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HISTORY

OF THE

HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

1 OCTOBER - 31 DECEMBER 1967

PREPARED BY  
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HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

APPROVED BY:

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COLONEL PAUL E. LESKE  
COMMANDER  
31 JANUARY 1968

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Decoration by Rank

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2. 3rd ARRGp S.C. C-2, 6 Oct 67

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## 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 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.

ORGANIZATIONCOMMAND ORGANIZATION

(U) The 3rd ARRGp 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 3rd ARRGp exercises command over the following units:

Joint Search and Rescue Center (JSARC), Tan Son Nhut AB RVN  
OL 1, 3d ARRGp (Rescue Coordination Center), Son Tra AB RVN  
OL 2, 3d ARRGp (Rescue Coordination Center), Udon 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, Takhli 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 Bay 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

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

(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 stretching from the Mekong River Delta to the Chinese border and to the Burmese Frontier.

(U) The 3rd ARRGp 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.

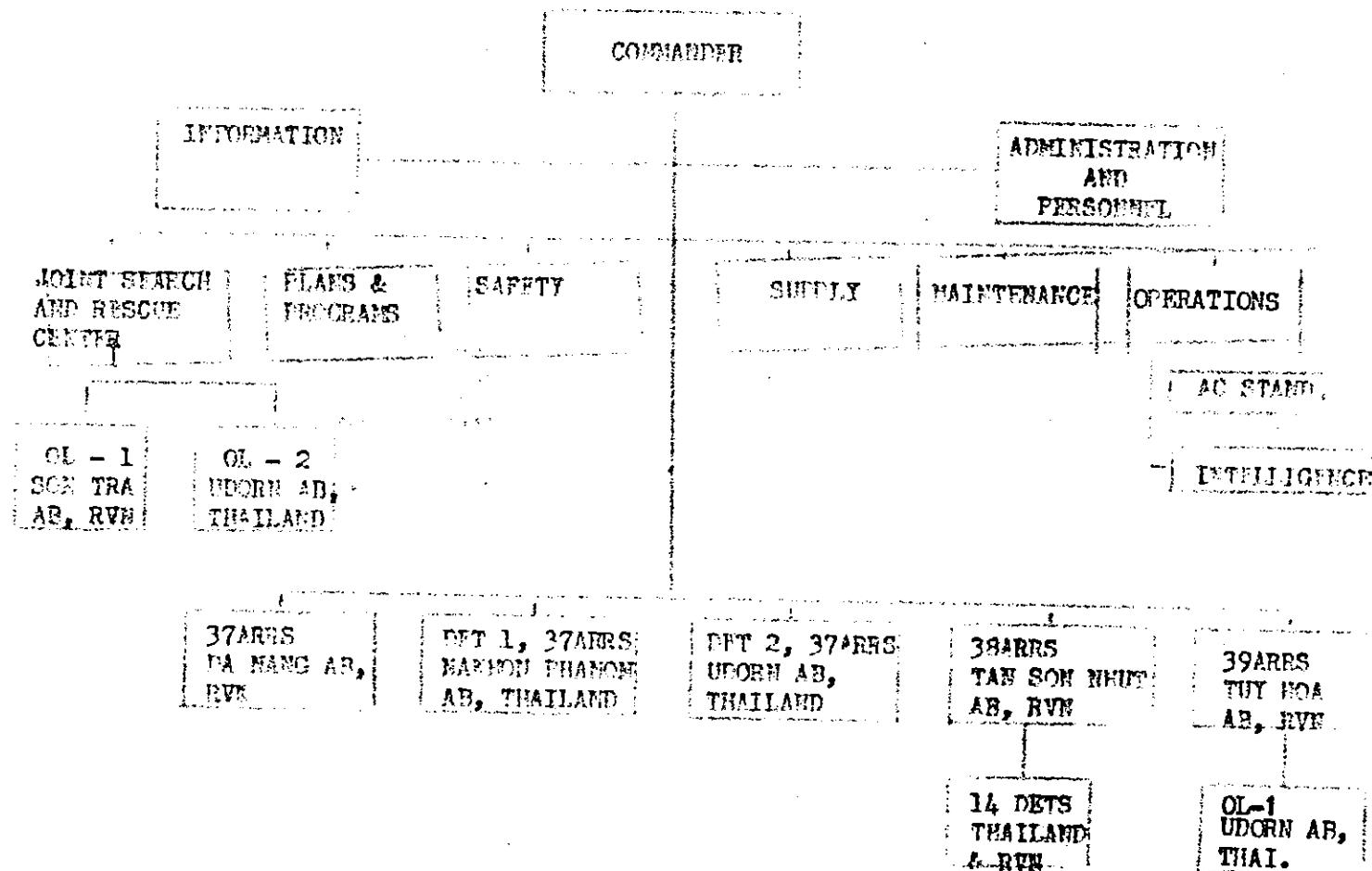
(U) The only organizational change to transpire during the period was the internal reorganization of two staff agencies within the Headquarters, 3rd ARRGp. At the direction of the Group Commander the JSARC was placed at the group staff level removing it from its former position as a subordinate function of the Group Operations Section. This change was instituted to increase the overall effectiveness of the JSARC by placing it the directly subordinate to the Group Commander. During this same reorganization the Intelligence section was placed under the Group Operations section, whereas it was formerly under the Commander, 3rd ARRGp.

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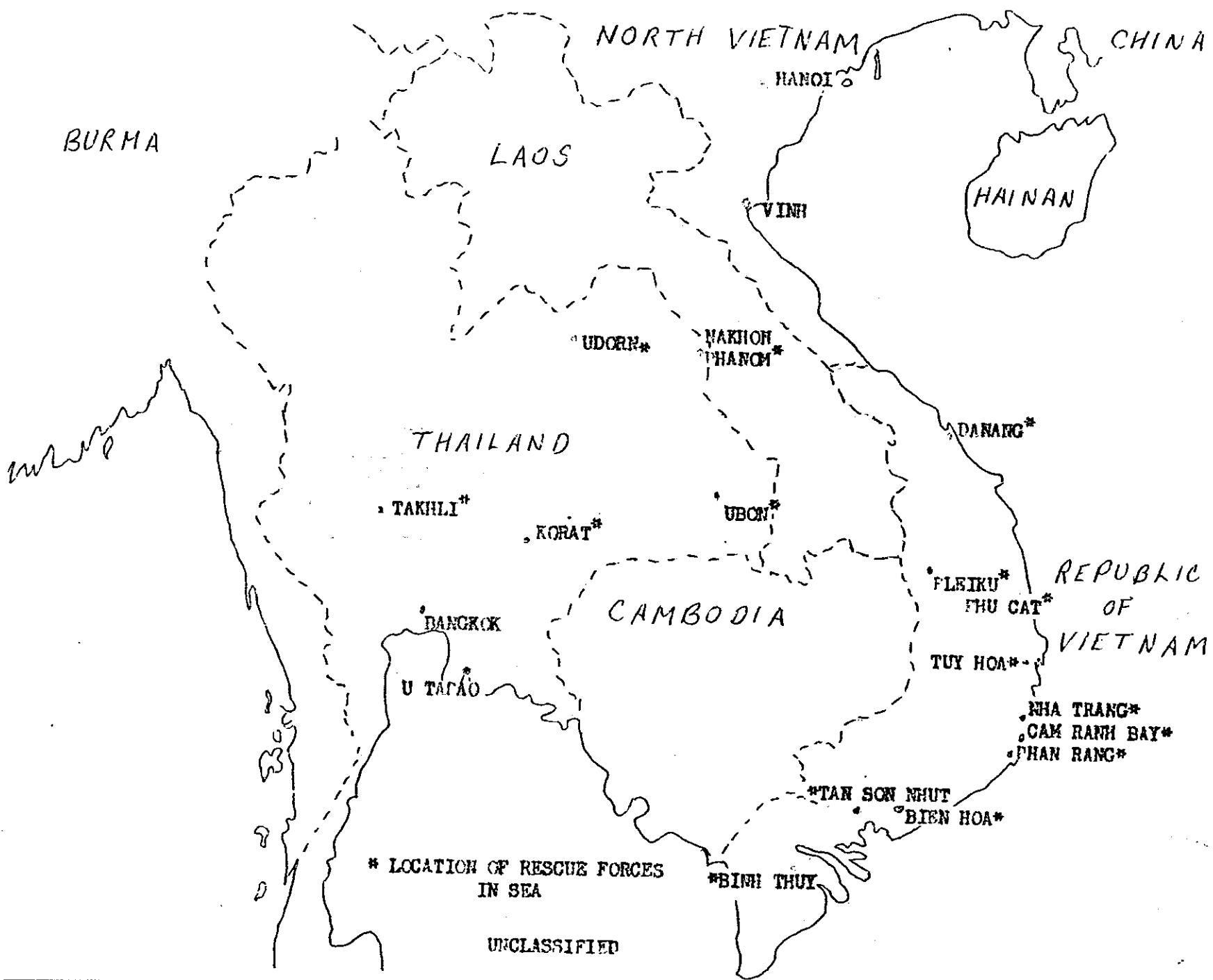
3RD ARKGP

## ORGANIZATION CHART



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## CHAPTER II

## RESOURCES

PERSONNELAUTHORIZED VERSUS ASSIGNED

(U) Manpower authorizations rose slightly during the quarter with an increase of two airmen. The number of assigned personnel rose by ten. 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	24	1	45
ASSIGNED	21	28	0	49

ROSTER OF KEY PERSONNEL

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

CHANGE OF COMMAND

(U) On 6 October 1967 (1) Colonel Paul E. Leske assumed command of the 3rd Aerospace Rescue and Recovery Group from Colonel Albert P. Lovelady. Colonel Leske is a command pilot a command pilot and a veteran of over 25 years service. He is a native of Holyoke, Massachusetts and left the University of North Carolina in April 1942 to enter the Cadet Training Program. He was commissioned in March 1943 and served as a pilot in the North African Theatre. His assignments include attending the Armed Forces Staff College and the Air War College. Prior to his assignment to 3rd ARRGp he served as Deputy Chief of Staff for Plans, Headquarters, ARRS.

(1) S.O. C-2 3rd ARRGp 6 Oct 1967

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PROBLEM AREAS AND ACCOMPLISHMENTS

(U) A problem which developed during the period was a shortage of helicopter mechanics, AFSC 431X0. Along with this shortage of trained mechanics, new replacements were mainly 3-level skilled airmen. This had an adverse effect on the quality and quantity of work available to the helicopter units for a given production unit.

(U) The assignment of 8 unqualified loadmasters to the 39th ARRS was brought to the attention of PARRC and ARRS. With the cooperation of HC-130 units within PARRC these loadmasters were to receive the required training on a special accelerated basis. Action was taken to assure that this personnel error would not recur. This occurrence creates an additional workload on the operational units which train them. This is the most expedient way to complete the training. Training was conducted due to the short tour in SEA (time in transit) and the low number of class spaces available at the Eglin COTS.

(U) Administrative specialists, AFSC 702X0, remained a critical manning area and it was estimated that 40% of the 70250's were inadequately trained to perform routine orderly room duties. A number of these airmen had been assigned who were unable to type which created a problem for those detachments where there was only one Administrative Specialist assigned.

EMPHASIS ON PEOPLE PROGRAM

(U) The following items concerning the Emphasis on People Program were discussed during the 3 meetings held during the quarter.

a. It was suggested that a query be made to several manufacturers on obtaining a distinctive 3rd ARRGp tie pin.

b. Materials have been gathered by the First Sergeant for the improvement of the barracks appearance. Self-help details will complete the projects.

c. A suggestion box was placed in the coffee bar encouraging all personnel to actively participate in the EOP program.

d. A combination cook-out/baseball game was held in December and is planned on a recurring basis during holidays, etc.

AWARDS AND DECORATIONS

(U) Personnel of 3rd ARRGp continued to amass many varied decorations and awards. The highest decoration presented during the quarter was the Air Force Cross to Captain Gary Etzel, MR3072748, Det 1, 37th ARRSq. Tables 1 and 2 (Appendix) contain a complete breakdown of these awards.

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CIVIC ACTION PROGRAM

(U) During this quarter the Group increased its efforts in support of the Co-Nhi-Vien-Noa Orphanage. The orphanage was founded 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. When the 3rd ARNGp "adopted" the orphanage in 1966 they found it in dire need of the basic items of sheets, diapers, clothing, drugs and funds. Through the concerted efforts of the group personnel and donations from individual parties in the United States these needs have been met and continued improvements have been made. Hq ARES joined in the effort during this quarter and organized a welfare drive called "Operation Baby Boot" and as a result contributed 225 dollars to the orphanage. Total money donations for the quarter topped 600 dollars. Over 60 pounds of clothing and diapers were received from the U.S. and over 60 manhours were contributed by personnel of the Group in aiding the orphanage.

AIRCRAFT

~~(C)(GP-3)~~ While Headquarters, 3rd ARNGp 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 the helicopter complement consisted of three types; the HH-3E, HH-43B/F, and the HH-53B. These units acquired six additional aircraft during the period. Two HH-53B helicopters were delivered to Vung Tau, Vietnam in October and two in December by military sea/lift. Flight crews from Det 2, 37th ARRSq then flew them on the final leg to Udorn AB, Thailand.

~~(C)(GP-3)~~ One HH-43B was delivered by military airlift to Det 2, 38th ARRSq, Takhli AB, Thailand in December.

~~(C)(GP-3)~~ Lastly, one HH-3E was delivered in late December to the 37th ARRSq, Da Nang AB, RVN.

<del>(C)(GP-3)</del> AIRCRAFT TYPE/SERIES	AUTHORIZED	ASSIGNED
HH-3E	22	16
HH-43B	24	23
HH-43F	8	8
HH-53B	6	6
HC-130P	<u>11</u>	<u>11</u>
TOTAL	71	64

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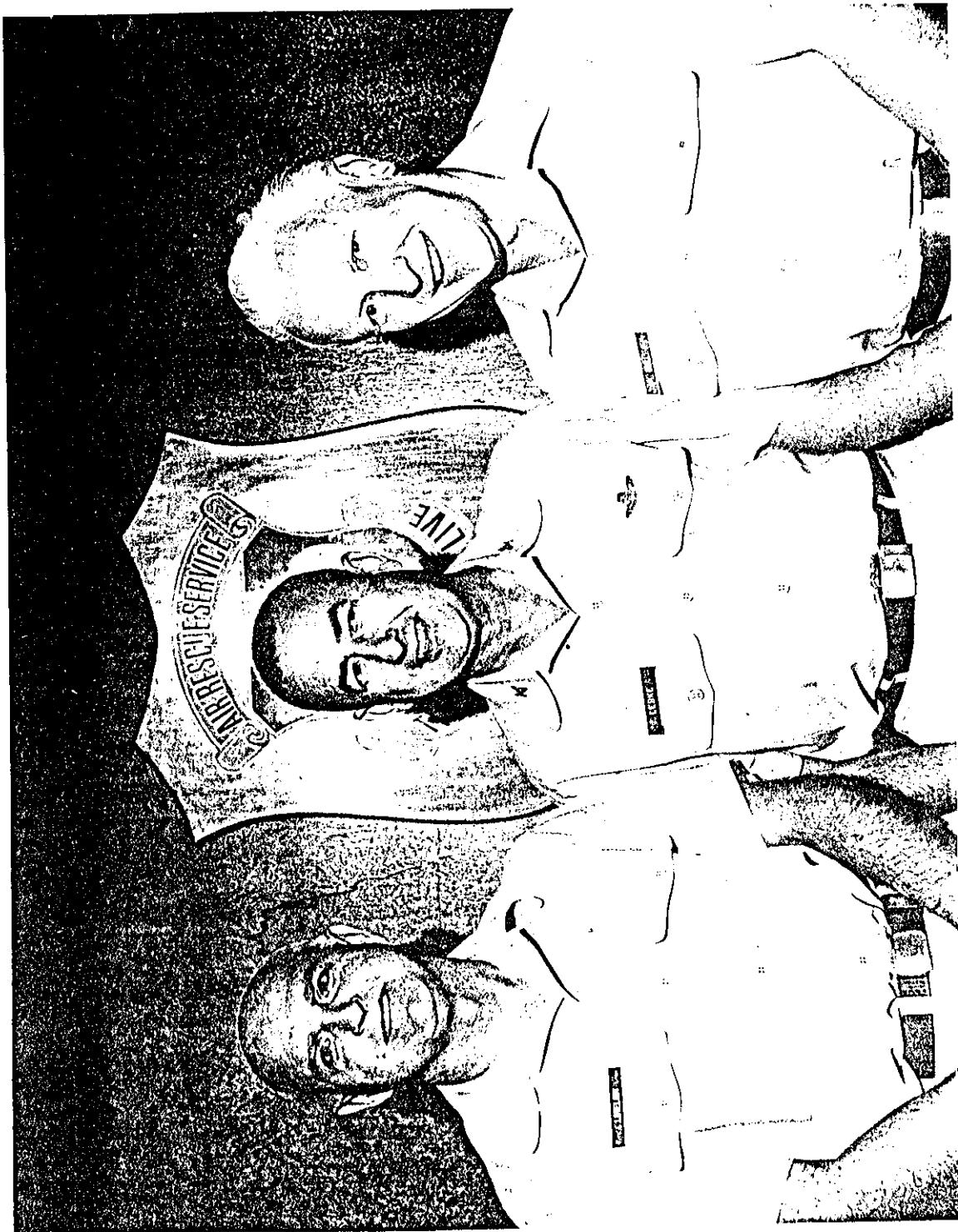
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COLONEL LESKE TAKES COMMAND  
OF RESCUE OPERATIONS IN SEA

(U) PAST AND PRESENT — Colonel Paul E. Leske (center), who took command Oct. 6, of the 3rd Aerospace Rescue and Recovery Group, meets with his predecessor and another former group commander following ceremonies at Tan Son Nhut Air Base. Congratulating Leske are Colonel Albert F. Lovelady (left), outgoing commander, and Colonel Arthur W. Beall, who served as the first 3rd ARRGp commander when the unit was activated at Tan Son Nhut in January, 1966. Beall, currently deputy chief of staff for operations at Aerospace Rescue and Recovery Service, Orlando AFB, Fla., was on a staff visit to rescue units throughout Southeast Asia at the time of the change of command ceremonies.

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## 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 ARRGp were responsible for 103 combat saves and 44 non-combat saves for a total number of 147 saves for quarter. The total number of saves by 3rd ARRGp units during the Vietnam Conflict was now 1306 of which 948 were combat saves and 358 non-combat saves.

COMMANDERS CONFERENCE

(U) In early December Col Leske, Group Commander chaired a conference concerning the method of employment of airborne orbits and aerial refueling of both the HH-3E and HH-53P helicopters. From this meeting the tactic of a daily airborne orbit and air-to-air refueling capability was adopted as a standard procedure and was incorporated into the next revision of 3rd AERGp Plan I (See Chapter V, Plans).

RAPID RAPPEL (SKY GENIE) EVALUATION

(U) Tests were conducted at Udorn AB, Thailand by MSgt Ted R. Hawkins, AFL4246315, Group Standardization Pararescueman, during the period 21 - 25 November 1967 on the use of the Rapid Rappel Device commonly known as the Sky Genie Descent Device. Current combat aircrew recovery techniques required the helicopter to remain in a hover over a long period of time allowing hostile forces more time to direct fire at the aircraft during a recovery. Once the hoist had been deployed there was no method of lowering the pararescueman to assist the survivor if it became necessary. The Sky Genie Descent device is a rope and patented braking device which allows 200 ft. descents in 10 to 20 seconds. In a hypothetical 200 ft hover altitude the pararescueman by using the Sky Genie could precede the hoist and gain as much as 40 seconds ground time in which to prepare the survivor for pickup prior to the hoist reaching the surface. Should circumstances dictate, the pararescueman could secure the survivor to the Sky Genie and an immediate vertical take off could be effected.

(U) The results of the tests are as follows:

1. The Sky Genie was found to be unacceptable for this type of descent due to the twists imparted to the rope during descent by the turns in the braking device.

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2. For each 8 or 10 inches of rope travel through the descent device the free end of the suspended rope rotated 360 degrees. The device imparted twists in relation to the number of turns on the Sky Genie. It was obvious that twists of this magnitude could not be coped with during long descents. All further tests were terminated at that time.

3. The requirement to reduce the time required in a hover still exists and, should a device become available that would duplicate the braking action of the Sky Genie device without imparting twists in the descent rope, re-evaluation of the procedures should be accomplished.

STANDARDIZATION

(U) The Group standardization team visited the HH-53B unit, Det 2, 37th ARRSq, from 1 through 8 December to conduct a standardization survey prior to that unit's assumption of operational status.

(U) Several significant regulations were issued by the Group during this period involving currency and training. 3rd ARRGp Regulation 51-1 outlines the aircrew currency requirement for rated and non-rated aircrew members. Heretofore, there was no positive requirement that Rescue crews maintain currency in their aircraft in SEA and this regulation was written to assure that flight crew standards were maintained at the highest level. 3ARRGp Sup 1 to ARRSR 50-2A was issued to define the Continuation Training required of crewmembers in the theatre. Again, the training requirements were ill-defined and action was taken to assure maximum proficiency in the required subjects.

OJT TRAINING

(U) The OJT program continued to reflect the substantial number of lower skilled airmen being assigned to SEA. The total number of personnel in training (271) was slightly reduced since the new concept of testing all AFSC's monthly was instituted. The overall Specialty Knowledge Test (SKT) pass rate for this period was 73%, the AF Standard.

DISTINGUISHED VISITORS

(U) Headquarters, 3rd ARRGp was honored by the visits of several groups of distinguished personages during this period.

Mr Richard W. Holman, Senior Vice Commander and Mr Ray Callegher, Junior Vice-Commander of the Veterans of Foreign Wars visited the Headquarters on 16 December.

Vice-Admiral William F. Bringle, USN, Commander 7th Fleet visited and was briefed by Headquarters personnel.

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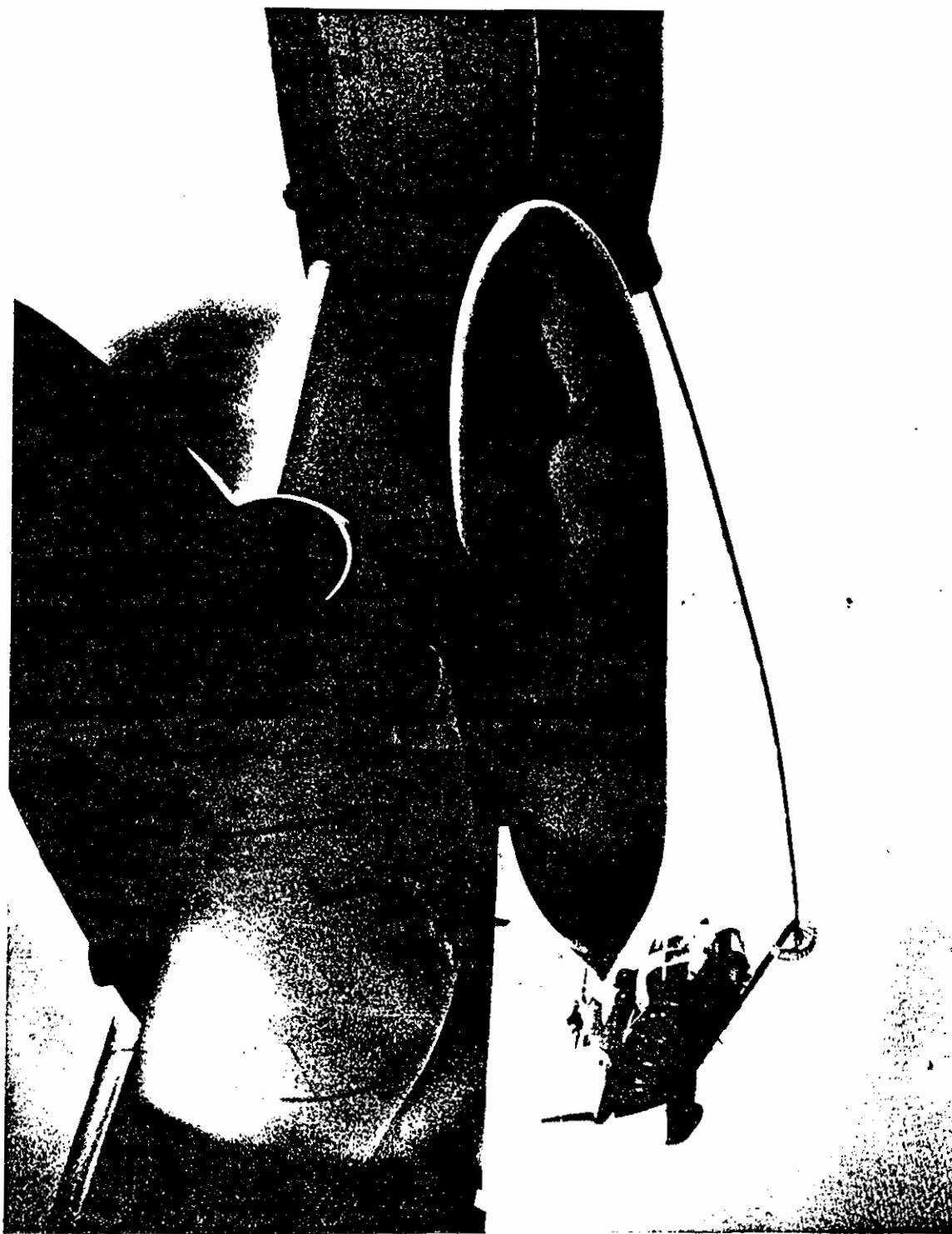
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Colonel Arthur W. Beall, Deputy Chief of Staff for Operations ARRS, past Commander of 3rd ARRGp, was present for the change of command ceremony on 6 October and also visited selected units in SEA.

Colonel Donald T. Smith, Commander PARRC, visited on 18 December and was briefed on past and current operations since his last visit.

AIR FORCE AIR RESCUE:  
A LIFELINE IN VIETNAM

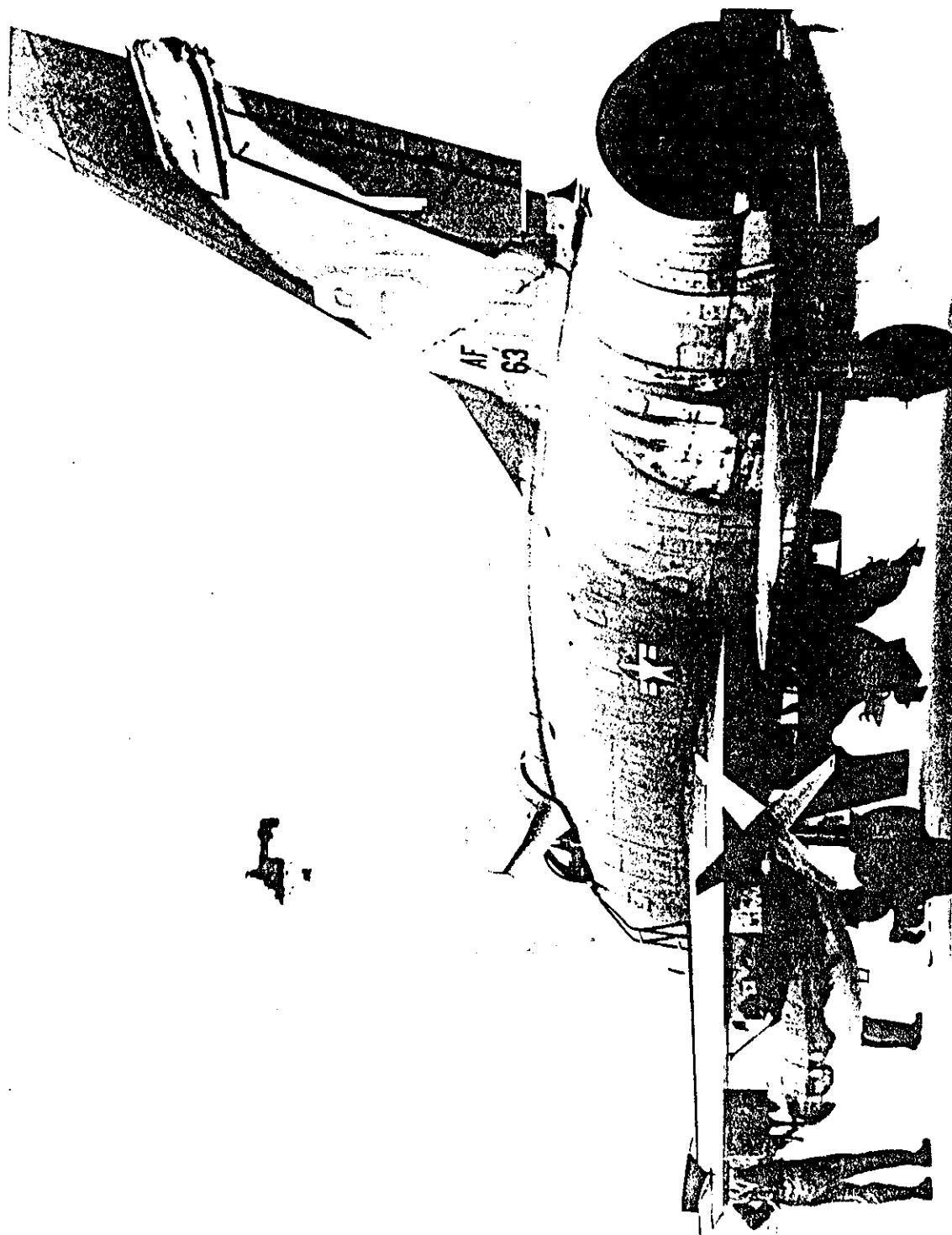
(U) LIFESAVING FUEL—An HC-130P Hercules refuels a "Jolly Green" rescue helicopter somewhere over the South China Sea. The Hercules, long the airlift workhorse in South East Asia has been converted into an aerial tanker to extend the range of the rescue helicopters. These aircraft are operated by the 39th Aerospace Rescue and Recovery Squadron at Tuy Hoa Air Base.



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AIR FORCE HELICOPTER CREW  
RESCUES NAVY OFFICER AT SFA

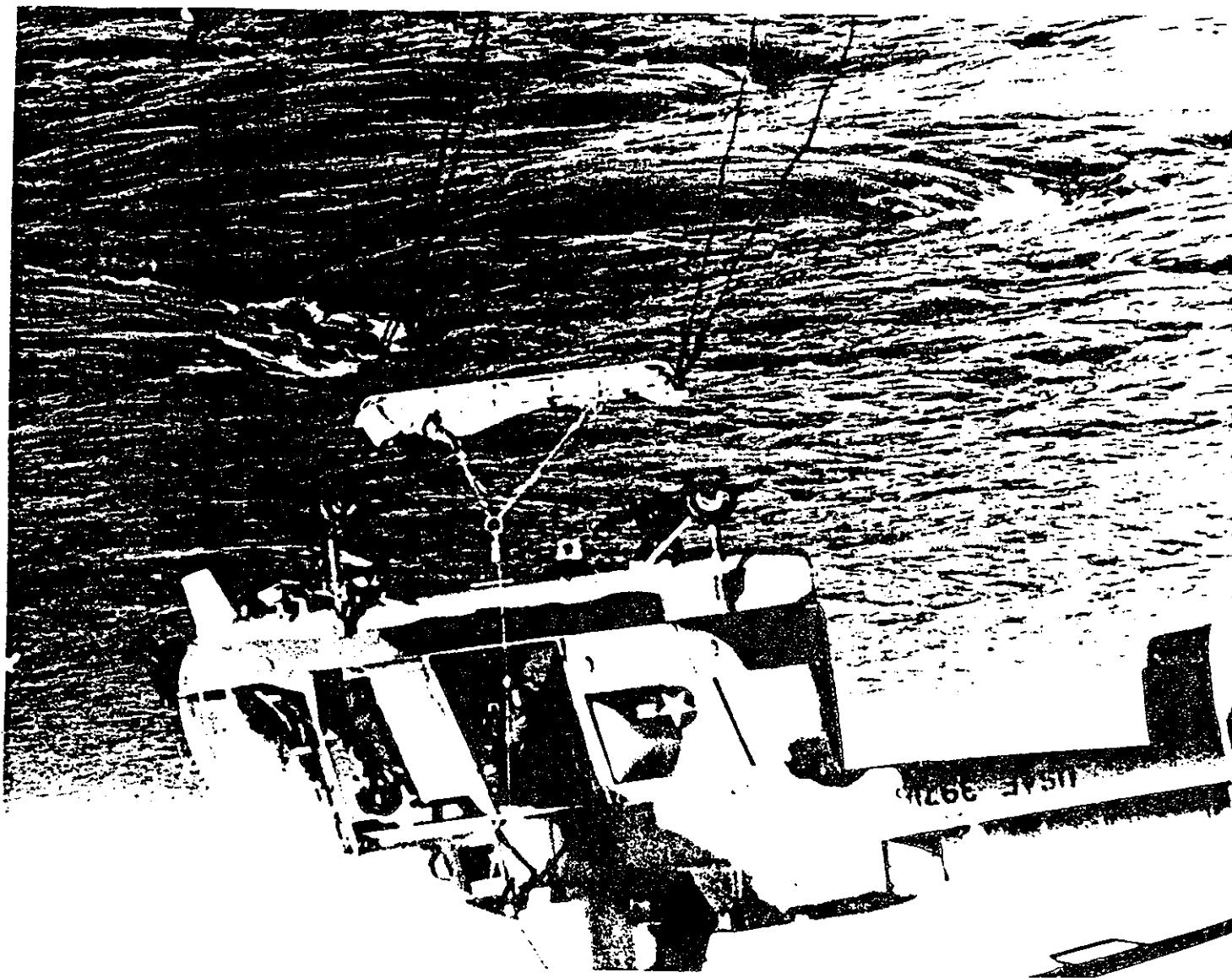
(U) GUIDE AND HOIST AWAY—Staff Sergeant Donald S. Kearton II, 29, Laurel, Md., guides the stretcher containing Navy Ensign Gordon Van Zee into an Air Force HH-43 Huskie rescue helicopter over the South China sea. The ensign was plucked from the pitching deck of the USS Chemung, 75 miles from Vung Tau, Vietnam.



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LOCAL BASE RESCUE  
HAS MANY MISSIONS

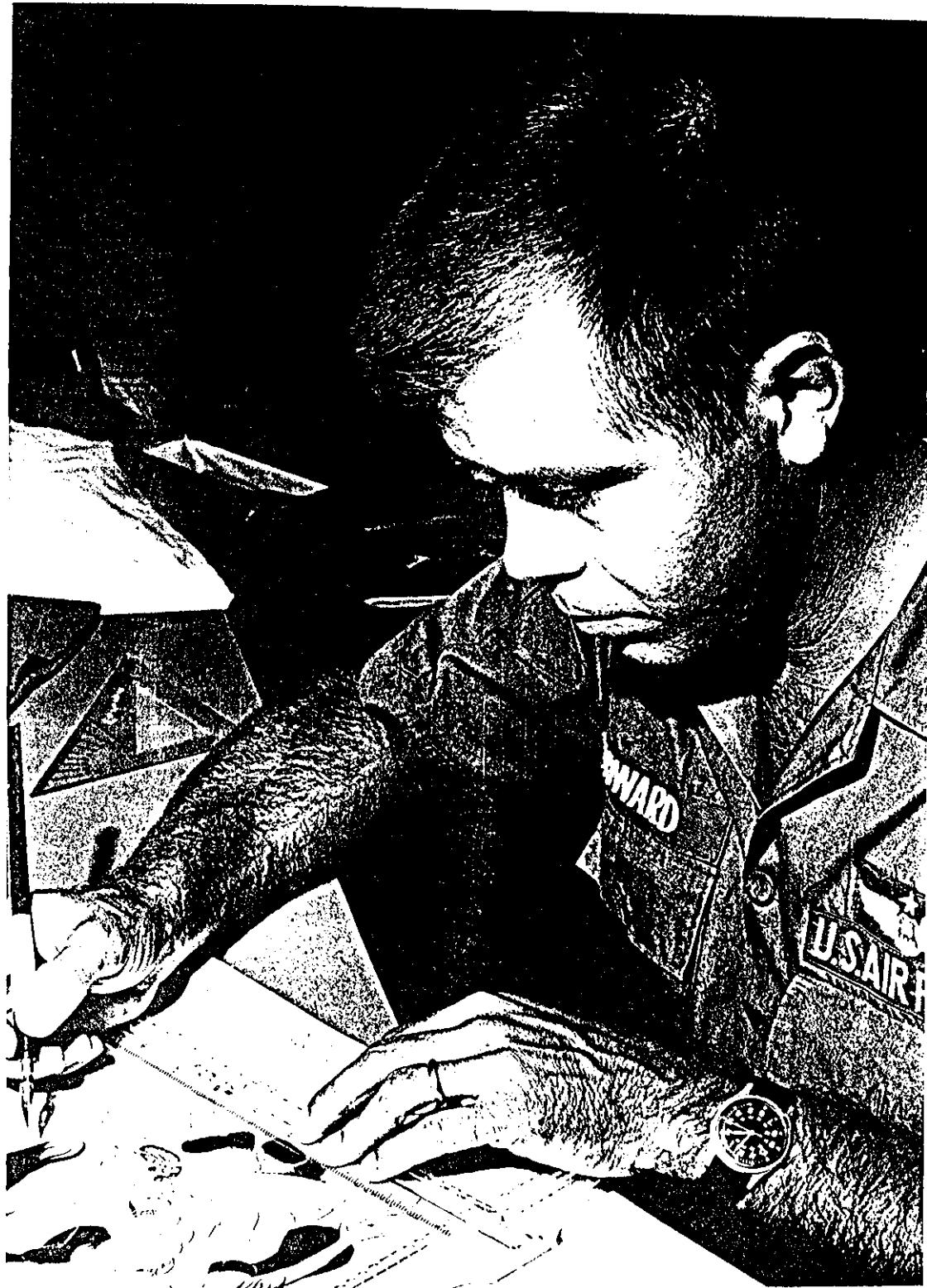
(U) SAFE LANDING--The HH-43B Helicopter of Detachment 11, 38th Aerospace Rescue and Recovery Squadron circles over an F-100 Supersabre which has just made a safe landing after an inflight emergency. The Muskies scramble for every emergency landing made at Tuy Hoa Air Base.



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RESCUE NAVIGATOR DRAWS  
CARTOONS DURING OFF TIME

(U) CARTOON ARTIST--Captain Robert G. Howard, 34, Columbus, Ohio, spends much of his off-duty time drawing cartoons. Many of his creations have been published in the Pacific "Stars and Stripes." Howard is a navigator in the HC-130F aircraft of the 39th Aerospace Rescue and Recovery Squadron at Tuy Hoa Air Base. In addition to recent items published under the heading "GI Humor" in the Stars and Stripes he has had several printed in national magazines in the United States.



## 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) 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 Coordination Centers (RCC's) at Son Tra AB, RVN (Queen) and Udorn AE, 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 (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, MCQ 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, 3rd ARRCp.

RELOCATION OF JSARC

(U) The JSARC was re-organized removing it from the control of the Group Operation Section and placed directly under the Commander, 3rd ARRCp. This was deemed to be more feasible, as the Commander, 3rd ARRCp is the Directorate of Aerospace Rescue, 7th AF and proved more operationally effective.

ARMY LIAISON OFFICER JOINTS JSARC

(U) On 15 October 1967 Lt Colonel John J. Collins, U.S. Army joined the JSARC staff as the Army liaison officer. This was the first Joint Service officer assigned to the JSARC. Lt Col Collins' knowledge of "in-country" of Army operations has proven to be an essential adjunct to the JSARC operation.

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(U) General William Momyer, Cmdr 7th AF, directed that the JSARC be moved physically the 3rd ARPGp facility to his command post at the earliest date. This move was planned for early in 1968. The visual display of SAR deployment and mission progress will provide the Commander, 7th AF with a more comprehensive view of the SAR posture. Additional benefits to be derived from this move is immediate weather analysis, improved communications, and immediate intelligence analysis and support.

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CHAPTER V

PLANS/REQUIREMENTS

(U) During the past quarter the Group Plans and Requirements section was engaged in the following projects in support of the SAR Forces in SEA.

~~(C)(GP-3)~~ 3RD ARRGp PLAN I

This plan which defines the operating procedures and requirement of 3rd ARRGp units was revised during this quarter to meet the changing needs and requirements of the SAR Forces in SEA. One of the major changes incorporated was the determination and location of planned orbit and air-to-air refueling points in Laos.

~~(C)(GP-3)~~ SOUTHEAST ASIA OPERATIONAL REQUIREMENTS (SEAOR)

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

- a. No. 4 - Ground Fire Warning Device: Funds made available 8 November 1967, bids asked on 7 December. Contract to be awarded in January 1968. Prototype available six month after contract is let.
- b. No. 11 - Miniature Aircrew Survival Radio: Prototype being built at Fort Wayne Proving Ground.
- c. No. 17 - Installation of PW radio 602A in HH-3, HH-43, HH-53, and HC-130. Existing assets being researched to meet requirement.
- d. No. 40 - Portable Visual Approach and Airfield Lighting System: The best preliminary estimate (PPE) has been received and tests are currently being conducted on a new lighting concept.
- e. No. 46 - Rescue Direction Finding and Ranging System: Additional funding necessary to proceed with development.
- f. No. 49 - Sand Separator for HH-3 and HH-53: AFSC asked to develop minimum cost two phase development program.
- g. No. 58 - Pararescueman Transceiver Helmet: Letter contract awarded. Development in progress.
- h. No. 93 - Class V mod, Aircraft ECM equipment: Awaiting best preliminary estimate (PPE).

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i. No. 97 - Improved Doppler Navigation Gear for HH-3 and HH-53: Request being staffed by 7th AF.

j. No. 102 - Class V Mod, Armor for HH-3, HH-43 and HH-53: Awaiting best preliminary estimate.

k. No. 102 - Automatic Integral Weight and Balance System for HH-3 and HH-53 helicopters: Awaiting best preliminary estimate.

l. No. 111 - Aircraft Fuel Cell Explosion Suppression Device: Following priorities assigned to SAR aircraft: HH-3 (3), HH-43 (8), HH-53 (4), and HC-130 (12). Awaiting best preliminary estimate for HC-130.

m. No. 114 - Search and Rescue Night Recovery System: This includes a terrain avoidance radar and automatic radar approach coupler. Sikorsky Aircraft working on cost estimate.

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

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## 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 ARRGp Operational Ready Rate was 77.3%, the NORM rate 10.7%, and the NORS rate 10.1%. The breakdown by aircraft was as follows:

<u>AIRCRAFT TYPE</u>	<u>OPERATIONALLY READY</u>	<u>NORM</u>	<u>NORS</u>
HC-130P	91.8	8.1	.2
HH-3E	64.6	14.4	17.3
HH-43B/F	81.9	9.3	6.8
HH-53B	45.9	13.3	40.8

HC-130P PHASE INSPECTION

(U) As of 15 November the Maintenance personnel of Det 2, 39th ARRSq were permanently reassigned to the 31st ARRSq, Clark AB, Philippines. This completed the transition of the maintenance responsibility for phase inspections performed on the HC-130P's assigned to the 39th ARRSq to the 31st ARRSq. No major problems were encountered during this transitional period.

HH-3E MODIFICATION PROGRAM

(U) The HH-3E Helicopter Aerial Re-fueling modification program at Don Muang Airport, Thailand was completed on 23 October 1967. A total of eight aircraft were modified between 25 May 1967 and the former date. This modification was performed by a team of Sikorsky Aircraft specialists. 3rd ARRGp provided a liaison team consisting of one maintenance officer and one non-commissioned officer.

HH-3E IRAN PROGRAM

(U) On 4 December 1967 the first HH-3E helicopter entered the IRAN maintenance facility at Don Muang Airport, Thailand. The IRAN contract being performed by a civilian contractor, Lockheed Aircraft Services Co. The production schedule provides for one aircraft to be completed every sixty days.

HH-53B MAINTENANCE PROBLEMS

(U) The sleeve and spindle of the main rotor head which had a chronic leak was modified by Sikorsky Aircraft and proved satisfactory. The critical nature of the engine start system was brought to the attention of higher headquarters and Sikorsky Aircraft. Proposals for an alternate start system are presently being studied by Aeronautical Systems Division, Air Force Systems Command.

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SUPPLY

HH-3E FLEX-COUPINGS

(U) The problem of faulty flex couplings which has plagued the HH-3E was partially resolved by procuring an adequate supply of new flex-couplings for the tail rotor. While this did not solve the basic problem of low use time per unit it did help the NORS rate until a newer type flex coupling was procured.

HH-43B/F ROTOR BLADES

(U) The rotor blades for the HH-43B/F did not prove to be as large a problem as last quarter mainly due to the seasonal change in the weather from the wet to the dry season. The monsoons were further North during this period out of the area of operations for the HH-43. As the seasonal weather changes and the monsoons move South in the Spring months a problem in stocking adequate rotor blades will again arise.

AIRCRAFT FUEL CELL FIRE SUPPRESSION

(U) A limited amount of polyurethane fire suppression material for installation as a liner in and around aircraft fuel cells. Once installed, this vastly reduces hostile explosive hazards from gunfire. As a result, twelve HH-53B helicopter drop tanks were equipped with this material. This project was completed by 1 December.

## DECORATIONS

1 OCTOBER-31 DECEMBER 1967

	TOT	CCL	LTC	MAJ	CPT	1LT	2LT	CWO	CMS	SMS	MSG	TSG	SSG	SGT	AIC	A2C
TOTAL	883	5	12	66	242	57	9			6	28	71	168	49	112	58
AFC	1				1								1		1	
SS	13			2	1	2	1						1		1	5
DFC	98	1	1	12	34		9				2	11	13	4	5	6
AMN HUL	5												4		1	
BSM	19			1	2	7					3	1	3	1	1	
AM	659	4	8	49	190	46	9			1	19	47	123	37	85	41
AFCM	86			2	8	1				5	4	12	24	7	19	6

DEPARTMENT OF THE AIR FORCE  
AEROSPACE RESCUE & RECOVERY SERVICE (MAC)  
3rd Aerospace Rescue and Recovery Group  
APO San Francisco 96307

SPECIAL ORDER  
G-2

6 October 1967

Under the provisions of AFR 35-54, I assume command of the 3rd Aerospace Rescue and Recovery Group, vice COLONEL ALBERT P. LOVELADY,

*Paul E. Leske*

PAUL E. LESKE, Colonel, USAF  
Commander

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