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HISTORY
OF THE~~CONFIDENTIAL~~
~~SECRET~~
UNCLASSIFIED

HQ 3D AEROSPACE RESCUE AND RECOVERY GROUP

1 JANUARY - 31 MARCH 1970 (U)

8
PREPARED BY
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UNIT HISTORIAN
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COMMANDER
30 APRIL 1970**UNCLASSIFIED**8
Classified by ip 4
SUBJECT TO GENERAL DECLASSIFICATION
ACCORDING TO EXECUTIVE ORDER 11184
AND AUTOMATICALLY DOWNGRADED IN TWO YEAR
INTERVALS
DECLASSIFY ON 31 DECEMBER GDS-78AEROSPACE RESCUE AND RECOVERY SERVICE
UNITED STATES AIR FORCE~~SECRET~~

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Declassified
1 APR GDS GP-4
GROUP 4
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Declassified after 12 years.

Cg #2

AD-70-1351

VHPA 188

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. 12, 13, 14, 15, 16, 17, 26, 28, 29

CONFIDENTIAL: pp. 6, 10, 11, 19, 20, 21, 43, 53

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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 (LBR) 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 (JRCC) and Rescue Coordination Centers (RCC) 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), Hickam AFB, Hawaii.
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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Organization

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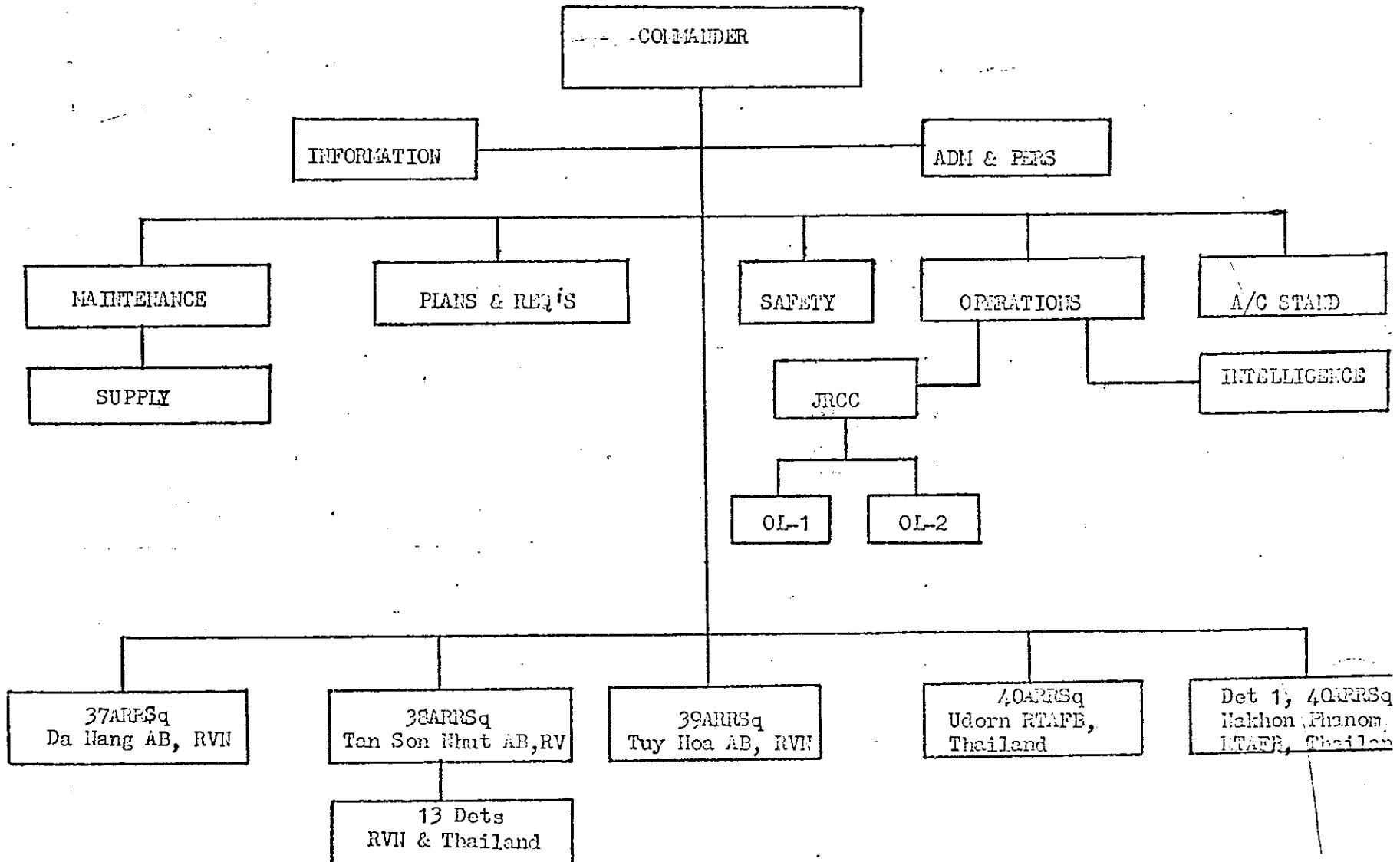
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(U) These units are located in two nations and are responsible for search and rescue activities in an area encompassing 1.1 million square miles extending from the Mekong River Delta to the Chinese border and to the Burmese frontier.

(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.³

3. Refer to map on page 6.

3RD ARRG P ORGANIZATION CHART



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NORTH VIETNAM

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LAOS

UDORN
40ARRSq
OL-2, 3ARRGp
DET 5, 38ARRSq

NAKHON PEANOM
DET 1, 40ARRSq
DET 9, 38ARRSq

THAILAND

TAKHLI
DET 2, 38ARRSq

KORAT
DET 4, 38ARRSq

UBON
DET 3, 38ARRSq

BANGKOK

U-TAPAO
DET 12, 38ARRSq

CAMBODIA

PHNOM PENH
DET 13,
38ARRSq

TUY HOA
39ARRSq
DET 11,
38ARRSq

CAM RANH BAY
DET 8, 38ARRSq
PHAN 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 increased by five. 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	24	29	1	54

Roster of Key Personnel (U)

Colonel Malcolm C. Frazee,	Commander
Colonel Frederick V. Schle, Jr.,	Vice Commander
Lt Col Gene T. Tyner,	Chief of Operations
Lt Col George B. Robertson,	Chief of Maintenance
Lt Col Robert C. Machina,	Chief of Plans and Rqmts
Lt Col John L. Powell, Jr.,	Chief of Standardization
Major Richard C. Goven,	Chief of Safety
Captain Kenneth M. Gunn,	Chief of Supply
Captain Paul L. Lyter,	Information Officer
Captain Frank Jackson, Jr.,	Chief of Admin and Personnel
Captain Glenn C. Fogo,	Communications Officer

Change of Key Personnel (U)

Lt Col Gene T. Tyner assumed his position as Chief of Operations on 17 February 1970, replacing Colonel Alexander S. Sherry. Lt Col Tyner was formerly assigned to the 39ARRSq, Tuy Hoa AB, RVN, as the Operations Officer.

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Captain Frank Jackson, Jr., became Chief of Administration and Personnel on 22 January 1970 vice Captain Merton T. Lambert. Captain Jackson was assigned to the 38ARRSq Headquarters, Tan Son Nhut AB, RVN, as an Administrative Officer before assuming his new position.

Manning Problems

(U) During the quarter, 3ARRGp experienced two major manning problems.

1. A293X2 (Airborne Radio Operator). This AFSC at the 39ARRSq continued to be critically manned for the third straight quarter. Projected inbounds are arriving very late after their TED date. This problem is caused by the losing CBPO as it does not figure enroute training and leave time against the TED date when the PCS orders are published. The 39ARRSq is presently receiving TDY assistance from 41ARBW resources. The estimated get-well date on this problem is 30 May 1970, provided projected inbounds arrive on time.

2. A923X0 (Pararescueman). At the end of the quarter, 3ARRGp's total authorization was 92 versus 60 assigned. Higher headquarters has been briefed on this situation but are unable to provide assistance due to the shortage in pararescue manning world-wide. There is no get-well date projected at this time. 3ARRGp will closely monitor the status of this manning problem and keep higher headquarters fully advised.

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Awards and Decorations

(U) A total of 1,530 awards and decorations were approved for 3ARRGp personnel during the quarter. Included in this total were 6 Air Force Crosses and 44 Silver Stars.⁴

MAC Junior Officer Council

(U) During the quarter, attempts were made to reestablish funding for the MAC Junior Officer Council. The MAC budget staff conferred with their counterparts at Air Force level and determined that PACAF still had the responsibility for funding all except ASIF-funded units. Accordingly, funding support was requested of PACAF. Headquarters, MAC is still awaiting a reply to this request.

Civic Action Program

(U) 3ARRGp personnel continued their active support of the Co-Nhi-Vien-Viet Hoa Orphanage in the Cholon District of Saigon. Captain Paul Lyter, Group Information Officer, continued teaching English to the nuns each Thursday afternoon.

Emphasis On People Program

(U) The Emphasis On People Program was discontinued during the quarter. 3ARRGp Supplement 1 to MR 30-3, 20 March 1969, which was the basis of the program, was rescinded effective 31 March 1970.⁵

4. See Appendix 1 for Numerical listing according to grade of recipients.

5. See Supporting Documents section.

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RESOURCES - AIRCRAFT

~~(C)(OP-4)~~ While Headquarters, 3ARCGp, 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; 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)(OP-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	4	12
HH-43B	19	21
HH-43F	8	6
HH-53B	5	4
HH-53C	15	8
HC-130P	11	11
	—	—
	62	62

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~~(C)(GP-4)~~ Compared with last quarter's aircraft resources totals, there was an increase of five HH-53C's to the inventory, while five HH-3E's, two HH-43B's, and one HH-53B were deleted. All other figures remained constant, giving a net loss of three 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-130CP's 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: 4 HH-3E's, 5 HH-53B's, 15 HH-53C's, 19 HH-43B's, 3 HH-43P'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) Six A-1E's, call sign "Sandy", from the 56th Special Operations Wing (56SOW), are available daily for RESCORT duties.

3. Udorn RTAFB, Thailand

(a) Twelve 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/F - 38ARRSq

(a) Twenty-seven HH-43B/F rescue helicopters, call sign "Pedro", of the 38ARRSq are stationed throughout the Republic of Vietnam and Thailand. While primarily utilized as Local Base Rescue (LBR) aircraft, when necessary and as requested by the

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JRCC, these helicopters perform combat aircrew recovery (ACR) missions.

6. Other

(a) Available resources of the U.S. 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 fragged as follows:¹

1. Two HC-130P aircraft are fragged daily for the first-light to last-light orbits: One in the vicinity of Saravane, Laos; one in the vicinity of Paksane, Laos. In addition, an HC-130P stands 30-minute alert at Udom from first-light to last-light, and one HC-130P stands 30-minute alert at Tuy Hea from first-light to last-light. This latter aircraft is on 24-hour alert as a backup for use as an AMC or tanker, should the need arise; it goes to a 45-minute alert posture from last-light to first-light.

2. Two HH-3E helicopters orbit over the Gulf of Tonkin south of the DMZ. These helicopters are on station while reconnaissance aircraft are flying in the eastern half of Route Package I (RPI).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; two on 30-minute strip alert (when not flying orbit described in para-

1. See page 16 for orbit positions.

2. Area Route Package I is in NVN above the DMZ and below 18°N.

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graph 2 above) from first-light to last-light. From last-light to first-light, the posture goes to two HH-3E's on 45-minute strip alert.

4. Four HH-53B/C's are maintained daily on strip alert at Udorn: Two on 15-minute strip alert from first-light to last-light except for the airborne orbit over Central Laos during the last $2\frac{1}{2}$ hours of the day; two on 30-minute strip alert from first-light to last-light.³

5. Two HH-53B/C's are maintained on 15-minute strip alert at Nakhon Phanom from first-light to last-light except for the airborne orbit over the central Laotian Panhandle during the last $2\frac{1}{2}$ hours of the day.³

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

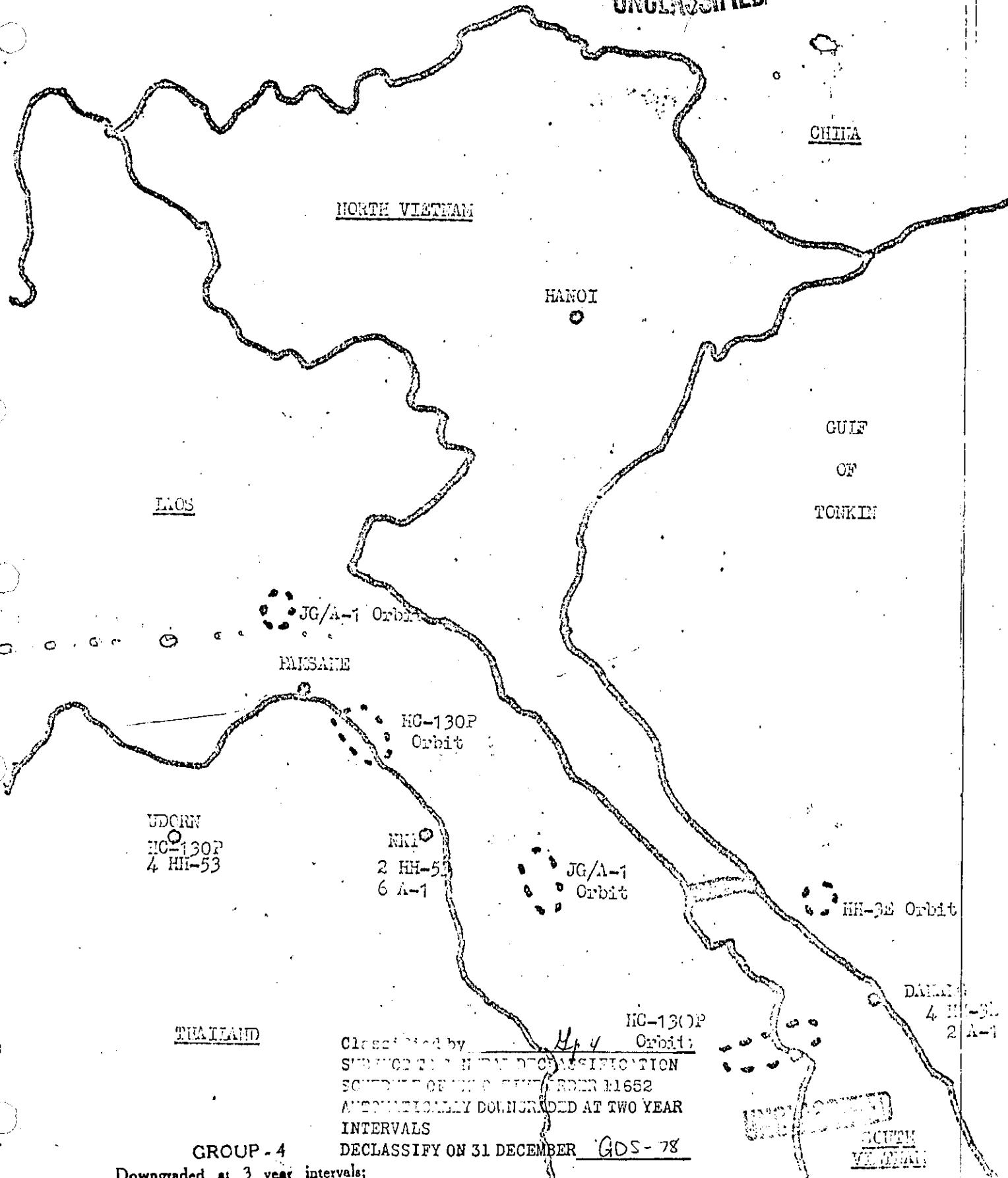
7. Six A-1E's are on 15-minute strip alert at Nakhon Phanom. Two of these six aircraft are fraged to orbit with the "Jolly Greens" as described in paragraph 4 above; two more orbit with the "Jolly Greens" as described in paragraph 5 above. While these aircraft are orbiting, the remaining two A-1E's are on 15-minute strip alert at Nakhon Phanom.

3. The airborne orbit is performed near high-threat areas during U.S./Laotian air strikes.

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Combat and Non-Combat Saves

(U) The units subordinate to 3ARHGp were responsible for 51 combat saves and 35 non-combat saves for a total of 86 saves for the quarter.⁴ The total number of saves since 1 December 1964 is 2961: 2041 combat and 920 non-combat.

3ARHGp Flying Hours

(U) 3ARHGp units flew a total of 8764.6 hours during the quarter.⁵

Aircraft Loss

~~(S) (GP-4)~~ On 28 January 1970, an HH-53B, SN 66-14434, assigned to the 40ARH Sq, Udorn RTAFB, Thailand, was lost after being shot down by a MIG-21. The "Jolly Green" was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick-up attempt of the crew of a F-105 downed north of Mu Gia Pass. At the time, MIGs were reportedly in the area, and MIGCAP was called for. About 20 minutes after the MIG alert, the high "Jolly Green," flying cover for the low bird, saw a rocket pass beside his aircraft and strike the low "Jolly Green". The aircraft disintegrated, and the burning wreckage was observed falling to earth. There are no known survivors among the six crewmen.

Standardization

(U) Captain Arthur W. McCants, Jr. replaced Major Maxie L.

4. Appendix 2 lists the number of saves for each month of the quarter.
5. Appendix 3 lists the flying hours by airframe for each month.

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Trainer on 7 March as HH-43B/F Standardization Officer for 3ARRGp.

(U) During the quarter, 3ARRGp standardization personnel conducted 14 visits to subordinate units.⁶

6. Appendix 4 lists the units visited, dates, and action taken.

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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 among all United States Forces in SEA.

~~(C) (CM-4)~~ 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.⁷ He maintains the JRCC under his Directorate of Aerospace Rescue (DER) (Commander, 3ARRGp) 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 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.

7. Refer to map on page 21.

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Through close coordination and cooperation with the 7th Air Force Commander Center (Blue Chip) and subordinate Tactical Air Control Center (TACC), the JKCC 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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LACS

12-CON

UDORN RCC
JACK

THAILAND

BANGKOK RCC

14-CON

DIEN BIEN RCC
JACK

CAMBODIA

DESIGNATED SAR SECTORS OF
THE SOUTHEAST ASIA REGION

GROUP - 4
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TRAININGDisaster Preparedness/Unit Defense Team

(U) Much interest and emphasis was placed on unit defense during this quarter because of the anticipated increase in the war during the Vietnamese "TET" Holiday period (6-9 February). In January, two practice exercises were held to test the unit response during the Red Option II alert condition. This condition is implemented when the base perimeter defense has been penetrated, and a ground attack on the base is imminent. In early February, 3ARRGp personnel were briefed on Disaster Preparedness and Unit Defense at the monthly commander's call. The briefing stressed the necessity to increase the readiness posture during "TET", and it also covered the MACV Rules of engagement. On 13 February 1970, the base security police conducted a Red Option II inspection exercise at 3ARRGp. All personnel reacted quickly, and positions were manned in the fastest time ever recorded (seven minutes) during an exercise by this unit.

(U) Captain Robert A. Choate, Group Disaster Preparedness Officer, and Tech Sergeant Bradley J. Forsyth, Group Assistant Disaster Preparedness NCO, attended the two-day Disaster Preparedness Course given by the Tan Son Nhut Disaster Preparedness Office on the 9th and 10th of February.

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Life Support (U)

3A&R Gp was represented by Captain Robert A. Choate, Group Operations Support Officer, and Senior Master Sergeant William D. Pruett, Group Standardization Pararescue NCO, at the 13th Air Force/Pacific Air Force Annual Life Support Conference during the quarter. The conference was held at John Hay AB, The Philippines, during 20-21 January 1970. It provided an opportunity for life support personnel to exchange ideas, clarify problems, and initiate action to correct deficiencies.

Also during the quarter, an evaluation was conducted on body armor available in SEA to determine the best type for use on combat rescue missions. The results of this evaluation were forwarded to Headquarters, Aerospace Rescue and Recovery Service.

On-The-Job-Training (U)

During the quarter, an average of 132 personnel per month were in OJT. This represents 17% of the total airmen assigned to 3A&R Gp, which averaged 785 per month. During the reporting period, OJT staff visits were made to a total of five units.⁸

Weighted Airman Promotion System (U)

The Weighted Airman Promotion System (WAPS) continued into its third quarter of implementation. In all, three enlisted personnel of the 3A&R Gp tested under this program, all in January. These testings ended this year's cycle.

8. Appendix 5 lists units and dates visited.

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SAFETY

Flying and Ground Accidents

(U) During the quarter, 3ARRGp units were accident-free for flying but suffered one major non-flight accident. An HH-3E from the 37ARRSq, Da Nang AB, RVN, was dropped by a CH-54 "Skycrane" during maintenance airlift on 17 January 1970.

(U) There were three reportable ground accidents by 3ARRGp units. The first resulted in minor damage to the rudder and elevator of a HC-130P at the 39ARRSq, Tuy Hoa AB, RVN, when the aircraft was being towed into a maintenance hanger. This ground accident occurred on 16 January 1970. On 18 January, the second one involved the death of a Vietnamese national who was struck by a truck belonging to Det 6, 38ARRSq, Bien Hoa AB, RVN. The last accident, also on 18 January, caused minor damage to an Army U-6 aircraft at Da Nang AB when a special purpose vehicle was left unattended with the motor running, and it backed into the aircraft.

(U) There were no explosive accidents for the quarter.

CHAPTER III

MAINTENANCE AND SUPPLY

MaintenanceMission

(U) The principal mission of the Maintenance and Supply Section of 3ARRGp is to provide operationally-ready aircraft for all SAR needs.

NORM/NCRS Rates

(U) During the reporting period, the 3ARRGp Operational Ready Rate was 83%, the NORM Rate was 12.4%, and the NCRS Rate was 4.6%. The breakdown by aircraft was as follows:

<u>Aircraft Type</u>	<u>Operationally Ready</u>	<u>NORM</u>	<u>NCRS</u>
HC-130P	84.4%	9.6%	6.0%
HH-3E	77.5%	15.9%	6.6%
HH-43B/F	86.8%	9.4%	3.8%
HH-53B/C	83.3%	14.7%	1.9%
AF Standard	71.0%	24.0%	5.0%

HH-3E IRAN Program

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

1. Appendix 6 lists the aircraft processed.

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Aircraft Rehabilitation

(U) "Project Upkeep" is a command-wide program emphasizing the maintaining of aircraft interiors. 9 aircraft completed the Rehab Program during the quarter.²

Isochronal Inspection Concept

(U) During the reporting period, 17 aircraft went through the Isochronal Inspection Service Test at the 31st ARRSq at Clark AB, the Philippines.³

Aircraft Battle Damage and Losses

~~(S)(CP-4)~~ During the quarter, 8 Group aircraft sustained battle damage as a result of hostile actions.⁴ One additional aircraft, a HH-53C assigned to the 40ARRSq, was shot down by an enemy Mig fighter during an aircREW rescue mission near the Lactian-North Vietnamese border. There was one non-combat loss, a HH-3E assigned to the 37ARRSq, during the reporting period. This brings total aircraft losses in 3ARRGp to 32 - 15 HH-3E, 10 HH-43B/F, 2 HH-53B/C, 3 Hu-16, and 2 HC-130P.

2. Appendix 7 lists the aircraft completing the Rehab Program.
3. Appendix 8 lists the aircraft processed.
4. Appendix 9 lists the battle-damaged aircraft by type for each month of the quarter.

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SUPPLYSignificant NORs Rates

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

1. The HH-3E has a NORs Rate of 6.6% this quarter as compared to 8.9% last quarter.

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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:

AKRS Programming Plan 69-1

(U) The 40ARRSq, Udorn RTAFB, Thailand, received its twelfth and last HH-53 in February. All actions needed to support conversion of the 37ARRSq, Da Nang AB, RVN, have either been completed or are on schedule.

~~(S)(GP-4)~~ The 37ARRSq, now equipped with the HH-3E helicopter, will begin receiving new HH-53's during the coming quarter. During the past quarter, three of the HH-53's were shipped from the CONUS and will arrive in SEA approximately 11 April. The 37th will receive a total of 12 HH-53C's. At present, due to the strike at General Electric, manufacturers of the jet engines for the HH-53's, no definite date can be given as to when the 37th will have its total of twelve new air rescue helicopters. The 37ARRSq will operate for a period of time with both the HH-3E and HH-53C.

Other Reprogramming Actions

(U) Det 9, 38ARRSq, moved from Pleiku AB, RVN to NakHon Phanom RTAFB, Thailand on 16 February as Pleiku is being turned over to the Vietnamese Air Force.. This LER Det is equipped with two HH-43B helicopters.¹

1. See Supporting Document for Movement Order.

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~~(S)(C2-4)~~ The five HH-3E rescue helicopters of Det 1, 40ARRSq, located at Nakhon Phanom RTAFB, Thailand have been transferred to the 37ARRSq, Da Nang AB, RVN. The 40ARRSq has been equipped with its full complement of 12 HH-53's during this quarter. The faster, more powerful HH-53 is now on daily fraged strip alert at NKP, and the HH-53's also fly the orbit over the Central Laotian Panhandle, formerly flown by the HH-3E's. Det 1, 40ARRSq at NKP operates as a support function for the HH-53's there.

~~(S)(C2-4)~~ CSAF has directed that the 39ARRSq move from Tuy Hoa AB, RVN to Cam Ranh AB, RVN by the end of June, 1970. Preliminary meetings among 3ARRGp, 39ARRSq, 7AF, and the 483TAWg have been held to review and discuss facility requirements. In view of other Air Force pending actions, 7AF has requested that the movement of the 39ARRSq be delayed until all units programmed for movement have been identified.

SEACR Review

(U) There has been no change in SEACR's sine last quarter's report. Lack of funding has virtually stopped the introduction of new SEACR's. Those in being but not yet funded will be converted to Command RCC's or be dropped.

Vietnamese Air Force Improvement and Modernization Program

(U) During the reporting period, 3ARRGp became an active participant in the program to improve and modernize the Vietnamese Air Force SAR organization. Although titled otherwise, the pro-

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gram is actually one of creating a viable SAR organization rather than improving an existing one. Heretofore, no force had existed except on paper. An initial proposal which includes the organization, concept of operations, aircraft modifications, additional equipment requirements, crew complements, and training requirements has been forwarded to the Air Force Advisory Group where it is being staffed before being submitted to VNAF Headquarters for approval.