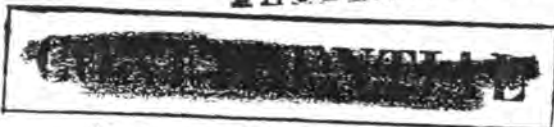


UNCLASSIFIED



(This page is unclassified)

MICROFILMED
Project CHECO

HISTORY

OF THE

HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

1 JANUARY - 31 MARCH 1968

PREPARED BY
MAJOR KEITH W. LOWRY
UNIT HISTORIAN
HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

APPROVED BY:

Paul E. Locke
COLONEL PAUL E. LOCKE
COMMANDER
30 APRIL 1968

DECLASSIFIED

REF: DOD Directive 5200.1E, para 3-201

Action Taken: SEP 16 1975

BY:

James J. Dupre
JAMES J. DUPRE, MAJOR, USAF

(This page is unclassified)



UNCLASSIFIED

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

VHPA 185

3rd AEROSPACE RESCUE & RECOVERY GROUP

ORGANIZATIONAL EMBLEM

(U) Significance: The emblem is symbolic of the Group. The color allures to the sky, the primary theater of Air Force operations, and yellow to the excellence of Air Force personnel in assigned duties. The globe represents worldwide search, rescue, and recovery operations performed by the Group. The cross depicts location of distressed personnel or required rescue operations. The lightning bolt denotes adversity (hostile forces or elements) which must be overcome to effect successful SAR operations and the arrow the response of the Group's forces to all emergencies.

(U) Motto: PER ADVERSA AD LRECTIONEM - Through adversity to the Rescue.

(U) Blazon: On a shield of the sky proper, a sphere azure, rimmed and gridded or, superimposed in the southwest area of the sphere a cross and three lightning bolts gules, a lightning flash bendwise argent, pierced by and arrow vert, all within a diminished bordure or.

(This page is unclassified)

CONTENTS

	<u>Page</u>
List of Supporting Documents	
Chapter I. MISSION AND ORGANIZATION	1
The Mission	1
Subordinate Functions	1
Organization	1
Organizational Emblem	3
Organization Chart	4
Location of Rescue Forces	5
Chapter II. RESOURCES	6
Personnel	6
Authorized vs Assigned	6
Roster of Key Personnel	6
Clark Personnel Conference	6
MAC Manpower Survey	7
39th ARPS Manning	7
Administrative Specialists	7
Awards and Decorations	7
Civic Action Program	7
Emphasis on People Program	8
Aircraft	9
Chapter III. OPERATIONS	12
1000th Combat Svc	12
Tot Offensive	13
JMAC Team to Korea	14
Air Refueling Operations	14
A-1E Support at Da Nang	15
Da Nang Med-Evac	15
Sky Genie Re-evaluation	15
Standardization	16
CUT	16
Distinguished Visitors	17
Chapter IV. JOINT SEARCH AND RESCUE CENTERS	18
Relocation of JMAC	18
Designated SAR Centers	19

List of Supporting Documents

Chapter V.	PLANS AND REQUIREMENTS	21
	SARRGP Programming Plan I	21
	Seek Down	21
	Southeast Asia Operational Requirements	21
Chapter VI	MAINTENANCE/SUPPLY	24
	Maintenance	24
	Operational Status	24
	HH-3E TRAN Program	24
	HH-53B T-64 Engine	24
	HH-43B Rotor Blade Attrition	25
	Aircraft Battle Damage	25
	Supply	25
	Significant NCRS Rates	25
	Personal Protection Measures	26
	DECORATIONS	27
	Decorations by Rank	27
	Decorations by Name	28
	SARRGP J.O. G-40, 18 March 68	42

CHAPTER I

MISSION AND ORGANIZATION

THE MISSION

(U) To provide a tactical force for employment to rescue and evacuate personnel engaged in operations in or adjacent to hostile territory; provide Local Base Rescue Units at selected bases; plan, organize, coordinate, and control the execution of personnel rescue operations; provide command and control of subordinate units, provide Joint Search and Rescue Center and Rescue Coordination Centers at selected locations. Geographical area of operations is Southeast Asia.

(U) Subordinate Functions - Directorate of Aerospace Rescue and Recovery (DAR - 7th Air Force. Commander, 3rd Aerospace Rescue and Recovery Group).

1. Advises the Commander, 7th Air Force on matters pertaining to Rescue and Recovery requirements and procedures.
2. Coordinates on matters pertaining to all Aerospace Rescue and Recovery Service activities, requirements, and responsibilities in Southeast Asia (SEA).
3. Exercises operational control of all rescue forces in SEA in accordance with policies established by the Commander, 7th AF and/or Commander, Pacific Aerospace Rescue and Recovery Center (PAC ARRC).
4. Keeps the Commander, Pacific Aerospace Rescue and Recovery Center (PAC ARRC) informed of SAR/Recovery requirements and all planned or conducted SAR operations.
5. Reports directly to the Commander, Pacific Aerospace Rescue and Recovery Center on command and administrative matters.

ORGANIZATION

COMMAND ORGANIZATION

(U) The 3rd ARRGp is assigned to the Pacific Aerospace Rescue and Recovery Center of the Aerospace Rescue and Recovery Service (PARC) and comes under the operational control of the Commander, 7th Air Force. The 3rd ARRGp exercises command over the following units:

(This page is unclassified)

Joint Search and Rescue Center (JSARC), Tan Son Nhut AB RVN
OL 1, 3d AARCGp (Rescue Coordination Center), Son Tra AB RVN
OL 2, 3d AARCGp (Rescue Coordination Center), Udorn RTAFB Thailand
37th Aerospace Rescue and Recovery Squadron, Da Nang AB RVN
38th Aerospace Rescue and Recovery Squadron, Tan Son Nhut AB RVN

Det 1, 38th AARCSq, Phan Rang, AB RVN
Det 2, 38th AARCSq, Takli RTAFB Thailand
Det 3, 38th AARCSq, Ubon RTAFB Thailand
Det 4, 38th AARCSq, Korat RTAFB Thailand
Det 5, 38th AARCSq, Udorn RTAFB Thailand
Det 6, 38th AARCSq, Bien Hoa AB RVN
Det 7, 38th AARCSq, Da Nang AB RVN
Det 8, 38th AARCSq, Cam Ranh Bay AB RVN
Det 9, 38th AARCSq, Fieilan AB RVN
Det 10, 38th AARCSq, Dinh Tuy AB RVN
Det 11, 38th AARCSq, Tuy Hoa RVN
Det 12, 38th AARCSq, Nha Trang AB RVN
Det 13, 38th AARCSq, Phu Cat AB RVN
Det 14, 38th AARCSq, Tan Son Nhut AB RVN

39th Aerospace Rescue and Recovery Squadron, Tuy Hoa AB RVN

OL 1, 39th AARCSq, Udorn RTAFB Thailand
Det 2, 39th AARCSq, Clark AB Philippines

40th Aerospace Rescue and Recovery Squadron, Udorn RTAFB Thailand

Det 1, 40th AARCSq, Nakhon Phanom RTAFB Thailand

(U) These units are located in three nations and are responsible for search and rescue activities in an area encompassing 1.1 million square miles extending from the Mekong River Delta to the Chinese border and to the Burmese Frontier.

(U) The 3rd AARCGp headquarters is located at Tan Son Nhut AB, Republic of Vietnam. The units under the command of the group are located in the Republic of Vietnam, Thailand, and the Philippines.

(U) The only organizational change to take place was the re-designation on 18 March of Det 2, 37AARCSq, Udorn RTAFB, Thailand as 40th Aerospace Rescue and Recovery Squadron. Additionally, Det 1, 37AARCSq became Det 1, 40th AARCSq. (1) This change had no effect on the mission of these units and the unit at Nakhon Phanom, Det 1, 40th AARCSq retained its separate identity in the 3rd AARCGp Command Control structure.

(This Page is Unclassified)

APPROVAL OF ORGANIZATIONAL EMBLEM

(U) In February information was received from the Awards division of the United States Air Force Military Personnel Center, (USAFMPC) Randolph AFB, Texas that the proposed 3rd ARRGp organizational emblem had been slightly modified. Further if we concurred with the modification they would forward the official emblem painting and order the flag drawings. Colonel Leske concurred with modification and a USAFMPC letter dated 18 March 1968 notified the 3rd ARRGp of the final approval of the emblem. This correspondence and attachments are permanent records and will be retained by this unit. Photographs may be obtained in accordance with paragraph 12, AFR 900-3. The negative number is KE 23749.

(This page is unclassified)

3RD ARRGP ORGANIZATION CHART

COMMANDER

INFORMATION

ADMINISTRATION AND PERSONNEL

JOINT SEARCH
AND RESCUE
CENTER

PLANS &
PROGRAMS

SAFETY

SUPPLY

MAINTENANCE

OPERATIONS

OL-1
Son Tra
AB RVN

OL-2
Udorn RTAFB
Thailand

PILOT
STANDARDIZATION

INTELLIGENCE

37ARRS
Da Nang AB
RVN

38ARRS
Tan Son Nhut
AB RVN

39ARRS
Tuy Hoa AB
RVN

40ARRS
Udorn RTAFB
Thailand

Det 1, 40ARRS
Nakhon Phanom
Thailand

14 Dets
Thailand & RVN

~~OL-1
Udorn RTAFB
Thailand~~

~~Det 2,
Clark AB
Philippines~~

(This page is unclassified)

NORTH VIETNAM

LAOS

UDORN

DET 5, 38ARRS

OL-1, 39ARRS

40 ARRS

OL-2, 3RD ARRG

NAKHON PHANOM

DET 1, 40ARRS

THAILAND

TAKHLI

DET 2, 38ARRS

KORAT

DET 4, 38ARRS

UBON

DET 3, 38ARRS

DANANG

DET 7, 38ARRS

37 ARRS

OL-1, 3RD ARRG

PHU CAT

DET 13, 38ARRS

*BANGKOK

PLEIKU

DET 9, 38ARRS

CAMBODIA

TUY HOA

DET 11, 38ARRS

39 ARRS

PHNOM PENH

NHA TRANG

DET 12, 38ARRS

CAM RANH BAY

DET 8, 38ARRS

BIEN HOA

DET 3, 38ARRS

YAN SON NHUT

3RD ARRG

DET 14, 38ARRS

*SAIGON

PHAN RANG

DET 1, 38ARRS

BENH THUY

DET 10, 38ARRS

SOUTH VIETNAM

CHAPTER II

RESOURCES

PERSONNEL

AUTHORIZED VERSUS ASSIGNED

(U) Manpower authorizations remained relatively stable during the quarter with only one officer slot, the flight surgeon being deleted. This position had not been filled since the second quarter of the calendar year 1967. The reduction of six assigned airmen from last quarter was equally divided between operation specialist assigned to the JSARC and the Administration section. A breakdown of figures of officers, airmen, and civilians is as follows:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIANS</u>	<u>TOTAL</u>
AUTHORIZED	19	24	1	44
ASSIGNED	19	22	1	42

ROSTER OF KEY PERSONNEL

Colonel Paul E. Leske,	Commander
Colonel Robert E. Freshwater,	Vice Commander
Colonel Jack W. Holman,	Chief of JSARC
Lt Colonel Norman V. Rudrud,	Chief of Operations
*Major Richard J. Hamilton,	Chief of Maintenance
Major John H. McLeaish,	Chief of Plans
Major William M. Sempsey,	Information Officer
Captain Thomas J. Crouch,	Chief of Administrative Services
1stLt Herbert N. Ehrlich,	Supply Officer

CLARK PERSONNEL CONFERENCE

(U) A personnel conference was convened at Clark AB, Philippines on 1 March 1968 to discuss communications, manning, and personnel problems existing within the 3rd AREGp and its subordinate units, which were a result of 61st MAW (CRPO) support. Prior to the arrival of PAC AREG and 61st MAW representatives several discussions concerning personnel and manning problems of the 3rd AREGp were conducted by representatives of Hq MAC, Hq ARES, Commander PAC AREG, and Vice Commander, 3rd AREGp. Items discussed included: Proper handling and mailing of written communications, corrected personnel rosters, re-establish 3rd AREGp Order cutting authority, establishment of control procedures for diversion and reassignments by 3rd AREGp, control of Individual Personnel Folders, Manning Authorizations, and manning of Det 2, 39ARES.

(This page is unclassified)

* PCS Departed 11 March 1968 - No replacement.

MAC MANPOWER SURVEY

(U) As a result of the Clark Personnel Conference Lt Col Passetti of Det 7, MAC (Manpower) visited the 3rd ARRGp, 37th, 38th, 39th, and 40th ARRS squadrons for the purpose of reviewing the current manning requirements and determine the future manning requirements. From this information changes could be made to the Command Manning Personnel Document (CMPD) now in effect. It is expected that a number of critical personnel shortages will be fully manned with minor increases in officer strength while effecting an overall reduction in manpower.

39th ARRS MANLINE

(U) The manning of the 39th ARRS in enlisted maintenance (electrician, engine med.) and aircrew positions (flight engineers) became an item of special interest. Do to the personnel processes which assigned these men to Det 2, 39th ARRS at Clark AB then diverting them to the 31st ARRS the manning in some AFSC's was reduced to a critical level. Through the Clark Personnel Conference and further action initiated by the Group Command interest was generated and major improvements were forecast for the following quarter.

ADMINISTRATIVE SPECIALISTS

(U) A continuing shortage of qualified administrative specialist still exists throughout the 3rd ARRGp. The small helicopter detachments which are assigned one administrative specialist suffered the most from this problem. A majority of the personnel in this area are of lower rank and skill level, unable to receive training from higher qualified personnel.

AWARDS AND DECORATIONS

(U) The numerical and personnel listing of individual awards and decorations are contained in Appendix I.

CIVIC ACTION PROGRAM

(U) The 3rd ARRGp has actively supported the Co-Mhi-Wien-Viet Hoa Orphanage in the Cholon district of Saigon since 1966. The orphanage was found in 1869 by French nuns and with their departure in 1954 the task was assumed by the Vietnamese sisters of the Catholic Congregation of St Paul de Charter. In January plans were being made for a traditional Tet party to be given at the orphanage by personnel of the 3rd ARRGp, but the Viet Cong Tet Offensive caused this to be canceled. 3rd ARRGp personnel were able to make telephone contact with the Sister Superior after the initial attacks

(This page is unclassified)

in the Cholon area and ascertain that they were safe and not in need of immediate aid. Because of the fighting in the Cholon area the Sister Superior advised the 3rd ABRGp personnel to not visit the orphanage both to protect our personnel and prevent drawing Viet Cong attention to the orphanage. After the Cholon district was declared secure 3rd ABRGp personnel visited the orphanage and distributed a supply of clothing, toys, and candy. Over 300 pounds of assorted clothing, food, and toys were received from stateside donors. A 150 pound shipment was received from Det 10, Atlantic Air Rescue and Recovery Center. At the end of the quarter plans for the near future included starting were English speaking classes for the children of the orphanage.

EMPHASIS ON PEOPLE PROGRAM

(U) The following items and projects concerning the Emphasis on People Program were initiated and completed during the quarter:

- a. A new dayroom was constructed in the lower bay of Barracks No. 878. The target date for completion was 31 March and was marked by a ribbon cutting ceremony and Group party.
- b. A public information bulletin on which current news releases of 3rd ABRGp activities was placed in the coffee bar.
- c. As a result of the flagrant rumors prevalent since the VC Tet Offensive the intelligence officer was directed to conduct daily intelligence briefings to keep our personnel properly informed and abreast of the true local situation.

~~CONFIDENTIAL~~

AIRCRAFT

(C)(GP-3) While Headquarters, 3rd ARRCp did not possess any aircraft of its own, it is significant to note the aircraft operated by the subordinate units. These aircraft consisted of both fixed wing and rotary wing types. The HC-130P was the only fixed wing aircraft and was assigned to the 39th ARRS. The helicopter complement consisted of three types; the HH-3F, assigned to the 37th ARRC and Det 1, 40th ARRS; the HH-43P/F, assigned to the 38th ARRS, and the HH-53F, assigned to the 40th ARRS.

(C)(GP-4) The following aircraft were delivered to Nakhon Phanom for assembly and shipment as listed below:

<u>TYPE</u>	<u>SERIAL</u>	<u>DELIVERY DATE</u>	<u>UNIT ASSIGNED</u>
HH-3F	67-14706	14 Feb 68	Det 1, 40th ARRS
HH-3F	67-14708	14 Feb 68	37th ARRS
HH-3F	67-14709	24 Feb 68	37th ARRS
HH-3F	67-14710	28 Feb 68	37th ARRS
HH-3F	67-14712	2 Mar 68	37th ARRC
HH-3F	65-12786	2 Mar 68	37th ARRS

(C)(GP-4) The following aircraft were lost to hostile action during the quarter:

- a. HH-3F, 64-14237, 15 January 1968
- b. HH-43F, 62-4525, 8 February 1968

(C)(GP-4) Total aircraft strength at the end of the quarter was as follows:

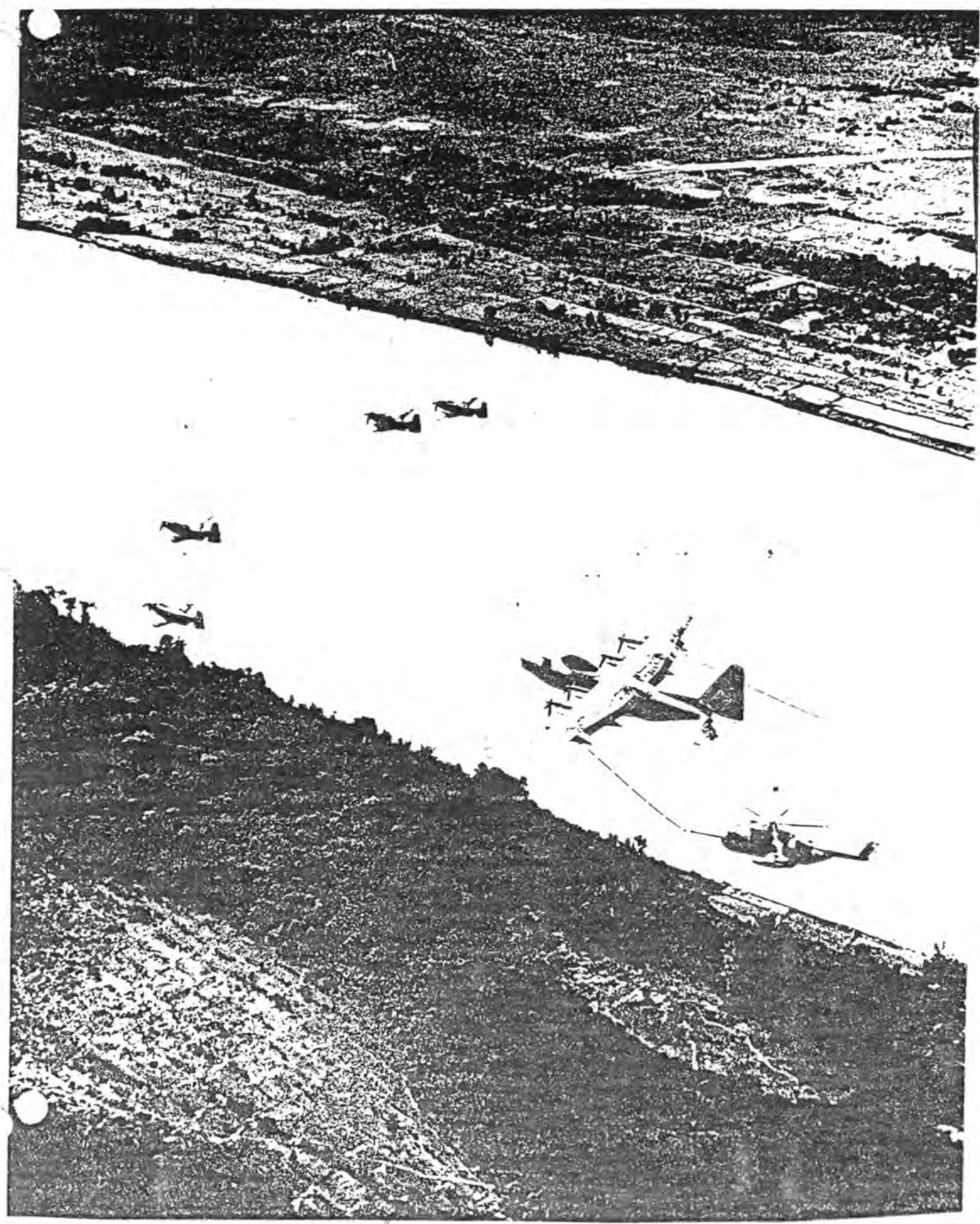
<u>AIRCRAFT TYPE/SERIES</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
HH-3F	22	22
HH-43P	24	24
HH-43F	8	7
HH-53P	6	6
HC-130P	11	11

~~CONFIDENTIAL~~

HC-130P REFUELS JOLLY GREEN GIANT

(U) An HC-130P refuels an HH-3E Jolly Green Giant rescue helicopter over South Vietnam. Four A-1 Skyraiders (Sandies) fly cover for the operation.

(This page is unclassified)



CHAPTER III

OPERATIONS

(U) The primary function of the Headquarters, 3rd Aerospace Rescue and Recovery Group was to serve as the command and control agency for all USAF Rescue Forces in Southeast Asia. Serving in this capacity as the operational center for SAR Forces, the specific responsibilities also included:

Providing for a Group Standardization Section, Intelligence Section, and Training Section.

(U) The units under 3rd AARGp were responsible for 265 combat saves and 103 non-combat saves for a total number of 368 saves for the quarter. The number of saves by the Group units during the Vietnam conflict now totaled 1674 of which 1213 were combat saves and 461 were non-combat saves. The combat classification results when a rescue has been accomplished in which the individual rescued has been exposed to enemy action or has been recovered from a hostile area. A non-combat save is credited when an individual could have died in a non-hostile environment if rescue forces had not recovered him.

1000th Combat Save.

(U) On 28 February, Major Dale Odeman and his Jolly Green crew of Det 1, 37ARRSq at Nakhon Phanom made the 1000th combat save since rescue operations started in Southeast Asia in 1964. The recovery was made near the Ku Chia pass separating North Vietnam and Laos. The F-105 pilot, Captain Gene I. Basel, from the 355 Tactical Fighter Wing was picked up on his 79th combat mission. As a result of his misfortune he received two broken legs and during the course of the rescue the pararescueman, Sergeant Joseph H. Duffy, made a hoist descent into the jungle to assist in recovering the pilot. This was Major Odeman's first pickup and Sergeant Duffy's 21st. Other crew members of Detachment 1 making the save were:

This Page is Unclassified

~~CONFIDENTIAL~~

Captain George W. Greer, Co-Pilot
Sergeant Mickey D. Barry, Flight Mechanic

~~CONFIDENTIAL~~ Tet Offensive.

During this quarter, commencing early in the morning of 30 January, the enemy attacked Da Nang, Hue and Saigon, the majority of the country's 44 provincial capitals, and 12 major U.S.-Vietnamese Air Bases. This was the beginning of the long predicted "Winter-Spring Offensive", now known as the Tet Offensive. From the outset two primary elements of the enemy's strategy clearly emerged. For the first time in the Vietnam conflict the enemy attacked in strength and numbers at population centers, attempted to hold them. Also, he concentrated mortar, rocket, and assault tactics upon virtually every air base, air strip, and fire support base in the country. Since much of the U.S. and RVNAF advantage over the communists is predicated upon the strike and logistics mobility accrued from unrestricted movement in the air, it would greatly increase the enemy chances if he could cripple that capability by severely punishing, or even overrunning the air bases. And by taking the flight into the cities, the Viet Cong and NVA further hoped to restrict allied airstrike and firepower advantage. Their attacks though creating havoc and wide spread destruction ultimately failed to achieve its objectives and subjected their forces to large losses in personnel and equipment.

No 3rd Group personnel were lost in this action and only one individual, a flight mechanic assigned to Det 14, 38ARRS received wounds. Those Group personnel residing in Saigon, including the Group Commander and Vice Commander, were forced to remain in their quarters from one to three days depending upon available transport and location in Saigon. On the second day of the Tet Offensive the Group Commander drove his vehicle unharrassed from his billet in downtown Saigon to Tan Son Nhut AB and other personnel were picked up by armed unit personnel using Group trucks. The personnel on base residing in the barracks and BQI areas were relatively secure and were able to report for duty. Most of the normal duties were curtailed because of suspected infiltrators on the base and major effort being expended to protect the base. Once the initial enemy thrust had been repelled the Group personnel returned to normal duties. The majority of the

~~CONFIDENTIAL~~

off-base personnel were required to remain on-base overnight and slept in such places as the Headquarters, JSARC and on the floor in temporary billets. Some of the enlisted men were assigned to additional housekeeping duties in the Group and on the base which were normally done by local Vietnamese labor. Other than personal inconveniences the Group personnel incurred no major difficulties in doing their job.

The second phase in the Tet Offensive at Tan Son Nhut commenced in the early hours of 18 February with a 122MM rocket attack. This was followed by a quick succession of more attacks in both daylight and evening hours. The last attack occurred on 29 February. Though approximately 100 rounds impacted in diverse areas on Tan Son Nhut no damage or injuries were incurred by the Group. As a result of these attacks an expanded effort to protect unit personnel was initiated both by the base and the unit. The mortar revetments at the barracks was strengthened, a mortar shelter was constructed at the Headquarters, personnel were issued flak vests, and personnel weapons which were stored in the Group Supply Section. During these attacks all the unit personnel performed their duties in the finest military manner.

~~(CONFIDENTIAL)~~ JSARC Team to Korea.

On 2 February, Colonel Jack Holman (then Lt Col), OIC JSARC, and Lt Col John Collins, JSARC Army Liaison Officer, were directed to proceed to Det 9, PAC ARRC Osan, Korea to develop and establish a SAR concept of operations in support of the military buildup resulting from the North Korean seizure of the U.S. Navy vessel, Pueblo. They returned to 3rd Group 1 March after completing their assigned task and being relieved by Pac ARRC personnel.

(U) Air Refueling Operations.

At the outset of this quarter air-to-air refueling was six months old in Southeast Asia and had advanced from theory, experiment, and standard procedure stages in a span of a year. 3rd Group units are now averaging 120 air-to-air refueling hookups a month. An extraordinary feat in a small time frame and the precedent, no doubt, of the concept of Rescue and Recovery techniques to be employed in the future.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

A-1E Support at Da Nang.

At the end of March, General Monyer, Commander 7AF, directed the 1st Air Commando Squadron to provide three A-1E Sandy aircraft for support of the 37th ARRS at Da Nang AB, RVN. Two aircraft would be on strip alert during daylight hours with the third aircraft as backup. These aircraft were programmed to be in place and ready for alert on 1 April 1968.

(U) Da Nang Med-Evac.

Although rescue helicopters are not tasked to be used as medical evacuation aircraft the Tet Offensive negated this policy for the purpose of saving lives. A large number of casualties required immediate evacuation to the U.S. Navy Hospital Ships Repose and Sanctuary in Da Nang harbor. Because of a shortage of med-evac helicopters the HH-3's of the 37th and the HH-43's of Det 7, 38ARRS were pressed into action. From 30 January through 29 February they moved 1724 patients, from the Da Nang area to the ships. The exact breakdown is as follows:

<u>Acraft</u>	<u>Sorties</u>	<u>Flying time</u>	<u>Patients</u>
HH-3E	122	88.6	975
HH-43B/F	1014	116.0	749

(U) Sky Genie Re-evaluation (Reference History Sep-Dec 67)

During the period 13 through 15 March, a series of eleven descents were accomplished with the standard and modified Sky Genie Descent Control Devices.

The eleven descents were made from a hover position at a height of 200 feet, only minor twists in the rope were encountered and these were easily shaken out by the pararescueman. At no time was descent stopped. The average elapsed time was 20 seconds. The most rapid descent was 11.5 seconds. The only problem encountered was the rapid build up of heat. The leather gloves weren't adequate for the heat generated during the extremely rapid descents. It is recommended that asbestos liner be provided to wear under the

~~CONFIDENTIAL~~

leather gloves. This is required for rapid descents.

The modified Sky Genie with the built in "hands off" brake performed well. The brake provided a positive stop anywhere along the descent.

When the rope is coiled and the Sky Genie Device is threaded in accordance with company instructions the descent device is suitable for making rapid descents from helicopters. Trained pararescuemen can safely use this device for descents into clear areas. The use of such a device over jungle canopy is not recommended because the pararescueman might become entangled in such a manner that his safety might be jeopardized.

(U) Standardization.

The Group Standardization pilot (HH-43), Major John Schaeffer, conducted visits to ten of the fourteen HH-43 detachments during the period and prior to his rotation in early February. Captain Carl Bonante, HH-32 Group Standardization pilot, visited the 37th AHC at Da Nang. Since Captain Bonante's rotation on 3 February the Group has not been assigned an HH-3/HH-53 pilot.

(U) On-The-Job Training (OJT)

An exceptional high number of airmen (288) Group wide still remained in OJT. This figure represented 32% of the total assigned airmen. A plaque was presented to the 38th AHC by the 61st Military Airlift Wing for having the best OJT Program among PAC AHC units from October through December 1967. Additional emphasis was placed on assisting the 40th AHC, the newest squadron, in building an effective program. Several OJT assistance visits were made by personnel of the Group training section to provide maximum aid. The overall Group pass rate for the quarter was 70%, the Air Force standard.

(This Page is Unclassified)

(U) Distinguished Visitors.

The Honorable Malvin Price, U.S. Representative, State of Illinois was briefed by Colonel Leske, 13 January, on Rescue in SEA.

General Howell E. Estes, Commander MAC, and Major General Joseph P. Cunningham, Commander 22nd AF (MAC) were briefed by Colonel Leske on the past and present status of the 3rd Group.

O.K. Armstrong, former member of Congress, presently on the editorial staff of Readers Digest Magazine visited the Group on 25 March, and received a briefing on the activities of the 3rd Group.

This Page is Unclassified

CHAPTER IV

JOINT SEARCH AND RESCUE CENTER (JSARC)

(U) The primary purpose of the Joint Search and Rescue Center was to provide coordinated direction of multi-service forces when they were involved in Search and Rescue Operations; the secondary purpose was to develop a free and unrestricted flow of information that would establish close cooperation and action between U.S. Forces represented in the Southeast Asia theatre.

(U) The JSARC fulfilled the responsibilities of the 7th Air Force Commander through his Directorate of Aerospace Rescue (DAR Commander JAFRCp) at Tan Son Nhut AB, RVN, to preposition his SAR Forces at strategic locations throughout his area of responsibility. However, because of the size of the area requiring SAR coverage and the limited number of primary SAR vehicles; it was essential that equipment and personnel from all services be available if the objective of rendering assistance to distressed personnel be satisfied. Although each Service Commander retained primary responsibility for his own personnel and equipment, the recovery of combat personnel from friendly and hostile areas necessitated centralized coordination of all SAR facilities. The JSARC (King) at Tan Son Nhut AB and the subordinate Rescue Coordination Centers (RCCs) at Son Tra AB, RVN (Queen) and Udorn RTAFB, Thailand (Compress) provided a 24 hour duty posture to coordinate SAR activities in SEA. Through close cooperation with the 7th AF Command Post and subordinate Tactical Air Control Centers (TACCs) this system successfully maintained a ready posture and response to all requests for assistance. These centers monitored the status and movement of SAR Forces, directed rescue missions, and provided the command and control required for such an operation. The normal personnel complement consisted of an Officer Controller, NCO Coordinator, and Ground Radio Operator. At the JSARC and RCCs, if the mission dictated, additional personnel were available to assist the team on matters of Intelligence, Weather, Aircraft Resource status and capability, and direction through the Commander, 3rd Group.

This Page is Unclassified

RELOCATION OF JSARC:

(U) The JSARC was physically moved on 10 January to the 7AF Command Post. This move was at the personal direction of General Monyer, Commander 7AF. The new location provides the JSARC with improved communications, intelligence, weather analysis, and information on available aircraft resources. By this move the liaison agencies within 7AF are able to gain a more comprehensive view of current SAR Operations.

THE DESIGNATED SAR SECTORS OF THE SOUTHEAST ASIA SUB-REGION ARE:

A. (U) Saigon SAR Sector - JSARC, Tan Son Nhut AB, RVN. South Vietnam south of 14-00N, Cambodia, and adjacent water within the Saigon FIR.

B. (U) Da Nang SAR Sector - RCC, Son Tra AB, RVN. Land area bounded by 18-00N, 106-00E, 14-00N, minus the northeast portion of Cambodia, and adjacent water within the Saigon FIR.

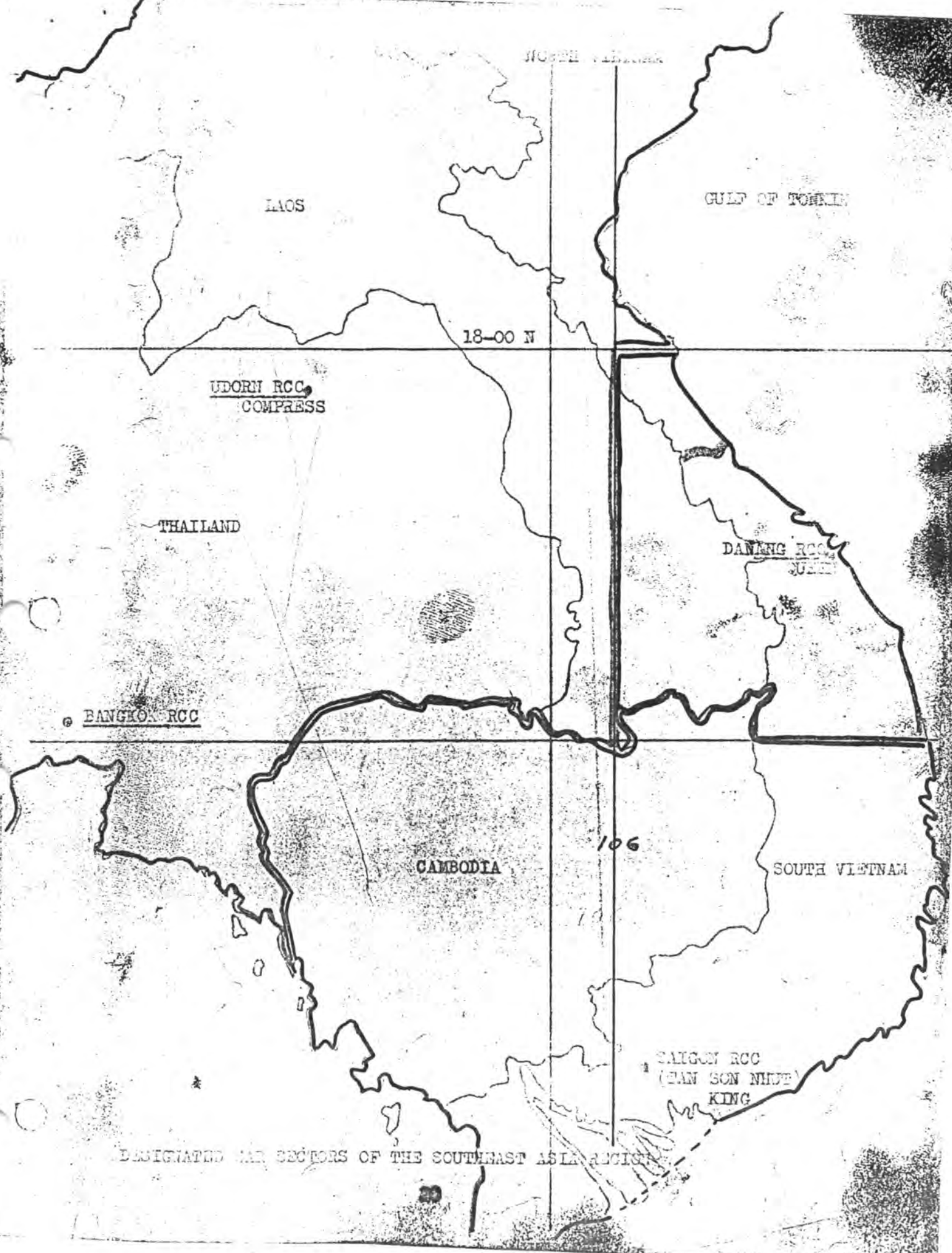
C. (U) Udorn SAR Sector - RCC, Udorn RTAFB, Thailand. All of Thailand, all of Laos, except that portion east of 106-00E, all of North Vietnam west of five miles inland from the Gulf of Tonkin and minus the southern portion assigned the Da Nang Sector.

D. (U) Gulf of Tonkin SAR Sector - 7th Fleet or as assigned by the Commander, 7AF.

E. (U) Bangkok SAR Sector - RCC at Don Muang RTAFB, Thailand. The land and water areas within the Bangkok FIR.

Note: This Sector was not operational at the time of this report.

This Page is Unclassified



NORTH VIETNAM

LAOS

GULF OF TONKIN

18-00 N

UDORN RCC
COMMISS

THAILAND

DANANG RCC
JUN

BANGKOK RCC

CAMBODIA

106

SOUTH VIETNAM

SAIGON RCC
(TAN SON NHUT)
KING

DESIGNATED AIR SECTORS OF THE SOUTHEAST ASIA REGION

~~CONFIDENTIAL~~

CHAPTER V

PLANS AND REQUIREMENTS

(U) During the past quarter the Group Plans and Requirements Section continued coordination or initiated action on the following projects:

(~~CONFIDENTIAL~~) 3rd AFHQ Programming Plan I

This plan defines the operating procedures and requirements for 3rd Group units. The plan was revised with Change Nbr 5, published 15 February and Change Nbr 6, by message, 26 March. Change Nbr 5 contains minor revisions. Change Nbr 6 (Annex Charlie) revised the normal Western SAR posture from strip alerts at Forward Operating Locations to airborne alert using aerial refueling during the period Alpha Strike Forces are operating.

(~~CONFIDENTIAL~~) "Seek Dawn"

During the reporting period several meetings were held with lateral agencies involved with the installation of the electronic control system known as "Seek Dawn" at Udorn RTAFB and Son Tra AB. The purpose of these meetings was to coordinate the procurement of communication and radar positioning equipment for the Rescue Coordination Centers located in the "Seek Dawn" facilities.

(~~CONFIDENTIAL~~) Current Status of SEACRS. As of 31 Mar 68.

- 44. Airborne Ground Fire Warning Device. Dated 9 Sep 65. Contract effective 5 Feb 68. One prototype to be delivered 6 months after contract.
- 41. Miniature Aircrew Survival Radio. Dated 24 September 1965. Qualification tests of prototypes underway. Now to be completed March 1968. Production units will follow immediately.
- 40. Portable Visual Approach and Airfield Lighting. Dated 1 March 1966. Now best preliminary estimate received. Tests of new lighting concept completed. Recommendation was expected by 15 January 1968.

~~CONFIDENTIAL~~

- #46. Rescue Direction Finding and Ranging System. Dated 3 April 1966. First article delivered January 1968, second in February 1968, third and fourth to be delivered March 1968.
- #58. Pararescue Transceiver Helmet. Dated 28 September 1966. Letter contract awarded. Prototype due April 1968.
- #60. Tactical Employment Command and Control System. Dated 17 October 1966. Concept of operations has been completed and approved. Project has been funded.
- #102. Automatic Integral Weight and Balance System for HH-3E/HH-53B. Dated 3 August 1967. Best preliminary estimate received.
- #111. Aircraft Fuel Cell Explosion Suppression. Dated 3 April 1967. All best preliminary estimates have been received. Estimate installation to start for HH-43/HH-3E/HH-53/HC-130P FY 4/68. Estimate completion by FY 2/69.
- #112. Identification Panels. Dated 3 April 1967. 500 units were delivered January 1968, 5000 units in February 1968. 3663 units to be delivered March 1968.
- #114. Search and Rescue Night Recovery System. Dated 3 April 1967. Money request published 9 February 1968.
- #123. Discretionary Descent System. Dated 17 April 1967. Best preliminary estimate has been approved. Further action is pending receipt of funds.
- #125. Bullet-Resistant Windshields and Side View Panels for SEA Rescue and Support Helicopter. Dated 17 April 1967. Awaiting the results of the manufactures technology program for improving present techniques.

~~CONFIDENTIAL~~

- ~~CONFIDENTIAL~~
- #144. Survival Kit Gas Masks. Dated 31 July 1967. Funds have been requested. Class V Mods.
 - #17. Installation of FM-622A Radio. Dated 23 February 1966. In excess of 1,200 radios have been delivered. Requirements exceed 1,600.
 - #49. Install Engine Air Particle Separator. Dated 21 January 1967. PACAF recommends to proceed with current program despite power loss or provide an alternate solution.
 - #93. ECM Equipment for SAR Aircraft. Dated 16 June 1967. A two phase plan for study has been received from Cornell Aeronautical Laboratory and Approved. Phase A (11 Dec - 2 Feb 68) will provide Radar Homing and Warning requirements and generic ECM requirements based upon estimated radar cross-section data. Phase B. (22 Jan - 1 Mar 68) will provide refined ECM requirements, technology assessment and recommendations of equipment types.
 - #102. Light Weight Armor for HH-3E/HH-43E/P. Dated 21 August 1967. Money request written and in staff coordination.
 - #97. Modernize Doppler System HH-3C/E Aircraft. Dated 21 July 1967. A money request has been written and is in staff coordination.

(S) New SEACORE.

- #129 Redundant Start System and Battery for HH-53E. Dated 21 February 1968. No report.
- #170. Hover Weight Computer. Dated 29 February 1968. No report.
- Modified Stokes Litter. Requested. 2 received 21 December 1967.

CHAPTER VI

MAINTENANCE/SUPPLY

(U) The principal mission of the Maintenance/Supply Section was to provide operationally ready aircraft for all rescue needs.

(U) During the period of this report the 3rd Group Operational Ready Rate was 81%, the NORM rate 11.7%, and the NORS rate 6.9%. The breakdown by aircraft was as follows:

<u>Aircraft Type</u>	<u>Operationally Ready</u>	<u>NORM</u>	<u>NORS</u>
HC-130P	93.0%	6.8%	2.0%
HH-3E	71.0%	20.7%	8.3%
HH-43B/P	86.8%	7.7%	5.5%
HH-53B	57.7%	24.1%	18.5%

HH-3E IRAN Program.

(U) The HH-3E IRAN program continued to operate at Don Mueang Airport, Thailand, under contract by Lockheed Aircraft Services Company. One aircraft was completed and returned to operational status during the quarter.

HH-53B T-64 Engine Program.

(U) Because of limited space and facilities the teardown and buildup of the T-64 engine for the HH-53B helicopter could not be performed at Udorn RTAFB, Thailand. The alternate plan of performing this maintenance at Nakhon Phanom RTAFB, Thailand was also rejected due to inadequate facilities. As an interim measure it was resolved to airlift the engines to North Island Naval Air Station, San Diego, California. Target date for completion of the JEFM facility was expected by mid-May 68.

(This Page is Unclassified)

~~CONFIDENTIAL~~

HH-43B/F Rotor Blade Attrition.

(U) From past history with the onset of the monsoon season, a greater blade failure rate appeared highly probable. Note: The blades are constructed of laminated wood. As a precautionary measure, all HH-43 detachments were instructed to wash and wax all their rotor blades every seven days or every five flying hours, whichever occurs first. The normal procedure is to perform this task every seven days or ten flying hours.

Aircraft Battle Damage and Losses.

~~(S)~~ A total of six aircraft incurred major battle damage during the quarter. One HH-3E assigned to Det 1, 37ARRS was lost in Jan while participating in a Rescue Mission in North Vietnam. One HH-43 assigned to Det 9, 36ARRS was lost due to hostile groundfire while on a Rescue Mission in the vicinity of Pleiku, South Vietnam. Two HH-43s of Det 14, 36ARRS were damaged in two separate incidents at Tan Son Nhut AB, RVN. One, while in flight during the Tet Offensive and the other damaged on the alert pad by enemy shelling. An HH-43B incurred major damage at Pleiku by an enemy mortar round. Lastly, one HH-53B received numerous holes from hostile groundfire while on a rescue mission. All the damaged aircraft were repaired by the units and returned to a operationally ready state in minimum time.

Supply

Significant NORS Rates.

(U) The HH-43 NORS rate of 5.5% was attributed to untimely engine damage to aircrafts 59-1561 and 60-254 which incurred 112 days of NORS-G time. In addition both left hand and right hand blades received extensive battle damage resulting in 55 days NORS-G time. As a result, special levels have been established on all 1615JC H1 Value components.

~~CONFIDENTIAL~~

(U) The HH-3B NORS rate of 8.3% was largely attributed to a transmitter which resulted in 22 days NORS-G time and a landing gear strut which caused 16 days NORS-G time.

(U) The HH-53B NORS rate of 18.5% was attributed to 11 items resulting in 397 days NORS-G time. The following access and days apply: Automatic Flight Control System (AFCS) amplifier (77 days), AFCS Gyro (55 days), Tachometer vibration isolator (49 days), Push to test fuel switch (45 days), voltage regulator (38 days), rotor head sleeve and spindle assembly (31 days), hydraulic hose (31 days), hydraulic hose (27 days), main gear box (21 days, main gear box cooling radiator (23 days), AFCS relay (19 days, and the oil system manifold (12 days).

(U) As a result of the high NORS and A-NORS rate for given items all units were directed to submit AF Forms 1906 to establish special supply levels. The Group through AFMS, requested command assistance and apprised, AFIC and System Support Managers of the supply support deficiency.

Personal Protection Measures.

(U) After the Tet Offensive it was clearly demonstrated that the need for increased protection for all personnel. The Supply Section drew from Base Supply M-16 rifles for all enlisted personnel and 38 caliber revolvers for all Officers assigned to Group Headquarters. Additionally each individual was issued a flak vest. To protect the personal weapons a gun locker was constructed in the Supply Section and a weapons control system was established to facilitate the issuing of these weapons on short notice. Also, a gun locker was constructed in Barracks 878 to supplement the defence force in the enlisted barracks area.

This page is Unclassified

DECORATIONS

1 JANUARY - 31 MARCH 1968

TOTAL	1LT	COL	LTC	MAJ	CPT	1LT	2LT	CWO	CPS	SMS	MSG	TSQ	SSG	SGT	AIC
	550	0	18	49	149	50	0	1	0	5	24	38	94	90	32
SG	10			3	2	1							1	1	2
DPC	86		4	9	25	9					2	5	13	16	3
AFN HDL	4												1	3	
ISN	24		2	3	6			1		1	2	4	2	3	
AD	391		12	33	102	37				4	20	24	67	68	24
AFON	37			3	2	3						5	11	11	2
PH	4			1	1									1	1