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K318.222-3
JAN-MAR 1966

HISTORY

OF

3 AEROSPACE RESCUE AND RECOVERY GROUP

MAC

UNITED STATES AIR FORCE

TAN SON NHUT AB, REPUBLIC OF VIETNAM

1 JANUARY - 31 MARCH 1966

RCS: AU-D5 (ARS)

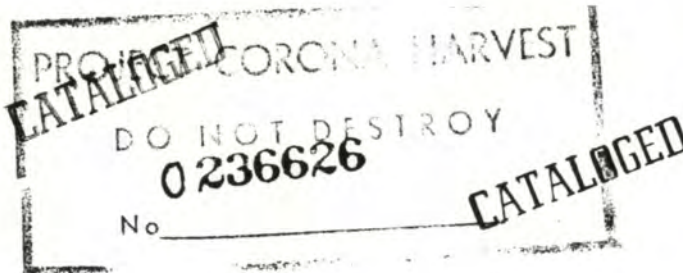
SMC

Steven C. Stefanos

STEVEN C. STEFANOS, Captain, USAF
Historian

Arthur W. Beall

ARTHUR W. BEALL, Colonel, USAF
Commander



GROUP - 4

Downgraded at 3 year intervals;
Declassified after 12 years.

CLASSIFIED BY _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO YEAR
INTERVALS DECLASSIFIED ON DECEMBER
31, 1974

DECLASSIFIED

DXIH-8-052-67

K318.222-3, JAN-MAR 1966

66-AD-0361

1. (U) The 3rd Aerospace Rescue and Recovery Group (3ARRGP) is located at Tan Son Nhut Air Base, Republic of Vietnam (RVN). The 3ARRGP was activated on the 8th of January 1966 and was formerly the 38th Air Rescue Squadron (38ARS). The Group has a Joint Search and Rescue Center, two Rescue Control Centers (RCC) and two Squadrons, the 37th ARRS and the 38th ARRS.

2. (U) Period of History: 1 January thru 31 March 1966

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3. (U) Station: Tan Son Nhut Air Base, Republic of Vietnam

4. (U) Assignment: 3ARRGP is assigned to the Aerospace Rescue and Recovery Service (MAC) and comes under the control of Commander 2nd Air Division. The 3ARRGP exercises operational control over the following units:

Dat 1, 3ARRGP, Danang AB, RVN

Dat 2, 3ARRGP, Udorn AB, Thailand

37th Aerospace Rescue and Recovery Squadron, Danang AB, RVN

38th Aerospace Rescue and Recovery Squadron, Tan Son Nhut AB, RVN

5. (U) Commander: Arthur W. Beall, Colonel, USAF FR6797

6. (U) The 3rd Aerospace Rescue and Recovery Group is responsible for meeting 2nd Air Division Search and Rescue requirements for southeast Asia. The primary mission deals with the recovery of air crew members and a secondary mission of providing local base rescue for air bases where tactical aircraft are stationed. The 3ARRGP is organized and equipped to provide rescue and recovery support.

7. (S) Operational Accomplishments:

(a) (1) The 3rd Aerospace Rescue and Recovery Group was activated on the 8th day of January 1966 at Tan Son Nhut Air Base in the Republic of South Vietnam by paragraph 2 of Special Order G-163 dated 3 December 1965. Paragraph 3 of Special Order G-163 activated Detachments 1 and 2 of the 3ARRGP located at Danang Air Base South Vietnam and Udorn Air Base Thailand respectively. The 37th Aerospace Rescue and Recovery Squadron located at Danang Air Base South Vietnam and Detachment 1 of the 37th ARRS located at Udorn Air Base Thailand were also activated by Special Order G-163 paragraphs 4 and 5 respectively. Paragraph 6 of the above mentioned order relieved the 38th Aerospace Rescue and Recovery Squadron from assignment to Headquarters Aerospace Rescue and Recovery Service and assigned it to the 3ARRGP at Tan Son Nhut Air Base South Vietnam effective on 8 January 1966. Special Orders continued to be cut while the Department of the Air Force, Military Airlift Command and Aerospace Rescue and Recovery Service organized their Rescue Forces in southeast Asia. Paragraph 1 of Special Order G-2 discontinued Detachment Provisional First, 38ARRS at Cam Ranh Bay Air Base South Vietnam effective on or about 15 January 1966. Paragraph 2 of Special Order G-2 organized Detachment 8, 38ARRS at Cam Ranh Bay Air Base South Vietnam effective 18 January 1966 and Detachment 11, 38ARRS at Tuy Hoa Air Base Vietnam effective 18 February 1966. On 11 January 1966 Special Order G-7 paragraph

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9 was published directing the effective date of Det 11 be amended to 18 January 1966. Paragraph 10 of SO G-7 amended paragraph 2 of SO G-163 to include "Hq 3rd Aerospace Rescue and Recovery Group is entitled to honors and approved emblem belonging to Hq 3rd Air Rescue Group, inactivated 18 June 1957", also paragraph 11 amended paragraph 4 of SO G-163 to read "37th ARRSq is entitled to honors and approved emblem belonging to 37th Air Rescue Squadron inactivated 8 May 1955. The 3rd Aerospace Rescue and Recovery Group is commanded by Colonel Arthur W. Beall. As commander, Colonel Beall is responsible for 2nd Air Division Search and Rescue requirements in southeast Asia. The 3ARRGP exercises operational control over the 38th Aerospace Rescue and Recovery Squadron, The Joint Search and Rescue Center, two Rescue Control Centers and the 37th Aerospace Rescue and Recovery Squadron. The primary mission of the 3ARRGP is the recovery of aircrew members and its secondary mission is that of providing local base rescue for air bases where tactical aircraft are stationed. For the period of this report aircraft assigned to the 38th ARRS have 87 combat saves and 7 non-combat saves to their credit. In order to be classified as a save an individual would have died or the definite possibility of capture existed had rescue not recovered him. Combat classification results from an individual being exposed to enemy action or was recovered from a hostile area. Non-combat is any area that is not included in the combat criteria.

(2) The Joint Search and Rescue Center of the 3ARRGP is located at Tan Son Nhut AB, RVN in the 2nd Air Division Tactical Air Control Center. The officer in charge is Lt Colonel Donald F. Karschner. All activities dealing with Search and Rescue in southeast Asia have their roots in the JSARC. Daily the officer controllers received tactical operational plans from the USAF and USN, for the following days activities and after careful analysis preposition their rescue forces accordingly.

(3) Direct radio contact and control is maintained by the Center with its airborne HC-54, HC-130, HU-16 and forward locations via KWM-2A, single side-band equipment. When a Mayday occurs, the JSARC receives on the spot information from the orbiting HC-54, HC-130 or HU-16 which has been diverted to the recovery area. The JSARC becomes the nerve center of the operation and the applicable aircraft becomes the eyes and extension of the Center. As the aircraft arrives on the scene they become the on-scene commander and then the JSARC becomes a coordinating controller. Knowledge of the locations of SAR Forces and tactical forces are a must during these operations. The excellent cooperation received to date by all branches of the service, US and allied, enable a SAR force of helicopters, fighters, tankers, and escorts to be formed and launched within a matter of minutes.

(4) The rescue operation not only deals with aircraft that are in distress but also with ground personnel that require combat medical evacuation and with vessels in distress. Another facet of the JSARC operation is locating overdue aircraft. The number of aircraft and the constant requirement for in-flight diversions make flight following a problem area. Being a combat theatre, any overdue aircraft in South Vietnam could easily be a combat casualty. Fortunately, by far, the greatest number of reported overdue aircraft have landed safely at some base other than planned destination, or have made an unscheduled enroute stop.

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(5) The JSARC has greatly increased its operation proficiency by having two Rescue Control Centers, Det 1 3ARRGP at Danang AB, RVN and Det 2 3ARRGP at Udorn AB, Thailand. The RCC is fully capable of handling any and all rescue operations that arise. All units monitor the same SAR frequency and in the event that communications between the JSARC and the rescue forces fail the RCC takes over and controls the mission in its area. All facilities are manned twenty-four hours a day seven days a week.

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(6) Briefings of SAR capabilities are constantly required due to the large turnover of forces in Southeast Asia. All flying personnel arriving in the area are given rescue briefings as soon as possible. Crews are advised of what facilities will be available, what equipment has proven to be most useful and how they can be used as a part of a successful operation. Representatives of rescue brief all new crews at Tan Son Nhut, travel to bases where tactical aircraft are located, and provide complete rescue information to each USN carrier as it arrives in the theatre. At the present time all briefings are given using flip charts. New 35 MM slides are being made which should greatly enhance the delivery of SAR information as well as provide the audience with as close as possible first hand visualization of SAR and its capabilities. In addition to crew briefings the officer controllers give a daily briefing to the Commander 2nd Air Division and his staff.

(7) Physical facilities at the JSARC at this time are extremely small, however, a move into a new site will take place in early April and will adequately satisfy our requirements.

(8) On 18 March 1966, Det 1 of the 38ARRS located at Phan Rang AB, RVN became operationally ready. This unit consists of 6 officers and 12 airmen. Initial manning was provided by TDY personnel from other units within the 38ARRS. Primary mission of Det 1, 38 ARRS is that of local base rescue with a secondary mission of aircrew recovery. Two HH-43B aircraft are assigned to the unit and were ferried from Detachment 4 and 5 of the 38 ARRS.

(9) Also during the latter part of March 1966 a new forward operating location was established at the Khe Sanh Special Forces Camp, RVN. HH-43 and Marine H-34 helicopters from Danang will preposition at this camp in support of strike missions conducted in the general area. The Marine H-34 and Det 7's HH-43s will alternate prepositioning at Khe Sanh.

(10) The 38 ARRS identified a requirement for greater night recovery capability in SEA. New techniques were developed utilizing available equipment. Follow on techniques will employ the use of infra-red devices and low level light TV.

(11) During this reporting period one HH-43's assigned to the 38 ARRS was involved in an accident. The findings of the investigation board resulted in the accident being declared a major aircraft accident. On 30 March the HH-43B SN 59-1561 in question sustained major damage when it crashed during an attempted recovery from an off base practice autorotation. Dollar loss was estimated to be \$56,184.00 and the aircraft will be out of service for

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approximately ninety days. Two HH-43's were involved in aircraft accidents not resulting in aircraft damage. Minor injuries were incurred by one crew member. The 3ARRGP experienced three ground accidents during this period resulting in injuries to two personnel.

(12) During the period of this history the aircraft assigned to the 38 ARRS were operationally ready 83.3% of the time. The 16.7% of time not operationally ready were contributed to 6.9% NOR(M) and 9.8% NORS. There are several underlying factors which are responsible for the above mentioned not operationally ready time. First, the aircraft are in a combat theatre located approximately 8000 miles from the main supply source, the United States. This creates a very extended "pipeline" and often causes logistical problems. Second, transportation of aircraft parts and spares throughout South Vietnam and Thailand is a problem because of availability of aircraft for this purpose. Third, several of our detachments are located at bases which were constructed and put in operation in a short period of time. This resulted in undermanned supply points for brief period, however, at this time we are receiving complete support from all host bases.

(13) The missions flown by the crew members of the 38 ARRS expose them continually to enemy action and hostile fire. The 87 combat saves attributed to this Group from January thru March could not have been possible were it not for continued acts of heroism and bravery on the part of these devoted members of the Aerospace Rescue and Recovery Service. Proof of their gallantry is contained in their records. During this reporting period members of the 38 ARRS have been recommended for 10 Silver Stars, 54 Distinguished Flying Crosses, 110 Air Medals, 8 Purple Hearts, and 10 Commendation Medals. To date, we have received approval for 1 Silver Star, 15 Distinguished Flying Crosses of which one was presented to SSgt Leon Fullwood by Vice President Hubert H. Humphrey during his recent visit to Vietnam, 34 Air Medals, 4 Purple Hearts and 8 Commendation Medals. The men of the 3rd Aerospace Rescue and Recovery Group are very proud of this record and consider it a distinct privilege to serve in this organization so that "Others May Live".

b. (C) Missions: Combat/Non-Combat

(1) Combat:

Det 1-3-2-24 Jan

(C) Two USMC F-4B aircraft last reported position over Hue, RVN. 3ARRGP conducted search utilizing 6 USMC UH-34 helicopters. Poor weather and mountainous terrain hampered search. No electrical or visual contact made with missing aircraft. Mission was suspended.

Det 1-3-3-31 Jan

(U) USAF F-105 pilot downed in the Gulf of Tonkin off the coast of North Vietnam. Pilot was recovered less than 250 yards off the coast when an HU-16 landed and the pararescueman dove into the water, swam to the raft, and brought the pilot back to the HU-16. The entire operation was conducted under heavy barrage of fire from the shore which came within five feet of the men in the water.

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6-38-9-12	2	Med Evac 1	0	0
6-38-41-1	4	Med Evac 1	0	0
6-38-45-7	3	Med Evac 1	0	0
6-38-47-8	6	Med Evac 5	0	0
6-38-52-13	13	Med Evac 8	0	0
6-38-53-14	2	SAR 2 per	0	0
6-38-54-14	14	Med Evac 6	0	0
6-38-57-14	4	Med Evac 1	0	0
6-38-58-15	19	Med Evac 6	0	0
6-38-59-16	4	Med Evac 1	0	0
6-38-68-19	6	Med Evac 2	0	0
7-38-4-10	1	SAR 2 per	0	0
7-38-8-16	3	SAR 2 per	0	0
9-38-7-29	4	SAR 2 per	0	0

8. (U) Personnel: Key Personnel

3ARRGP Tan Son Nhut AB, RVN

Colonel Arthur W. Beall
 Lt Colonel Donald F. Karschner
 Lt Colonel William A. Ryan Jr.
 Major Franklin H. Roberts
 Capt Rex H. Dillingham
 1st Lt James R. Haug
 CMSgt Alton R. Mangum Sr.

Commander
 Chief, JSARC
 Group Operations Officer
 Chief of Maintenance
 Flight Surgeon
 Group Supply Officer
 Inventory Management Supervisor

38ARRS Tan Son Nhut AB, RVN

Lt Colonel James L. Blackburn
 Major William C. Opfer Jr.
 Capt John H. Larson Jr.
 1st Lt Robert C. Stanford Jr.
 CWO W-4, Earl A. Wilson Jr.
 CMSgt Arthur C. Chambers
 SMSgt Don Harrelson
 MSgt Roy L. Malone

Commander
 Chief of Maintenance
 OIC, LBR Flight
 Squadron Supply Officer
 Admin Services Officer
 Maintenance Superintendent
 NCOIC, LBR
 NCOIC, Personnel/Administration

Det 1, 3ARRGP, Danang AB, RVN

Major James K. Frank

Commander

37ARRSQ, Danang AB, RVN

Major Rodney F. Redmond

Commander

Det 1 38ARRS Phan Rang AB, RVN

Capt Carlton P. Vermeys

Commander

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<u>Det 2 38ARRS Takhli AB, Thailand</u> Capt Edwin J. Christy	Commander
<u>Det 3 38ARRS Ubon AB Thailand</u> Capt Henry P. Fogg	Commander
<u>Det 4 38ARRS Korat AB Thailand</u> Capt Jerome R. Luttinger	Commander
<u>Det 5 38ARRS Udorn AB Thailand</u> Major Baylor R. Haynes	Commander
<u>Det 6 38ARRS Bien Hoa AB RVN</u> Major Maurice G. Kessler	Commander
<u>Det 7 38ARRS Danang AB, RVN</u> Major Charles E. Hamrick	Commander
<u>Det 8 38ARRS Cam Ranh Bay AB RVN</u> Capt Joe H. Watson	Commander
<u>Det 9 38ARRS Pleiku AB RVN</u> Capt Dale R. Tyree	Commander
<u>Det 10 38ARRS Bien Thuy AB RVN</u> Major Charles R. Kay	Commander

The 3rd Aerospace Rescue and Recovery Group, including Det's 1 and 2, 37th ARRS and the 38th ARRS with 11 detachments has a total manpower authorization of 155 officers and 358 airmen. The total manning document allotments presently filled are 125 officers and 290 airmen. At the time of this report, the 3ARRGP is 81.0% manned.

9. (S) Equipment: Mission Aircraft

<u>Type & Series</u>	<u>Quantity</u>
HH-43B	16
HH-43F	9
HH-3E	6

One HH-43B and one HH-43F are presently undergoing depot level repair at Bangkok Thailand. Three HC-130H aircraft are on a TDY basis to Det 5 Udorn AB, Thailand in support of SAR activities in SEA. Previous TDY forces at Det 5 included 2 HC-130H and 2 HC-54 aircraft. Four HU-16's are TDY to the RCC at Danang. A more efficient operation has resulted by replacing the 2 HH-54's with one HC-130H. The greater speed, altitude capability and advanced communications equipment of the HC-130H has increased our capability to coordinate and control SAR missions in SEA.

10. (U) Additional Remarks:

Special Order GB-29 dated 11 February 1966 awarded the Presidential Unit Citation to the 38th Air Rescue Squadron for extraordinary gallantry in connection with military operations against on opposing armed force during the period 1 August 1964 to 31 July 1965. The men of the 38th Air Rescue Squadron are extremely proud of this award and consider it a reflection not only upon themselves, but of everyone assigned to the Aerospace Rescue and Recovery Service.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-2

3 January 1966

1. Detachment Provisional, First, 38 Aerospace Rescue & Recovery Sq, is discontinued at Cam Ranh Bay AB, Vietnam, effective on or about 15 Jan 66. Personnel and equipment will be redistributed as directed by Comdr, Aerospace Rescue & Recovery Service. Disposition of organizational records will be per AFM 181-5. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

2. The following detachments of the 38 Aerospace Rescue & Recovery Sq are designated and organized at locations and with effective dates as indicated:

UNIT	LOCATION	MAC ADP CODE "6"	EFFECTIVE ON OR ABOUT DATE
Det 8. 38 Aerospace Rescue & Recovery Sq	Cam Ranh Bay AB, Vietnam	P4390800	18 Jan 66
Det 11. 38 Aerospace Rescue & Recovery Sq	Tuy Hoa AB, Vietnam	P4391100	18 Feb 66

Unit Kind and Level Code is 2527. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Detachments are funded by O&M Appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER



W. J. ATKINS, Colonel, USAF
Director of Administrative Services

DISTRIBUTION

- | | |
|---|---|
| 1 - Hq USAF (AFDAS-5, AFIGO, AFADS-1A) | |
| 3 - (AFMSG, AFOMO, AFOAPD, AFPMP, AFPDC) | |
| 2 - Hq MAC (MAFOIH) | |
| 1 - (MAASG, MABDC, MABAC, MABMA, MABIFB, MABBU, MADASR, MADASAS, MADASPD, MADASAM, MADASAD, MAIIG, MAMDC, MAMLG, MAMME, MAMMEE, MAMSS, MAEDC, MAODC, MASJA, MAXPD, MAXWP) | |
| | (MAMSSEP) |
| | (MAXMOP) |
| | (MAPEX) |
| | (MADASAO) |
| | (MAXMOR, MAXMOEO) |
| 2 - Det 2, 1 & 5, Hq MAC; Hq MAC MET #1 & #2 | |
| 2 - 375 Mil Airlift Wg; 89 Mil Airlift Wg (PER); 443 Mil Airlift Wg; 89 3 - Mil Airlift Wg | |
| 2 - AU Library; ARPC, AFLC (MCSEM, MCSDC) | |
| 1 - Res and Coord Sec, Ref Svc Br, MPRC, St Louis, Mo | |
| 1 - Resident Auditor, Bldg 750 Scott AFB, Ill | |
| 1 - 375 AB Gp (ABAM/RM) | |
| | 15 - AWSAS |
| | 2 - 21 AF (DAS); 22 AF (DAS); AAVS |
| | 30 - Aerospace Rescue & Recovery Svc |
| | 5 - 38 Aerospace Rescue & Recovery Sq; Det 7, Hq MAC; PACAF |
| | 5 - Comdr, Ea Base Concerned |
| | 5 - Ea Unit Concerned |

G-2

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-163

3 December 1965

1. The following Air Rescue Service units are redesignated at locations indicated, with no change in assignment, effective on or about 8 Jan 66:

<u>FROM</u>	<u>TO</u>	<u>LOCATION</u>	<u>UNIT KIND & LEVEL CODE</u>
Hq, Air Rescue Service	Hq, Aerospace Rescue & Recovery Service	Orlando AFB, Fla	8753
Hq, Eastern Air Rescue Center	Hq, Eastern Aerospace Rescue & Recovery Center	Robins AFB, Ga	2475
Hq, Central Air Rescue Center	Hq, Central Aerospace Rescue & Recovery Center	Richards-Gebaur AFB, Mo	2485
Hq, Western Air Rescue Center	Hq, Western Aerospace Rescue & Recovery Center	Hamilton AFB, Calif	2495
Hq, Atlantic Air Rescue Center	Hq, Atlantic Aerospace Rescue & Recovery Center	Ramstein AB, Germany	2515
Hq, Pacific Air Rescue Center	Hq, Pacific Aerospace Rescue & Recovery Center	Hickam AFB, Hawaii	2505
31 Air Rescue Sq	31 Aerospace Rescue & Recovery Sq	Clark AB, Philippines	2527
33 Air Recovery Sq	33 Aerospace Rescue & Recovery Sq	Naha AB, RYUKU	2527
36 Air Recovery Sq	36 Aerospace Rescue & Recovery Sq	Tachikawa AB, Japan	2527
38 Air Rescue Sq	38 Aerospace Rescue & Recovery Sq	Tan Son Nhut Afla, Vietnam	2527
41 Air Rescue Sq	41 Aerospace Rescue & Recovery Sq	Hamilton AFB, Calif	2527
48 Air Recovery Sq	48 Aerospace Rescue & Recovery Sq	Eglin AFB, Fla	2527

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SO G-163, DAF, Hq MATS, Scott AFB, Ill. 62226

3 December 1965

Para 1 (Cont'd)

<u>FROM</u>	<u>TO</u>	<u>LOCATION</u>	<u>UNIT KIND & LEVEL CODE</u>
54 Air Recovery Sq	54 Aerospace Rescue & Recovery Sq	Goose AB, Canada	2527
55 Air Rescue Sq	55 Aerospace Rescue & Recovery Sq	Kindley AFB, Bermuda	2527
57 Air Recovery Sq	57 Aerospace Rescue & Recovery Sq	Lajes Fld, Azores	2527
58 Air Rescue Sq	58 Aerospace Rescue & Recovery Sq	Wheelus AB, Libya	2527
67 Air Recovery Sq	67 Aerospace Rescue & Recovery Sq	Prestwick MOA Aflld, UK	2527
76 Air Rescue Sq	76 Aerospace Rescue & Recovery Sq	Hickam AFB, Hawaii	2527
79 Air Rescue Sq	79 Aerospace Rescue & Recovery Sq	Andersen AFB, Guam	2527

Records will be processed in accordance with AFM 181-5. Morning Reports will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2 and DAF ltr AFOMO 49n1.

2. The 3 Aerospace Rescue & Recovery Group, having been activated and assigned to MAC, is organized at Tan Son Nhut Aflld, Vietnam, under appropriate UMDs within current command grade and space authorizations, and further assigned to the Pacific Aerospace Rescue & Recovery Center, effective on or about 8 Jan 66. Unit Kind and Level Code is 2526. MAC ADP Code "6" is P403. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Unit is funded by O&M Appropriation. Initial Morning Report will be prepared in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2 and DAF ltr AFOMO 49n1.

3. The following detachments are designated and organized at locations indicated, effective on or about 8 Jan 66:

3 December 1965

Para 3 (Cont'd)

<u>UNIT</u>	<u>LOCATION</u>	<u>MAC ADP CODE "6"</u>
<u>Det 1, 3 Aerospace Rescue & Recovery Group</u>	Da Nang Aflld, Vietnam	P4030100
<u>Det 2, 3 Aerospace Rescue & Recovery Group</u>	Udorn Aflld, Thailand	P4030200

Unit Kind and Level Code is 2526. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Units are funded by O&M Appropriation. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

4. The 37 Aerospace Rescue & Recovery Squadron, having been activated and assigned to MAC, is organized at Da Nang Aflld, Vietnam under appropriate UMDs within current command grade and space authorizations, and further assigned to the 3 Aerospace Rescue & Recovery Group, effective on or about 8 Jan 66. Unit Kind and Level Code is 2527. MAC ADP Code "6" is P437. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Unit is funded by O&M Appropriation. Initial Morning Report will be prepared in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2 and DAF ltr AFOMO 498nl.

5. Det 1, 37 Aerospace Rescue & Recovery Squadron, is designated and organized at Udorn Aflld, Thailand, effective on or about 8 Jan 66. Unit Kind and Level Code is 2527. MAC ADP Code "6" is P4370100. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Unit is funded by O&M Appropriation. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

6. The 38 Aerospace Rescue & Recovery Squadron is relieved from assignment to Hq, Aerospace Rescue & Recovery Service, and assigned to the 3 Aerospace Rescue & Recovery Group at Tan Son Nhut Aflld, Vietnam, effective on or about 8 Jan 66. Records will be processed in accordance with AFM 181-5. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2 and DAF ltr AFOMO 498nl.