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HISTORY
OF THE
HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP
1 OCTOBER - 31 DECEMBER 1969 (U)

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

APPROVED BY:

for Frederick V. Feltz, Col USAF
COLONEL MALCOLM C. FRAZEE
COMMANDER
31 JANUARY 1970

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

Classified by 444
SUBJECT TO CENTRAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
EXEMPTION FROM AUTOMATIC DOWNGRADING AT TWO YEAR
INTERVALS
DECLASSIFY ON 31 DECEMBER GD5-77

AEROSPACE RESCUE AND RECOVERY SERVICE
UNITED STATES AIR FORCE

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VHPA 187

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14W GD3
GP-4*

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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, 28, 29, 31, 32, 33~~

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UNITED STATES AIR FORCE
Headquarters Seventh Air Force (PACAF)
APO San Francisco 96307

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BIOGRAPHY— COLONEL FREDERICK V. SOHLE, JR.

Colonel Frederick V. Sohle, Jr., a command pilot with more than 29 years of military service, has served as Vice Commander of the Military Airlift Command's 3rd Aerospace Rescue and Recovery Group since 31 October 1969. As Vice Commander, he assists in directing Air Force rescue personnel in Southeast Asia who are responsible for searching for, locating and recovering downed aircrew personnel and flying local base rescue missions. These rescue men and their associated equipment and facilities are located at all major air bases in the Republic of Vietnam and Thailand. These forces are responsible for air rescue in an area that includes more than a million square miles, most of which is covered with dense jungle.

Colonel Sohle was born 5 April 1919, in Charlotte, N.C. After graduating from Woodrow Wilson High School in Dallas, Texas in 1937, he attended the University of Texas and Southern Methodist University. He entered military service in 1941, and was commissioned on 31 October 1941, when he completed Flying Cadet School.

Assigned to the Ferrying Division, Air Transport Command, at Long Beach, Calif., in 1943, Colonel Sohle has served continuously with the Military Airlift Command or its predecessors since that time. From 1954 to 1964 he served in assignments with HQ Aerospace Rescue and Recovery Service, and as Sq Commander of the 57th ARRSq, in Lajes Field, Azores.

In 1965 Colonel Sohle completed requirements for a bachelor of science degree in military science with the University of Omaha, later serving at HQ MAC, followed by an assignment as Sq Commander, 99 MAS, 89 MAW, Special Airlift Missions, at Andrews AFB, Washington, D.C.

Prior to his present assignment, he attended the Industrial College of Armed Forces in Washington, D.C.

Colonel Sohle wears the Air Force Commendation Medal with two Oak Leaf Clusters.

He is married to the former Majorie Anne Cobb of Dallas, Texas. The Sohles have one daughter, Linda Anne, 19.

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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 the 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 the Commander, 41st Aerospace Rescue and Recovery Wing (41ARRWg).

4. Keeps the Commander, 41ARRWg, informed of SAR/Recovery requirements and all planned or conducted SAR operations.

5. Reports directly to the Commander, 41ARRWg, on command and administrative matters.

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OrganizationCommand Organization¹

(U) The 3ARRGp is assigned to the 41ARRWG of the Aerospace Rescue and Recovery Service (MAC) and comes under the operational control of the Commander, 7th Air Force. The 3ARRGp exercises command over the following units:

Joint Rescue Coordination Center (JRCC), Tan Son Nhut AB, RVN
 OL-1, 3ARRGp, Rescue Coordination Center (RCC), Son Tra AB, RVN
 OL-2, 3ARRGp, Rescue Coordination Center (RCC), Udorn RTAFB, Thailand
 37th Aerospace Rescue and Recovery Squadron (37ARRSq), Da Nang AB, RVN
 38th Aerospace Rescue and Recovery Squadron (38ARRSq), 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, RVN²
 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 (39ARRSq), Tuy Hoa AB, RVN
 40th Aerospace Rescue and Recovery Squadron (40ARRSq), Udorn RTAFB, Thailand

Det 1, 40ARRSq, Nakhon Phanom RTAFB, Thailand³

1. Organizational Chart on page 5.

2. Det 10, 38ARRSq, Binh Tuy AB, RVN, was inactivated on 27 December 1969. This action reduced the 38ARRSq to 13 Detachments. See amplifying data in Chapter IV under Reprogramming Actions.

3. 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 RTAFB, Thailand, on 18 March 1968 with no change of mission or location. The unit retained its separate identity in the 3ARRGp command control structure and continues to do so.

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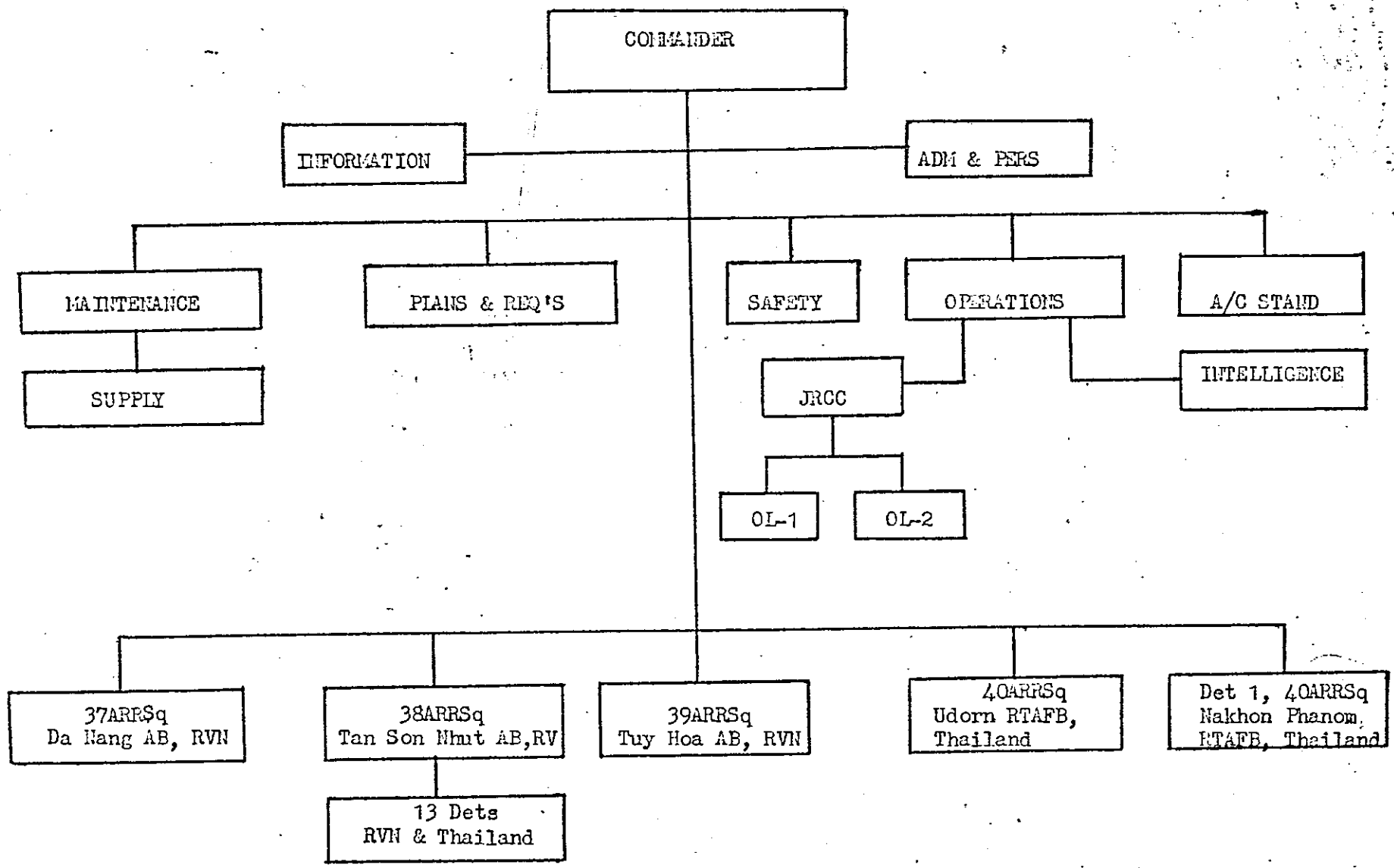
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(U) These units are located in two nations and are responsible for search and rescue activities in an area encompassing 1.1 million square miles extending from the Mekong River Delta to the Chinese border and to the Burmese frontier.

(U) The 3ARRGp Headquarters is located at Tan Son Nhut AB, RVN. The units under the command of the Group are located in the Republic of Vietnam and Thailand.⁴

4. Refer to map on page 6.

3RD ARRGP ORGANIZATION CHART



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NORTH VIETNAM

LAOS

THAILAND

• TAKHLI
DET 2, 38ARRSq

• KORAT
DET 4, 38ARRSq

* BANGKOK

U-TAPAO
DET 12, 38ARRSq

• NAKHON PHANOM
DET 1, 40ARRSq

• UBON
DET 3, 38ARRSq

CAMBODIA

PHNOM PENH *

• DANANG
37ARRSq
OL-1, 3ARRGp
DET 7, 38ARRSq

• PLEIKU
DET 9, 38ARRSq

• PHU CAY
DET 13, 38ARRSq

• TUY HOA
39ARRSq
DET 11, 38ARRSq

• CAM RANH BAY
DET 8, 38ARRSq
• MIAN RANG
DET 1, 38ARRSq

• BIEN HOA
DET 6, 38ARRSq

• TAN SON NHUT * SAIGON
3ARRGp
38ARRSq
DET 14, 38ARRSq

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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 one, and the assigned number of airmen decreased by seven. There was no change in the authorized/assigned civilian strength.

	<u>Officers</u>	<u>Airmen</u>	<u>Civilian</u>	<u>Total</u>
Authorized	22	28	1	51
Assigned	23	21	1	48

Roster of Key Personnel (U)

Colonel Malcolm C. Frazer,	Commander
Colonel Frederick V. Schle, Jr.,	Vice Commander
Colonel Alexander S. Sherry,	Chief of
	Operations
Lt Col George D. Robertson,	Chief of
	Maintenance
Lt Col Robert C. Machina,	Chief of Plans
	and Rqmts
Major John L. Powell, Jr.,	Chief of
	Standardization
Major Richard C. Goven,	Chief of Safety
Captain Kenneth M. Gumm,	Chief of Supply
Captain Paul L. Lyter,	Information
	Officer
Captain Morton T. Lambert	Chief of Admin
	Services
1st Lieutenant Glenn C. Fogo,	Communications
	Officer

Change of Key Personnel (U)

Colonel Frederick V. Schle, Jr. assumed his position as Vice Commander of the 3ARRGp on 31 October 1969, replacing Colonel Rayvon Burlison. Colonel Schle was formerly assigned as a student at the Industrial College of the Armed Forces in Washington, D.C.

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Major John L. Powell, Jr became Chief of Standardization on 21 September 1969 vice Major Edward G. Quinlan. Major Powell will remain in a TDY status from the 39AERSq pending a change in the UML to authorize a slot at 3AERGP for a HC-130P Standardization Officer.

First Lieutenant Glenn C. Fogo became Communications Officer effective 27 November 1969 replacing Captain Larry E. Jarman. Lieutenant Fogo's previous assignment was as Chief of Communications Systems Branch, Headquarters, 21st Air Force, McGuire AFB, New Jersey.

Manning Problems

(U) During the quarter, 3AERGP experienced one major manning problem, a continuation from the previous quarter.

1. A293X2S (Airborne Radio Operator). As indicated in the previous quarterly history, this AFSC at the 39AERSq continued to be critically manned. This problem was caused by inaccurate UAR data causing replacements not to be allocated on time. The 41ARRWG was again queried on this problem, and at present, there are four operators TDY at the 39AERSq to alleviate the shortage. Headquarters, MAC, has requisitioned replacements from the USAF Military Personnel Center, and the estimated get-well date for this AFSC is 1 April 1970, provided projected inbounds arrive on time.

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Awards and Decorations

(U) A total of 512 awards and decorations were approved for 3AEROp personnel during the quarter.⁵ Included in this total were two Silver Stars.

MAC Junior Officer Council

(U) Since the formation of the MAC SEA Junior Officer Council in March 1968, 3AEROp units have supported the council when mission requirements permitted. However, during this quarter, no meeting was held as Headquarters, 7th Air Force, cut TBY funding for SEA, and the planned SEA JOC meeting was cancelled as a result. Funds have been requested from Headquarters, MAC, for next quarter's meeting. At the end of the reporting period, no word has been received concerning this request.

Civic Action Program

(U) 3AEROp personnel continued their active support of the Co-Hi-Vien-Viet Hoa Orphanage in the Cuolon District of Saigon. Captain Paul Lyter continued teaching English to the nuns each Thursday afternoon. Contributions to the orphanage totaled 7,670 piasters (\$65), 60 pounds of clothing, 40 pounds of food, 50 pounds of toys and candy, and 10 pounds of medical supplies.

5. See Appendix 1 for numerical and personnel listing.

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Emphasis On People Program

(U) The 3ARRGp Emphasis On People Committee meeting was held on 6 November 1969 in the Group Commander's Office. The following self-help projects were completed during the quarter:

1. Barracks Improvement

- a. Installed plywood paneling in the lower dayroom.
- b. Painted the ceiling and stained new paneling.
- c. Repainted ceilings and walls of upper and lower bays.
- d. Installed facing boards on outside of roof area.
- e. Installed new work area for maids.
- f. Repainted shower room.
- g. Repaired and painted stairwalls.
- h. Installed new doors in lower bay.

2. Group Headquarters Improvement

- a. Base Civil Engineers installed new plumbing to correct the problem of inadequate water pressure in the latrine.
- b. The 3ARRGp awards and decorations showcase was moved from the conference room to a location in the headquarters building where it is assured maximum exposure to visitors and assigned personnel.

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RESOURCES - AIRCRAFT

~~(C)(CP-4)~~ While Headquarters, 3AFRCp, did not possess any aircraft of its own, it is significant to note the aircraft operated by its subordinate units. These aircraft consisted of both fixed-wing and rotary-wing types. The HC-130P "King" was the only fixed-wing aircraft and was assigned to the 39ARRSq. The helicopter complement consisted of the following three types: The HH-3E "Jolly Green", assigned to the 37ARRSq and Det 1, 40ARRSq; the HH-43B/F "Pedro", assigned to the thirteen detachments of the 38ARRSq; and the HH-53B/C "Super Jolly Green", assigned to the 40ARRSq.

~~(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>
HH-3E	19	17
HH-43B	26	23
HH-43F	6	6
HH-53B	5	5
HH-53C	4	3
HC-130P	11	11
	—	—
	71	65

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~~(c)(up-4)~~ Compared with last quarter's aircraft resources totals, there was an increase of one HH-43B and one HH-43F to the inventory, while one HH-3E was deleted. All other figures remained constant, giving a net gain of one aircraft to the total inventory of 3ARRGp.

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CHAPTER II

OPERATIONS, TRAINING, AND SAFETY

OPERATIONS

~~(S)(GP-4)~~ The primary function of the Headquarters, Third Aerospace Rescue and Recovery Group, is to serve as the Command and Control agency for all USAF rescue forces in SEA. In addition to serving as the operations center for SAR forces, 3ARRGp Operations is responsible for the Joint Rescue Coordination Center (JRCC), Standardization/Evaluation, Intelligence, and Training, Group-wide. To accomplish the combat SAR mission, rescue aircraft are strategically positioned throughout SEA 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-53B/C's operate as a team using air-to-air refueling to provide rapid-reaction time. A-1E "Sandy/Spad" aircraft provide rescue escort (RESCORT) and fire suppression of hostile ground forces. HH-43B/F "Pedro" aircraft provide Local Base Rescue and a SAR capability within a 75 nautical mile radius-of-action of the base. The authorized force posture for the 3ARRGp is: 17 HH-3E's, 8 HH-53B/C's, 29 HH-43B/F's, and 11 HC-130P's.

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a. The SAR aircraft are stationed as follows:

1. Da Nang AB, RVN

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

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

2. Nakhon Phanom RTAFB, Thailand

(a) Five HH-3E rescue helicopters, call sign "Jolly Green", assigned to Det 1, 40ARRSq at Nakhon Phanom.

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

3. Udorn RTAFB, Thailand

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

4. Tuy Hoa AB, RVN

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

5. HH-43B/P - 38ARRSq

(a) Twenty-nine HH-43B/P rescue helicopters, call sign "Pedro", of the 38ARRSq, are stationed throughout the Republic of

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Vietnam and Thailand. While primarily utilized as Local Base Rescue (LBR) aircraft, when necessary and as requested by the JRCC, these helicopters perform combat aircrew recovery (ACR) missions.

6. Other

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

b. Resources of 3ARRGp are fraggged in the following manner:¹

1. Two HC-130P aircraft are fraggged daily for the first-light to last-light orbits: One in the vicinity of Saravane, Laos; one in the vicinity of Paksane, Laos. The former orbit changes to 30 NM off Hue-Phu Bai when operations are in RPT. In addition, an HC-130P stands 30-minute alert at Udorn from first-light to last-light.

2. Two HH-3E helicopters orbit over the Gulf of Tonkin. These helicopters are on station while reconnaissance aircraft are flying in Route Package I (RPT).²

3. Four HH-3E's are maintained on strip alert at Da Nang: Two on 15-minute strip alert from first-light to last-light; and, two on 30-minute ground alert from dark to first-light.

4. Two HH-53B/C's are fraggged daily for 15-minute strip alert at L-98 (190700N 1025500E) and fly an orbit east of the site.³

1. See page 17 for orbit positions.
2. Area Route Package I is in NVN above the DMZ and below 18°N.
3. Airborne orbit is performed near high-threat area during strikes.

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5. Two HH-3E's or HH-53B/C's are on 15-minute strip alert at Nakhon Phanom or on orbit over Southern Laos from first-light to last-light.⁴

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

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

8. Six A-1E's are on 15-minute strip alert at Nakhon Phanom. Two of these six aircraft are fraggged to orbit with the "Jolly Greens", as described in b(4) above.⁵ Two A-1 aircraft orbit with the "Jolly Greens" daily in Southern Laos. While these aircraft are orbiting, two A-1E's are on 15-minute ground alert at Nakhon Phanom.

9. One HC-130P is on 24-hour alert at Tuy Hoa as a backup aircraft for use as an Airborne Mission Commander or tanker, should the need arise.

Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 109 combat saves and 19 non-combat saves for a total of 128 saves for the quarter.⁶ The total number of saves since 1 December 1964 is 2875; 1990 combat and 885 non-combat.

3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 9,843 hours during the quarter.⁷

4. Airborne orbit is scheduled for the last 2 1/4 hours of daylight each day.

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

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

7. Appendix 3 gives the flying hours by airframe for each month of the quarter.

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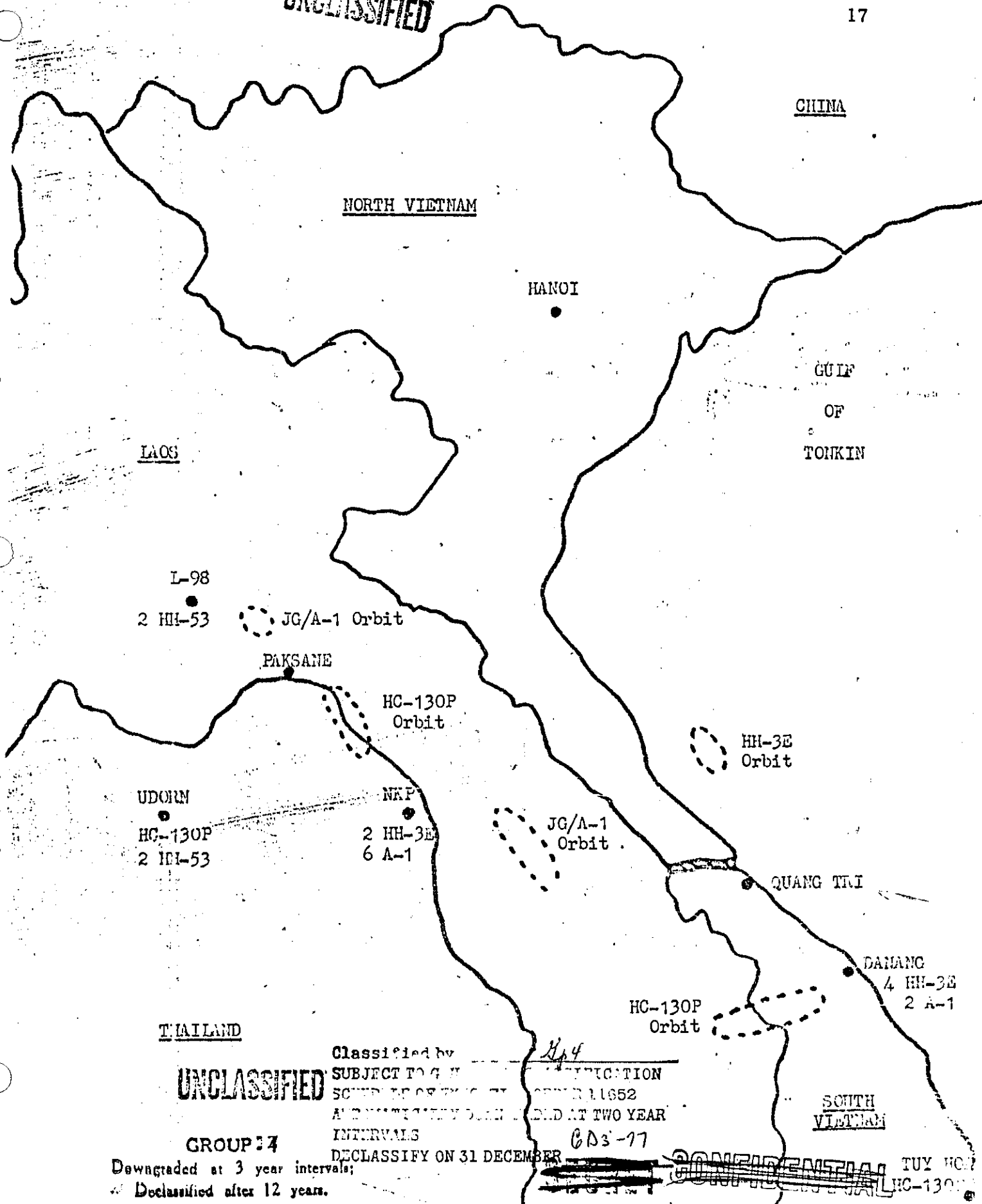
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NORTH VIETNAM

HANOI

CHINA

GULF
OF
TONKIN

LAOS

L-98

2 HH-53

JG/A-1 Orbit

PAKSANE

HC-130P
Orbit

UDORN

HC-130P

2 HH-53

NKP

2 HH-3E

6 A-1

JG/A-1
Orbit

HH-3E
Orbit

QUANG TRI

DA NANG

4 HH-3E
2 A-1

HC-130P
Orbit

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SOUTH VIETNAM

TUY HOA

HC-130P

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Aircraft Loss

~~(S)(GP-1)~~ On 24 October 1969, an HH-3E, SN 66-13281, assigned to the 37ARRSq, Da Nang AB, RVN, was lost as a result of hostile groundfire. The "Jolly Green" was in a hover and had lowered a pararescueman (PJ) to aid an injured pilot. As the injured man and the PJ were being hoisted on the jungle penetrator, intense enemy groundfire severely damaged the helicopter, including the hoist mechanism. The penetrator line was cut free to prevent dragging the pilot and the PJ through a wooded area, as the helicopter could no longer maintain a hover. The HH-3E crash-landed approximately one mile away. The uninjured crew, the injured pilot, and the PJ were all recovered by another "Jolly Green". The remains of the damaged helicopter were subsequently destroyed by friendly strike aircraft to prevent enemy capture of its contents.

Standardization(U) Arrival of Personnel

Major John L. Powell, Jr replaced Major Edward G. Quinlin on 21 September as Chief of Standardization as well as HC-130P Aircrew Standardization Officer.

(U) Standardization Staff Visits

During the quarter, 3ARRGp standardization personnel conducted 17 visits.⁸

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

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Life Support (U)

During the last quarter, a life support program was established by 3ARRGp as directed by Headquarters, AFRS. During this reporting period, there were no new developments in the life support branch.

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JOINT RESCUE COORDINATION CENTER (JRCC)

(U) The primary mission of the JRCC is to provide coordinated direction of multi-service forces when they are involved in SAR 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 SEA.

~~(C)(CP-1)~~ The Commander, 7th Air Force, is the SAR Coordinator for the SEA Sub-Region which includes the land and water areas within the Saigon, Bangkok, and Rangoon Flight Information Regions.⁹ He maintains the JRCC under his Directorate of Aerospace Rescue (DSR) (Commander, 3AHRGP) 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 (RCC), Queen at Son Tra AB, RVN, and Jack at Udorn RTAFB, Thailand, provide an around-the-clock operation to coordinate SAR activities. The Commander, 631st Combat Support Group, Don Muang RTAFB, Thailand, is responsible for SAR activities within the Rangoon Flight Information Region. Through

9. Refer to map on page 22.

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close coordination and cooperation with the 7th Air Force Command Center (Blue Chip) and subordinate Tactical Air Control Centers (TACC), the JRCG 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 460th Tactical Reconnaissance Wing and the 834th Air Division at Tan Son Nhut AB, RVN.

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NORTH VIETNAM

LAOS

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GULF OF TONKIN

18-00N

UDORN RCC
JACK

THAILAND

BANGKOK RCC

14-00N

CAMBODIA

DESIGNATED SAR SECTORS OF
THE SOUTHEAST ASIA REGION

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

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3ARRGp Hist., Oct-Dec 1969

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TRAINING

Recondo School

(U) Three 3ARRGp Pararescuemen completed the training at Nha Trang AB, RVN, this quarter.¹⁰

Disaster Preparedness/Unit Defense Team

(U) The 3ARRGp Training Section held the Quarterly Disaster Preparedness refresher training class on 6 November 1969. All new enlisted personnel attended this class as an initial orientation which encompassed a more thorough coverage than 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 Red Option II Alert (perimeter defense penetrated; ground attack on base imminent) practice exercise demonstrating the items discussed in the class. On 10 November 1969, the 377th Combat Support Group Security Police activated the Unit Defense Team and made the quarterly evaluation of the 3ARRGp response in a Red Option II Alert exercise. The overall evaluation was satisfactory.

¹⁰. Appendix 5 lists the names, units assigned, and graduation dates.

3AHRGP Hist., Oct-Dec 1969

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(U) The 3AHRGP Disaster Preparedness Defense Plan was re-written during the month of December to comply with the new Tan Son Nhut Base Defense Plan. The new plan established procedures to defend the 3AHRGP headquarters building during a Red Option II Alert Condition. This plan was evaluated on 22 December 1969 under the practical application of a Red Option II Alert exercise, and the results were deemed excellent.

On-The-Job Training

(U) During the quarter, an average of 152 personnel per month were in OJT. This represents 19% of the total airmen assigned, which averaged 857 per month.

(U) The 3AHRGP OJT Regulation was revised and rewritten during the month of October. The Skill Knowledge Test (SKT), which is now a part of the Weighted Airmen Promotion System (WAPS), was deleted in the revised regulation, and the requirement was established for the new OJT Unit Supervisor to be in place thirty days prior to the departing supervisor's HEROS. This requirement was levied to maintain a continuous, uninterrupted OJT program.

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

11. Appendix 6 lists units and dates visited.

3ABRCp Hist., Oct-Dec 1969

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Weighted Airman Promotion System

(U) The Weighted Airman Promotion System (WAPS) continued into its second quarter of implementation. In all, 18 enlisted personnel of the 3ABRCp tested under this program: 8 in October; 9 in November; and 1 in December.

3ARRCp Hist., Oct-Dec 1969

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SAFETY

Flying and Ground Accidents

(U) 3ARRCp units had no ground or flying accidents to report during the quarter.

3AIRGp Hist., Oct-Dec 1969

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CHAPTER III

MAINTENANCE AND SUPPLY

MaintenanceMission

(U) The principal mission of the Maintenance and Supply Section is to provide operationally-ready aircraft for all SAR needs.

NORM/NORS Rates

(U) During the reporting period, the 3AIRGp Operational Ready Rate was 84.2%, the NORM Rate was 11.3%, and the NORS Rate was 4.5%. The breakdown by aircraft was as follows:

<u>Aircraft Type</u>	<u>Operationally Ready</u>	<u>NORM</u>	<u>NORS</u>
HC-130P	86.7%	10.8%	2.5%
HH-3E	76.3%	14.8%	8.9%
HH-43B/F	88.2%	8.0%	3.8%
HH-53B/C	81.6%	17.5%	0.9%
AF Standard	71.0%	24.0%	5.0%

HH-3E IRAN Program

(U) Two aircraft were processed through the IRAN facility at Don Muang RTAFB, Thailand during the quarter.¹

1. Appendix 7 lists aircraft processed.

3ARRGp Hist., Oct-Dec 1969

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~~UNCLASSIFIED~~Aircraft Rehabilitation

(U) "Project Upkeep" is a command-wide program emphasizing the maintaining of aircraft interiors. 11 aircraft completed the Rehab Program during the quarter.²

Isochronal Inspection Concept

(U) During the reporting period, 11 aircraft went through the Isochronal Inspection Service Test at the 31st ARRSq at Clark AB, Philippines.³

Aircraft Battle Damage and Losses

~~(S)~~ During the quarter, 24 Group aircraft sustained battle damage as a result of hostile actions.⁴ One additional aircraft, a HH-3E assigned to the 37ARRSq, was lost to hostile groundfire. There were no non-combat losses. This brings total aircraft losses in 3ARRGp to 30 - 14 HH-3E, 10 HH-43B/F, 1 HH-53B, 3 HU-16, and 2 HC-130P.

2. Appendix 8 lists the aircraft completing the Rehab Program.
3. Appendix 9 lists the aircraft processed.
4. Appendix 10 lists the battle-damaged aircraft by type for each month of the quarter.

3ARRGp Hist., Oct-Dec 1969

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SUPPLY

Significant NORS Rates

(U) The NORS Rate for one of the rescue-type aircraft continued to show improvement:

1. The HH-53B/C was 0.9% this quarter as compared to 2.2% last quarter.

3ARRGP Hist., Oct-Dec 1969

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CHAPTER IV

PLANS AND REQUIREMENTS

The following activities have taken place in the Plans and Requirements area during the past quarter:

AERS Programming Plan 69-1

~~(S)~~ Delays in HH-53 delivery have necessitated retaining the HH-3's at Nakhon Phanom RTAFB, Thailand, beyond the time period programmed. The original program called for HH-53 delivery in FY 2/70 and FY 3/70. Plans have been made to provide aircrews and maintenance personnel from the 37AERSq and the 40AERSq for the new aircraft when they arrive.

Other Reprogramming Actions

~~(S)~~ Det 10, 38AERSq, Binh Thuy AB, RVN, was inactivated on 27 December 1969 by MAC Special Order G-311, 15 December 1969. Detachment 10 was equipped with two HH-43F "Pedro" helicopters with a IER mission. The aircrew rescue mission will be assumed by units of the US Army and the Vietnamese Air Force equipped with helicopters in the delta area. Coordination and control of aircrew rescue missions remain with the 7th Air Force JRCC at Tan Son Nhut AB, RVN. HC-130P "King" aircraft of the 39AERSq will continue to provide electronic and extended search capability and act as Airborne Mission Commander as required.¹

1. See Supporting Document for Inactivation Order.

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~~(S)~~ The use of Quang Tri AB, RVN, as a forward operating location for HH-3E's of the 37AERSq, was discontinued during the quarter. Da Nang-based helicopters of the 37AERSq were flown to and from Quang Tri daily to maintain a rapid-response alert posture during daylight hours. A study of combat aircrew rescue missions since cessation of the bombing of North Vietnam gave clear indication that nearly all aircrew rescue efforts were undertaken by helicopters on alert at Da Nang AB. Four HH-3E's are now frugged for ground or airborne alert at Da Nang, giving a more rapid and flexible response. Continued overwater orbits by HH-3E's provide rescue coverage for frugged reconnaissance missions egressing the lower route packages of North Vietnam.

~~(S)~~ The move of Det 9, 38AERSq, from Pleiku AB, RVN, to Nakhon Phanom RTAFB, Thailand, is still awaiting approval of JCS on the country ceiling adjustments requested.

UHF Radios For HH Dets

(U) Due to a lag in equipment acquisition, the operational date for these facilities has been further adjusted to FY 4/71 vice the initial estimate of FY 2/70.

SEAOR Review

(U) The 3AERGP has primary responsibility for the following SEAOR's:

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JANROG Hist., Oct-Dec 1969

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- #16. Rescue Direction-Finding Device.
- #114. Search and Rescue Night Recovery System.
- #125. Bullet-Resistant Windshields and Side-View Panels for SEA Rescue and Support Helicopters.

Current Status of SEACOR's (SI(32-14))

- #1. Airborne Ground Fire Warning Device. No change since last quarter's report.
- #11. Miniature Aircrew Survival Radio. Project completed. Approximately 12,500 units have been delivered to operational units.
- #16. Rescue Direction-Finding Device. Project cancelled. TAC will request that MAC establish a ROC for a long-term requirement.
- #58. Pararescue Transceiver Helmet. No change since last quarter's report.
- #97. Modernize Doppler for HH-3/53. No change since last quarter's report.
- #111. Aircraft Fuel Explosion Suppression. No change since last quarter's report.
- #114. Search and Rescue Night Recovery System. Installation of the Limited Night Recovery System began on 18 November 1969. Component malfunctions and unreliable contractor test results have resulted in a decision to suspend modification of additional SEA aircraft, pending resolution of problems in the automatic approach and hover coupler.

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#125. Bullet-Resistant Windshields and Side-View Panels for SEA Rescue and Support Helicopters. Requirement has been converted to a ROC. The responsibility for documentation as a ROC has been assumed by MAC.

#144. Survival Kit Gas Masks. The deployment of twenty-five masks scheduled for September, 1969, was delayed due to deficiencies in the product. The modified M17 masks for interim support were tested and approved on a limited basis. It is expected that the kits will be available by 1 March 1970; however, VRAMA is only procuring enough kits to support ARRS and PAC requirements in SEA.

New SEACH's Introduced During This Quarter (U)

A requirement for a new oxygen system for the HH-53B/C helicopters was introduced this quarter.

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