



SEARCHER



NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

VOL II NO 4

APRIL 1969

PACAF RP 64-1

THIS PJ WON THE CHENY AWARD FOR A RESCUE.

SGT. THOMAS A. NEWMAN →



A HAZARDOUS MISSION COST THIS PJ A LEG. SGT. THOMAS R. POPE ←

Sergeants Newman and Pope are featured in this issue.

See "The Courage of Two Pararescuemen", pages 4 and 5.

ARRS RECEIVES CITATION OF HONOR AT AIR FORCE ASSOCIATION MEET

The Aerospace Rescue and Recovery Service has received the Air Force Association's Citation of Honor. The award was presented to ARRS commander Brig. Gen. Allison C. Brooks by AFA President Robert W. Smart at the annual convention held recently in Houston, Texas.

AFA CITATION OF HONOR

The citation reads: "The Air Force Association pays tribute to the Aerospace Rescue and Recovery Service, Military Airlift Command, for repeated and often hazardous mercy missions around the clock and around the globe which give living truth to their motto "That Others May Live."

In a letter to General Brooks, MAC commander Gen. Howell M. Estes Jr. congratulated the command on its receipt of this honor and added his praise to that of the Air Force Association.

"As I have stated many times before," Gen Estes wrote, "the ARRS has a proud history for their many humanitarian operations as well as their superior record in the Vietnam conflict. Everyone in MAC and the Air Force along with the people of a grateful nation, holds them in highest esteem."

NEWS BRIEFS

HH-3, HC-130P TEAM FOR 700-MILE MOVE

The refuelable helicopter-HC-130 rescue team concept was confirmed again recently when an HH-3E flew 700 over-water miles from Da Nang AB, RVN, to Clark AB, P. I.

An escorting HC-130P from the 39th ARRSq at Tuy Hoa AB, provided two aerial refuelings during the seven-hour flight.

The HH-3E was being transferred from the 37th ARRSq at Da Nang to the 31st ARRSq at Clark.

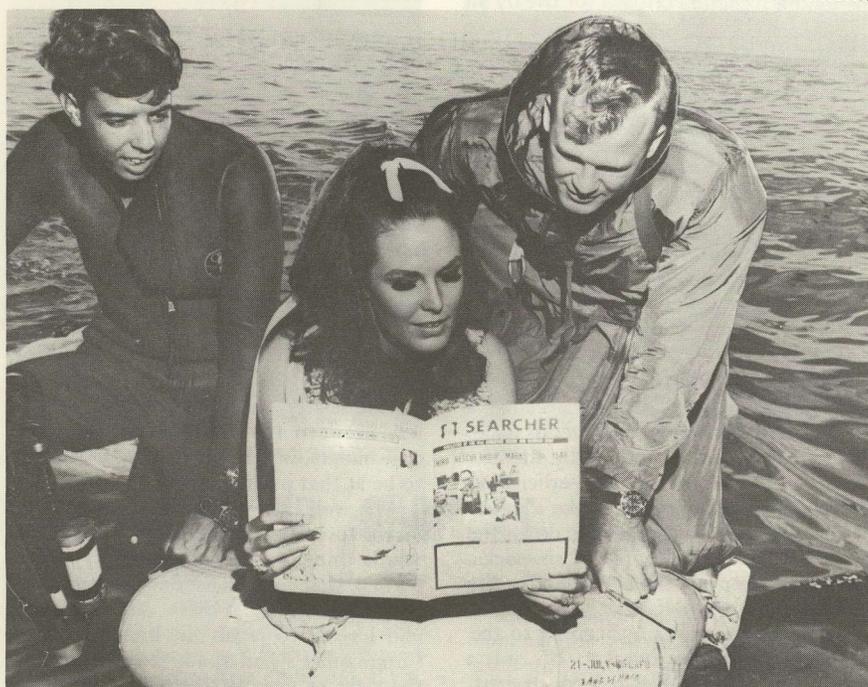


MAJOR RICHARD H. COAN, who in 1962 set a world distance record of 655.64 miles in an HH-43B helicopter, now commands a rescue detachment at Cam Rahn Bay AB, Vietnam.



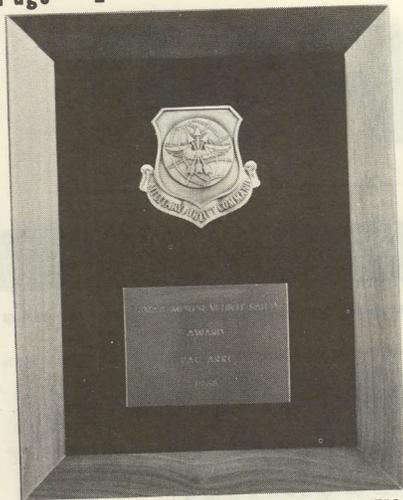
The first reunion of the Jolly Green Pilots from Southeast Asia was held at Eglin AFB, Fla., April 11-12. Some 100 pilots attended.

The Jolly Green is flown by the 37th and 40th Aerospace Rescue and Recovery Squadrons and Det. 1 of the 40th ARRSq. Pilots desiring information in regards to this reunion, contact: Major Frederic M. Donohue, Aerospace Rescue and Recovery Training Center, Eglin AFB, Fla. 32542.



I → trained with Means also. He was my scuba buddy at the Navy School

PLAYBOY MAGAZINE'S Playmate of the Year Lisa Baker selected a life raft and the company of A1C Robert A. Means Jr. (left) and MSgt. Charley D. Smith to read one of her favorite publications. The other members of the 76th Aerospace Rescue and Recovery Squadron, which Miss Baker visited recently, maintain that the Searcher was never in lovelier hands. (USAF Photo By Sgt. Lou Alers)



1968 PMV AWARD TO 41ST WING

MAC SAFETY AWARD GOES TO 41st WING FOR PMV PROGRAM

The 41st Aerospace Rescue and Recovery Wing has received the Military Air-lift Command Private Motor Vehicle Award for 1968.

A plaque was presented to the Wing, accompanied by letters of congratulation from Gen. Howell M. Estes Jr., MAC commander, and Brig. Gen Allison C. Brooks, ARRS commander.

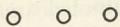
Although the 41st Wing was cited for its overall ground safety program, the private motor vehicle portion was singled out for the special award.

Only one private motor vehicle (PMV) accident was recorded throughout the wing in 1968 compared to eight in 1967. This record was achieved in driving conditions which, for the most part, differed drastically from those found in the Continental United States.

The SEARCHER is a monthly publication of the 41st Aerospace Rescue and Recovery Wing.

COMMANDER

Col. Thomas L. Shockley



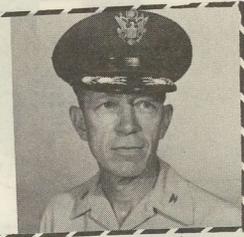
INFORMATION STAFF

1st Lt William K. Warren Jr.
Chief

1st Lt John B. Taylor
Assistant Chief

SSgt Joseph N. Richie Jr.
NCOIC

COMMAND MEMO



Promotions for the enlisted man have always been an area of concern and various promotion systems have been tried with varying degrees of success. The objectives over the years in the Air Force have been to improve promotions for our largest asset, our airmen.

If not perfect, the promotion systems have tended to establish some sort of equity between units, or commands, in the selection of the best, those really deserving of promotion.

Now we are about to begin a new promotion system - - the Weighted Airman Promotion System (WAPS). WAPS is the result of a special congressional subcommittee report on enlisted promotion policies throughout the armed forces. Long detailed study went into this inquiry and WAPS is the result of their recommendations.

To be more specific, the subcommittee found the criteria used by different promotion boards to be so nebulous that the selection process was in question.

They concluded that the selection process in its present form does not have the confidence of the men. They recommended a weighted criteria for use by all

boards with maximum points set for each factor and provisions set up for measuring improvement by periodic testing.

The Secretary of the Air Force approved WAPS on July 3, 1968, after a year in the design stage. It is scheduled to become fully operational by June of 1970.

I urge each airman (and officer) to become fully familiar with WAPS. It looks like it will be a finer and more equitable promotional opportunity than any in the past. The system will certainly be analyzed and evaluated on a continuing basis in order to iron out any "bugs" that may creep in.

If you find any areas that are not clear, seek an explanation. Your CBPO has extensive data on the system, and if they can't answer your questions, refer your inquiries to our wing personnel shop.

THOMAS L. SHOCKLEY, Colonel USAF
Commander

SAFELY SPEAKING

By MSgt. Feliciano Olmos
Ground Safety Technician

(This story by MSgt. Feliciano Olmos is fiction, but it could become true for any of us.)

Well, it's quiet at last and I've got a chance to think the whole thing over. No distractions here. Peaceful.

It was a Saturday morning, no different from most, sunny and warm - - a perfect day for a picnic. A little barbeque, a case of cold beer and a few friends make for a great outing. That's really the life.

We ran out of beer a little earlier than expected, so I figured I'd make a quick trip to that store about a mile down the road and pick up a couple of six-packs.

As I got into my car I reached for the seat-belt but one-half of it was wedged under the seat. I was only going to the store though, so why sweat it. It's only a mile. Just to set the record straight, however, I want you to know that I'm a true believer in seat-belts.

Well, anyway, I got the beer and was headed back when it happened. I saw him as I came up to the intersection, and

noticed he was moving pretty fast. But I had the green light so he would just have to stop.

I guess the poor fool never saw me because he just kept coming! He hit me square on the right side, flipping my car over on its left door. Unfortunately for me the door flew open as it rolled, tossing me neatly out. Next thing I knew I was between the car and the hard place (pavement), which was not the best place to be at that particular time.

Oh well, they say hind sight isn't worth too much, but looking back on the whole thing, I guess I wasn't very smart. I knew that more accidents occurred in towns and on short drives than on trips, and I seem to recall the boss talking at Commander's Call about always granting the right of way to the "OTHER GUY" whether he has a right to it or not.

I can see things a little bit differently now that I have a chance to really think it over. And I've the time to think about it a lot. I've got for *eternity*.

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KOREA LBR DETS PROVIDE COMPLETE RESCUE SERVICES

OSAN AB — During the past year, detachments of the 41st Aerospace Rescue and Recovery Wing stationed in the Republic of Korea have performed a variety of humanitarian services for military men and local civilians.

They airlifted a child, much of her body scalded by boiling water, to a hospital. They have taken military men from outlying outposts to emergency medical care, and they searched for and found the wreckage of an F-4 that crashed in the rugged mountains of the Republic, to list a few of their accomplishments.

ONE DETACHMENT

Before the Pueblo Incident last January, only one rescue detachment carried responsibility for the whole Republic. During the build-up, Operation Combat Fox, four more detachments were moved into the country. Now there are detachments at Kunsan, Osan, Taegu, and Kwang-ju ABs.

The detachments at Suwon and Osan recently merged forming Detachment 9, 41st ARRWg. The merger was made in a move toward greater efficiency in the use of manpower and financial resources.

Commanded by Lt. Col. Archie R. Taylor, Detachment 9 has 40 enlisted men and 11 pilots with four HH-43 "Huskie" helicopters to support its mission.

One of these helicopters is dispatched to Suwon AB each day to stand by for an emergency should one arise.

SIX PARARESCUEMEN

The unit also has six pararescuemen, rescue specialists whose training for the hazardous assignments includes such varied things as SCUBA diving and first aid.

Detachment 9 is also responsible for logistic and supply support of detachments at other bases in the Republic.

The official mission of ARRS is to provide world-wide capability to search for, locate and recover personnel and hardware in support of the U. S. Air Force and other Department of Defense global aerospace operations.

The Aerospace Rescue and Recovery Service is certainly no stranger to Korea. During the Korean Conflict, units of the 3d Air Rescue Squadron rescued or evacuated more than 20,000 wounded. This forerunner of the detachments now in Korea was credited with 9,680 saves, with nearly 1,000 of these from behind enemy lines.

Now known as the 3d Aerospace Rescue and Recovery Group, the combat unit is currently adding to its distinguished record through its service activities in southeast asia.

(Photos & story by OSAN DEFENDER)



"SURVIVOR COMING UP..."

33rd SQUADRON SEA VETERANS WIN SILVER STARS

NAHA AB, OKINAWA — Two members of the 33rd Aerospace Rescue and Recovery Squadron were presented Silver Star medals recently by Lt. Gen. James W. Wilson, vice commander of Military Airlift Command.

Capt. Russell L. Cayler and SSgt. Windell L. Stumbaugh, pilot and flight engineer respectively with the units HH-3 "Jolly Green Giant" helicopter, received the award for distinguished service as rescue crewmen while in SEA.

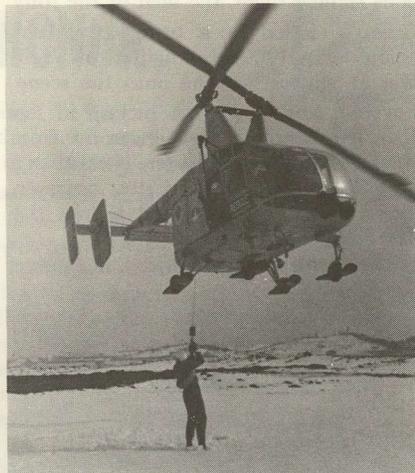
Captain Cayler distinguished himself by gallantry in connection with military operations against an opposing armed force as an HH-53B rescue crew commander on March 11, 1968.

As a flight engineer with a rescue unit in SEA operating with the HH-3E, Sergeant Stumbaugh earned his second Silver Star and was awarded the first oak leaf cluster by General Wilson.

On March 14, 1968, a helicopter was shot down while attempting to rescue a downed fighter pilot. According to the citation, Sergeant Stumbaugh, in the face of fierce, determined opposition, attempted to rescue the helicopter crew. With great determination and courage, he directed the pilot to a hover alongside the downed helicopter and with complete disregard for his own personal safety, repeatedly exposed himself to intense automatic weapons and rocket fire and assisted the injured crewmen on board. His actions saved the lives of the four crewmen and enabled the rescue helicopter to escape from the hostile area. (Reprinted from the Naha OUTPOST)



"SURVIVOR APPROACHING HOIST..."



... IN THE SLING, RAISE HELICOPTER..."

LBR SETS UP SHOP AT U-TAPAO RTAB

U-TAPAO RTAB, THAILAND — This base got its first rescue unit recently when the battle seasoned Det 12, 38th Aerospace Rescue and Recovery Squadron moved in from Nha Trang AB, RVN.

The Local Base Rescue (LBR) unit commanded by Major James N. Madsen, flew more than 2000 combat missions with its two HH-43 Huskie helicopters in Vietnam last year, before transferring to

the Thailand base.

Col. Raleigh D. Smith, U-Tapao vice commander, and other base officials were on hand to greet the incoming LBR when it arrived, aircraft and all, aboard a C-124 and C-130 from Nha Trang.

Det 12 will occupy a new building and helicopter pad constructed recently near the main aircraft parking ramp.

THE COURAGE OF TWO PARARESCUEMEN

SERGEANT POPE'S SACRIFICE AND A PROMISE TO RETURN

SOUTHEAST ASIA — Tom Pope is a most uncommon man among uncommon men.

Sergeant Thomas R. Pope is only 22 years old.

He was one of only 68 men in Southeast Asia authorized to wear the distinctive maroon beret of the Aerospace Rescue and Recovery Service's select corps of pararescuemen.

Until recently he served with the 40th ARRS, home of the "Jolly Green Giant" rescue helicopters, at Udorn Royal Thai Air Base.

When he left for his new assignment at Wilford Hall Hospital, Lackland AFB, San Antonio, Tex., he vowed to return to Southeast Asia within two years.

His vow isn't uncommon among the men of air rescue. Many of the 68 PJs (pararescuemen) in the war zone are on their second and third tours of duty here.

But even among the men of air rescue, the sergeant from Midwest City, Oklahoma, is uncommon.

In fact, not only was he one of 68 to wear the maroon beret, but he is one of only 74 men of the 3d Aerospace Rescue & Recovery Gp., the most decorated unit in the annals of aviation history, to be awarded the Purple Heart.

He also wears the Distinguished Flying Cross, the Bronze Star and the Air Medal.

He is personally responsible for having saved the lives of four persons during his combat tour in Southeast Asia.

Sergeant Pope came to the war zone with the first of the HH-53 "Jolly Green Giant BUFF" (big ugly fat fellow) rescue helicopters in late 1967. He flew his first mission three days before Christmas. When his tour was due to end last December, he extended for another tour.

During his 13 months in SEA, Tom Pope flew a total of 142 combat missions and compiled more than 324 hours of combat flying in the fastest, biggest, highest-flying helicopter in the Air Force inventory.

In January 1969 Tom Pope flew his last mission.

It was a hot, duty day .. like most any other January day. It was 99 in the shade and "hotter'n hell" for the downed pilot on the ground, even though the day's first light barely shone. He had been on the ground overnight, surrounded by enemy troops, and had taken refuge some two-thirds of the way up a 100-foot tree.

While airbursts from anti-aircraft weapons framed them, the men of the Jolly Green - circled by a protective "daisy chain" of A-1 "Sandy" fighters of World War II vintage -- came onto the scene hovered, and made the pickup in less than five minutes time. Tracer fire from the left was drawing closer. Less than a mile from the recovery site, however, the enemy scored a direct hit on the BUFF.

The events which followed, like many

in rescue operations, would read like an adventure story.

Miraculously, only one person was injured. It was Sergeant Pope. He had taken a hit in his left leg, lost considerable blood and was in serious condition when hospitalized. Only the rapid action of his fellow crew members and the survivor himself prevented the PJ from becoming an even more grim statistic.

His leg had to be amputated.

Several weeks later, before leaving on a Military Airlift Command C-141 "Starlifter" medical evacuation flight, Sergeant Pope made one last flight on his favorite "bird" ...the HH-53 "Jolly Green Giant BUFF."

While his fellow crewmembers stood solemnly by, fighting back the tears which welled up in their eyes, Sergeant Pope, smiled, joked and did what he had done with other survivors in the past

... cheered them.

"He was the ever met," said Bridges, command Rescue a

"I'll never f Pope as he stood peccably dressed cheering us up. who had come never attended sion."

Before taking turned, and with the crutch arm high in the V-s late Winston C

"I'll be back what Sgt. Pope fingers raised h

For the other Victory. The r Sergeant Tom P

SERGEANT NEWMAN'S OR

TAN SON NHUT AB, RVN — For the third time in the past four years a member of the 3d Aerospace Rescue and Recovery Group has won the coveted Cheney Award for heroism. For the second successive year the highest annual award for heroism has gone to a "Jolly Green Giant" pararescueman (PJ).

Sgt. Thomas A. Newman, 22, of Milwaukee, Wisc., assigned until recently as a PJ with Det. 1, 40th ARRS, at Nakhon Phanom RTAB, Thailand, was selected for the 1968 award for his "extraordinary heroism and valor" in the rescue of a wounded Air Force O-2 pilot on May 30, 1968.

Despite the known presence of enemy forces, Sergeant Newman voluntarily descended through the double canopied dense jungle to complete the rescue under story-book conditions.

After being lowered on the forest penetrator, Sergeant Newman was forced to search for the pilot in expanding circles since it was too dark to see more than a few feet. He knew that the pilot, Air Force Col. Norman P. Phillips, had broken his arm when he bailed out and needed assistance.

As the enemy forces approached, Ser-

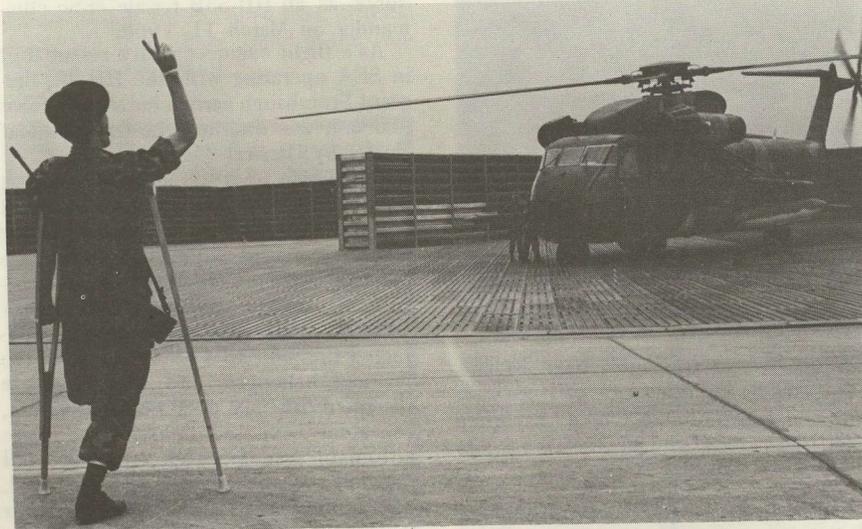
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Reaching Co free of his flight worked he co enemy weapon the pilot rema they could he through the o them.

After 20 mi seemed like an down. Newma copter, which hoverpoint. A ground fire wa flight engineer

Ashe turned Sergeant Newr penetrator in t



SERGEANT POPE GIVES THE "V" FOR VICTORY SIGN

SCUEMEN IN THE BATTLE TO SAVE LIVES

RN



SGT. THOMAS R. POPE

... cheered them up in a moment of concern.

"He was the most courageous man I ever met," said Colonel Hollon W. Bridges, commander of the 3d Aerospace Rescue and Recovery Group.

"I'll never forget the sight of Tom Pope as he stood there on the ramp, impeccably dressed in his combat fatigues, cheering us up. And we were the ones who had come to cheer him on. I have never attended a more inspiring occasion."

Before taking his leave, Sergeant Pope turned, and with his left elbow resting on the crutch arm he raised his right hand high in the V-sign made famous by the late Winston Churchill.

"I'll be back in two years," which is what Sgt. Pope said the two V-shaped fingers raised high stood for.

For the others there, they stood for Victory. The most important victory of Sergeant Tom Pope's young life.

MAN'S ORDEAL AND A HIGH HONOR

giant Newman told the hovering helicopter to 'move out' in order to improve his chances of locating the downed pilot without letting the enemy know their exact whereabouts.

Suddenly he saw a muzzle flash. He began to crawl toward the source, thinking that it came from the downed pilot. He was right. Calling to the injured colonel for identification, he then inched his way toward him.

Reaching Colonel Phillips, he cut him free of his flight and survival gear. As he worked he could see flashes and hear enemy weapons being fired. As he and the pilot remained as quiet as possible they could hear enemy troops moving through the dense brush in search of them.

After 20 minutes, but what must have seemed like an eternity, the noise settled down. Newman called in the rescue helicopter, which quickly returned to its hover point. Almost immediately enemy ground fire was received as the HH-3E's flight engineer quickly lowered the hoist.

As he turned to assist the injured pilot, Sergeant Newman lost sight of the forest penetrator in the darkness. Searching for

the device he found the slackened cable. He radioed for the slack to be taken up. But the cable went up rapidly and snared his foot which had become entangled.

Suddenly he was off his feet, suspended by his ankle and being jerked, rapidly through the trees. His leg and ankle were violently wrenched as his body was lifted through the branches.

In the process Sergeant Newman had dropped both his weapon and his radio, which was secured to his vest by a strap. As he rose through the trees feet first he could see enemy weapons being fired at him from only 50 to 75 yards away. As he continued to be lifted by his ankle in the pre-Memorial Day darkness, he calmly managed to retrieve his radio by the restraining strap and make his plight known to the helicopter crew above. He was already 80 feet in the air.

As Tom Newman was again lowered through the trees, he was slowed by branches which loosened the cable around his ankle. He fell the last 20 feet to the ground, spraining his left wrist.

Quickly recovering from the flying-trapeze-like experience, Newman quickly secured the pilot and himself to the penetrator - - in proper fashion.

STORIES BY MAJ. CARROLL S. SHERSHUN
3rd ARRGp INFORMATION OFFICER



SGT. THOMAS A. NEWMAN

79th ASSISTS ISLANDERS LOST IN OUTRIGGERS

ANDERSEN AFB, GUAM—Thirty-one persons from Satawal Island, Micronesia, welcomed the assistance of an HC-130 Hercules aircraft from the 79th Aerospace Rescue and Recovery Squadron here on Feb. 16.

The islanders, including nine children and two expectant mothers, had been missing on a canoe trip for six days when they were discovered at West Fayu Island. Food and water was paraded to the islanders at their request.

The party departed Pulusuk Island in two 31-foot outrigger canoes at noon on Feb. 11 for a return trip to Satawal Island, 141 miles away. They anticipated arriving at Satawal at noon on Feb. 13. After they were a day overdue, Chief Raiuk of Satawal requested an air search.

The request was relayed by the District Administrator of Yap to the Guam Joint Search and Rescue Center and the 79th ARRSq.

On the following morning, the 79th ARRSq dispatched an HC-130 aircraft to search the neighboring islands of West Fayu, Lamotrek, Pikelot, Elato, Olimatao, Ifalik, Faraulep and Gaferut as well as the water routes between the islands. Several fishing craft were sighted, but there was no trace of the lost canoes. Another HC-130 of the 79th ARRSq departed Andersen AFB on the next day with instructions to resume the search at West Fayu Island.

HC-130 ACCIDENT VICTIMS HONORED BY JAPANESE

TOKYO, JAPAN — The Japanese Government has approved decorations for 13 U. S. airmen who lost their lives and one who was injured when their HC-130 Hercules went down at sea Feb. 6



CAPTAIN WALLS AND HIS CREW rush to their HC-130 Hercules to begin a rescue mission which aided some 31 persons stranded on a small Pacific island.

CANOE SPOTTED

Capt. Douglas D. Walls, Rescue Crew Commander of the aircraft, reported that the canoes were spotted on the first inspection pass of the island. The islanders assembled on the beach and spelled out "ALL OK" in the sand.

RADIO DROPPED

MSgt. David L. Gray and SSgt. John L. Korona Jr., both of the 79th ARRSq packaged a URC-11 UHF radio, which was paraded to the waiting islanders. Using the rescue radio, they said that they had some coconuts for water but

were out of food. The rescue crew then paraded two five-gallon water cans and two cases of "C" rations.

THANKS, . . LEAVING SOON...

The islanders expressed their thanks over the radio and reported that they would leave for Satawal in one or two days as soon as the weather improved now that they had food and water.

Satawal Island is one of the Caroline Islands and is located approximately 400 miles southeast of Guam.

DETACHMENT 2nd IN VOLLEYBALL PROVES TOP IN QUICK RESPONSE

A recent mission flown by Det 10, 38th ARRSq, saved the life of a US Navy SEAL, but lost a volleyball championship.

The end of the volleyball season found Det 10 pitted against the O' Club in a game that would determine the base championship. The tension was high as the opposing teams met for the third and deciding game in the three game series.

Then the horn blew.

Det 10 team members scrambled their HH-43 to med-evac a wounded

while searching for survivors of a sunken Japanese freighter near Taiwan.

The crewmen were members of the 31st Aerospace Rescue and Recovery Squadron based at Clark AB, Philippines.

SEAL (Sea-Air-Land combat team member) to safety.

The next night the volleyball game was resumed but the Det 10 Rescuers tasted defeat. "We were really hot the first night", SSgt. Gerald H. Jones lamented. "There's no doubt we'd have won but for the scramble".

They may only be second in volleyball, but to a certain Navy SEAL the Det 10 Rescuers are "CHAMPS".

According to a Japanese Foreign Ministry spokesman, the 5th Class Order of the Rising Sun will go to Capt. Giles J. Gray, Capt. Jake Hover and Capt. Jonathan B. Whitney.

The Fifth Class Order of the Sacred Treasure will be awarded to 1st Lt. Hal M. Ward, while the 7th Class Order of the Rising Sun will go to TSgt. Gary D. Crosby, TSgt. Richard G. St. Peter, SSgt. Theodore H. Bourne, SSgt. Thomas Ashcraft, SSgt. Carlton E. Stroud, SSgt. William F. Groffin, SSgt. Paul J. Reindl, Sgt. Walter E. Bechynne and Sgt. Michael D. Day.

The sole survivor of the crash, A1C James R. Phelps, is to receive the 8th Class Order of the Rising Sun.

The Foreign Ministry spokesman said the awards will be presented at the Japanese Embassy in Manila to the commanding officer of Clark AB at a date to be set later. (Reprinted from the Pacific Stars and Stripes.)

NOTES from the 41st ARRWg STAFF

MAINTENANCE

By CMSgt James Conklin
Maintenance NCOIC

The publication of our Wing Force Posture Summary for February highlights the power of analysis to depict us in glory as well as in defeat.

February was a glory month for the maintenance troops of the 41st ARRWg. As the summary shows, each and every type of assigned unit met or surpassed its requirements with flying colors. Analysis gave maintenance a WELL DONE and your "wrench turners" and "black box changers" deserved it. It sure looked like analysis was a friend of maintenance.

However, analysis has been known to "turn the tables" on maintenance and when they do, it hurts. A prime example of this is the recent manpower cuts in our HC-130 units. MAC manpower people are utilizing analysis MDC reports to program authorizations for our UDLs. Here it looked like analysis was a foe of maintenance.

Analysis people are statisticians who deal with figures, and as everyone knows "figures don't lie." Maintenance supplies the figures and the analysis technician puts them in chart, graph of report form and "lets the chips fall where they may." Analysis is neither a friend nor foe of maintenance!

Point is, maintenance supplies the rope that either hangs them or allows them to climb to new heights. Make sure you document accurately all your work to protect your manning resources. Make sure you code your forms correctly to program replacement spares and engineering improvements.

Make sure you submit accurate and timely AF Form 359 cards to portray your correct aircraft assignments, OR, NORM or NORS rates. Last, but not least, make sure you accurately record your AFTO 781 Form corrective actions and symbols to prevent accident statistics.

Watch your pencil work and analysis will always be a "friend" of maintenance.



PERSONNEL

By SMSgt Carl R. Henderson
NCOIC Military Personnel

WEIGHTED AIRMAN PROMOTION SYSTEM (WAPS).

What is it?

How will it work?

How will it affect me?

When does it start?

Is it better than the present system?

Will it increase my chances for promotion?

What must I do under the system?

I could continue to infinity with questions of this type that are pouring into personnel offices throughout the Air Force. Discussion and speculation is on the upward trend as implementation draws nearer. Every question could not be answered in one column or even this entire issue.

For the best and most accurate information the CBPO-Special Actions activity is OPR (office of primary responsibility).

We in rescue throughout the Pacific area are serviced by PACAF and SAC CBPOs. Although our promotion channels are host CBPO to Hq MAC (E6 and above) or Hq 41st ARRWg (E4 and E5) and the unit (E2 and E3), the CBPO is still OPR and has been provided the answers and tasked with compiling records data and conducting the "key" to the system - *testing!*

The Hq USAF Military Personnel Center has prepared a briefing complete with viewgraph slides for base level presentation. This briefing has been distributed to all CBPOs in the Pacific by Hq PACAF.

If the briefing has not been given at your station ask your unit to contact the CBPO for the date of a base presentation or ask the CBPO to conduct a presentation for your Commander's Call.

Some major points in the new system are;

Implementation begins with E8 and E9 promotions on April 1, 1970 and E4 through E7 promotions June 1, 1970.

The two largest contributing factors to the program are compiling the basic data (CBPO to computer) and the administration of some 1,500,000 promotion exams each year.

Selection Factors and maximum points:

E4 THROUGH E7	
SKT	95
Promotion Exam	95
Time in Service	40
Time in Grade	60
Decorations and Awards	25
APRs	135
Board Evaluation	100
TOTAL	550
E8 AND E9	
Supervisor Exam	95
Time in Service	40
Time in Grade	60
Decorations	25
APRs	135
Board Evaluation	150
TOTAL	505

TRAINING

By Maj. John C. Wright
Chief of Training

Weighted Airman Promotion System (WAPS) Testing Schedule.

Testing will commence in September 1969 for first sergeants, aircraft maintenance and pararescue personnel. Testing for other Air Force specialties will follow in October 1969 - January 1970.

For E-3 - E-6: Slightly more than one-third of the total points possible will come from two examinations, i.e., the SKT and the Promotion Fitness Examination. Be smart! Don't get caught short! Prepare yourself for these tests. See our letter, Subject: Promotion Testing, dated Feb. 27, 1969, which was sent to all units, for further details on how to prepare yourself.

CAREER FIELD/AFSC	TEST	MONTH
All Career Fields	USAFSE	Oct 69
10 First Sergeant	PFE	Sep 69
24 Safety	PFE/SKT	Nov 69
27 Aerospace Con Sys Op	PFE/SKT	Nov 69
29 Communications Ops	PFE/SKT	Nov 69
30 Comm - Electronics Sys	PFE/SKT	Jan 70
32 Avionics Systems	PFE/SKT	Jan 70
42 Aft Accessory Maint	PFE/SKT	Nov 69
43 Aft Maint	PFE/SKT	Sep 69
46 Munitions & Weap Maint	PFE/SKT	Nov 69
53 Metalworking	PFE/SKT	Oct 69
60 Transportation	PFE/SKT	Nov 69
64 Supply	PFE/SKT	Dec 69
70 Administrative	PFE/SKT	Oct 69
72 Information	PFE/SKT	Dec 69
73 Personnel	PFE/SKT	Jan 70
75 Education & Training	PFE/SKT	Dec 69
92 Aircrew Protection	PFE/SKT	Sep 69

Watch for a list of questions and answers on the new WAPS, prepared by the USAF Military Personnel Center, that will be distributed in the near future.

NO PLACE ELSE TO GO

(The following article was written by Ralph McGill, publisher of the Atlanta Journal and Constitution, who died recently. This article was among the last articles he accomplished. The article is the result of a visit to the Viet-Hoa orphanage, sponsored by the 3rd Aerospace Rescue and Recovery Group, with Dr. George M. Chastain and Army Sgt. John Veney, who acted as interpreter with the French-speaking nuns.)

Hoo-lao Street is old, shabby and dirty. Two street barbers stopped cutting their customer's hair as our Jeep stopped before two large iron gates. The street traffic slowed, but went on. The weather was hot and humid.

We banged on the gates with one of the large iron rings that make a handle. Soon there was the sound of running feet and hands turning the big key inside. A small girl, her face eager and expectant, looked out. Then she smiled and swung the gate wide open.

QUIET SANTUARY

We walked into the serenity of an old, well kept garden. There were trees shading it. Shrubs and flowers lined the graveled pathway. A few brilliant colored birds hopped and flew about.

Down the path came a nun. Her face was gentle and sweet with the rewards of service, compassion and kindness. She greeted the doctor with relief and joy. He was needed. She made us welcome, but her talk was first with the doctor—the American who came two or three days each week to help them.

FRENCH SISTERS

Sister Robert, of the Order of the Sacred Heart, talked in French through Sgt. Veney. We proceeded down the path, under a balcony, past a window of a room where elementary grade girls were in school, to the steps leading upward.

At that point we were interrupted. A young orphan girl, about eight, came



HOT DOG TREAT FROM 3d ARRGP

Orphans Find A Home In Midst of Conflict

running from the gate. She was followed by an old woman and a girl of perhaps 12. The old woman had a tiny baby in her arms. We walked toward them. The baby, only a few months old, was cruelly thin. Its face was marked with a skin infection. There was a small round pus-filled infection on its head, just back of the forehead toward the right ear. The eyes were fixed, staring but seeing nothing.

ABANDONED INFANTS

Dr. Chastain made a quick examination. The baby was, he said, dangerously dehydrated and, he believed, had been inadequately fed for some days.

The old woman began a patient recital - in Vietnamese. Sister Robert nodded. To her it was an old story, varying only in minor details. The father was a Vietnamese soldier. He had deserted his wife before the baby was born. The wife had a difficult time. The neighbors helped. Then, a few days before, the mother "just walked away and did not come back." The neighbors had talked it over. They had searched for the mother. They could not find her. The decision had been made to bring the baby to the orphanage which has been receiving abandoned and orphaned babies since it was opened in 1869.

LIFESAVING NURISHMENT

Even as we talked, a bottle was being made ready with milk and glucose. It arrived. The girl who had come with the old woman squatted down on the step and began giving the baby the bottle. The comotose baby responded feebly. The old woman was told that she must go back and return with "papers."

HUMAN FLOTSAM

Authorities require an affidavit from the parents or from witnesses that a baby is indeed abandoned, or that the parents cannot care for it.

We went upstairs into the main room for orphaned or neglected babies. I was not quite prepared for so large a room, filled with small iron beds. They were old, the paint chipped, but they were sturdy and strong.

The heart was ravaged as one walked down those rows looking at the children of poverty. Here was a room, large, but small in comparison with the need in that Southeast Asian war-swollen city of more than 2,000,000 persons. For almost a century the orphanage has been there. For nearly 100 years it has been a



THREE OF THE 110 CHILDREN

light, a refuge for the tiny products of some men and women joined together in love or casual alliance. How many thousands of babies annually died from hunger, disease, neglect, and harsh treatment none knew. But that their tiny bodies are found in rivers, canals, on garbage heaps, and in alleyways is a matter of record. (And not, of course, merely in Saigon or Asia.)

HEALTHY ORPHANS

Now and then, as we walked through the rows of beds, we saw a well-rounded infant, lacking any signs of malnutrition. But a majority of them, especially the newest arrivals, were shockingly thin, their bodies blotched with skin infections. Some of the more ill had faces that looked like those of little animals.

There were 62 babies in that large room. Of the 110 children being cared for in the orphanage, 40 were from three to seven years old. A few girls, perhaps three or four, were in their teens. They still stayed on-not wishing to leave-having no place to go.

HOPES AND PLANS

We talked. Sister Robert, a magnificent, kind, competent woman, talked of her hopes and plans. There are shortages of everything. But, then, there always have been shortages. One does what one must.

We went away—the sisters waving from the gate . . . the street barbers halting their scissors to watch, and the drivers of motorcycles, scooters and bikes looking curiously our way.



NUNS GET HELP NURSING ORPHANS