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3ARRGp Hist., January 1971

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CHAPTER II

OPERATIONS, TRAINING, AND SAFETY

OPERATIONS

Primary Function

(S) The primary function of Headquarters, 3ARRGp, is to serve as the command and control agency for all USAF rescue forces in SEA. In addition to serving as the operations center for SAR forces, 3ARRGp Operations is responsible for Standardization/Evaluation, Communications, and Training, Group-wide. To accomplish the combat SAR mission, rescue aircraft are strategically positioned throughout SEA to provide quick response for the SAR missions. The HH-53B/C "Jolly Green" helicopters stand ground alerts and fly airborne orbits. The HC-130P "King" aircraft fly airborne orbits and serve as Airborne Mission Commanders (AMC). In addition, the HC-130Ps and HH-53B/Cs operate as a team using air-to-air refueling to provide rapid-reaction time for SAR efforts. A-1E "Sandy" aircraft provide rescue escort (RESCORT) and fire suppression of hostile ground forces. HH-43B/F "Pedro" helicopters provide Local Base Rescue (LBR) and a SAR capability within a 75-nautical mile radius of their assigned base. The authorized force posture for 3ARRGp is:

a. The SAR aircraft are stationed as follows:

1. DaNang AB, RVN

(a) Nine HH-53C rescue helicopters call sign "Jolly Green", assigned to the 37ARRSq.

(b) Two A-1s, call sign "Sandy 9 and 10", of the 56th

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Special Operations Wings Forward Operating Location (FOL) are on daily alert to perform RESCORT duties.

2. Pien Hoa AB, RVN

(a) Two HH-53C rescue helicopters, call sign "Jolly Green", positioned at the 37ARRSq's FOL.

(b) Two A-1s, call sign "Sandy 7 and 8", of the 56th SQW's FOL on daily alert to perform RESCORT duties.

3. Cam Ranh Bay AB, RVN

Eleven HC-130P rescue aircraft, call sign "King", assigned to the 39ARRSq. These aircraft also serve as aerial refueling tankers for the rescue helicopters.

4. Udon RTAFB, Thailand

(a) Thirteen HH-53B/C rescue helicopters, call sign "Jolly Green", assigned to the 40ARRSq.

(b) Two HC-130P rescue aircraft positioned at the 39ARRSq's FOL.

5. Makhon Phanom RTAFB, Thailand

(a) Four A-1s, call sign "Sandy 1-4", from the 56th Special Operations Wing are on daily alert for RESCORT duties.

(b) Two HH-53B/C rescue helicopters, call sign "Jolly Green", positioned at Det 1, 40ARRSq.

6. Ubon RTAFB, Thailand

(a) Two HH-53B/C rescue helicopters, call sign "Jolly Green", positioned at the 40ARRSq's FOL.

(b) Two A-1s, call sign "Sandy 5 and 6", from the

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56th Special Operations Wing are TDY from Nakhon Phanom RTAFB and are on daily alert to perform RESCORT duties.

7. HH-43B/F - 3ARRSq

Twenty-one HH-43B/F rescue helicopters, call sign "Pedro", of the 3ARRSq are stationed at 10 detachments throughout the Republic of Vietnam and Thailand. While primarily utilized as LER aircraft, when necessary and as requested by the JRCC, these helicopters perform combat ACR missions.

8. Other

Available resources of the U.S. Army, Navy, Marines, and Air Force, as required, are diverted to the SAR mission and become a part of the SAR Task Force (SARTF).

b. Resources of the 3ARRGp are fraggged as follows:³

1. Four HC-130P aircraft are fraggged daily for the first-light to last-light orbits: one in the vicinity of Attapeu, Laos; and one in the vicinity of Pakxane, Laos. In addition, an HC-130P stands 30-minute alert at Udorn from first-light to last-light, and one HC-130P stands 30-minute alert at Cam Ranh Bay from first-light to last-light. This latter aircraft is on 24-hour alert as a backup for use as an AMC or tanker, should the need arise; it reverts to a 45-minute alert posture from last-light to first-light.

2. Two HH-53C helicopters orbit over the Gulf of Tonkin south of the DMZ, as required. These helicopters are on station while U.S. reconnaissance aircraft are flying in the eastern half

3. See page 15 for orbit positions.

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of Route Package I in North Vietnam.⁴

3. Two HH-53C helicopters maintained on strip alert at Da Nang; they are on 15-minute strip alert from first-light to last-light (when not flying the orbit described in paragraph 2 above). From last-light to first-light, the alert posture reverts to a 45-minute strip alert for the two aircraft.

4. Two HH-53C helicopters are maintained on 15-minute strip alert at Dien Hoa from first-light to last-light.

5. Two HH-53E/C helicopters are maintained on strip alert at Nakhon Phanom; they are on 15-minute strip alert every day from first-light to last-light (except for the airborne orbit over Central Laos during the last 2½ hours of daylight).⁵

6. Two HH-53E/C helicopters are maintained on strip alert at Udon; they are on 15-minute strip alert from first-light to last-light (except for the airborne orbit over the Southern Laotian Panhandle during the last 2½ hours of daylight).⁵

7. Two A-1 aircraft are on 15-minute strip alert at Da Nang from first-light to last-light.

8. Two A-1 aircraft are on 15-minute strip alert at Dien Hoa from first-light to last-light.

9. Four A-1 aircraft are on 15-minute strip alert at Nakhon Phanom from first-light to last-light. Two of these aircraft are frugged to orbit with the "Jolly Greens" as described in paragraph 5.

4. Route Package I is in North Vietnam above the DMZ and below 16° North.

5. This orbit is flown to insure rapid-reaction time before last-light in the event a SAR effort is required.

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NORTH
VIETNAM

SEA
SAR POSTURE

LAOS

JG/A-1
ORBIT

L-90

(T)

HC-130P
ORBIT

UDORN

NKP

2HH-53
ORBIT

(I)

DA NANG

THAILAND

JG/A-1
ORBIT

(J)

UBON

HC-130P
ORBIT

PLEIKU

CAMBODIA

SOUTH
VIETNAM

CAM
RANH
BAY

BIEN HOA

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10. Two A-1 aircraft are on 15-minute strip alert at Ubon from first-light to last-light. These aircraft are frugged to orbit with the "Jolly Greens" as described in paragraph 6.

Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 75 total saves during the quarter; 60 combat saves and 15 non-combat saves were made.⁶ The total number of saves for 3ARRGp since 1 December 1964 now stands at 3247 (2226 combat and 1021 non-combat).

3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 7770.7 hours during the quarterly reporting period.⁷

Standardization

(U) Major Arthur W. McCants departed this quarter, and there has been no replacement assigned as HII-43 Standardization Pilot.

(U) 3ARRGp standardization personnel conducted 7 visits to subordinate units during this quarter.⁸

Joint Rescue Coordination Center (JRCC)

(U) The Joint Rescue Coordination Center is co-located with the Seventh Air Force Combat Operations Center (Bluechip) at 7AF Headquarters and is primarily dedicated to providing coordinated direction of the various multi-service forces when they are involved

6. Appendix 2 lists the number of saves for each month of the quarter.

7. Appendix 3 lists the number of flying hours by type airframe for each month.

8. Appendix 4 lists the dates, units visited, and action taken.

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in Search and Rescue (SAR) operations. The JRCC also serves as a source of information and communications concerning rescue procedures and resources among all U.S. forces in SEA.

(C) The JRCC is maintained under the Directorate of Aerospace Rescue (DSR), who is also the Commander, 3rd Aerospace Rescue and Recovery Group. The DSR is directly responsible to the Commander, Seventh Air Force, in his capacity as SAR Coordinator of the SEA Sub-Region.⁹ Because of the vast land and sea area under the responsibility of the DSR and the limited number of SAR dedicated resources, it is imperative that personnel from all services be available for rapid SAR response and, although each service commander maintains operational control of his forces, a centralized coordination of all SAR activities is essential. The JRCC (Joker) and its subordinate RCCs, OL-Alpha (Queen) at Son Tra AB, RVN and OL-Bravo (Jack) at Udorn RTAFB, Thailand maintain an around-the-clock operation to provide this coordination.⁹

(U) In March, operational control of the 3ARRGp Intelligence function was transferred from Operations to the JRCC. This move will provide the JRCC with a dedicated Intelligence operations and supplement the support presently received from 7AF Combat Operations Center (Bluechip) Intelligence.

Operating Location - Alpha

(S) The area of responsibility for Operating Location - Alpha is the Da Nang SAR Sector. This is defined as the land area bounded by 1000N, 10600E, 1400N, minus the northeast portion of

9. See map on page 18. The area of responsibility for each RCC is shown.

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NORTH
VIETNAM

LAOS

UDORN
ROC (JRN)

NKP

THAILAND

UBON

BANGKOK ROC

14-00N

CAMBODIA

106E

SOUTH
VIETNAM

DA NANG
ROC (QUIN)

PLEIKU

CAM
RAN
DAY

DIEN HOA
TAN
JROC (QUIN)

REPRODUCED FROM STAFF REPORT
NO. 100-100-100-100

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Cambodia; and adjacent water within the Saigon FIR.

(U) There were 16 missions controlled by OL-A at Son Tra AB, RVN (Monkey Mountain) during the quarter. Twenty-five saves were credited; 24 were combat saves and 1 was a non-combat save.

(U) The following is the number of personnel authorized and assigned during the quarter:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>TOTAL</u>
AUTHORIZED	5	6	11
ASSIGNED	5	5	10

Operating Location - Bravo

(U) The area of responsibility for Operating Location - Bravo is the Udorn SAR Sector. This is defined as the land area for all of Thailand and all of Laos except that portion east of 10600E; all of North Vietnam west of 5 miles inland from the Gulf of Tonkin and minus the southern portion assigned to Da Nang SAR Sector.

(U) There were nine missions controlled by OL-B at Udorn RTAFB, Thailand during the quarter. Eleven saves were credited; all 11 being credited as combat saves.

(U) The following is the number of personnel authorized and assigned during the quarter:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>TOTAL</u>
AUTHORIZED	5	6	11
ASSIGNED	5	7	12

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A MAC and AFSC Representative are scheduled to arrive 1 April. The duty of the test pilot, the MAC and AFSC Representatives will be temporary. All others have a one-year contract.

(1) At the close of this period, the three PAVE IMP project aircraft are each undergoing acceptance checks and a phase inspection. Training will begin in April.

Aircraft Battle Damage and Losses

(2) During the quarter, ten 3ARRGp aircraft sustained battle damage as a result of hostile actions. There were no losses to enemy fire, and the total Group aircraft losses remain at 32: 14 HH-3Es, 11 HH-43E/Fs, 3 HH-53B/Cs, 2 HU-16s, and 2 HC-130Ps.¹⁴

14. Appendix 9 lists aircraft battle damage by month.

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CHAPTER IV

PLANS AND REQUIREMENTS

ARRS Programming Plan 69-1

(U) ARRS Programming Plan 69-1 provided for conversion of the SAR/ACR helicopter force in SEA from HH-3s to an all HH-53 force. That action has been completed. Programming Plan 69-1 was closed out by progress report #17, dated 5 March 1971.

ARRS Programming Plan 70-8

(U) ARRS Programming Plan 70-8, Relocation of Local Base Rescue Assets (LBRs) was closed out by progress report #8, dated 20 February 1971.

Other Programming Actions

(U) The 40ARRSq at Udorn RTAFB, Thailand received its first three of a programmed five Limited Night Recovery System (LNRS) equipped HH-53Cs and lost two of the four remaining HH-53Bs. The HH-53Cs were flown to SEA via Alaska and Japan. The HH-53Bs were returned to Hamilton AFB, California via the same route. The last two LNRS equipped HH-53Cs are scheduled for delivery to the 40th in May 1971, at which time the last two HH-53Bs will be returned to the CCNUS. At that time the entire SAR/ACR helicopter force will be the newer HH-53C.

(U) The 40ARRSq is presently programmed to move from Udorn RTAFB, to Nakhon Phanom RTAFB, Thailand (USAF FD 73-1) during FY 2/72. This is the result of actions initiated early in calendar year 1970, intended to place the unit closer to its primary mission

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area. Final action on this move will depend on availability of support facilities and overall force beddown considerations for SEA forces.

(8) Planning continues for the move of the 37ARRSq from the East to the West side of Da Nang AB, RVN. This move is made necessary by the Improvement and Modernization (I&M) program for Da Nang. Actual relocation of the squadron should take place in August 1971.

(7) Another action resulting from the I&M program for Da Nang will be the relocation of Det 7, 38ARRSq. This will also be a move from the East to the West side of the base. Exact location and facilities are yet to be identified by the 366TFW Commander.

(9) As a result of proposals made during April and August 1970, the 38ARRSq headquarters function is programmed to consolidate with the 3ARRGp headquarters on 1 July 1971. This action will impact all ten detachments of the 38th also. Those units will become detachments of the 3ARRGp at the time of this consolidation. This action will result in a total manpower savings of six airmen and five officers.

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CHAPTER V
MISCELLANEOUS

Glossary (U)

ACR	Aircrew Recovery
AFSC	Air Force Speciality Code
AMC	Airborne Mission Command
DET	Detachment
DSR	Director of Aerospace Rescue
FIR	Flight Information Region
FOL	Forward Operating Location
IRAN	Inspection and Repair As Necessary
JRCC	Joint Rescue Coordination Center
LBR	Local Base Rescue
LLTV	Low Light Level Television
LNRS	Limited Night Recovery System
NKP	Nakhon Phanom RTAFB, Thailand
NORM	Not Operationally Ready, Maintenance
NORS	Not Operationally Ready, Supply
OL	Operating Location
RTAFB	Royal Thai Air Force Base
SANDY	A-1 aircraft stationed at Nakhon Phanom RTAFB, Thailand
SAR	Search and Rescue
SARTF	SAR Task Force
SEAOR	SEA Operational Requirement
TACC	Tactical Air Control Center