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Element Revision 132.4.3.4

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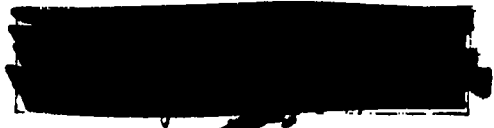
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PREPARED FOR THE HISTORICAL OFFICE
SEARCH AND RESCUE ELEMENT
PROVISIONAL 132.4.3.4
BY 1ST LT. ROBERT L. REINLEB
HISTORICAL OFFICER
1 JULY 1962

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HEADQUARTERS
SEARCH GROUP 132.4
WHEELAND, AFB
NEW MEXICO.



2-21695

July History
nothing

Nov History
P2 - SA-16 radiation
P4 - A/c crews
P6 - organization

L-1851-80
G. 13

August History
P2 - rad tag

IV 24

Oct History
P2 - rad tag

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SIGNATURE



ICAE



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PERSONNEL

The following is a list of personnel assigned to the 1st Squadron, 10th Cavalry, 4th Infantry Division, Vietnam, as of 15 October 1968. The personnel are listed by grade and position, and their respective identification numbers are given in parentheses.

- 1 Major, Infantry (4181)
- 1 Captain, Infantry (4171)
- 2 Captains, Pilot, Multi Eng, Amphib. (1087)
- 2 Captains, Pilot, Multi Eng, Amphib (1087)
- 2 Captains, Nav-2ab (1087)
- 2 S/Cpts, Senior Airbrn Radar Cptrs. (27351)
- 2 S/Cpts, Senior Acft Radio Cptrs, (29550)
- 2 S/Cpts, Senior Acft Mechanic (40280)
- 1 S/Sgt, Senior Clerk / (70280)

At this date sixteen (16) "Q" type clearances and one (1) "R" type clearance have been requested for Element personnel.

Lt. Col. Oliver W. Legg has been appointed Platoon Leader and Major Donald L. Dought has been appointed Element Operations Officer.



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SECRET

This copy is to be kept in the file of the [REDACTED] and all
other copies of this [REDACTED] to be destroyed from
the file of the [REDACTED], Sacramento 3113 date, with a due
date of 1 July 1952. It has a priority of 3-53.

SECRET

This copy is to be kept in the file of the [REDACTED] and all
other copies of this [REDACTED] to be destroyed from
the file of the [REDACTED], Sacramento 3113 date, with a due
date of 1 July 1952.

This copy is to be kept in the file of the [REDACTED] in
Lt. Col. [REDACTED] to [REDACTED], 1st Camp 1952.
dated 10 June 1952, Subject, Unit Training Program.

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[REDACTED]

31 JAN 1952

... (122.4.3)

... and assigned and assigned at ...
... with ...

...	...	53	259	...
...	...	25
...
...	...	3	9	...

... will be attached for ... to the ...
... in the ... and ...

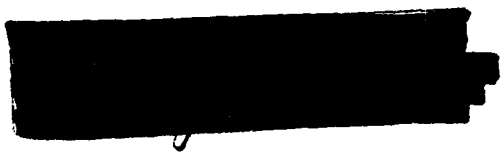
3. Equipment and supplies required in addition to that furnished from within resources of Military Air Transport Service, will be requisitioned through Headquarters, Task Group, (122.4).

4. The above elements are attached to Task Group 122.4 for operational control for planning and coordination only during period prior to movement to forward area.

5. Action directed herein will be reported by means of the Air Force Organization Status Change Report (122-11-01).

6. AUM: ... Message, Headquarters USAF, APOOP-SI, 51666, 5 February 1952.

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[REDACTED]

[REDACTED]

HISTORICAL REPORT

OF

SEARCH AND RESCUE REPORT
PROVISIONAL 132.4.3.4
P.O. 824, WINDMILL IS.

PREPARED FOR THE HISTORICAL OFFICE
SEARCH AND RESCUE ELEMENT
PROVISIONAL 132.4.3.4
BY CAPT DON C. CHERINGTON
HISTORICAL OFFICER
25 AUGUST 1952

[REDACTED]

HEADQUARTERS
TASK GROUP 132.4
WINDMILL, AFB
NEW MEXICO

[REDACTED]

2-30795

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The [redacted] [redacted] [redacted] was authorized by General Order Number 51, Military Air Transport Service, U.S.A.F., Washington D.C. dated 14 April 1952. Title, "Designation and Organizational Structural Elements (192.4.3) paragraph one (1)

DETAILS

The transfer of this element, accomplished in accordance with Letter from HQ No. 00/CPS 152.03, Subject (Secret), "Reverse Participation in Project Ivy (CPS 132)", dated 14 March 1952 paragraph 2a, is as follows:

- 1 Major, Task Element Commander (2141)
- 1 Captain, Operations Officer (2141)
- 2 Captains, Pilot, Multi Eng, Bomb. (1037)
- 2 Lieutenants, Pilot, Multi Eng, Bomb. (1037)
- 2 Captains, Nav-Emb (1037)
- 2 S/Sgts, Senior Airbrn Radar Cptrs. (27351)
- 2 S/Sgts, Senior Aft Radio Cptrs. (29350)
- 2 T/Sgts, Senior Aft Mechanic (43260)
- 1 S/Sgt, Senior Clerk (70250)

At this date sixteen (16) "Q" type clearances and one (1) MAC type clearance have been requested for Element personnel. One "Q" type clearance was granted 10 July 1952. One "Q" type clearance is being revoked as the officer is being returned to the Zone of Interior for release from EAD.

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12

THE UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 10/10/01 BY 60322/UC/STP/STP
EXCEPT WHERE SHOWN OTHERWISE
OCTOBER 1952

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FORM 3-54 (REV. 5-22-64)
FBI 324

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442

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SECURITY INFORMATION

HISTORICAL REPORT
OF
SEARCH & RESCUE ELEMENT
PROVISIONAL 132.4.3.4
WFO 924, MYAGALIN IS.

PREPARED FOR THE HISTORICAL OFFICE
SEARCH & RESCUE ELEMENT
PROVISIONAL 132.4.3.4
BY 1ST LT. JOSEPH STEIN JR.
18 November 1952

HEADQUARTERS
TASK GROUP 132.4 PROVISIONAL
KIRTLAND AFB, NEW MEXICO

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SECURITY INFORMATION

FORMED

A summary has been included in this history to provide the reader with an overall picture of this Element from the date of its beginning to the date it ceased to exist as a unit.

The main text covers the period from 1 November 1952 to 18 November 1952 and attempts to present an accurate account of the happenings of this organization during this period.

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FORWARD

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MURIEL

1. On 1 November 1952, all aircraft in this element were equipped with the AFM-6. The Interrogator-Responder equipment (Mark X system) was also 75% complete on aircraft 9002¹. The lack of group A items essential to the completion of the installation, prevented operational use of the equipment during "Mike" Shot. The arrival of group A items enabled Land Air personnel to complete the Mark X installation in three aircraft², in time for "King" Shot. On this date SA-16, 1016 and SA-16, 1021, are still lacking operational Mark X system because of the late arrival of group B items (AFS-31). Aircraft 5296 (SA-16) was 85% complete for "King" Shot, but still lacked the necessary radome installation.

2. SA-16, 1016, went out of commission on 1 November 1952, because of excessive radiation³. It remained in said status for 12 days, after which it was classed safe for flying⁴.

3. Total fuel consumption for SA-16's during the project was approximately 11,625 gallons. The total fuel consumption of the SB-29's which participated in the project was approximately 39,000 gallons.

4. A considerable amount of difficulty was encountered by this organization in achieving its T.O. strength of four SA-16 type aircraft in time to utilize two aircraft on the project, while maintaining its normal commitment of two ships for alert and standby duty.

[REDACTED]

MANUEL

(cont'd)

As of 1 November 1952, the organization was in possession of three aircraft. A fourth SA-16 (5296) had been long overdue arriving at this station because of adverse winds, which held up its departure from McClellan AFB, California. The aircraft finally arrived here on 3 November 1952, and was accepted by this organization on 5 November 1952. On the 14th of November 1952, aircraft 1021 went ACP during an Intermediate Inspection to replace "hot oil breather lines" on aircraft 1016 (see paragraph 2 above). Consequently, at any one time during the project, the organization had a maximum of three useable aircraft.

-
1. First SA-16 proto-type, which was engineered by the Land Air team at Hickam AFB, Hawaii, 29 September to 15 October 1952.
 2. SA-16 9082 operational on 10 November 1952.
SB-29 0119 operational on 13 November 1952.
SB-29 9957 operational on 13 November 1952.
 3. Inclosure #1.

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[REDACTED]

OPERATIONS AND TRAINING

1. Two (2) SA-16 crews from Flight "C", 11th Air Rescue Squadron, were assigned to JTF Element 132.4.3.4 for the project. The personnel on Crew #1 were as follows: 1st Lt Frank E. Hathaway, 2nd Lt John V. Finger, 1st Lt Robert L. Reinlie, T Sgt Francis C. Wynne, S Sgt Owen B. Summels, A/2c Donald W. Janssen, and A/2c Hugh A. Reynolds. The personnel on Crew #2 were as follows: 1st Lt Albert E. Leake, 2nd Lt Roy B. Crawford, 1st Lt Irving Z. Spungin, T Sgt Woodruff C. Pierce, A/3c Manuel R. Farler, A/2c Jack J. Fisher, and A/3c Robert P. Cogliati.

2. The above crews flew all JTF missions up to, and including, MIKE SHOT. During MIKE SHOT, Lt Leake and crew were subjected to excessive radiation and consequently were removed from any further participation in the project.¹

3. Captain Lawrence W. O'Brien and crew took the place of Crew #2, for the remainder of the project and, along with Crew #1, took part in KING SHOT.²

4. During the months of September, October, and November, fourteen (14) hours flying time was accrued on three orbit missions³ for F-84 type aircraft. A total of ten and a half (10½) hours was flown on intercept type missions⁴ involving distressed aircraft of the JTF. A total time of one hundred and forty-four (144) hours was accrued during the rehearsal for and actual participation in both MIKE SHOT AND KING SHOT.⁵

[REDACTED]

[REDACTED]

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5. Three radiological lectures were given to the personnel of this element. One hundred and ten man-hours of instruction were accomplished and the attendance was 100%. Three security lectures were also given to the personnel of this element. The attendance figures indicate 100% for personnel directly involved in the Project Ivy.

1	Enclosure #1		
2	Enclosure #2		
3	11-C-24-10 Oct 52	Orbit For 13 F-84's	5:00
	11-C-26-13 Oct 52	Orbit For 12 F-84's	5:00
	11-C-27-14 Oct 52	Orbit For 6 F-84's	4:00
4	11-C-22-26 Sep 52	False Mission on B-36	:25
	11-C-25-12 Oct 52	Intercept of WB-29	2:40
	11-C-28-17 Oct 52	Intercept of VB-17	1:10
	11-C-32-31 Oct 52	Area Alert on F2V	4:15
	11-C-34-3 Nov 52	Intercept of WB-29	2:00
5	11-C-29-18 Oct 52	Rehearsal for MIKE SHOT	43:10
	11-C-33-1 Nov 52	MIKE SHOT	51:35
	11-C-36-13 Nov 52	KING SHOT	49:15

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[REDACTED]

[REDACTED]

[REDACTED]

SUMMARY

The Joint Task Force Element 132.4.3.4 was initiated on 1 May 1952, by authority of General Order 51 dated 14 April 1952. Lt. Colonel Oliver M. Lagg, Commanding Officer of Flight "C", 11th Air Rescue Squadron, Katoia Island, assumed Command of the element.

A total of 17 personnel were assigned to the element from Flight "C". These personnel included the Commanding Officer, Operations Officer, an Operations Clerk, two SA-16 flight crews and two scanners.

The mission of the element was to provide search and rescue coverage at designated orbit points during the operation. This coverage was provided as requested by Headquarters Task Group 132.4.

One SAR incident occurred during these orbit missions. A complete account of the action taken by ARS aircraft with reference to the emergency is covered in the main text.

Operational control of the ARS aircraft assigned to this Element was returned to Flight "C" on 18 November 1952. On 24 November 1952, this element was discontinued for authority received from Headquarters, Air Rescue Service.

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[REDACTED]

ENCLOSURE #1

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[REDACTED]
FLIGHT 1004
11TH AIR RESCUE SQUADRON
AIR RESCUE SERVICE
APO 924

CPS 319.1.45

8 November 1952

SUBJECT: Mission Report 11-0-33-1 November 1952 [REDACTED]

TO: Commanding Officer
11th Air Rescue Squadron
APO 953 [REDACTED]

1. In compliance with AFS Regulation 55-16, and amendments thereof, Reports Control Symbol AFS-F2, the attached Mission Report is forwarded for your information.

2. Comments.

a. Call signs used by aircraft involved in this mission report are as follows:

2 SA-16's	Sugar One and Two
2 SB-29's	Sugar Three and Four (TDY from Flight "A", 11th Air Rsg Sq)
2 F-84's	Pebble Red Three and Four

b. In accordance with Joint Task Group 132.4 Operations Plan 3-52 (SACANT), two (2) SA-16 and two (2) SB-29 aircraft were sent to orbit points in the Eniwetok Area.

c. In pursuing the distressed F-84, Pebble Red Four, it was necessary for SA-16, AF 1016, Sugar One, to fly through the radioactive cloud. The Radiological Safety Monitors at Kwajalein found 1016 to be sufficiently radioactive to be parked in an isolated area on Kwajalein for five (5) days before attempting decontamination. It is presently anticipated that SA-16, 1016, will be safe for flying not later than 8 November 1952. The crew of SA-16, 1016, was exposed to from ten (10) to seventeen (17) Roentgens and will not be able to participate in any future flights or projects involving radioactivity for at least one year.

d. After landing at Kwajalein, SB-29, AF 0119, Sugar Three, was found to be radioactive. After a scrubbing and rinse, the crew of SB-29, 0119, was free of radioactivity. AF 0119 was allowed to "cool" for three days before it was free of radioactivity. AF 0119 is now in commission and flyable.

[REDACTED]
[REDACTED]

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3. Recommendations.

a. None.

4. Problems and Difficulties Encountered.

a. None.

5. Corrective Action.

a. The integral oil of the faulty propeller on SA-16, 1021, was drained and replaced. Inspection did not reveal any faulty parts. The aircraft was ground checked and test flown and cleared for flying. On a subsequent four hour and ten minute (4 plus 10) flight no malfunction was noted.

1 Incl:
Mission Report
(11-0-33-1 Nov 52)

OLIVER M. LEBG
Lt Col., USAF
Commanding

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ATTENT "C"
LIEUTENANT COLONEL R. S. J. BROWN
AIR RESCUE SERVICE
PFC 824

CFS 319.1.45

8 November 1952

- a. Mission Number: 11-0-33-1 November 1952
- b. Type of Mission: Orbit.
- c. Objective or Flight Plan: To participate in Joint Task Force 132 Project "BIV" as directed by Task Group 132.4 (Provisional) Operations Plan 3-52 [REDACTED]
- d. Date of Closing: 1 November 1952.
- e. Source and Time of Initial Alert: Operations Plan 3-52 [REDACTED] received at CFSO, 27 October 1952.
- f. Time and Date of Initial Action by Air Rescue Service: Sugar One airborne at 0415; Sugar Two airborne at 0440; Sugar Three airborne at 0545; Sugar Four airborne at 0526, 1 November 1952.

g. Brief Resume of Action Taken: Sugar One and Three proceeded to orbit point, 1040N, 16307E. Sugar Two and Four proceeded to orbit point, 1030N, 16500E. All Sugar aircraft had arrived at respective orbit points at 0705. At 1025, Sugar Two was released from orbit by Joint Task Group Air Operations Center because of a curving prop. Sugar Two returned to Kwajalein and landed at 1205 without further incident.

At 1019, the control B-29 advised Sugar One that Pebble Red Three and Pebble Red Four were running low on fuel. The two aircraft were unable to make contact with a KB-29 for refueling and were diverted to Eniwetok. Sugar One departed orbit to cover the landings at Eniwetok. Radio contact was made at 1021 on 121.5 mcs. Both Pebble Red aircraft were given D/F steers by Eniwetok D/F. While the aircraft were transmitting to Eniwetok for steers, Sugar One followed them using the AN/APS-8 Homing Adapter. At 1037 and 14,000 feet, Pebble Red Four ran out of fuel. Pebble Red Four was unable to glide to the landing strip at Eniwetok and crashed at 1048 approximately three miles from Eniwetok Island on a heading of 301 degrees from Eniwetok. Four helicopters assisted Sugar One in covering the immediate area of the crash. The canopy, one glove, and trip charts were seen at the scene of the crash. The pilot was not seen. Sugar One proceeded outbound on a heading of 301 degrees for thirty miles and returned on a heading of 121 degrees, which was the last steer given Pebble Red Four by Eniwetok VHF D/F. The area 1120N, 16230E to 1120N, 16205E to 1135N, 16205E to 1135N, 16230E was searched at five hundred (500) feet on headings of 033

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lights and 263 lights. The sweeping line search was used with one and one-half miles between legs. The helicopters searched the area of the crash and the lagoon and reef area in the vicinity.

Pebble Red Three landed at Aninetok with the fuel gauge reading zero. The right main tire was blown in landing, but the pilot was able to maintain control and stop the aircraft without further incident.

Sugar One landed at Aninetok at 1558, refueled, and took off at 1640 for return to Wajalein. Sugar One landed at Wajalein at 1700. The remainder of this mission was conducted in accordance with Joint Task Group 132.4 Operations Plan 3-52 (SOP). Sugar Three landed at 1730; Sugar Four landed at 1655.

h. Location of Objective: Pebble Red Four crashed at position 1124N, 1621E, at 1645.

i. Mission Results:

(1) Name of Missing:

(a) Robinson, Wiley P. Captain 10703 522

j. thru k. Not applicable.

l. Operational Statistics:

1. Sorties and Hours Flown by Air Rescue Services:

(a) Flight "C", 11th Air Rescue Squadron:

SA-16, 2 sorties 19:30 hours

(b) Flight "A", 11th Air Rescue Squadron:

SB-29 2 sorties 23:15 hours

2. Sorties and Hours Flown by Joint Task Force 132:

(a) Joint Task Group 132.4 (Provisional)

H-19 4 sorties 8:50 hours

OLIVER M. LEDG
Lt Col., USAF
Commanding

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KWAJALEIN NAVAL STATION
APO 824, c/o Postmaster
San Francisco, California
7 November 1952

S T A T E M E N T

Sugar One took off from Kwajalein at 0415, 1 November 1952. Sugar One orbited in position until 1019. At 1019 the control B-29, Charlie One, ordered Sugar One to perform an interception on Pebble Red Three and Pebble Red Four. Charlie One informed Sugar One that both Pebble Red aircraft were running low on fuel and were unable to make contact with either B-29 for refueling, and directed both Pebble Red aircraft and Sugar One to go to "D" channel, 121.5 mcs. Radio contact was made with Pebble Red Three and Four on "D" channel. Both Pebble Red aircraft were given VHF D/F steers by Fred D/F. Sugar One received several tones from Pebble Red Four also picked up both Pebble Red aircraft tones to Fred on our VHF-UD AM/RR-3 Hearing Adapter. At 1037 and 14,000 feet, Pebble Red Four's engine stopped due to fuel starvation. Both Pebble Red aircraft were between Fred and Sugar One. I honed in on Fred tower still monitoring Pebble Red Four on our VHF-UD Hearing Adapter. Sugar One radioed Pebble Red Four to find out what his intentions were, to which he replied he would try to land at Fred if possible, but if not he would bail out at 2,000 feet. Sugar One remained at 10,000 feet WFR until Pebble Red Four passed through 9,000 feet descending. Sugar One went into a high cloud which looked similar to a thunder storm except that this cloud was a light gray in color rather than a blue or purple color of a thunderstorm. At this time my Radiology man measured 17R. He informed the crew of radioactive charges throughout the flight with 17R being his highest reading. Sugar One let down staying 1,000 feet above Pebble Red Four at all times. Shortly before the crash of Pebble Red Four, Fred tower informed us that he saw through binoculars the seat ejection from Pebble Red Four, but did not see a parachute open, also that Pebble Red Three had landed at Fred. Pebble Red Four crashed at 1048, approximately three miles from Fred on a magnetic heading of 301° from Fred. Sugar One was approximately 30 miles from the crash at 1048.

Sugar One was assigned mission command over four helicopters. Sugar One at 500 feet proceeded outbound from Fred on a heading of 301° for twenty miles and returned on the same track as Pebble Red Four by using VHF D/F steers from Fred tower. Sugar One searched 3/4 of the lagoon at 500 feet, in a creeping line search on magnetic heading of 063° and 263° covering an area of 1120N, 16230E to 1120N, 16205E to 1135N, 16205E to 1135N, 16203E. I had the helicopters search the area of the crash and lagoon and reef area in the vicinity. Two helicopters did creeping line searches. The helicopters found one glove, three charts and a canopy at the scene of the search. One helicopter saw the drop tanks fall from Pebble Red Four before his crash landing.

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Upon receiving permission of Approval, Sugar One landed at Fred at 1558 to refuel. There was a small rain shower at Fred at this time. A/C Coglianti was sick which I assumed to be air sickness, because he has done very little flying. A 1st Lt (USAF) with a geiger counter informed us that the plane was "HOT". None of the crew had anything to eat or drink from inside the plane since before we entered the radioactive cloud. The crew was driven to Base Operations for a drink of water. While we were on the ground, General Glantzburg arrived at Fred by helicopter. He came over to our plane where I talked to him. Statements were made to this effect.

He asked if the aircraft and crew were "HOT". My reply was yes. He asked how I and my crew felt, and I answered "OK". He informed me of the possibility of the radioactive cloud moving over Fred. He then told me to take off and get back to Kwajalein as soon as possible.

Sugar One took off from Fred for Kwajalein at 1644. I headed on course for Kwajalein maintaining VFR. Approval advised Sugar One to fly local. There were one or two other planes inbound to Fred at this time. I asked for IFR clearance from Approval. They replied they were unable to give me an IFR clearance. I asked Approval for permission to proceed to Kwajalein VFR. This was granted.

At 1529 I received my IFR clearance from Kwajalein control through S-4 and Rescue Kwajalein. Sugar One landed at Kwajalein at 1700.

Local times are used.

ALBERT E. LANE
1st Lt., USAF
Aircraft Commander on Sugar One

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ENCLOSURE NO. 2

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[REDACTED]

73th Air Rescue Squadron
11th Air Rescue Group
Box 26, FPO 824

OPS 319.1.45

20 November 1952

SUBJECT: Mission Report 11-C-36-13 November 1952 (Unclassified)

TO: Commanding Officer
11th Air Rescue Group
APO 953

1. In accordance with AAS Regulation 55-16, and amendments thereof, Reports Control Symbol AAS-F2, the attached Mission Report is forwarded for your information.

2. Comments.

a. The mission number and flying time are listed as Flight "00", 11th Air Rescue Squadron, since this mission was initiated prior to reorganization date. All mission reports following will be transmitted in accordance with your message, HXMR 4-L-74.

b. Code names and call signs used in this mission report are as follows:

2 SA-16's	Sugar One and Two
1 SA-16	Dumbo 60
2 SB-29's	Sugar Three and Four
2 F-84's	Fox One and Two
6 F-84's	Pebble Aircraft

Kwajalein Naval Station	Destiny
Kwajalein Rescue Control Center	Destiny Rescue
Intermediate Refueling Area	Maggy
30 Miles Southeast Eniwetok	Forward Area
Control Destroyer, USS O'Bannon	Hickup Three
Control B-29	Charlie Control

c. The source of the May Day transmission remains unknown. No aircraft or surface vessels in the area were in distress. Several aircraft had tested the emergency position on their IFF during this mission.

d. This mission closes Joint Task Force Operation IVY in this area.

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3. Remarks.

a. None.

4. Problems or Difficulties Encountered.

a. Sugar One was unable to use the fuel in the right float tank. Both the transfer system and direct feed were tried without success. The fuel selector valve on number two engine was found to be inoperative.

b. Sugar Four returned to Destiny due to number one propeller overspeeding.

5. Corrective Action.

a. A fuel selector valve is on order (AWE) for Sugar One.

b. The sumps were checked on Sugar Four immediately after landing. No metal particles were found in the sumps and the aircraft will fly local for three flights of one, four, and five hours before being cleared for return flight to Hickam Air Force Base. This aircraft will be inspected after each flight to insure that no metal particles are found in the sumps.

1 Incl:
Mission Report
(11-C-36-13 Nov 52)

OLIVER M. LEE
Lt Col., USAF
Commanding

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[REDACTED]
[REDACTED]

OFS 319.1.15

20 November 1952

- a. Mission Number: 11-C-36-13 November 1952.
- b. Type of Mission: Orbit.
- c. Objective or Flight Plan: To participate in Joint Task Force 132 Operation IVY, (NINE SEAT) as set forth in Joint Task Group 132.4 Operations Plan 5-52 (SUGAR).
d. Date of Closing: 16 November 1952.
- e. Summary and Time of Initial Alert: JTF 132.4 Operations Plan 5-52 (SUGAR) received at 1115, 10 November 1952.
- f. Time and Date of Initial Action by Air Rescue Services: Sugar One was airborne at 0822; Sugar Two at 0835; Sugar Three at 0840; and Sugar Four at 0940, 13 November 1952.
- g. Brief Summary of Mission Status: All Sugar aircraft proceeded to their respective orbit points (Sugar Two and Four to Maggy and Sugar One and Three to the Forward Orbit point). Sugar One, Two, Three and Four arrived on orbit at 1042, 1050, 1131, and 1040, respectively. At 1109, H-Hour was moved back to 1210; and at 1120, the mission was cancelled for the day. All aircraft involved in this operation were recalled to Destiny. Sugar Two and Four remained on orbit until 1235, to cover the air refueling of Fox One and Two for the return flight to Destiny. After this refueling, Sugar Two and Four returned to Destiny, landing at 1435 and 1400. Sugar One landed at 1450. Sugar Three landed at 1440. All aircraft completed the mission without incident.

On 16 November 1952, all Sugar aircraft took off at the same times as listed in paragraph f. Sugar One and Three proceeded to the forward orbit point, and Sugar Two to Maggy. Sugar Four returned to Destiny and landed at 1020 because of number one propeller overspeeding. Sugar One, Two and Three arrived on orbit points at 1100, 0958, and 1141, respectively. Weather at Maggy was relayed to Destiny Rescue every thirty (30) minutes throughout the mission by Sugar Two. At 1120, Sugar One advised that radio silence would be maintained for thirty (30) minutes and at 1401, advised that the mission had been accomplished. Sugar One was released by Charlie Control at 1325, and returned to Destiny. Sugar One was unable to use fuel from the right float tank. After completion of sampling at 1550, all aircraft were released for return to Destiny. Sugar Two remained at Maggy until all Fox and Pebble aircraft had returned to that position and departed for Destiny.

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At 1815, Sugar Three received a MAY DAY from an unknown source. Air Operations Center initiated a communications search of all aircraft still in the air. Dumbo 10 was alerted at 1815, and held number one position for take off until all aircraft were accounted for at 1820. Dumbo 80 returned to parking area at 1915. Sugar Two landed at 1830; Sugar Three landed at 1820. All aircraft involved in this operation landed safely by 1915.

b. through k. Not applicable.

1. Operational Statistics:

1. Sorties and Hours Flown by Air Rescue Service

(a) Flight "C", 13th Air Rescue Squadron

2 SA-16's 4 sorties 50 hrs 25 min

(b) Flight "A", 11th Air Rescue Squadron

2 SB-29's 4 sorties 15 hrs 50 min

CHEVLE H. LIPP
Lt Col., USAF
Commanding

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