

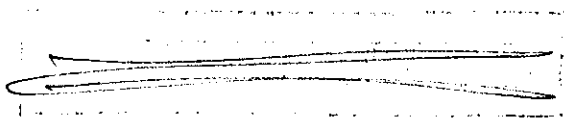
HISTORY OF THE
3D AEROSPACE RESCUE AND RECOVERY GROUP
HEADQUARTERS
1 JULY - 30 SEPTEMBER 1967

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UNIT HISTORIAN
HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

APPROVED BY:

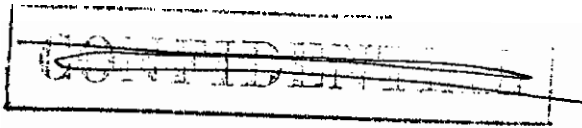
Paul E. Leske
COLONEL PAUL E. LESKE
COMMANDER

*Declassified by authority
of SAF /AAZDD 28 June 1994*
Classified by Sp 3
GENERAL DECLASSIFICATION
ORDER 116
CATEGORY Indefinite



GROUP-3
Downgraded at 12 year intervals;
Not automatically declassified.

VHPA 183



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2. MAC SO G-148, 1 August 1967

3. MAC SO G-167, 11 September

CHAPTER I
MISSION AND ORGANIZATION

THE MISSION

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.

SUBORDINATE FUNCTIONS - Directorate of Aerospace Rescue and Recovery (DAR) - 7th Air Force. Commander, 3d Aerospace Rescue and Recovery Group:

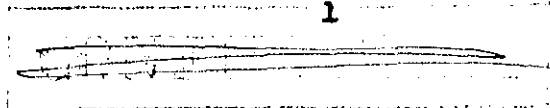
1. Advises the Commander, 7th Air Force on matters pertaining to Rescue and Recovery requirements and procedures.
2. Coordinates on matters pertaining to all Aerospace Rescue and Recovery Service activities, requirements, and responsibilities in Southeast Asia (SEA)
3. Exercises operational control of all rescue forces in SEA in accordance with policies established by the Commander, 7th Air Force and/or Commander, Pacific Aerospace Rescue and Recovery Center (PARRC).
4. Keeps the Commander Pacific Aerospace Rescue and Recovery Center (PARRC) 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

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

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



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Det 1, 37th ARRSq, Nakhon Phanom AB Thailand
 Det 2, 37th ARRSq, Udorn AB Thailand

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

Det 1, 38th ARRSq, Phan Rang AB RVN
 Det 2, 38th ARRSq, Takhl1 AB Thailand
 Det 3, 38th ARRSq, Ubon AB Thailand
 Det 4, 38th ARRSq, Korat AB Thailand
 Det 5, 38th ARRSq, Udorn AB Thailand
 Det 6, 38th ARRSq, Bien Hoa AB RVN
 Det 7, 38th ARRSq, Da Nang AB RVN
 Det 8, 38th ARRSq, Cam Ranh AB RVN
 Det 9, 38th ARRSq, Pleiku AB RVN
 Det 10, 38th ARRSq, Binh Thuy AB RVN
 Det 11, 38th ARRSq, Tuy Hoa AB RVN
 Det 12, 38th ARRSq, Nha Trang AB RVN
 Det 13, 38th ARRSq, Phu Cat AB RVN
 Det 14, 38th ARRSq, Tan Son Nhut AB RVN

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

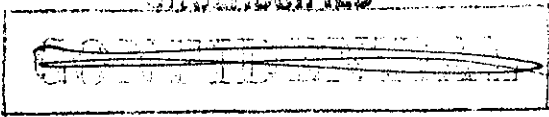
OL 1, 39th ARRSq, Udorn AB Thailand
 Det 2, 39th ARRSq, Clark AB Philippines

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

The 3d ARRGF headquarters is located at Tan Son Nhut 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.

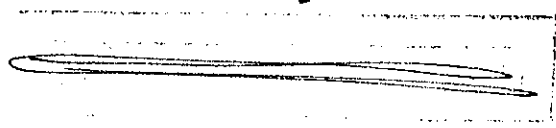
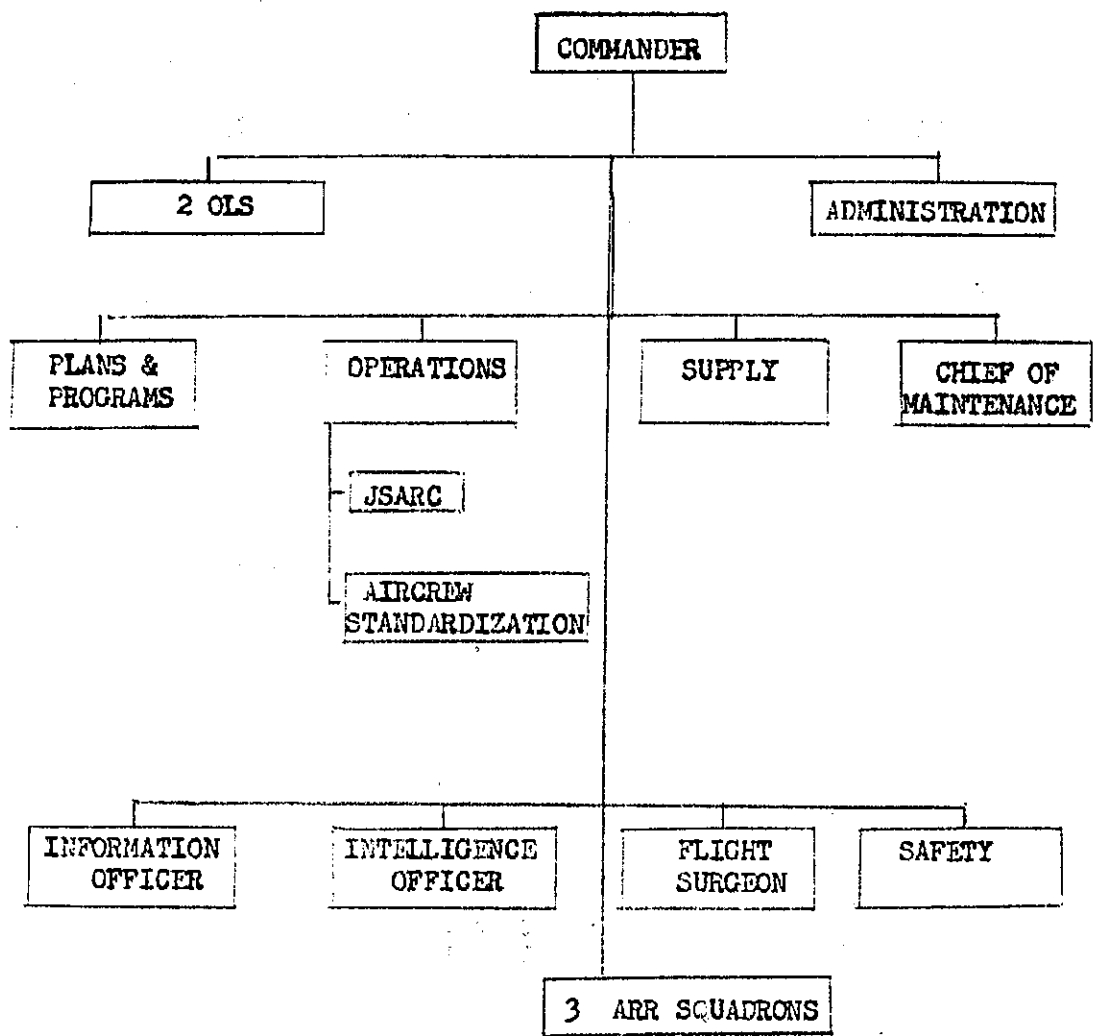
Organizational changes during this reporting period included the redesignation of the Local Base Rescue Unit, 38th ARRSq to Det 14, 38th ARRSq effective on 14 August 1967. Detachment 1, 37th ARRSq was organized at Nakhon Phanom AB, Thailand effective on 15 September 1967. The personnel and equipment of Det 2, 37th ARRSq at Udorn were airlifted to Nakhon Phanom AB over a period of several weeks with the support of the 39th ARRSq. An HC-130P flew several sorties a day for a week to transport the outsized equipment which could not be carried by the units helicopters. This move constituted no change in the mission of the HH-3E detachment, but was an operational relocation in accordance with the realignment of the SAR forces in SEA. Detachment 2, 37th ARRSq acquired the HH-53B helicopter and personnel newly arrive from the CONUS and would perform the same mission as the HH-3E.

1. S.O. G-148, S.O. 161, MAC.
2. S.O. G-167, MAC.



3D ARRGF

ORGANIZATION CHART (HQ)



CHAPTER II

RESOURCES

PERSONNEL

AUTHORIZED VERSUS ASSIGNED

Manpower authorizations remained constant during the quarter and the number of assigned personnel rose slightly. 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	20	22	1	43
ASSIGNED	19	19	1	39

ROSTER OF KEY PERSONNEL

Colonel Albert P. Lovelady,	Commander
Lt Colonel Robert E. Freshwater,	Vice Commander
Lt Colonel Norman V. Rudrud,	Chief of Operations
Lt Colonel Jack W. Holman,	Chief of JSARC
1stLt Thomas J. Crouch,	Chief of Administrative Services
Major Richard J. Hamilton,	Chief of Maintenance
Major John H. McLeaish,	Chief of Plans
Captain Gerald V. Eddy,	Intelligence Officer
1stLt Herbert N. Ehrlich,	Supply Officer
Major William M. Dempsey,	Information Officer

PROBLEM AREAS AND ACCOMPLISHMENTS

A major problem which plagued the group during this period was the insufficient number of helicopter flight engineers, AFSC 435X0, assigned to the helicopter units. The number assigned was lower than was required to meet the operational commitments and had to be alleviated by converting helicopter mechanics, AFSC 431X0, to the flight engineer program. During this quarter authority to convert the mechanics to the flight engineer career field was withdrawn. This problem was brought to the attention of DCS/Personnel, Hq ARRS stressing the adverse effect the shortage of flight mechanics could have on fulfilling our mission.

Another area which was cited and corrected was the large number of Pararescuemen and converted flight engineers (helicopter) who had failed to attend the PACAF Jungle Survival School at Clark AB, Philippines or the Survival School in Panama prior to arriving in SEA. Action was taken to identify these individuals and they were enrolled in classes as soon as it was possible. Through close cooperation it

was possible to have approximately 100 personnel attend this course. Seeing that this might be a continuing requirement permanent arrangements were made with the Clark unit to assure class slots on a recurring basis. Additionally, arrangements were made for the schools traveling team to give classroom instruction to our units while they visited the various bases in SEA.

In July, 3d AERGP requested that Hq ARRS provide ten personnel specialists, AFSC 732XO, to be temporarily assigned from the CONUS to fill ten vacant positions group wide. Six specialist were assigned for a period of 45 days and greatly assisted in reducing the backlog of personnel record keeping in the units to which they were assigned. In September, PCS personnel arrived to bring the manning up to 100% in this manning area and the TDY personnel were returned to their home organizations.

Group wide the Administrative Specialist, AFSC 702XO, remained in critical supply and at the end of the reporting period there were only 41 on hand to fill 56 spaces.

During the quarter the group received authorization for twelve radio operators to be assigned to the JSARC and RCC's. Previously these positions were filled by TDY personnel and created an excessive training program. The manning for officer duty controllers was increased by four officers to alleviate the minimum manning in being.

On August 31, a personnel team was sent to Hq PARRC and to the 61st MAW at Hickam AFB, Hawaii to resolve some of the record keeping problems which were having adverse effects on the operation of the group personnel section.

The overall manning of the 39th ARRSO created a troop ceiling problem with the move from Udorn, Thailand to Tuy Hoa, Vietnam which put the number of personnel assigned to the unit over the limit allowed in the country. This was brought down to within limits by the permanent assignment of maintenance personnel to Det 2, 39th ARRSq, in the Philippines.

EMPHASIS ON PEOPLE PROGRAM

The following items concerning the Emphasis on People Program were some of the highlights of this past quarter:

- a. The area around the group buildings was sprigged with grass, shrubbery and flowers, and fences painted. The Base Commander later commented, "the 3d ARRGCP has the finest area on the base."
- b. A sufficient number of office dividers were procured to separate the various work sections, which provided more pleasing working conditions.

c. A unit emblem was selected and forwarded to Hq USAF for approval. (A copy of this emblem was unavailable for inclusion in this history).

d. Master Sergeant Robert Lockwood, AF14086842, won the 25 dollars Savings Bond for the best suggestion during the first quarter of 1967 for planning and working on the refreshment bar in the Headquarters building.

AWARDS AND DECORATIONS

During this quarter the 3d ARRGp was presented the Vietnam Campaign Streamer for its participation in the defense of freedom in the Republic of Vietnam. The highest individual decoration awarded to members of the 3d Group during the quarter was the Silver Star. The total number of awards and decorations given during the period of this history totaled 415. Tables 1 and 2 (Appendix) contain a complete breakdown of these awards.

CIVIC ACTION PROGRAM

The normal daily activities of the group encompassed more than the support of Rescue units in SEA. The participation in the local Civic Action Program was a source of special pride to the members of the Group. It was said that this war would not be won by guns alone, but rather by winning the hearts of the people. Civic Action has this goal in mind and the 3D ARRGp contributed in a great measure towards the success of this program.

Under the direction and leadership of the Unit Civic Action Officer, Lt Colonel Robert Freshwater the program received special emphasis. The unit continued the active support of the Co-Nhi-Vien Hoa Orphanage located in the Cholon District of Saigon. This orphanage was founded in 1869 by French nuns and then with the departure of the French after 1954 this role was assumed by the Vietnamese sisters of the Catholic congregation of St. Paul de Chartes. When the 3d ARRGp "adopted" the orphanage about a year ago they found 120 children, of whom 60 were infants, in dire need of sheets, diapers, clothing, drugs, and funds. The nuns provided what they could with their meager resources but needed outside help. Through the concerted efforts of the group personnel these needs were fulfilled and plans were laid for continued assistance.

AIRCRAFT

While Headquarters, 3d ARRGp did not possess any aircraft of its own, it is significant to note the aircraft being operated by the subordinate units. These aircraft consisted of both fixed wing and rotary winged types. The HC-130P was the only fixed wing aircraft and the helicopter complement consisted of three models; the HH-3E, HH-43B/F, and the HH-53B. The first two HH-53's arrived in-country 15 September at Vung Tau, Vietnam after being transported across the Pacific by aircraft carrier. These were then ferried by crews of Det 2, 37th ARRSq to Udorn AB, Thailand.

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The other gains in aircraft during the quarter were two HH-3E's and one HH-43B. The total inventory by type, model, and series as of 30 September was as follows:

<u>AIRCRAFT TYPE/SERIES</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
HH-3E	22	18
HH-43B	24	23
HH-43F	8	8
HC-130P	<u>11</u>	<u>11</u>
TOTAL	65	60

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CHAPTER III

OPERATIONS

The Headquarters, 3d Aerospace Rescue and Recovery Group was responsible for supporting and maintaining operational control of the SAR Forces operating in Southeast Asia. Located at Tan Son Nhut AB, Republic of Vietnam, Headquarters of 7th Air Force, this unit provided for the liaison and coordination between units which was required for the ultimate success of the Rescue mission.

The units under 3d AARRGP were responsible for 108 combat saves and 94 non-combat saves for a total number of 202 saves during the quarter.

GULF ORBIT

The Air-To-Air Refueling concept of the HH-3 and HC-130 became a standard procedure during the quarter and presented no major problems in its implementation. The HU-16 afternoon orbit was discontinued as of 8 September as a result of the capability of the HH-3 and HC-130 to execute all phases of the Gulf of Tonkin mission. The normal procedure for the Gulf of Tonkin mission thus became an HC-130 (CROWN) on orbit in the Gulf from sunrise to sunset with one HH-3 airborne during all strike periods. During water/water strikes, USAF strikes from the Gulf, the HH-3 was positioned above 18-00N and refueled in-flight by the HC-130 tanker aircraft. On all other types of strike missions the Jolly Green (HH-3) remained on orbit below 18-00N or on ground alert at a forward operating-location north of Da Nang.

HIGH DRINK

The refueling of the HH-3 helicopters from the deck of naval vessels became a standard backup procedure for the inflight refueling accomplished in the Gulf of Tonkin. The procedure was devised to provide for the time when it may be necessary for the helicopter to take on extra fuel and a tanker is not available due to mechanical problems, weather, or mission requirements. No major problems were encountered in qualifying the aircrews of the 37th AARRSq at Da Nang. This training was accomplished midway during the quarter.

AIR-TO-REFUELING, HH-53B

A training problem was apparent when the aircrews for the HH-53B helicopters began arriving in SEA and it was found that the co-pilots were unqualified in Air-to-Air Refueling and would require additional flight training before they would be operational ready. These individuals were identified and coordination was effected with the 39th AARRSq to provide the HC-130P Tanker aircraft to conduct this training.

SURFACE-TO-AIR RECOVERY TRAINING

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Coordination was made with the 36th ARRSq at Tachikawa AB, Japan to assist in the requalification of four HC-130 crews of the 39th ARRSq in the use of the Fulton Recovery System. Two crews were sent to Tachikawa in September and were re-qualified. The actual training was conducted at the Island of Iwo Jima, 650 miles south of Tachikawa AB. Future plans provided for the 39th ARRSq to maintain four aircrews fully current in surface to air recovery procedures. The training would be continued to be conducted at Iwo Jima rather than at Tuy Hoa because of the hazards of enemy activity.

PARRC STANDARDIZATION TEAM VISIT

The Pacific Aerospace Rescue and Recovery Center (PARRC) Aircrew Standardization Team arrived at Headquarters, 3d ARRGF on 15 September to assist and appraise the status of the Group Standardization Program. After spending several days reviewing the records and procedures at 3d ARRGF the team accompanied by the group standardization personnel departed for Tuy Hoa to evaluate the 39th ARRSq and Det 11, 38th ARRSq. After completing this visit they journeyed next to Da Nang to inspect the ARRS units at that station. From Da Nang the team moved on to inspect the units at Udorn. This completed their stops prior to returning to Tan Son Nhut AB where they debriefed the Commander and Staff, 3d ARRGF on their findings and evaluations. The visit proved to be quite beneficial to all units and to the Group Standardization Program in that it provided a fresh approach and a "new look" at the operating procedures of the Headquarters standardization team and subordinate units.

OJT TRAINING

During this period there was a substantial number of lower skilled airmen (3 level) and retrainees assigned to 3d ARRGF units which posed a challenge to the success of the OJT program. It was felt that the NCO who was temporarily assigned to the 3d ARRGF during the last quarter as the Group OJT supervisor was achieving the desired results of alleviating the problems in administering the program and was retained at the Headquarters to continue his efforts. He was primarily concerned with visiting all the subordinate units to assist them in organizing their programs and monitoring them once they were established. The results of this concerted effort were reflected in the OJT statistics for the period of May through August when special emphasis was placed on improving the OJT program. The overall Speciality Knowledge Test (SKT) pass rate for this period rose from a mediocre 45% in the previous four months to an above average 73% (AF standard 70%).

DISTINGUISHED VISITORS

Headquarters, 3d ARRGF was honored by the visits of several groups of distinguished personages during this period.

General of the Army and Mrs. Omar N. Bradley visited the group

headquarters and were briefed on the mission of the rescue forces in SEA. The party received briefings from the JSARC, an HH-43 crew, and an HH-3 pilot. A letter was subsequently received from General Bradley thanking all personnel involved for the fine manner in which he and his wife were received.

Brigadier General Allison C. Brooks, Commander of the Aerospace Rescue and Recovery Service, visited 3D AREGP and its subordinate units for a period of time from 27 August through 8 September. He was thoroughly briefed on the current activities and accomplishments of the 3d Group since his last visit to the theatre. He was able to fly on several orbit missions in both the HC-130 and the HH-3 to receive a first hand impression of the actual combat operation. The General was afforded every opportunity to view all facets of the rescue mission and to meet and talk with commanders of other AF units operating in SEA. He was also provided with the opportunity to meet and talk with the officers and men of all the ARRS units in SEA.

On September 10, Major General Joseph A. Cunningham, Commander 22nd AF, and Brigadier General William H. Reddell DCS/Material, MAC, visited 3d Group and was presented with a briefing on the Search and Rescue activity in SEA.

Colonel Philip Y. Williams, Director of Operations, PARRC, made a staff coordination visit to Hq 3d AREGP and subordinate units in late August. Upon completion of his visit the conducted a thorough debriefing for the Commander, 3d AREGP and his staff. He evaluated thoroughly the operating procedures and other items of interest that he viewed while on his visit.

JOINT SEARCH AND RESCUE CENTER(JSARC)

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.

The JSARC fulfilled the responsibilities of the 7th Air Force Commander through his Directorate of Aerospace Rescue(DAR) 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 Component 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

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Coordination Centers(RCC's) at Son Tra AB(Queen) and at Udorn(Compress) provided a continual 24 hour duty posture to coordinate SAR activities in SEA. Through close cooperation with the 7th AF and subordinate Tactical Air Control Centers(TACC's) this system successfully maintained a ready SAR 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 necessary for such an operation. The normal personnel complement consisted of an officer controller, NCO coordinator, and ground radio operator. At the JSARC, if the mission dictated, additional personnel were available to assist the team on matters of intelligence, aircraft status, and capability, and direction through the Commander, 3d ARRGP.

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The Designated SAR Sectors of the Southeast Asia Sub-Region were:

- a. Saigon SAR Sector-JSARC, Tan Son Nhut AB, RVN. South Vietnam south of 14-00N, Cambodia, and adjacent water within the Saigon FIR.
- b. Da Nang SAR Sector-RCC, Son Tra AB, RVN. Land area bounded by 18-00N, 10600E, 14-00N, minus the northeast portion of Cambodia, and adjacent water within the Saigon FIR.
- c. Udorn SAR Sector-RCC, Udorn AB, 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. Gulf of Tonkin SAR Sector-7th Fleet or as assigned by Commander AF.
- e. Bangkok SAR Sector-RCC at Don Muang AB, Thailand. The land and water areas within the Rangoon FIR. NOTE: THIS SECTOR WAS NOT OPERATIONAL AT THE TIME OF THIS REPORT.

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HANOI

NORTH VIETNAM

LAOS

18-00 N

UDORN RCC

DMZ

106-00 E

THAILAND

SON TRA.
RCC
(DANANG)

17-00 N

BANGKOK RCC

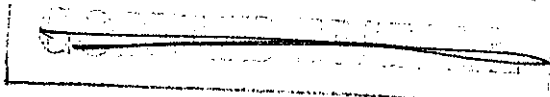
CAMBODIA

SOUTH
VIETNAM

TAN SON NHUT RCC
(SAIGON)

DESIGNATED SAR SECTORS OF THE SOUTHEAST ASIA REGION

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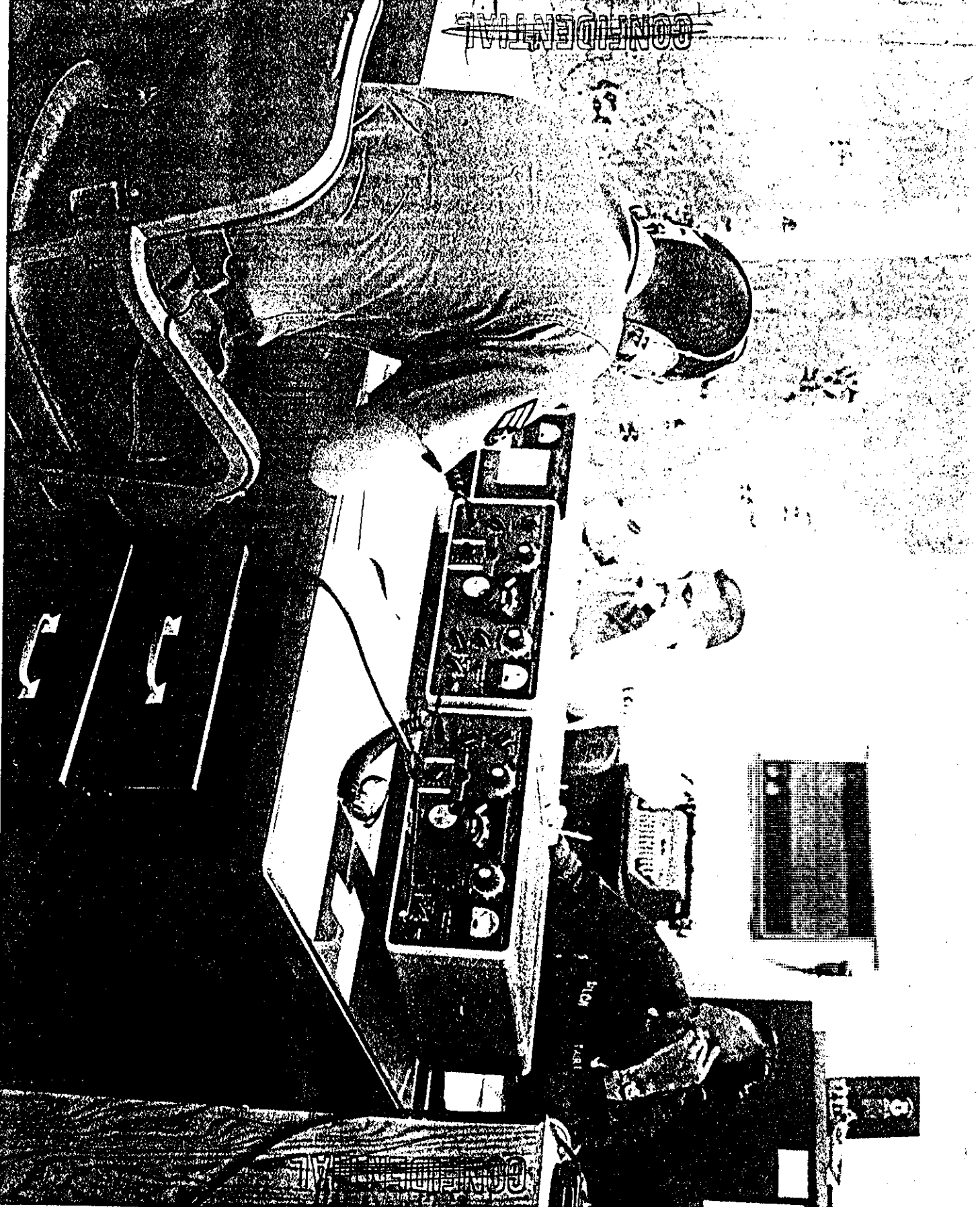
PERSONNEL ON DUTY AT JSARC, TAN SON NHUT AIR BASE

INTERIOR VIEW OF THE JOINT SEARCH AND RESCUE CENTER, HEAD-
QUARTERS, 3D ARGP. PERSONNEL ON DUTY ARE: MAJOR ADOLPH
SELCH, CONTROLLER; TSGT WILLIAM NORRIS, COORDINATOR; AND
A1C PHILLIP O'REILLY, RADIO OPERATOR

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UNCLASSIFIED RESCUED MARINE PILOT

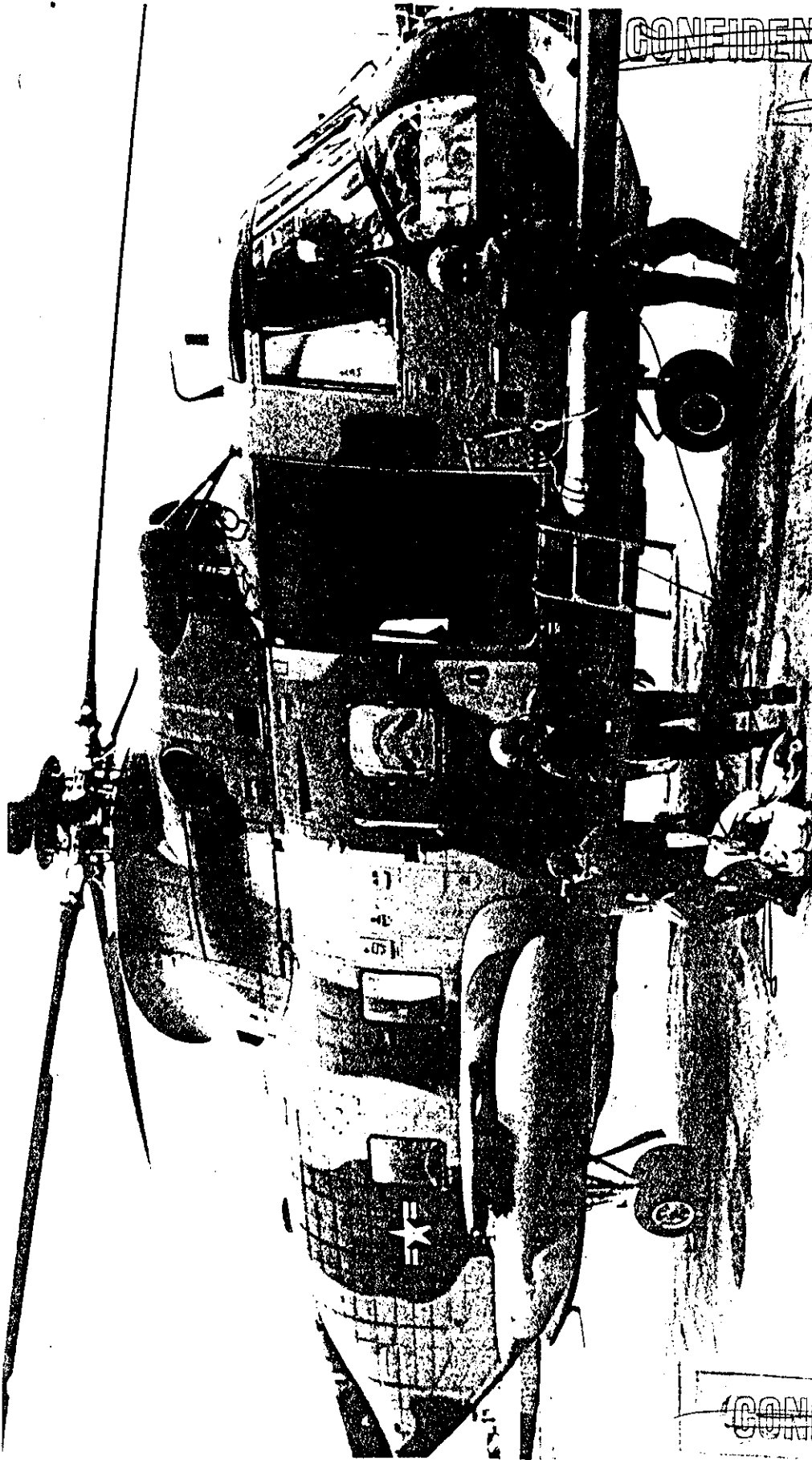
MARINE MAJOR BRUCE A. MARTIN, 33, OF HONOLULU, HAWAII, RECOVERS HIS FLYING GEAR AFTER HAVING BEEN RECOVERED FROM THE SOUTH CHINA SEA., 20 MILES SOUTH OF THE DMZ BY A 3d ARRGP HELICOPTER FROM DA NANG. ASSISTING HIM IS STAFF SERGEANT JOHN H. STIMPLE, 27, GREENVILLE, TEXAS, PARARESCUEMAN.

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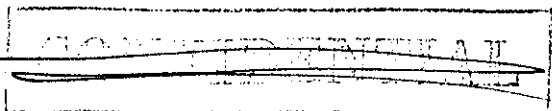
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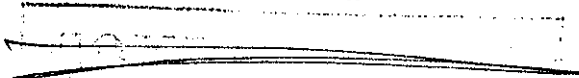
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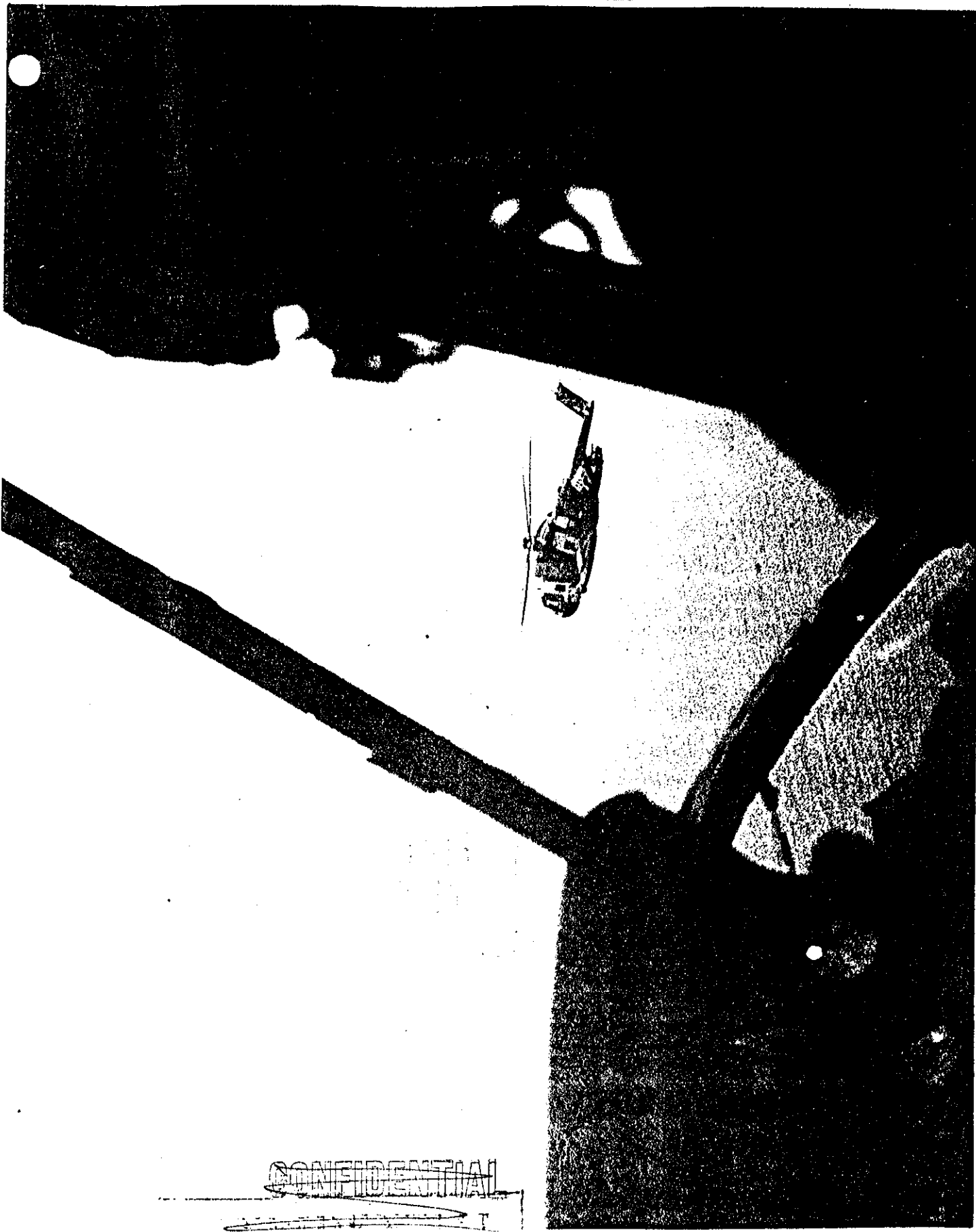
HIGH BIRD KEEPS SIGHT ON THE LEADER

RESCUE PARTNERS--THE "HIGH BIRD" KEEPS HIS LEADER IN SIGHT AS THEY HEAD TOWARD NORTH VIETNAM. HE IS READY TO TAKE OVER THE MISSION WHEN AND IF THE "LOW BIRD" IS SHOT DOWN OR SEVERELY DAMAGED BY HOSTILE FIRE.



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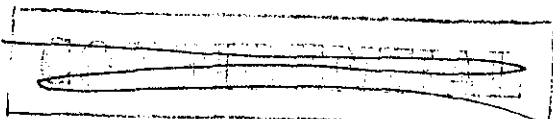
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INJURED F-4 PILOT HOISTED ABOARD

HOIST PICKUP-A PILOT OF AN F-4C PHANTOM AIRCRAFT IS HOISTED FROM THE GROUND BY THE CREW OF AN HH-3E JOLLY GREEN GIANT HELICOPTER. IF THE RESCUE IS MADE AT HIGH ELEVATION, IT IS USUALLY NECESSARY TO JETTISON THE FUEL TANKS TO LIGHTEN THE LOAD AND MAKE HOVERING ABOVE THE 200-FOOT CANOPY POSSIBLE.

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SUPER JOLLY GREEN GIANT JOINS SOUTHEAST ASIA RESCUE FORCE

THE HH-53B SUPER JOLLY GREEN HELICOPTER WHICH MADE ITS DEBUT IN SOUTHEAST ASIA IN SEPTEMBER. THE SUPER JOLLY GREEN FEATURES INCREASED SPEED AND PERFORMANCE AND THREE 7.62 MM MINI-GUNS FOR ITS OWN DEFENSE AND AFFORDS A DOWNED AIRMAN ADDITIONAL PROTECTIVE FIRE IN THE HEAVILY AREAS OF NORTH VIETNAM AND LAOS.

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PHU CAT RESCUE UNIT KEYED FOR RESPONSE

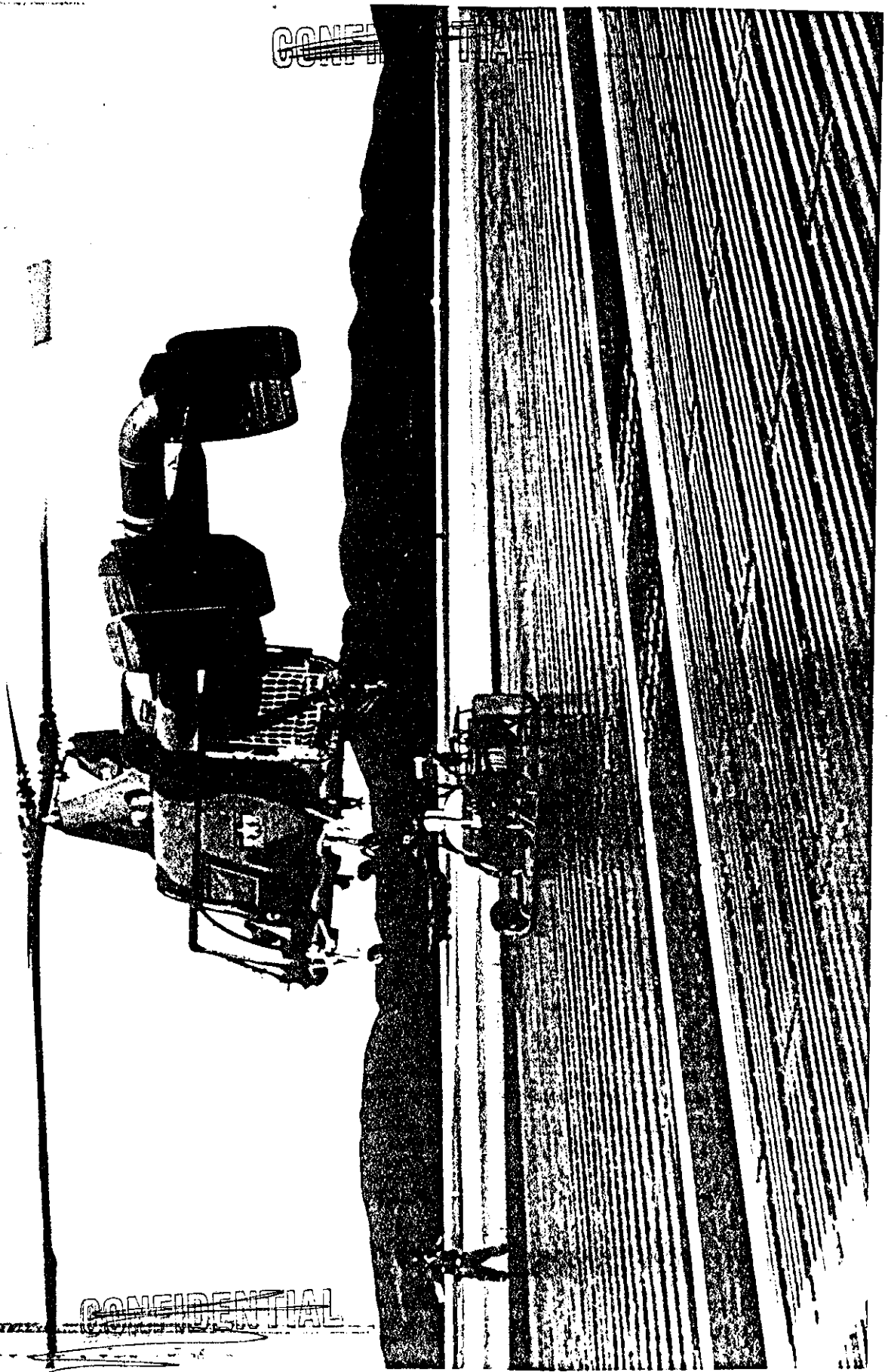
AN NH-43B MUSKY HELICOPTER OF DETACHMENT 13, 38th AEROSPACE RESCUE AND RECOVERY SQUADRON AT PHU CAT AIR BASE, HOVERS WHILE A HOIST IS ATTACHED TO THE FIRE SUPPRESSION KIT CARRIED ON LOCAL RESCUE MISSIONS. THE UNIT RESPONDS TO CALLS FOR RECOVERY OF DOWNED PILOTS, AIR EVACUATION MISSIONS, AND LOCAL IN-FLIGHT EMERGENCIES.

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CHAPTER IV

PLANS

During the past quarter, the Group Plans and Requirements Section was engaged in the following projects in support of the SAR Forces in SEA.

3D ARRGP PLAN I

The move of Det 2, 37th ARRSq was accomplished smoothly and within the time frame programed in this plan and the first HH-53B helicopters arrived in SEA with a slippage of only three weeks. This slippage was partially accounted for by the change of plans for aerial ferry to sea transfer of these helicopters.

REPLACEMENT FOR HH-43 HELICOPTERS

A representative from Air Force System Command visited the section on fact finding mission to determine the requirements for a new generation Local Base Rescue helicopter. He was thoroughly briefed on the mission of the HH-43 detachments in SEA and the items to be considered in planning for such an aircraft operating in a combat environment.

SOUTHEAST ASIA OPERATIONAL REQUIREMENTS (SEAOR)

The following information is a summary of the status of all SEAORS pending at the start of the quarter and those initiated during the quarter:

- a. No.4 - Ground Firing Warning Device: Awaiting USAF funding for test.
- b. No.11 - Miniature Aircrew Survival Radio: Engineering deficiencies exist which preclude early development of a production model.
- c. No.40 - Portable Visual Approach and Airfield Lighting System: A new best preliminary estimate (BPE) is presently being prepared. The system previously tested was of too low intensity to satisfy needs.
- d. No.46 - Rescue Direction Finding and Ranging System: Ranging requirement was deleted from SEAOR. Development of direction finding capability is progressing satisfactorily.
- e. No.58 - Pararescueman Transceiver Helmet: Awaiting USAF funding for development.

f. No.75 - Forest Penetrator: Modification request being prepared by USAF.

g. No.102 - Automatic Integral Weight and Balance System for HH-3 and HH-53 Helicopters. Air Force Systems Command is evolving existing systems for our use.

h. No.111 - Aircraft Fuel Cell Explosion Suppression Device: 7th Air Force presently submitting priorities by type aircraft to PACAF. HH-3 and HH-53 were given high priority.

i. No.114 - Search and Rescue Night Recovery System: This includes a terrain avoidance radar and automatic radar approach coupler. Skorsky aircraft was working on a cost estimate.

j. No.123 - Discretionary Descent System: Aeronautical Systems Division was working on a best preliminary estimate.

k. No.125 - Bullet Resistant Windshields: In being. Weight and center of gravity for aircraft presently unacceptable for our aircraft.

CHAPTER V

UNCLASSIFIED

MAINTENANCE/SUPPLY

The principal mission of the Maintenance/Supply section was to provide operationally ready aircraft for all rescue needs.

During the period of the report the 3D ARRG Operational Ready Rate was 80.9%, the NORM Rate 11.5% and the Non-Operational Ready Rate (NORS) 7.3%. The breakdown by aircraft was as follows:

<u>AIRCRAFT TYPE</u>	<u>OPERATIONAL READY</u>	<u>NORM</u>	<u>NORS(G)</u>
HC-130P	88.7%	9.1%	2.1%
HH-3E	69.6%	15.6%	15.1%
HH-43E/T	83.4%	10.8%	5.6%
HH-53B(SEPT ONLY)	40.4%	20.4%	39.2%

HC-130P PHASE INSPECTION

During August the phase in of the HC-130P phase inspection facility at Det 2, 39th ARRSq at Clark AB, Philippines was started with arrival of the first aircraft from Tuy Hoa, RVN. The consolidation of personnel and equipment with the 31st ARRSq assured a high level of resources and presented no major problems.

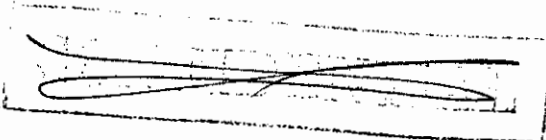
HH-3E MODIFICATION PROGRAM

The HH-3E helicopter modification program at Don Muang Airport, Thailand was proceeding satisfactorily at the rate of two aircraft modified every thirty days. This project was expected to be completed by the end of October.

HH-3E IRAN PROGRAM

During July, the Group Maintenance NCOIC attended the Pre-dock IRAN Conference at PACAF Headquarters, Hickam AFB, Hawaii. It was tentatively scheduled to place four aircraft in IRAN around the first of January 1968. The location of the IRAN facility was expected to be at Don Muang Airport, Thailand.

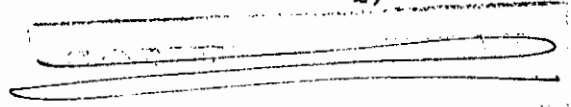
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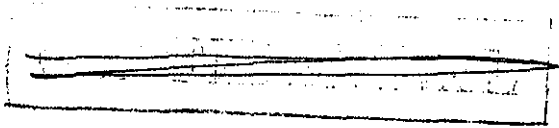
UNCLASSIFIED

HH-53B HELICOPTER MAINTENANCE PROBLEMS

The HH-53B helicopter arrived in-country during September and two adverse maintenance problems were readily apparent: First, the chronic leaking of the hydraulic seal in the sleeve and spindle of the main rotor head and second, the realization of the fact that a failure of any component in the engine start system would preclude an engine start. The specific units which seem to indicate major problems in the future were the winch pump and the winch servo shut off valve.



UNCLASSIFIED



SUPPLY

The Supply Section faced several major problems during the quarter in procuring major replacement parts for both the HH-3E helicopter and the HH-43E/F.

HH-3E FLEX-COUPLING PROBLEMS

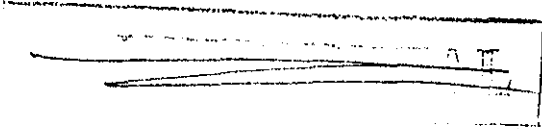
An item of major concern was the high NORS rate sustained by the HH-3E due to the lack of adequate depot supply for the tail rotor flexible coupling. As a result of a teardown inspection conducted earlier in the year it was found that over 50% of the coupling were found to be defective. The manufacturer recommended an interim fix, but the estimated (get well" date for a permanent fix remained a year away. Unless there was considerable improvement in future depot support, the lack of this item could have a detrimental effect to fully execute the SAR commitments of the HH-3E.

HH-43E/F ROTOR BLADE PROBLEM

The operational ready status of the HH-43E/F suffered substantially because of inadequate support for both the left and right hand rotor blades. Vigorous follow-up action through ARCS, MAC, PACAF, and AFLC was initiated to help alleviate the shortage. The blades were repeatedly identified on the AFLC 2-LOG S15 Report as critical, but "get well" dates continued to slip. The excessive failure rate of these blades which led to the shortage was generated by higher than programmed flying hour commitments and exposure to the SEA Monsoon rains.

MATERIAL/SUPPLY CONTROL

In order to maintain exceptionally high material support at all operating locations a program of staff assistance visits to subordinate units was continued in being. Each unit was visited at least once during the quarter to aid and guide them overcome particular problem areas. In addition, headquarters personnel were readily available for immediate dispatch to any location to aid in the support of the rescue mission.



DECORATIONS

1 JULY - 30 SEPTEMBER 1967

	TOT	COL	LTC	MAJ	CPT	ILT	2LT	CWO	CMS	SMS	MSG	TSG	SSG	AIC	A2C
TOTAL	415	2	11	58	86	25	4			1	9	21	84	85	29
SS	2				2										
DPC	74		3	15	20	7						1	10	13	5
AMN MDL	3												1	2	
BSM	15		1	9	4				1						
AM	284	2	7	32	59	17	4				5	14	61	65	18
AFCM	35			2	1	1					3	6	12	5	5
FH	2													1	1

TABLE 1

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UNCLASSIFIED 34

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225

SPECIAL ORDER
G-148

1 August 1967

1. Det 14, 38 Aerospace Rescue & Recovery Squadron, is designated and organized at Tan Son Nhut AflD, Vietnam, effective on or about 14 Aug 67. MAC ADP Code "6" is P4381400. Management Level Code is 2527. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 36-11/39-11. Equipment will be authorized in accordance with AFM 76-1. Det is funded by O&M Appropriation. Personnel data changes are required in accordance with AFMs 35-15/36-11. Action with be reported in accordance with AFR 20-49. Authority: AFM 26-2.

2. Det 1, 54 Aerospace Rescue & Recovery Squadron, is discontinued at Pease AFB, New Hampshire, effective 1 Aug 67. Personnel will be reassigned in accordance with AFMs 36-11/39-11. Organizational records will be disposed of in accordance with AFM 181-5. Organizational funds will be disposed of in accordance with AFR 176-2. Equipment will be disposed of in accordance with AFM 67-1. Personnel data changes will be required in accordance with AFMs 35-15/36-11. Action with be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER



ROBERT W. ELLIOTT, Colonel, USAF
Director of Administrative Services

DISTRIBUTION

- 2 - AU Library; AFLC (MCSEM, MCSDC)
- 7 - ARPC, 3800 York St, Denver, CO
- 1 - Res and Coord Sec (6NMRR), NPRC (Mil), 9700 Page Blvd, St Louis, Mo
- 1 - Res Aud, Bldg 750, Scott AFB, IL
- 5 - Det 1, 2 & 7, Hq MAC; METS 1 and 2; OL 3, 1200 Spt Sq
- 5 - Ea Unit and Comdr, ea base concerned
- 2 - USAFMPC (AFPMSAU), Randolph AFB, TX
- 2 - USAFMPC (AFPMC), Randolph AFB, TX
- 1 - CG, Finance Center, USA (FINCY-D), Indianapolis, IN 46249
- 30 - ARRS
- 5 - 1360 AFGp (CBPO); 38 ARRSq; 3 ARRGp; OL 1, Det 2, Hq MAC; 54 ARRSq

- 1 - Hq USAF (AFDASA, AFDAS-5, AFIGO, AFADS-1A, AFADG-AB1, AFJAGE, AFOCE)
- 3 - (AFMSG, AFOMO, AFOAPD, AFPMP, AFPDC, AFPDG, AFOMOB)
- 2 - Hq MAC (MAFOIH, MABIFB, MAXEX)
- 1 - (MAASG, MABDC, MABAC, MABMA, MABDAXM; MABBU, MADAS, MADASR, MADASPD, MADASPE, MADASAM, MADASAD, MADASAS, MAIIG, MAMDC, MAMME, MAMSS, MAEDC, MAODC, MASJA, MAXPD, MAXWP, MAOTRA)
- 3 - (MAMSSEP)
- 5 - (MAXMOP, MADASAO)
- 14 - (MAPEX)
- 7 - (MAXMOR, MAXMOO)
- 15 - AWSAS
- 5 - 21 AF(DAS); 22 AF(DAS); AAVS; PACAF; Pac ARRC
- 2 - 375Aeromed Alft Wg, 89 Mil Alft Wg; 89 Mil Alft Wg (PDP), 443 Mil Alft Wg
- 1 - G375PMDC, G375BD

G-148

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225

SPECIAL ORDER
G-167

11 September 1967

Det 1, 37 Aerospace Rescue and Recovery Squadron, is designated and organized at Nakhon Phanom Aprt, Thailand, effective on or about 15 Sep 67. MAC ADP Code "6" is P4370100. Management Level Code is 2527. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 36-11/39-11. Equipment will be authorized in accordance with AFM 67-1. Det is funded by O&M Appropriation. Personnel data changes are required in accordance with AFMs 35-15/36-11. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER



ROBERT W. ELLIOTT, Colonel, USAF
Director of Administrative Services

- 5 - 1360 ABGp (CBPO)
- 2 - USAFMPC (AFPMSAU), Randolph AFB, TX 78148
- 2 - USAFMPC (AFPMC), Randolph AFB, TX 78148
- 1 - CG, Finance Center, USA (FINCY-D) Indianapolis, IN 46249
- 5 - 37 ARRSq; 3 ARRGp; PACAF; OL 1, Det 2, Hq MAC
- 30 - ARRS
- 2 - 56 Air Commando Wing

DISTRIBUTION

- 1 - Hq USAF (AFDASA, AFDAS-5, AFIGO, AFADS-1A, AFADS-AB1, AFJAGE, AFOCE)
- 3 - (AFMSG, MAFOM, AFOAPD, AFPMP, AFPDC, AFPDG, AFOMOB)
- 2 - Hq MAC (MAFOIH, MABIFB, MAXEX)
- 1 - (MAASG, MABDC, MAEAC, MABMA, MABDAXM, MABBU, MADAS, MADASR, MADASPD, MADASPE, MADASAS, MADASAM, MADASAD, MAIIG, MAMDC, MAMME, MAMIG, MAMSS, MAEDC, MAODC, MASJA, MAXPD, MAXWP, MAOTRA)
- 3 - (MAMSSEP)
- 5 - (MAXMOP, MADASAO)
- 14 - (MAPEX)
- 7 - (MAXMOR, MAXMOO)
- 15 - AWSAS
- 5 - 21AF(DAS); 22AF(DAS); ARRS; AAVS; Pac ARRC
- 2 - 375 Aeromed Alft Wg; 89 Mil Alft Wg; 89 Mil Alft Wg (PDP); 443 Mil Alft Wg
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- 1 - Res Aud, Bldg 750, Scott AFB, IL
- 5 - Dets 1, 2 & 7, Hq MAC; Hq MAC METs 1 2; OL 3, 1200 Spt Sq
- 5 - Each unit concerned
- 5 - Comdr, each base concerned

G-167