Section "F"

SUMMARY OF TRAINING

On-the-job training continued in all Flights in the engineering, communications and administrative departments. Military training was conducted weekly in accordance with instructions from higher headquarters. Weekly inspections were conducted, in rank and in quarters. More emphasis and training was expended on search and rescue procedures, rescue gear, survival equipment, and also ditching and bail-out procedures.

Training within MOS was continued at all Flights in accordance with U.S. Air Force Training Standards, and FAF Training Regulations.

UNIT HISTORY

Section "G"

SPECIFIC PROBLEMS

Lack of administrative specialist at all Flights, and at headquarters seriously hampers administrative efficiency and creates quite a time delay in the submission of reports and correspondence. All airmen and officers who have a remote idea of typing or general office, and clerical procedures are pressed into service to meet the demand placed by suspense dates.

UNIT HISTORY

Section "H"

ADDITIONAL DUTIES OF ORGANIZATION AND
CONNECTED PROBLEMS

There were no additional duties assigned this organization.

UNIT HISTORY

Section "I"

RECREATION AND STATION LIFE

The social and recreational life of all personnel was somewhat curtailed during this period. Inclement weather and overtaxed facilities prevented any great amount of athletic activity. In addition all personnel were pressed into service, in performing aircraft maintenance, engine maintenance, major inspections, and in trying to keep up with the "paper work" in the face of a personnel failure.

With the advent of spring all Flights are preparing their "star" athletes for the summer baseball season, at the moment everyone feels they have a winning team - but - we'll wait and see.

The winter basket-ball season is drawing to a close - all Flights have had teams in each Air Force Base League, however the final results of team standings are not yet available.

UNIT HISTORY

Section "J"

SPECIAL PROJECTS

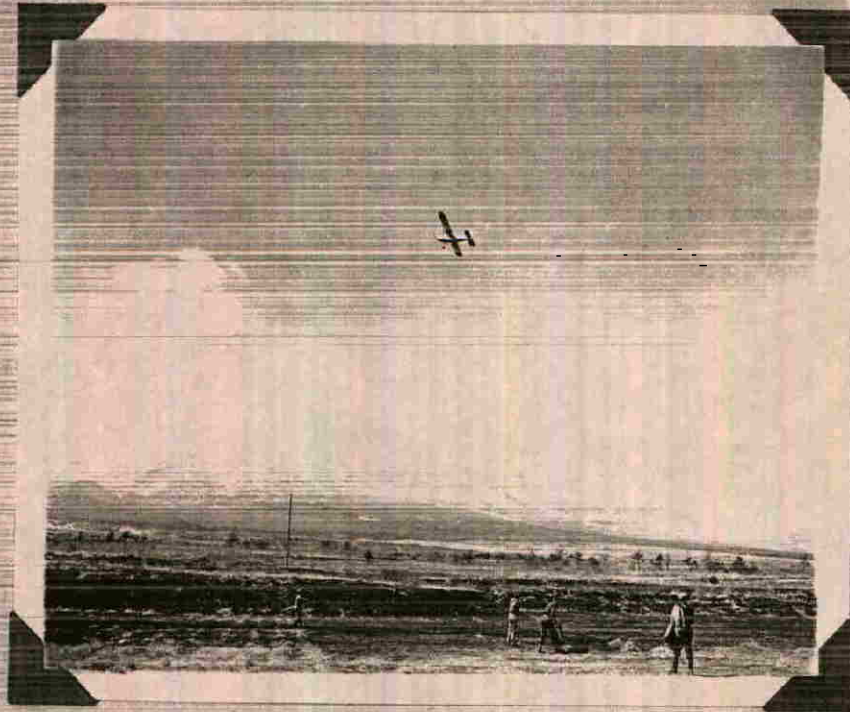
There were no special projects undertaken or pending during this period.

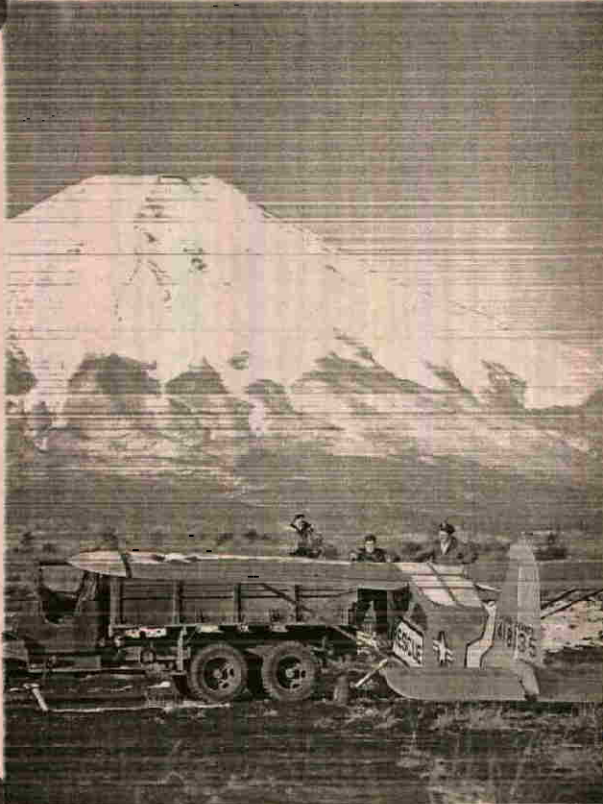
UNIT HISTORY

Section "K"

EXHIBITS

Photographs, General Operations, Rescue Mission Mt Fuji.







RESTRICTED

DESIGNATION PAGE

UNIT HISTORY

THIRD RESCUE SQUADRON

FIFTH AIR FORCE

FOR MONTHLY PERIOD OF APRIL 1949

This Unit History was compiled by 1st Lt Robert A. Neubauer. AO 870 018. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinion of Lt. Neubauer.

The security classification has been checked

RESTRICTED

UNIT HISTORY

Section "A"

KEY PERSONNEL REPORT
(Headquarters)

Lieutenant Colonel	David J. Nolan	Commanding
Captain	James A. Rainwater	Adjutant
Captain	Louis M. Johnson	Operations
First Lieutenant	Herbert V. Brooks	Intelligence
First Lieutenant	Thomas P. Allen	Engineering
First Lieutenant	Edward Knowles Jr	Supply
First Lieutenant	Robert A. Neubauer	Communications
Second Lieutenant	Billy F. West	Electronics

(Flights)

Captain	J. W. Simms	Commander Flight "A"
Captain	H. E. Hasskamp	Commander Flight "B"
Captain	D. C. Carlson	Commander Flight "C"

UNIT HISTORY

Section "B"

STRENGTH REPORT
Beginning of Period
1 April 1949

	Flying Personnel	Non-Rated Personnel	Total
Officers	64	2	66
Airmen	81	124	205
Total	145	126	271

End of Period
30 April 1949

Officers	79	2	81
Airmen	88	148	236
Total	167	150	317

UNIT HISTORY

Section "C"

TYPE AND NUMBER OF AIRCRAFT ASSIGNED

Beginning of Period

1 April 1949

Type	SB-17	C-46	L-5	H-6	H-5 G	TOTAL
Assigned	10	1	7	3	2	23

End of Period

30 April 1949

Type	SB-17	C-46	L-5	H-6	H-5 G	TOTAL
Assigned	11	1	9	3	3	27

UNIT HISTORY

Section "D"

TYPE AND NUMBER OF BOATS ASSIGNED

Beginning of Period

1 April 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0	0	15

End of Period

30 April 1949

Type	II	III	IV	V	OTHER	TOTAL
Size	85'	63'	45'	38'	0	
Assigned	5	10	0	0	0	15

UNIT HISTORY

Section "E"

SUMMARY OF OPERATIONS

Part I - Air-Sea Rescue and Search Missions

13 April 1949 - Flight "B" at Misawa AFB was alerted by ADGC for search mission. Air Defense reported "Emergency IFF Signals" approximately 60 miles Southeast of Misawa AFB. Rescue SB-17 took off on routine search mission in an attempt to find aircraft or other craft involved in a distress incident. Search was terminated after all aircraft in Fifth Air Force were accounted for; no Navy craft were reported involved in a distress incident. Investigation is being conducted in the Theatre to determine the possible source of such distress signals.

18th April - Flight "B", Misawa AFB was alerted by Air Defence, who reported surface vessels 80 miles Northeast of Misawa AFB, engaging in unusual maneuvers. B-17 dispatched to intercept vessels and take pictures. Photographs and detailed report turned in to Intelligence people through proper channels. Incident terminated.

22nd April - Flight "A", Yokota AFB dispatched a land party to Mt Fuji to evacuate the last remaining body from the wreckage of the B-26 that crashed there on the 27th of March. The body was turned over the Yokohama Graves Registration Team.

23d April - Flight "A", Yokota AFB dispatched an H-5 Helicopter to Yokosuka Navy Base for purpose of picking up a Diver and Equipment, and air-lifting him to a water shed Reservoir approximately 5 miles Northeast of Yokota AFB. The Navy Diver worked for several hours in an attempt to recover the body of an Air Force enlisted man who had accidentally drowned. The Airman was a member of the 3d Communications Sq., Yokota AFB. The victims body was located at approximately 1530 hours, and turned over the proper authorities. US Navy Personnel and Equipment returned to proper station, mission incident terminated.

Part II - Air Evacuation Missions

8th April - Flight "C", Ashiya AFB was alerted by Fukuoka Rescue Coordination Center for an evacuation mission of an emergency nature. The patient was the wife of an Air Force Captain, residing at Miyazaki. The mercy ship departed at 1055 local time and the patient was in the 118th Station Hospital by 1340 that afternoon. Mission terminated without further incident.

UNIT HISTORY

Section "E" (cont'd)

13th April - Flight "B", Misawa AFB was alerted by the Flight Surgeon to perform an emergency evacuation of a dependent. The patient was Mrs. Potter, wife of S/Sgt. Potter of Misawa AFB. Mrs. Potter was suffering from internal bleeding and associated complications. The patient was evacuated to Haneda AFB, Tokyo, for transfer to the 49th General Hospital, Tokyo.

16th April - Flight "C", Ashiya AFB was alerted by local ADCC to evacuate an acute appendicitis case from Bofu AFB. Request made by the Medical Officer of the 347th Fighter Group. Mission successfully accomplished in one hour and forty-five minutes. Patient delivered to Medical Officer of the 118th Station Hospital at Itazuke AFB.

19th April - Flight "C", Ashiya AFB received request from Medical Officer of the 8th Army Ordnance School, Ohara, Honshu, Japan to evacuate another acute appendicitis case from the school to the 118th Station Hospital at Itazuke AFB. L-5 aircraft was utilized for this evacuation, piloted by 1st Lt. A. W. Cade.

21st April - Medical Officer of the 19th Infantry Regiment, Beppu, Japan requested Flight "C" evacuate a dependent, Mrs. Lilly O. Nickerson to the 118th Station Hospital. L-5 aircraft was dispatched, piloted by 1st Lt. A. W. Cade, at 1010. Patient delivered to hospital authorities at 1220. Mission completed.

24 April - Flight "C" was again requested by the Medical Officer of the 19th Infantry, at Beppu, to evacuate a seriously injured patient. Once again, 1st Lt. Cade, departed in an L-5 to evacuate the patient, suffering from gunshot wounds in the chest, to the 118th Station Hospital.

Part III - Miscellaneous Operations

29th April - Flight "B", Misawa AFB, provided two SB-17 aircraft for Air-Sea Rescue Coverage for a Fifth Air Force Training Mission conducted in the Misawa Area.

UNIT HISTORY

Section "F"

SUMMARY OF TRAINING

On-the-job training continued in all Flights in the engineering, communications, and administrative departments. Military training was conducted weekly in accordance with instructions from higher headquarters. Weekly inspections were conducted, in rank and in quarters. More emphasis and training was expended on search and rescue procedures, rescue gear, survival equipment, and also ditching and bail-out procedures.

Training within MOS was continued at all Flights in accordance with U.S. Air Force Training Standards, and FAF Training Regulations.

UNIT HISTORY

Section "G"

SPECIFIC PROBLEMS

There were no specific problems for the month of April.

UNIT HISTORY

Section "H"

ADDITIONAL DUTIES OF ORGANIZATIONS AND
CONNECTED PROBLEMS

There were no additional duties for the month of April

UNIT HISTORY

Section "I"

RECREATION AND STATION LIFE

The social and recreational life of all personnel was somewhat curtailed during this period. Inclement weather and overtaxed facilities prevented any great amount of athletic activity. In addition all personnel were pressed into service, in performing aircraft maintenance, engine maintenance, major inspections, and in trying to keep up with the "paper work" in the face of a personnel shortage.

With the advent of spring all Flights are preparing their "star" athletes for the summer baseball season, at the moment evdne feels they have a winning team - but - we'll wait and see.

UNIT HISTORY

Section "I" (cont'd)

The winter basket-ball season is drawing to a close-
all Flights have had teams in each Air Force Base League,
however the final results of each team standings are not yet
available.

UNIT HISTORY

Section "J"

SPECIAL PROJECTS

There were no special projects undertaken or pending
during this period.

UNIT HISTORY

Section "K"

EXHIBITS

Department of the Air Force Letter, Subject: Reassignment
of the 2d Rescue Squadron and Other Air Force Units.