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HISTORY
OF THE
HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP
1 JULY - 30 SEPTEMBER 1969 (U)

PREPARED BY
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UNIT HISTORIAN
HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

APPROVED BY:

Malcolm C. Fraser
COLONEL MALCOLM C. FRASER
COMMANDER
31 OCTOBER 1969

Classified by Yp 4
SUBJECT TO CONTINUED DECLASSIFICATION
SCHEMATIC EXECUTIVE ORDER
AND DOWNGRADING DOWNGRADED AT TWO YEAR
INTERVALS
DECLASSIFY ON 31 DECEMBER GDS-77

GROUP 4
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Declassified after 12 years.

AEROSPACE RESCUE AND RECOVERY SERVICE
UNITED STATES AIR FORCE

DOWNGRADED TO:
Confidential on 17 May 73

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SECURITY NOTE

The overall classification of this history is SECRET/Group 4, to uphold the classification of the documents and information used in the preparation of the history, as cited in the footnotes. The following pages are classified as indicated:

~~SECRET: pp. 13, 14, 15, 16, 17, 18, 35, 37, 38.~~

~~CONFIDENTIAL: pp. 6, 12, 27, 28, 29, 30, 40, 69.~~



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COLONEL MALCOLM C. FRAZEE

COMMANDER, THIRD AEROSPACE RESCUE AND RECOVERY GROUP

Colonel Malcolm C. Frazee, a command pilot and veteran of more than 26 years of military service - 20 years in rescue - took command of Military Airlift Command's 3rd Aerospace Rescue and Recovery Group on 17 August 1969.

Colonel Frazee was born in San Diego, California on 13 April 1923. After graduating from Vista High School at Vista, California, he entered Flight Training School in January 1943. He completed the 9 month training school and was commissioned a Second Lieutenant on 4 December 1943. He flew 264 combat hours in B-17s over Europe in World War II.

With the exception of assignments in Washington, D.C., the Republic of the Philippines and at March AFB, California, all of his assignments since 1945 have been associated with Air Rescue duties. These Rescue assignments were at Orlando AFB, Florida; Stead AFB, Nevada; Norton AFB, California; Offutt AFB, Nebraska; Eglin AFB, Florida; Preswick AB, Scotland; and Hickam AFB, Hawaii where he served as Vice Commander of the 41st Aerospace Rescue and Recovery Wing before coming to the 3ARRGP.

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Colonel Frazee wears the Legion of Merit, Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with three Oak Leaf Clusters, the Air Force Commendation Medal with one Oak Leaf Cluster and numerous other decorations.

He is married to the former Evelyn V. Conway of Carlsbad, California. The Frazee's have three sons, Donald W. and Dennis L. (twins), 25, and Thomas L., 20.

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CHAPTER I

MISSION, ORGANIZATION AND RESOURCES

MissionPrimary Mission

(U) The primary mission of the Third Aerospace Rescue and Recovery Group is to provide a tactical force to rescue and recover 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; and provide Joint Rescue Coordination Center and Rescue Coordination Centers at selected locations. The geographical area of operations is Southeast Asia (SEA).

Subordinate Functions

(U) The Commander 3rd Aerospace Rescue and Recovery Group serves on the 7th Air Force staff as Director of Aerospace Rescue (DSR).

Subordinate functions are:

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 SEA.

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3. Exercises operational control of all rescue forces in SEA in accordance with policies established by the Commander, 7th Air Force, and/or Commander 41st Aerospace Rescue and Recovery Wing (41AREWing).

4. Keeps the Commander 41st Aerospace Rescue and Recovery Wing informed of SAR/Recovery requirements and all planned or conducted SAR operations.

5. Reports directly to the Commander 41st Aerospace Rescue and Recovery Wing on command and administrative matters.

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Organization

Command Organization¹

(U) The 3rd AARRGp is assigned to the 11st Aerospace Rescue and Recovery Wing of the Aerospace Rescue and Recovery Service (ZMAC) and comes under the operational control of the Commander 7th Air Force.

The 3rd AARRGp exercises command over the following units:

Joint Rescue Coordination Center (JRCC), Tan Son Nhut AB, RVN
 OL 1, 3d AARRGp (Rescue Coordination Center), Son Tra AB, RVN
 OL 2, 3d AARRGp (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, 38ARRSq, Phan Rang AB, RVN
 Det 2, 38ARRSq, Takli RTAFB, Thailand
 Det 3, 38ARRSq, Ubon RTAFB, Thailand
 Det 4, 38ARRSq, Korat RTAFB, Thailand
 Det 5, 38ARRSq, Udorn RTAFB, Thailand
 Det 6, 38ARRSq, Bien Hoa AB, RVN
 Det 7, 38ARRSq, Da Nang AB, RVN
 Det 8, 38ARRSq, Cam Ranh Bay AB, RVN
 Det 9, 38ARRSq, Pleiku AB, RVN
 Det 10, 38ARRSq, Binh Thuy AB, RVN
 Det 11, 38ARRSq, Tuy Hoa AB, RVN
 Det 12, 38ARRSq, U-Tapao RTAFB, Thailand
 Det 13, 38ARRSq, Phu Cat AB, RVN
 Det 14, 38ARRSq, Tan Son Nhut AB, RVN

39th Aerospace Rescue and Recovery Squadron, Tuy Hoa AB, RVN
 40th Aerospace Rescue and Recovery Squadron, Udorn RTAFB, Thailand
 Det 1, 40ARRSq, Nakhon Phanom RTAFB, Thailand²

1. Organizational Chart on page 5.

2. Operates as an independent unit and reports directly to 3ARRGp. MAC Special Order 6-40, 18 March 1968 effected the redesignation of Det 1, 37ARRSq to Det 1, 40ARRSq at Nakhon Phanom Airport on 18 March with no change of mission or location.

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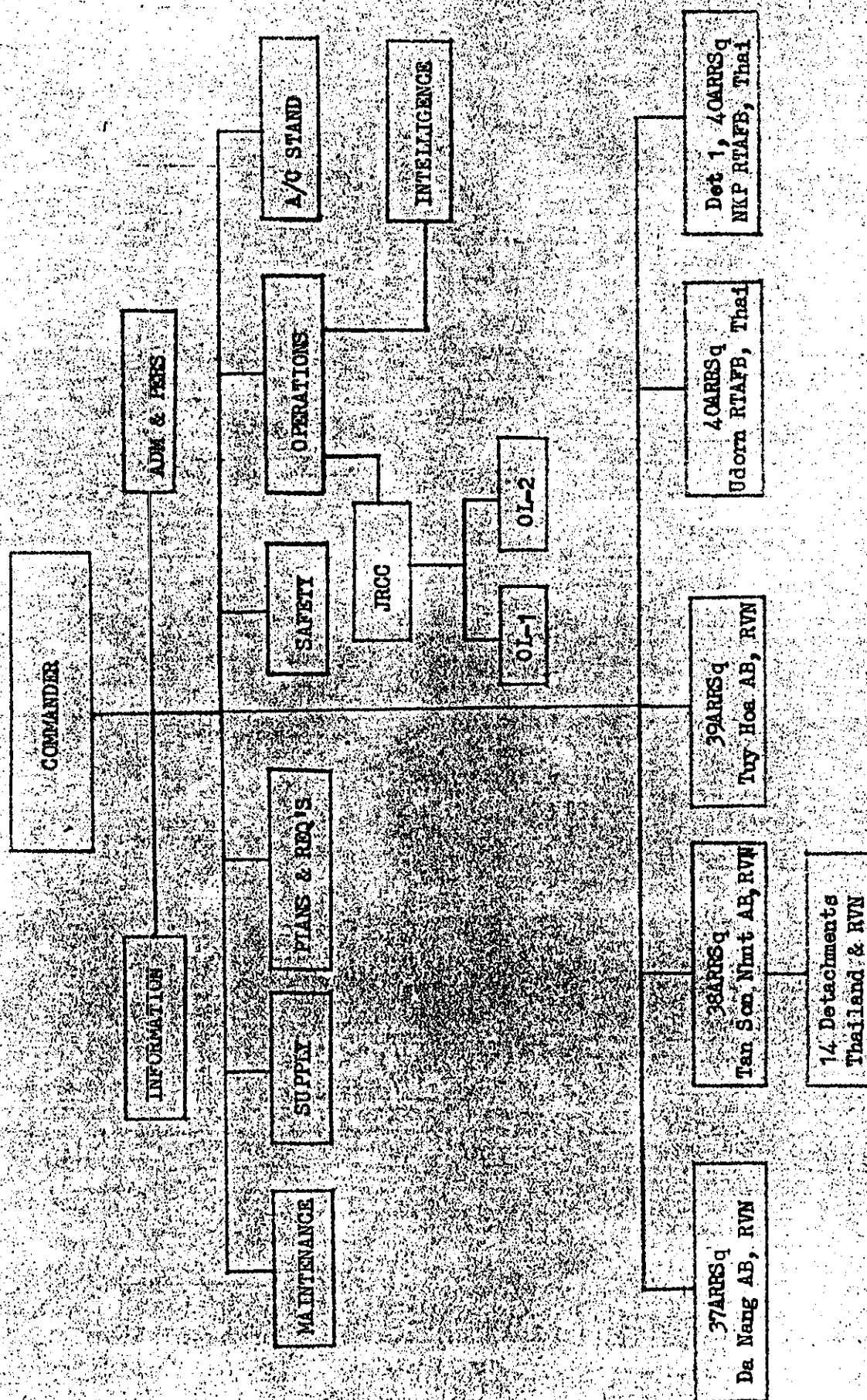
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(U) These units are located in two nations and are responsible for search and rescue activities in an area encompassing 1.1 million square miles extending from the Mekong River Delta to the Chinese border and to the Burmese Frontier.

(U) The 3rd AIRFC 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 and Thailand.³

3. Refer to map on page 6.

3RD ABWGP ORGANIZATION CHART



LAOS

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NORTH VIETNAM

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UDORN
40ARRS
OL-2, 3ARRGP
DET 5, 38ARRSNAKHON PHANOM
DET 1, 40ARRS

THAILAND

TAKHLI
DET 2, 38ARRSKORAT
DET 4, 38ARRSUBON
DET 3, 38ARRSDANANG
37ARRS
OL-1, 3ARRGP
DET 7, 38ARRS

* BANGKOK

U-TAPAO
DET 12, 38ARRS

CAMBODIA

DET 13, 38ARRS
PHU CAT
DET 9, 38ARRSTUY HOA
DET 11, 38ARRS
39ARRS

PHNOM PENH *

CAM RANH BAY
DET 8, 38ARRSBIEN HOA
DET 6, 38ARRSPHAN RANG
DET 1, 38ARRSTAN SON NHUT
3ARRGP
38ARRS
DET 14, 38ARRS

* SAIGON

BINH THUY
DET 10, 38ARRS~~CONFIDENTIAL~~

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RESOURCES - PERSONNELAuthorized Versus Assigned

(U) There were two changes in the number of authorized/assigned officers and airmen from the previous quarter. The assigned number of officers increased by three and the assigned number of airmen increased by two. There was no change in the authorized/assigned civilian strength.

	<u>Officers</u>	<u>Airmen</u>	<u>Civilian</u>	<u>Total</u>
Authorized	22	20	1	43
Assigned	22	21	1	44

Roster of Key Personnel (U)

Colonel Malcolm C. Frazee,	Commander
Colonel Rayvon Durlason,	Vice Commander
Lt Col Alexander S. Cherry,	Chief of Operations
Lt Col George B. Robertson,	Chief of Maintenance
Lt Col Robert C. Machina,	Chief of Plans & Reports
Major Edward G. Gidman,	Chief of Standardization
Major Richard C. Cowen,	Chief of Safety
Capt Paul L. Lyter,	Information Officer
Capt Kenneth H. Gunn,	Chief of Supply
Capt Larry E. Jarman,	Communications Officer
1Lt Morton T. Lambert,	Chief of Admin Services

Change of Key Personnel (U)

Colonel Malcolm C. Frazee assumed command of the 3rd Aerospace Rescue and Recovery Group on 17 August 1969, replacing Colonel Rayvon Durlason. Colonel Frazee was previously assigned as Vice Commander ^hLIARWG.

h. See Supporting Document 1 for Change of Command Orders.

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Lt Col Robert C. Machina became Chief of Plans and Requirements on 17 July 1969 vice Major Robert L. Smith. Lt Col Machina was previously assigned as Chief of Plans and Requirements, 41ABRQg.

Major Richard C. Goven became Chief of Safety on 5 July 1969, vice Major Frank E. Harris. Major Goven came to 3ABRQp from 40ABRQg, Ramstein AB, Germany where he was Chief of Safety.

Captain Paul L. Iyter became Information Officer on 4 July 1969, vice Major Carroll E. Shersham. Captain Iyter was previously assigned as the Information Officer, 437BWing at Charleston AFB, South Carolina.

Captain Kenneth M. Gunn replaced Captain Radford L. Reavis as Chief of Supply on 12 August 1969. Captain Gunn was previously assigned as Logistics Plans Officer, Headquarters AFSS, Scott AFB, Illinois.

MAC Junior Officer Council

(U) 3ABRQp units supported the MAC SEA Junior Officer Council when mission requirements permitted. The 29 July 1969 meeting at Taipei, Taiwan was attended by Captain Charles P. Lowry (37ABRQg), Captain David L. Bachman (Det 10, 38ABRQg), Captain Joseph R. Brown, Jr (40ABRQg), Captain John E. Murry, Jr (Det 7, 38ABRQg), 1Lt Donald J. Madden (37ABRQg), and 1Lt Paul M. Schlichter (32ABRQg).

Manning Problems

(U) During the quarter, 3ABRQp experienced manning problems in the following AFSS's and units:

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1. 1607XO (Aircraft Loadmaster). In August, the AERS T-6 report and JARROp manning ledgers showed a loss of assigned strength in this AFSC at the 39AERSg. The manning percentile would drop in September from 100% assigned in July and August to 60% in September. This loss was due to inaccurate UAR data maintained at Headquarters MAC. The DEROS of several of the assigned loadmasters was unknown, therefore replacements were not requisitioned from USAFPC, resulting in inadequate manning. H1ARWg was queried on the possibility of obtaining TDY assistance from Wing resources. After it was determined that H1ARWg could not provide the necessary TDY assistance, out-of-cycle PCS assistance and immediate TDY assistance from the CONUS was requested from MAC. At the present, we have three 607XO TDY from the CONUS with three more to arrive from within H1ARWg. MAC has requested out-of-cycle PCS allocations from USAFPC. The estimated get-well date is December 1969.

2. A29JX2E (Airborne Radio Operators). In August, this headquarters became aware of an apparent shortage of qualified radio operators. This problem was again due to inaccurate UAR data, causing replacements not to be allocated on time. H1ARWg was queried, and, at present, we have six operators TDY. The estimated get-well date for this AFSC is 1 January 1970, if

3AFRCp Hist., Jul-Sep 1969

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projected inbound arrivals on time.

Awards and Decorations

(U) A total of 1005 awards and decorations were approved for 3AFRCp personnel during the quarter. ⁵ Included in this total were 10 silver Stars.

Civic Action Program

(U) 3AFRCp personnel continued their support of the Co - Nhi - Vien - Viet Hoa Orphanage in the Cholon district of Saigon. Captain Paul Lytar continued teaching English to the Nuns each Thursday afternoon. Contributions to the Orphanage totaled 38,500 piasters (\$326), 75 pounds of clothing, 20 pounds of food and 25 pounds of miscellaneous supplies.

Emphasis On People Program

(U) The 3AFRCp Emphasis On People Committee meeting was held on 28 July 1969 in the Group Conference Room. The following self-help projects were completed during the quarter:

1. Barracks Improvement

- a. Installed individual name plates on cubicles.

⁵ See Appendix 1 for numerical and personnel listing.

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- b. Repainted outside stairwell.
- c. Reinstalled a telephone in upper and lower bay.
- d. Installed springs on doors.
- e. Put up new fire exit signs and appointed fire wardens for upper and lower bay.
- f. Installed bulletin board in upper dayroom.
- g. Repainted refrigerators in upper and lower bay.
- h. Installed metal strips on bar in upper dayroom.
- i. Replaced broken tile in lower bay.
- j. Installed new rain curtains/shield on eaves of barracks.
- k. Repaired outside stairwell leading to upper dayroom.

2. Group Headquarters Improvement

- a. Picnic area was constructed. Picnic tables and benches have been made. Also, a barbeque pit and fence have been constructed.
- b. An overall building improvement project is underway consisting of repairing furniture, staining walls, purchasing new trash cans, and lawn beautification.

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RESOURCES - AIRCRAFT

~~(c)(CP-4)~~ While Headquarters 3rd ARRG 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 39ARRS. The helicopter complement consisted of the following three types; the HH-3E, assigned to the 37ARRS and Det 1, 40ARRS; the HH-43D/F, assigned to the 38ARRS; and the HH-53C assigned to the 40ARRS.

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

<u>AIRCRAFT TYPE/SERIES</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>POSSESSED</u>
HH-3E	19	13	17
HH-43D	26	22	22
HH-43F	6	5	5
HH-53B	5	5	5
HH-53C	4	3	3
HC-130P	11	11	11
	—	—	—
	71	61	63

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CHAPTER VI

OPERATIONS, TRAINING, AND SAFETY

OPERATIONS

~~(S)(AF-4)~~ The primary function of the Headquarters Third Aerospace Rescue and Recovery Group is to serve as the Command and Central agency for all USAF rescue forces in Southeast Asia. In addition to serving as the operations center for SAR forces, JANROp Operations is responsible for the Joint Rescue Coordination Center, Standardization/Evaluation, Intelligence, and Training functions Group wide. To accomplish the combat SAR mission, rescue aircraft are strategically positioned throughout Southeast Asia to provide quick response for SAR missions. The HH-3E and HH-53B/C Jolly Green helicopters stand ground alerts and fly airborne orbits. The HC-130P King aircraft fly airborne orbits and serve as airborne mission commanders. In addition, the HC-130P and HH-3E/HH-53's operate as a team using air-to-air refueling to provide rapid reaction time. A-1E Sandy/Spad aircraft provide ESCORT and fire suppression of hostile ground forces. HH-43B/F Padre aircraft provide Local Base Rescue and a SAR capability within 75 NM radius of action of the base. The authorized force posture for the JANROp is 13 - HH-3E, 9 - HH-53B/C, 27 - HH-43B/F, and 11 - HC-130P aircraft.

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a. The SAR aircraft are stationed as follows:

1. Da Nang AB, RVN

(a) Fourteen HH-3E rescue helicopters, call sign Jolly Green, assigned to the 37ARRSq at Da Nang.

(b) Three A-1E's, call sign Spad 11, 12 and 13, from the 6th Special Operations Squadron (6SOS), Pleiku AB, RVN, deploy daily to Da Nang, standing by to perform rescue escort (RESCORT) duties.

2. Nakhon Phanom RTAFB, Thailand

(a) Five HH-3E rescue helicopters, call sign Jolly Green, assigned to Det 1, 49 ARRSq at NPN.

(b) Six A-1E's, call sign Sandy, of the 56 Special Operations Wing (56SOW), are available daily for RESCORT duties.

3. Udon RTAFB, Thailand

(a) Eight HH-53B/C rescue helicopters, call sign Jolly Green, assigned to the 14ARRSq at Udon.

4. Tay Hoa AB, RVN

(a) Eleven HC-130P rescue Airborne Mission Command and Control Aircraft (AMCC), call sign King are stationed here. These aircraft also serve as aerial refueling tankers for the Jolly Green helicopters.

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5. HH-130B/F - 38AFTSQ

(a) Twenty-seven HH-130B/F rescue helicopters, call sign Pedro, of the 38AFTSQ are located throughout the Republic of Vietnam and Thailand. While primarily utilized as Local Base Rescue (LBR) aircraft, when necessary and as requested by the JRCG, and approved by the Base Commander, these aircraft perform combat aircrew recovery (ACR) missions.

6. Other

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

b. Resources of JARRGO are staged in the following manner:¹

1. An HC-130P is staged daily for a first-light to last-light orbit over the Gulf of Tonkin and in the vicinity of Pakseang, Laos. An HC-130P also stands 30-minute alert at Udorn from first-light to last light.

2. One HH-3E orbits over the Gulf of Tonkin. This helicopter is on station while reconnaissance aircraft are in RPT.²

1. See para 17 for orbit positions.

2. from RPT is in MVI above DMF and below 100 M.

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3. Two HH-3E's are positioned daily at a forward operating location at Quang Tri and maintain 15 minute strip alert from first-light to last-light.

4. Two HH-3E's are maintained on 15 minute strip alert at Da Nang AB from first-light to last-light and a 45 minute ground alert from dark to first-light.

5. Two HH-53B/C's are frugged daily for 15 minute strip alert at L-98 and fly an orbit over Northern Laos.³

6. Two HH-3E's or HH-53's are on 15 minute strip alert at Nakhon Phanom or on orbit over Southern Laos from first-light to last-light and a 45 minute ground alert from dark to first-light.⁴

7. Two HH-3E's or HH-53B's are on 30 minute standby alert at Nakhon Phanom from first-light to last-light.

8. Two A-1H's are on 15 minute strip alert at Da Nang from first-light to last-light.

9. Six A-1H's are on 15 minute strip alert at Nakhon Phanom. Two of these six are frugged to orbit with the Jolly Greens, as described in b5 above.⁵ Two A-1 aircraft orbit with

3. Airborne orbit is performed near high threat area during heavy strike period.

4. Airborne orbit is scheduled for the last two (2) hours and 15 minutes of daylight each day.

5. These aircraft do not use a FOT in Laos.

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NORTH VIETNAM

HANOI

LACS

GULF
OF
TONKIN

2 HH-3/53
2 A-1
L-98

PAKSANE

HC-130P ORBIT

UDORN

NKP

HH-3E ORBIT

2 HH-3/53
2 A-1

QUANG TRI

HC-130P
ORBIT

DANANG

THAILAND

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SCHEDULE OF THE EXECUTIVE ORDER 11652
AND AUTOMATICALLY DECLASSIFIED AT TWO YEAR
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the Jolly Greens daily in Southern Laos. Two A-1 aircraft are also on 45 minute ground alert at NKP from dark to first-light.

10. One HC-130P is on alert at Tay Hoa AB as a backup aircraft during daylight hours for use as a tanker or AHC, should the need arise.

Combat and Non-Combat Saves

(U) The units under 3ABRGP were responsible for 39 combat saves and 26 non-combat saves for a total of 65 saves for the quarter.⁶ The total number of saves since 1 December 1968 is 2747; 1381 combat and 1366 non-combat.

3ABRGP Flying Hours

(U) 3ABRGP units flew a total of 10,244.7 hours during the quarter.⁷

Aircraft Incidents

a. On 10 July 1969, an HH-43B, SN 60-278 assigned to Det 12, 3ABRGP, U-Tapao RTAFB, Thailand was involved in a major aircraft accident. There were no injuries or fatalities. The accident board determined that the primary cause of this accident was a pilot factor, in that the pilot attempted a

6. Appendix 2 lists the number of combat and non-combat saves for each month of the quarters.

7. Appendix 3 gives the Flying Hours by aircraft for each month of the reporting period.

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low approach at low airspeed in a downwind condition, failed to recognize and provide for normal engine acceleration lag time, and thereby allowed the helicopter to settle into a tree. A contributing cause of this accident was miscellaneous unsafe conditions (inadequate crew rest) in that the pilot was fatigued as a result of high noise levels in the alert facility in which he spent the night preceding the flight and by working more than 85 hours in the facility during the previous week.

b. On 19 July 1969, an HH-43B, SN 59-1562, assigned to Det 12, 38AERSq, U-Tapao RTAFB, Thailand was involved in a major aircraft accident when ordnance on a B-52 that had aborted on takeoff exploded. There were two fatalities and one critically injured survivor. The accident board determined that the primary cause of this accident was due to miscellaneous unsafe conditions, in that the complete destruction of the helicopter rotor system by shrapnel and debris from the explosion of bombs and fuel aboard the B-52 rendered the helicopter totally uncontrollable and made the resulting crash and destruction inevitable.

c. On 7 August 1969, an HH-43B, SN 60-0282, assigned to Det 11, 38AERSq, Tuy Hoa AB, RVN was involved in a major aircraft accident. There were no fatalities or injuries. The

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accident board determined that the primary cause of this accident was engine failure. The cause of the failure could not be determined due to failure to locate and recover the wreckage for engine TIR. However, the most probable cause was determined through the process of elimination. Boost pump pressure indications of 10 to 12 psi eliminated boost pump failure, fuel exhaustion or any significant leaks prior to the lines entering the fuel control system. The failure of the engine to restart using emergency fuel system would eliminate the engine speed governor or automatic features of the fuel control. The rapid decrease in EOT and the absence of abnormal noises and smoke would eliminate internal failure of the engine compressor, turbines or bearings. Therefore, it was determined that the most probable cause of the engine failure was a malfunctioning engine driven fuel pump. Additional findings were that: (1) The helicopter was not equipped with emergency flotation gear, and (2) The cabin safety net could restrict under water egress in the event of injury during ditching.

d. On 13 August 1969, an HH-43F, SN 62-1503, assigned to Det 10, 38AHSq, Binh Thuy AB, RVN was involved in a major aircraft accident. There were no fatalities or injuries. The

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accident board determined that the primary cause of this accident was pilot factor, in that the pilot allowed the aircraft to roll over the DAK-12 Barrier, while performing a practice autorotation.

SPECTROLAB's "Nightsun" Xenon Floodlights (U)

a. A study was undertaken in the reporting period to evaluate night vision capability for ARRS activities and a summary follows: Representatives from SPECTROLAB Division of TEXTRON, visited the Standardization personnel at 3AFRCGp at the suggestion of representatives from AFSC Liaison Officer, Directorate of Plans, Seventh Air Force, Tan Son Nhut AB, RVN, who were aware of our interest in night vision and felt that we should have an opportunity to evaluate SPECTROLAB's "Nightsun" Xenon floodlights. The SPECTROLAB representatives presented a short briefing on his firm's two models of high-intensity lights and discussed his capacity as advisors in an Army test program being conducted by the First Air Cav at Phuoc Vinh, RVN. An invitation was extended to interested personnel to witness a demonstration of the lights at Phuoc Vinh. Arrangements were finalized and a team composed of Standardization personnel were transported from Tan Son Nhut to Phuoc Vinh via Army helicopter. Upon arrival at Phuoc Vinh, the team was shown two UH-1D helicopters equipped with Xenon floodlights and associated equipment

3A1120p Hist., Jul-Sep 1969

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and configured in the following manner:

(1) UH-1D

(a) SPECTROLAB "Nightsun" FX-150 Xenon Flood-light, mounted in the left forward cabin door in a two-axis ghabal which is motorized and remotely controlled. This is the larger of the two unit which, exclusive of associated equipment, weighs approximately 200 pounds. It provides 50X full moonlight from 3000 feet over a 300-foot diameter area.

(2) UH-1D

(a) SPECTROLAB "Nightsun" SX-15 Xenon Flood-light, mounted on the left forward fuselage below and in front of the copilot's position. This unit also delivers 50X full moonlight illumination from 3000 feet AGL, but over an area 300 feet in diameter. Without associated equipment, (mounting hardware, wiring, etc.) this light weighs approximately 26 pounds.

(b) A second Xenon light, under federal stock number and not manufactured by SPECTROLAB but having similar capabilities plus a quick-change infrared filter, was also tested.

(c) A Night Observation Device (larger version of the Starlight Scope), mounted on the above light and bore-sighted to its beam, was also tested.

(d) Two weapons were being used in conjunction with the lights but discussion of their function is not

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considered appropriate for our purpose.

(3) Following a pre-mission briefing, members of the 3ARNGp team were given an opportunity to observe the operation of the lights from both helicopters and from the ground. Visible and infrared modes were used, the latter together with the Night Observation Device. Altitudes varying from 500 feet to 3000 feet AGL were flown with observations made at intermediate levels. Weather conditions varied from clear to heavy rain.

(4) Conclusions:

(a) The SX-16 "Nightstun" light appears to be suitable for use on SAR efforts in permissive environments, particularly over water. We have no knowledge of any other light source with the same illumination capability which is lightweight, remotely controlled and relatively small in size.

(b) High-intensity infrared illumination could be very useful in pinpointing a survivor in a hostile environment when the light source is mounted on the pickup helicopter; infrared area illumination from an orbiting aircraft may also be feasible. Both concepts are dependent upon suitability of IR receptors. The Night Observation Device has limited application in the SAR mission because its field of view is quite limited.

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It could be used as an auxiliary device for close inspection of a survivor's immediate area but is not suited for use as an approach aid for the helicopter pilot. A goggle-type receptor is required which can be worn by the helicopter pilot, allowing him to make an approach and establish a hover under IR illumination.

(c) The FX-150 light is too large to be mounted on a pickup helicopter because the bulk of the unit would obstruct access to the rescue door and its heat would endanger the survivor. Because of this light's capability to illuminate a large area, however, its use from an orbiting "High Bird" (RH-3/53) seems quite feasible and well worthy of test. In the eventuality that the "High Bird" were committed to a pickup, the nature of the FX-150 mount would allow it to be stowed so that the hoist could be used.

(d.) Recommendations:

(a) It is the consensus of the 3AEROp team that high-intensity illumination has definite application in the SAR mission. In a permissive environment, the 3X-16 (mounted on a pickup helicopter) and the FX-150 (mounted on an orbiting helicopter or fixed-wing aircraft) might be combined to produce an effective night recovery capability. Field testing is indicated and should be undertaken.

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(b) The feasibility of search/location and area illumination with infrared filtered sources such as the IX-1 and the IX-150 depends in great part upon the availability of suitable IR receptors. If a goggles-type unit can be identified and obtained, field testing will indicate whether this concept could provide a successful hostile area night recovery method.

Standardization

(U) Arrival of Personnel

Master Marie E. Trainer replaced Master John Wells on 2 August as the IX-13 Alacraz Standardization Officer.

SSgt William B. Pruett replaced SSgt Charles W. Howell Jr., as Standardization Paramedicman.

(U) Standardization Staff Visits

During the quarter, 3A7BGP standardization personnel conducted 16 visits.

Life Support (U)

a. A life support program was established by the 3A7BGP during the July-September quarter as directed by Hqs AKRS. Captain Robert A. Choate was appointed 3A7BGP Life Support Officer and attended the initial AKRS Life Support Conference.

B. Appendix H lists the units visited, dates, and actions taken.

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at Scott AFB, Illinois from 4 to 6 August. Also, during the quarter, Captain Choate and SMSgt William D. Pruitt, 3ARRGp Life Support WCO, attended a Tri-Service Life Support Conference at Cubi Point NAS, Philippines from 13-15 August.

(b) The Life Support Program is not new to 3ARRGp. Since its initial assignment to SEA, the 3ARRGp has maintained a close working relationship with 7th Air Force Life Support Office and local life support sections at each subordinate unit. Because of the combat mission, this organization has continually worked with the Aeronautical Systems Division of AFSC in the development and testing of new equipment and evaluation of present equipment use and compatibility in the situation.

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JOINT RESCUE COORDINATION CENTER (JRCC)

(U) The primary mission of the Joint Rescue Coordination Center is to provide coordinated direction of multi-service forces when they are involved in search and rescue operations. The secondary purpose is to develop a free and unrestricted flow of information concerning rescue procedures and available rescue resources between all United States Forces in Southeast Asia.

~~(S)~~ The Commander, 7th Air Force, is the SAR Coordinator for the Southeast Asia Sub-Region which includes the land and water areas within the Saigon, Bangkok, and Rangoon Flight Information Regions.⁹ He maintains the Joint Rescue Coordination Center under his Directorate of Aerospace Rescue (Commander, 3rd Aerospace Rescue and Recovery Group) at Tan Son Nhut AB, RVN. Because of the large size of the SAR area and the limited number of primary SAR forces, it is imperative that personnel and equipment from all services are available for rapid SAR response. Although each service Commander maintains control of his forces, a centralized coordination of all SAR activities is necessary. JRCC (Joker) and the subordinate Rescue Coordination Centers; Oasen, at Son Tra AB, RVN, and Jack, at Udorn RTAFB, Thailand, provide an around-the-clock

9. Refer to map on page 29.

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operation to coordinate SAR activities. The Commander, 631 Combat Support Group, Don Mueang RTAFB, Thailand, is responsible for SAR activities within the Rangoon FIR. Through close cooperation with the 7th Air Force Command Center and subordinate Tactical Air Control Centers, the JROC maintains a quick response SAR posture.

SAR Briefing

(U) Each Sunday, during the quarter, a SAR briefing was given to newly assigned aircrew personnel of the 460 Tactical Reconnaissance Wing and the 834 Air Division at Tan Son Nhut AB, RVN.

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NORTH VIETNAM

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LAOS

GULF OF TONKIN

18-00N

18-00N

UDORN RCC
JACK

THAILAND

DANANG RCC
QUEEN

BANGKOK RCC

14-00N

SOUTH
VIETNAM

CAMBODIA

106E

JOKER
SAIGON RCC
TAN SON NHUT

DESIGNATED SAR SECTORS OF
THE SOUTHEAST ASIA REGION

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

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TRAINING

Record School

(6) Three DAERCo Pararescuemen completed the training at New River AB, NVN, this quarter.¹⁰

Disaster Preparedness/Unit Defense Team

(7) The DAERCo Training Section held the Quarterly Disaster Preparedness training class on 20 August 1968. All new enlisted personnel attended this class as an initial orientation which emphasized a thorough awareness of the initial in-processing Disaster Preparedness briefing. The class was also attended by all other enlisted personnel as quarterly refresher training. The class consisted of five basic subjects:

1. Local Intelligence Briefing
2. General Disaster Preparedness Procedures.
3. Weapon Handling Procedures.
4. Gas Mask Orientation and Use.
5. Unit Defense Team Actions and Procedures.

Following this class, the Group Unit Defense Team had a practice exercise demonstrating the items discussed in the class. On 22 August 1968, the 377th Combat Support Group Security Police activated the Unit Defense Team and made an inspection of the Unit Defense Team procedures during the practice exercise. The overall evaluation was satisfactory.

11. "Appendix" lists the names, units assigned, and dates graduated.

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On-The-Job Training

(U) During the quarter, an average of 198 personnel per month were in OJT. This represents 23% of total airmen assigned, which averaged 847 per month.

(U) On 25 August 1969, the 377th Combat Support Group CSPO made an inspection of the 3ARRGp OJT Section. All areas were reported as excellent with an excellent overall rating.

(U) During the quarter, OJT staff visits were made to a total of 7 units. 11

Weighted Airmans Promotion System

(U) The Weighted Airmans Promotion System (WAPS) was fully implemented during this quarter. A complete WAPS control and management system was established to monitor the receipt, storage, and distribution of required study materials.

11. Appendix 6 lists unit and dates visited.