GENERAL ORDERS No. 39

DEPARTMENT OF THE ARMY
WASHINGTON 25, D. C., *23 August 1956*

Section
SOLDIER'S MEDAL—Awards I
COMMENDATION RIBBON WITH METAL PENDANT—Awards II

I. *SOLDIER'S MEDAL.* By direction of the President, under the act of Congress approved 2 July 1926 (WD Bul. 8, 1926), the Soldier's Medal for heroism not involving actual conflict with an enemy during the periods indicated is awarded to the following-named officers:

Chief Warrant Officer, W-2 *Jack J. Carey,* United States Army, 93d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism at Grand Canyon National Park, Arizona during the period 1 July 1956 to 11 July 1956. As a member of the U. S. Army recovery team at the site of commercial aviation's worst disaster, he voluntarily made nine flights into the treacherous depths of the canyon to recover and evacuate bodies from the scene of the crash, and to obtain vital data needed for the investigation of the accident. With complete disregard for his own safety, despite the dangerous air currents, sheer hazardous peaks, and inadequate landing spots at the crash location, and well aware that aircraft failure or misjudgment might have meant certain death, Chief Warrant Officer *Carey* contributed immeasurably to the accomplishment of this vital mission which was above and beyond the call of duty. In the performance of this perilous task he was forced to bring forth an extra reserve of skill and energy. His unhesitating and courageous action in the face of grave danger reflects great credit on himself, his unit, and the military service.

Major *Jerome B. Feldt* Artillery, United States Army, 14the Army Aviation Company (Fixed Wing—Tactical Transport), distinguished himself by heroism at Grand Canyon National Park, Arizona, during the period 1 July 1956 to 11 July 1956. As Officer-in-Charge of the United States Army rescue team at the site of commercial aviation's worst disaster, he was directly responsible for the perilous operation which successfully evacuated all bodies from the wreckage and obtained invaluable data for important investigations of the crash. Aeronautical experts and experienced mountain climbing teams had deemed the recovery of bodies and wreckage evidence an impossible task, but Major *Feldt,* familiar with the capabilities of his men and equipment, carefully studied all aspects of the problem and decided to attempt further rescue operations. He personally flew helicopter missions into the depths of the rugged, hitherto unexplored, canyon and many fixed wing search missions. The lack of personal concern in the face of great danger, the superior professional ability and presence of mind demonstrated by this officer have earned him the admiration and confidence of his associates and high government and civil officials. *Major Feldt's* outstanding performance reflects great credit on himself and is in keeping with the highest tradition of the service.

Chief Warrant Officer, W-2 *Lowell D. Johnson,* United States Army, 3d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism at Grand Canyon National Park, Arizona, during the period 1 July 1956 to 11 July 1956. As a member of the United States Army recovery team at the site of commercial aviation's worst disaster, he voluntarily made six flights into the treacherous depths of the canyon to recover and evacuate bodies from the scene of the crash, and to obtain vital data needed for the investigation of the accident. With complete disregard for his own safety, despite the dangerous air currents, sheer hazardous peaks, and inadequate landing spots at the crash location, and well aware that aircraft failure or misjudgment might have meant certain death, Chief Warrant Officer *Johnson* contributed immeasurably to the accomplishment of this vital mission which was above and beyond the call of duty. In the performance of this perilous task he was forced to bring forth an extra reserve of skill and energy. His unhesitating and courageous action in the face of grave danger reflects great credit on himself, his unit, and the military service.

Chief Warrant Officer, W-2 *Billy L. Pearson,* United States Army, 93d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism, at Grand Canyon National Park, Arizona, during the period 1 July 1956 to 11 July 1956. As a member of the U. S. Army recovery team at the site

of commercial aviation's worst disaster, he voluntarily made nine flights into the treacherous depths of the canyon to recover and evacuate bodies from the scene of the crash, and to obtain vital data needed for the investigation of the accident. With complete disregard of his own safety, despite the dangerous air currents, sheer hazardous peaks, and inadequate landing spots at the crash location, and well aware that aircraft failure or misjudgment might have meant certain death, Chief Warrant Officer *Pearson* contributed immeasurably to the accomplishment of this vital mission which was above and beyond the call of duty. In the performance of this perilous task he was forced to bring forth an extra reserve of skill and energy. His unhesitating and courageous action in the face of grave danger reflects great credit on himself, his unit, and the military service.

Chief Warrant Officer, W-2 *Howard L. Proctor* United States Army, 93d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism at the Grand Canyon National Park, Arizona, during the period 1 July 1956 to 11 July 1956. As a member of the Army Recovery Team at the site of commercial aviation's worst disaster, he volunteered, above and beyond the call of duty, to make the first descent to the scene of the accident as co-pilot of a helicopter, although aeronautical experts and experienced mountain climbers had declared the task to be impossible of completion. His complete disregard for his personal safety and complete devotion to duty helped inspire other pilots of his unit to volunteer for subsequent flights to the crash site, despite the dangerous air currents, hazardous peaks and treacherous landing spots, to recover the remains of the accident victims and to obtain invaluable data for the investigation of the accident. He later made 11 additional flights, as co-pilot and pilot, to the scene of the accident with the full knowledge that aircraft failure or misjudgment might have meant sudden death. The prompt, courageous and determined action taken by Chief Warrant Officer *Proctor* in repeatedly entering a hazardous area reflect distinct credit on himself, his unit, and the United States Army.

Chief Warrant Officer, W-2 *James P. Spearman, Jr.*, United States Army, 93d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism at Grand Canyon National Park, Arizona, during the period 1 July 1956 to 7 July 1956. As a member of the United States Army recovery team at the site of commercial aviation's worst disaster, he voluntarily made six flights into the treacherous depths of the canyon to recover and evacuate bodies from the scene of the crash, and to obtain vital data needed for the investigation of the accident. With complete disregard for his own safety, despite the dangerous air currents, sheer hazardous peaks, and inadequate landing spots at the crash location, and well aware that aircraft failure or misjudgment might have meant certain death, Chief Warrant Officer *Spearman* contributed immeasurably to the accomplishment of this vital mission which was above and beyond the call of duty. In the performance of this perilous task he was forced to bring forth an extra reserve of skill and energy. His unhesitating and courageous action in the fact of grave danger reflects great credit on himself, his unit, and the military service.

Captain *Walter E. Spriggs, Jr.* Transportation Corps, United States Army, distinguished himself by heroism at Chuar and Temple Buttes, Grand Canyon National Park, Arizona, during the period 1 July 1956 through 11 July 1956 following the crash of two giant commercial aircraft near the Eastern end of Grand Canyon National Park. This crash, commercial aviation's worst disaster, required at least an attempt to learn the cause of the tragedy to prevent future threats to the safety of commercial aviation and, if possible to locate and aid any possible survivors or bodies. Aerial searchers who discovered the wreckage on two inaccessible buttes, 2,000 feet above the floor of the Grand Canyon, together with expert mountain climbers, felt that the wreckage could never be reached, either by ground or aerial rescue efforts. Captain *Spriggs*, a pilot of a light Army helicopter, was determined to continue rescue efforts and unhesitatingly braved gale force winds and deadly drafts, that threatened to dash him against the sheer walls of the mile deep canyon, finally landing on an area not much larger than the helicopter. He returned with parts of the wreckage which enabled aeronautical experts to determine the cause of the crash. Captain *Spriggs* returned on repeated occasions and assisted in the

recovery of the bodies of all of the persons who perished in the wreckage, also his prompt and courageous actions to gather wreckage evidence, will contribute greatly to the establishment of new flight safety developments. Captain *Spriggs'* courageous actions reflect great credit on himself and the military service.

First Lieutenant *Paul S. Walker* Infantry, United States Army, 93d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism at Grand Canyon National Park, Arizona, during the period 1 July 1956 to 11 July 1956. As a member of the U. S. Army recovery team at the site of commercial aviation's worst disaster, he voluntarily made seven flights into the treacherous depths of the canyon to recover and evacuate bodies from the scene of the crash, and to obtain vital data needed for the investigation of the accident. With complete disregard for his own safety, despite the dangerous air currents, sheer hazardous peaks, and inadequate landing spots at the crash location, and well aware that aircraft failure or misjudgment might have meant certain death, Lieutenant *Walker* contributed immeasurably to the accomplishment of this vital mission which was above and beyond the call of duty. In the performance of this perilous task he was forced to bring forth an extra reserve of skill and energy. His unhesitating and courageous action in the face of grave danger reflects great credit on himhelf, his unit, and the military service.

Warrant Officer, W-1 *Robert J. Whatley, Jr.* United States Army, 93d Transportation Company (Light Helicopter) (H-21) distinguished himself by heroism at Grand Canyon National Park, Arizona, during the period 1 July 1956 to 11 July 1956. A member of the Army Recovery Team at the site of commercial aviation's worst disaster, he volunteered above and beyond the call of duty to make the first helicopter flight to the scene of the crash. With utter disregard for his personal safety, knowing that aeronautical experts and experienced mountain climbers had declared the task to be impossible of completion, Warrant Officer *Whatley* immediately chose to perform this hazardous duty despite the tremendous risks and obstacles existing at the location of the accident. Upon his arrival at the first crash site, he aided in guiding subsequent aircraft to that location, assisted in locating and recovering the remains of the victims, and then proceeded by foot to the canyon floor below the second crash site where he located the first three bodies from that plane. He later volunteered to make an additional helicopter flight to the site of the second crash which was in an even more hazardous location than the first site. Warrant Officer *Whatley's* courage, initiative, and selfless exposure to possible death reflect the highest credit on himself, his unit, and the military service.

II..COMMENDATION RIBBON WITH METAL PENDANT. 1. By direction of the Secretary of the Army, under AR 600-45, the Commendation Ribbon with Metal Pendant for meritorious achievement during the periods indicated is awarded to the following-named officers:

First Lieutenant *John H. Ahearn* Infantry, United States Army. 1 July 1956 to 11 July 1956.

Chief Warrant Officer, W-2 *George D. Brinton, Jr.* United States Army. 5 July 1956 to 11 July 1956.

Chief Warrant Officer, W-1 *Thomas B. Deason* United States Army. 3 July 1956 to 11 July 1956.

First Lieutenant *Henry Grudberg,* Transportation Corps, United States Army. 1 July 1956 to 11 July 1956.

First Lieutenant *Roy A. Hudson* Infantry, United States Army. 1 July 1956 to 8 July 1956.

Chief Warrant Officer, W-2 *Wilbur M. Isenberg* United States Army. 6 July 1956 to 11 July 1956.

Second Lieutenant *Arthur H. McDonald* Signal Corps, United States Army. 1 July 1956 to 11 July 1956.

First Lieutenant *Jack B. MacDougall* Infantry, United States Army. 1 July 1956 to 3 July 1956.

Chief Warrant Officer, W-2 *Donald Mallow, Jr.,* United States Army. 5 to 11 July 1956.

First Lieutenant *Kenneth R. Niederbrach* Signal Corps, United States Army. 1 July 1956 to 10 July 1956.

Captain *Wilmer L. Preston* Signal Corps, United States Army. 5 July 1956 to 10 July 1956.
Chief Warrant Officer, W-2 *David R. Saylor* United States Army. 6 July 1956 to 11 July 1956.
First Lieutenant *Warren A. Strong*, , Artillery, United States Army. 1 July 1956 to 10 July 1956.
Chief Warrant Officer, W-2 *Donald R. Wright* United States Army. 3 July 1956 to 11 July 1956.

2. By direction of the Secretary of the Army, under AR 600-45, the Commendation Ribbon with Metal Pendant (first Oak Leaf Cluster) for meritorious achievement during the periods indicated is awarded to the following-named officers:

Major *Jerome B. Feldt* Artillery, United States Army. 1 to 11 July 1956.
Captain *Morgan H. Mathews* Transportation Corps, United States Army. 3 to 4 July 1956.
Captain *Walter E. Spriggs, Jr.* Transportation Corps, United States Army. 1 to 11 July 1956.

By Order of *Wilber M. Brucker*, Secretary of the Army:

MAXWELL D. TAYLOR,
General, United States Army,
Chief of Staff.

Official:
JOHN A. KLEIN,
Major General, United States Army,
The Adjutant General.

Distribution:
Active Army: A.
To be distributed on a need-to-know basis to all units and headquarters down to and including companies and batteries and to units and headquarters of comparable size and responsibility.
NG and USAR: B.
To be distributed on a need-to-know basis to all units and headquarters down to and including separate battalions (administrative) and to units and headquarters of comparable size and responsibility.

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