

HISTORY
OF THE
3RD AEROSPACE RESCUE AND RECOVERY GROUP
1 JANUARY - 31 MARCH 1971

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31 MARCH 1971

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41ST AEROSPACE RESCUE AND RECOVERY WING
AEROSPACE RESCUE AND RECOVERY SERVICE
MILITARY AIRLIFT COMMAND
UNITED STATES AIR FORCE

VHPA 192

SECURITY NOTE

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

~~SECRET: pp. 11, 12, 13, 14, 15, 16, 17, 19, 20, 29, 30~~

~~CONFIDENTIAL: pp. 6, 18, 41~~

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CHAPTER I

MISSION, ORGANIZATION, AND RESOURCES

MISSION

Primary Mission

(U) The primary mission of the Third Aerospace Rescue and Recovery Group (3ARRGp) is to provide a tactical force to rescue and recover personnel engaged in operations in or adjacent to hostile territory; to provide Local Base Rescue (LBR) units at selected bases; to plan, organize, coordinate, and control the execution of personnel rescue operations; to provide command and control of subordinate units; and, to 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, 3ARRGp, serves on the 7th Air Force staff as Director of Aerospace Rescue (DSR). His subordinate functions are:

1. Advises the Commander, 7AF, on matters pertaining to rescue and recovery requirements and procedures.
2. Coordinates on matters pertaining to all ARRS activities, requirements, and responsibilities in SEA.
3. Exercises operational control of all rescue forces in SEA in accordance with policies established by the Commander, 7AF, 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, 41ARRG, on all command and administrative matters.

ORGANIZATIONCommand Organisation

(U) The 3ARRGp is assigned to the 41ARRG of the Aerospace Rescue and Recovery Service (AAR) and comes under the operational control of the Commander, 7AF. The 3ARRGp exercises command over the following units:

Joint Rescue Coordination Center (JRCC), Tan Son Nhut AB, RVN
OL-Alpha, 3ARRGp, Rescue Coordination Center (RCC), Son Tra AB, RVN
OL-Bravo, 3ARRGp, Rescue Coordination Center (RCC), Udorn RTAFB, Thailand
37th Aerospace Rescue and Recovery Squadron (37ARRSq), Da Nang AB, RVN
Forward Operating Location, Bien Hoa AB, RVN
38th Aerospace Rescue and Recovery Squadron (38ARRSq), Tan Son Nhut AB, RVN
Det 1, 38ARRSq, Phan Rang AB, RVN
Det 3, 38ARRSq, Udon 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 9, 38ARRSq, Nakhon Phanom RTAFB, Thailand
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), Cam Ranh Bay AB, RVN
Forward Operating Location, Udorn RTAFB, Thailand
40th Aerospace Rescue and Recovery Squadron (40ARRSq), Udorn RTAFB, Thailand
Det 1, 40ARRSq, Nakhon Phanom RTAFB, Thailand
Forward Operating Location, Udon RTAFB, Thailand

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

(U) Headquarters, 3ARRGp is located at Tan Son Nhut AB, RVN.

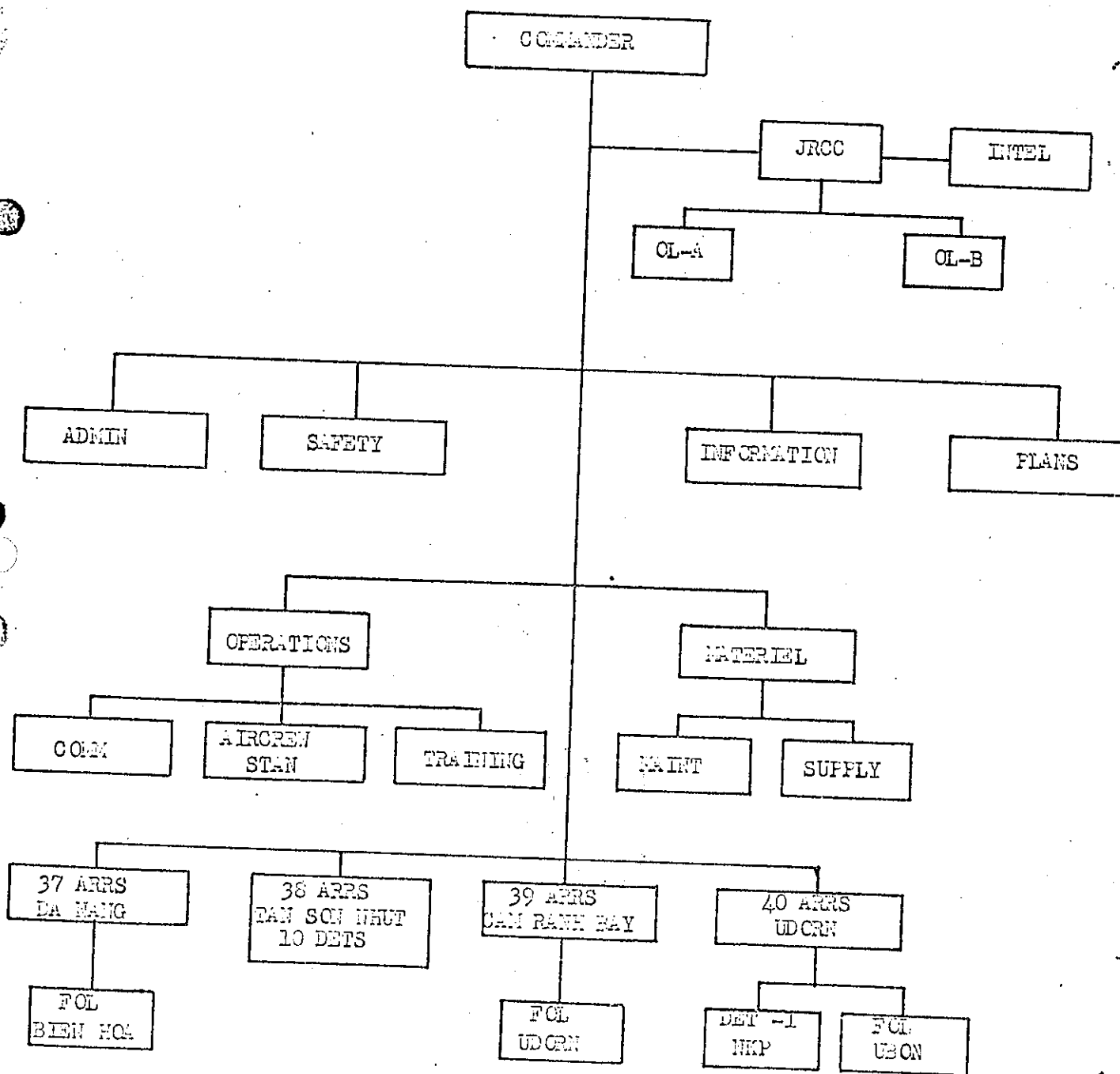
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Units under the command of the Group are located in the Republic of Vietnam and Thailand.¹

1. Refer to the map on page 6 for unit locations.

3D AEROSPACE RESCUE & RECOVERY GROUP



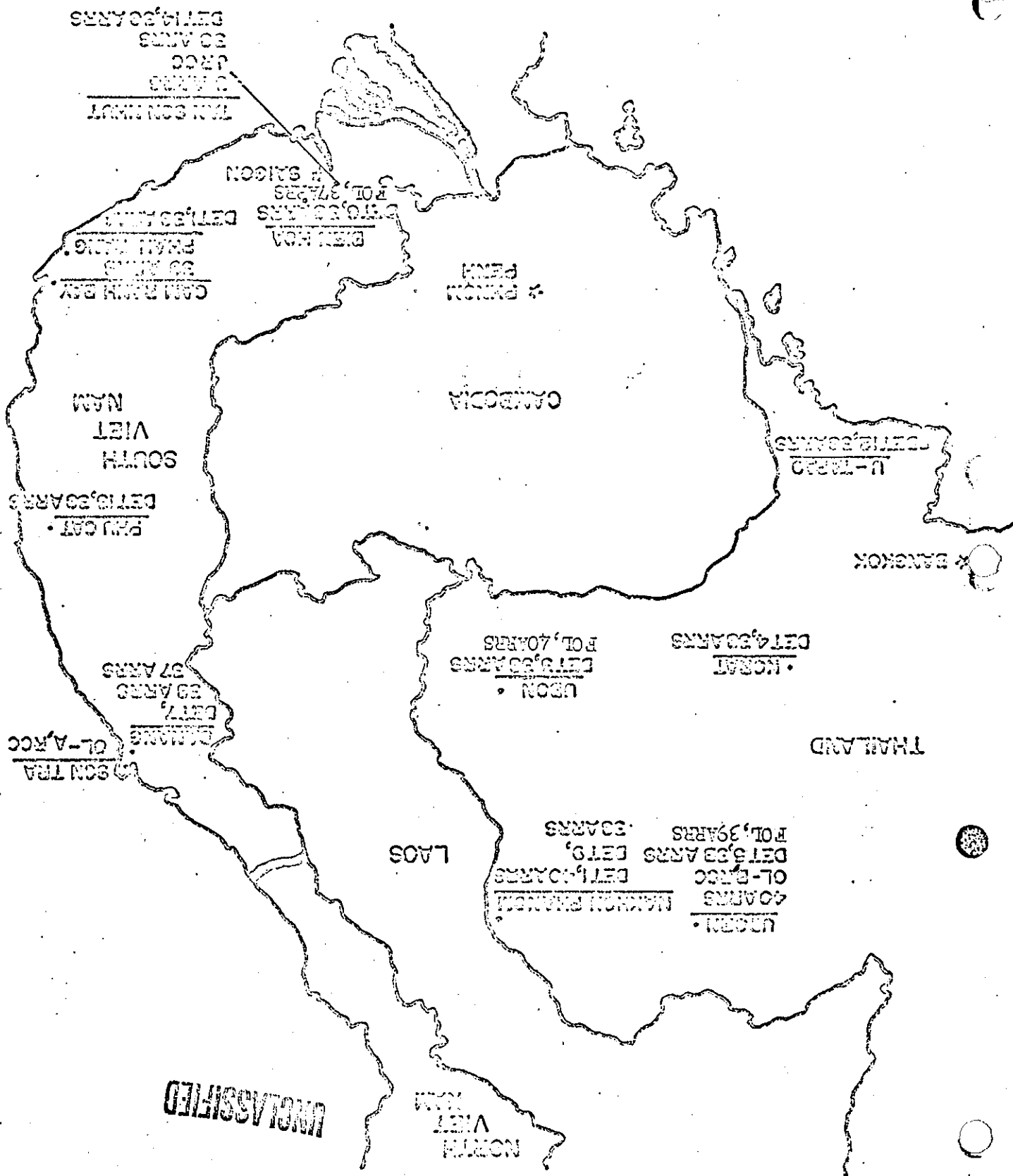
1. A431XOC (Flight Engineer). As in the previous three quarters, this AFSC continues to be undermanned. Both the 37ARRSq and the 40ARRSq are each authorized 15 flight engineers; however, the 37ARRSq has 12 assigned and the 40ARRSq has 9 assigned as of the 31st of March. Get-well date for each squadron is Jun 71; the 37ARRSq with 20 assigned and the 40ARRSq with 19 assigned. There have been get-well dates for this AFSC in the past; however, experience has shown that "no shows" or inbound personnel listed on one MAC Feedback Roster will not appear on the next roster causing this AFSC to be undermanned.

2. A293X2 (Radio Operator). This AFSC has been undermanned since Feb 70. 41ARRNg has always provided TDY assistance for mission requirements. 39ARRSq is authorized 17 radio operators with 11 presently assigned. Get-well date is May 71 with 17 assigned. Due to the fact C-130 qualified radio operators will be waived from SATS training, this AFSC should maintain a proper manning balance with personnel departing and arriving PCS the same time.

Civic Action Program

(U) The partial support of the Co-Nhi-Viet-Hoa Orphanage continued to be the main civic action program conducted by the 3ARRGp during this reporting period. Since January, the Orphanage has been working on the construction of a \$20,000 dormitory addition to their facilities. This new facility will provide individual rooms for 40 children. Beside giving the Orphanage a large increase in floor space it is hoped that having the small children in individual rooms will tren-

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RESOURCES - PERSONNELAuthorized Versus Assigned

(U) There was no change in the number of officers and airmen authorized from the previous quarter. The number of officers assigned increased by one and the number of airmen assigned increased by four. There was no change in the number of civilian authorized/assigned.

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIAN</u>	<u>TOTAL</u>
AUTHORIZED	23	33	1	57
ASSIGNED	22	30	0	52

Roster of Key Personnel (U)

Colonel George C. Pinyerd Jr.,	Commander
Colonel Herbert Leong,	Deputy Commander
Colonel Clyde B. Routt,	Executive Officer
Lt Col Cortez C. Brown,	Chief of Operations
Lt Col Gerald W. Cozart,	Chief of Plans
Lt Col Robert M. Foster,	Chief of Safety
Lt Col Paul W. Rudloff,	Chief of JRCC
Major Harold R. Ball Jr.,	Group Staff Maintenance Officer
Major James E. Conway,	Chief of Standardization
Captain Rosemary McCulley,	Chief of Personnel/Administration
Captain James F. Mahoney,	Group Supply Officer
Captain Lee L. Robert,	Communications Officer
Captain Jack M. Battle,	Information Officer
1st Lt Jerry A. Wright,	Intelligence Officer

Change of Key Personnel

Lt Col Paul W. Rudloff assumed his position as Chief of JRCC on 27 Mar 71, replacing Lt Col William W. Tomlinson.

Major Harold R. Ball assumed his position as Group Staff Maintenance Officer on 16 Mar 71, replacing Lt Col Dale C. Gordon.

Manning Problems (U)

During this quarter, 3ABRGp experienced two manning problems.

dously reduce the spread of communicable diseases such as pneumonia, hepatitis and measles. So far this year seven children have died as a result of contracting these diseases.

Awards and Decorations

(U) A total of 653 awards and decorations were approved for 3ARRGp personnel during the quarter. Included in this total were 40 Distinguished Flying Crosses and 6 Purple Hearts.²

2. See Appendix 1 for the numerical listing of the awards approved.

RESOURCES - AIRCRAFT

(U) While Hq, 3ARRGp, did not possess any aircraft of its own, it is significant to note the aircraft flown by its subordinate units. These consisted of both fixed-wing and rotary-wing types. The HC-130P "King" was the only fixed-wing aircraft in the Group and was assigned to the 39ARRSq. The helicopter complement consisted of the following two types: the HH-43B/F "Pedro", assigned to the 10 detachments of the 38ARRSq; and, the HH-53B/C "Super Jolly Green", assigned to the 37ARRSq and the 40ARRSq.

(U) Total aircraft strength at the end of the quarter was:

<u>AIRCRAFT TYPE/SERIES</u>	<u>AUTHORIZED</u>	<u>POSSESSED</u>
HH-43B/F	21	21.0
HH-53B/C	20	20.4
HC-130P	11	8.9
	51	50.3

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CHAPTER II

OPERATIONS, TRAINING, AND SAFETY

OPERATIONS

Primary Function

(S) The primary function of Headquarters, 3ARRGp, 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 Standardization/Evaluation, Communications, and Training, Group-wide. To accomplish the combat SAR mission, rescue aircraft are strategically positioned throughout SEA to provide quick response for the SAR missions. The 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 (AMC). In addition, the HC-130Ps and HH-53B/Cs operate as a team using air-to-air refueling to provide rapid-reaction time for SAR efforts. A-1E "Sandy" aircraft provide rescue escort (RESCORT) and fire suppression of hostile ground forces. HH-43B/F "Pedro" helicopters provide Local Base Rescue (LBR) and a SAR capability within a 75-nautical mile radius of their assigned base. The authorized force posture for 3ARRGp is:

a. The SAR aircraft are stationed as follows:

1. Da Nang AB, RVN

(a) Nine HH-53C rescue helicopters call sign "Jolly Green", assigned to the 37ARRSq.

(b) Two A-1Es, call sign "Sandy 9 and 10", of the 56

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Special Operations Wing's Forward Operating Location (FOL) are on daily alert to perform RESCORT duties.

2. Bien Hoa AB, RVN

(a) Two HH-53C rescue helicopters, call sign "Jolly Green", positioned at the 37ARRSq's FOL.

(b) Two A-1s, call sign "Sandy 7 and 8", of the 56th SCW's FOL on daily alert to perform RESCORT duties.

3. Cam Ranh Bay AB, RVN

Eleven HC-130P rescue aircraft, call sign "King", assigned to the 39ARRSq. These aircraft also serve as aerial refueling tankers for the rescue helicopters.

4. Udorn RTAFB, Thailand

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

(b) Two HC-130P rescue aircraft positioned at the 39ARRSq's FOL.

5. Nakhon Phanom RTAFB, Thailand

(a) Four A-1s, call sign "Sandy 1-4", from the 56th Special Operations Wing are on daily alert for RESCORT duties.

(b) Two HH-53B/C rescue helicopters, call sign "Jolly Green", positioned at Det 1, 40ARRSq.

6. Ubon RTAFB, Thailand

(a) Two HH-53B/C rescue helicopters, call sign "Jolly Green", positioned at the 40ARRSq's FOL.

(b) Two A-1s, call sign "Sandy 5 and 6", from the

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SEA
SAR POSTURE

LAOS

JG/A-1
ORBIT

L-98

(T)

HC-130P
ORBIT

UDORN

NKP

2HH-53
ORBIT

(T)

THAILAND

JG/A-1
ORBIT

(J)

UBON

HC-130P
ORBIT

DA NANG

PLEIKU

CAMBODIA

SOUTH
VIETNAM

CAM
RANH
RAY

BIEN HOA

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of Route Package I in North Vietnam.⁴

3. Two HH-53C helicopters maintained on strip alert at Da Nang; they are on 15-minute strip alert from first-light to last-light (when not flying the orbit described in paragraph 2 above). From last-light to first-light, the alert posture reverts to a 45-minute strip alert for the two aircraft.

4. Two HH-53C helicopters are maintained on 15-minute strip alert at Bien Hoa from first-light to last-light.

5. Two HH-53B/C helicopters are maintained on strip alert at Nakhon Phanom; they are on 15-minute strip alert every day from first-light to last-light (except for the airborne orbit over Central Laos during the last 2½ hours of daylight).⁵

6. Two HH-53B/C helicopters are maintained on strip alert at Ubon; they are on 15-minute strip alert from first-light to last-light (except for the airborne orbit over the Southern Laotian Panhandle during the last 2½ hours of daylight).⁵

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

8. Two A-1 aircraft are on 15-minute strip alert at Bien Hoa from first-light to last-light.

9. Four A-1 aircraft are on 15-minute strip alert at Nakhon Phanom from first-light to last-light. Two of these aircraft are frugged to orbit with the "Jolly Greens" as described in paragraph 5.

4. Route Package I is in North Vietnam above the DMZ and below 18° North.

5. This orbit is flown to insure rapid-reaction time before last-light in the event a SAR effort is required.

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56th Special Operations Wing are TDY from Nakhon Phanom RTAFB and are on daily alert to perform RESCORT duties.

7. HH-43B/F - 3SARRSq

Twenty-one HH-43B/F rescue helicopters, call sign "Pedro", of the 3SARRSq are stationed at 10 detachments throughout the Republic of Vietnam and Thailand. While primarily utilized as LBR aircraft, when necessary and as requested by the JRCC, these helicopters perform combat ACR missions.

8. Other

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 the 3ARRGp are fraggged as follows:³

1. Four HC-130P aircraft are fraggged daily for the first-light to last-light orbits: one in the vicinity of Attapeu, Laos; and one in the vicinity of Paksane, Laos. In addition, an HC-130P stands 30-minute alert at Udorn from first-light to last-light, and one HC-130P stands 30-minute alert at Cam Ranh Bay 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 reverts to a 45-minute alert posture from last-light to first-light.

2. Two HH-53C helicopters orbit over the Gulf of Tonkin south of the DMZ, as required. These helicopters are on station while U.S. reconnaissance aircraft are flying in the eastern half

3. See page 15 for orbit positions.

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10. Two A-1 aircraft are on 15-minute strip alert at Ubon from first-light to last-light. These aircraft are dragged to orbit with the "Jolly Greens" as described in paragraph 6.

Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 75 total saves during the quarter; 60 combat saves and 15 non-combat saves were made.⁶ The total number of saves for 3ARRGp since 1 December 1964 now stands at 3247 (2226 combat and 1021 non-combat).

3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 7770.7 hours during the quarterly reporting period.⁷

Standardization

(U) Major Arthur W. McCants departed this quarter, and there has been no replacement assigned as HH-43 Standardization Pilot.

(U) 3ARRGp standardization personnel conducted 7 visits to subordinate units during this quarter.⁸

Joint Rescue Coordination Center (JRCC)

(U) The Joint Rescue Coordination Center is co-located with the Seventh Air Force Combat Operations Center (Blanchip) at 7AF Headquarters and is primarily dedicated to providing coordinated direction of the various multi-service forces when they are involved

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

7. Appendix 3 lists the number of flying hours by type aircraft for each month.

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

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NORTH
VIETNAM

UNCLASSIFIED

LAOS

UDORN
RCC (JACK)

NKP

THAILAND

UBON

106E

DA NANG
RCC (QUEEN)

BANGKOK RCC

14-00N

PLEIKU

CAMBODIA

106E

SOUTH
VIETNAM

CAM
RANG
BAY

BIEN HOA
TAN SAN NHUT
JRCO (JOEY)

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DESIGNATED SAR SECTORS OF
THE SOUTHEAST ASIA REGION

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in Search and Rescue (SAR) operations. The JRCC also serves as a source of information and communications concerning rescue procedures and resources among all U.S. forces in SEA.

(C) The JRCC is maintained under the Directorate of Aerospace Rescue (DSR), who is also the Commander, 3rd Aerospace Rescue and Recovery Group. The DSR is directly responsible to the Commander, Seventh Air Force, in his capacity as SAR Coordinator of the SEA Sub-Region.⁹ Because of the vast land and sea area under the responsibility of the DSR and the limited number of SAR dedicated resources, it is imperative that personnel from all services be available for rapid SAR response and, although each service commander maintains operational control of his forces, a centralized coordination of all SAR activities is essential. The JRCC (Joker) and its subordinate RCCs, OL-Alpha (Queen) at Son Tra AB, RVN and OL-Bravo (Jack) at Udorn RTAFB, Thailand maintain an around-the-clock operation to provide this coordination.⁹

(U) In March, operational control of the 3ARRGp Intelligence function was transferred from Operations to the JRCC. This move will provide the JRCC with a dedicated Intelligence operations and supplement the support presently received from 7AF Combat Operations Center (Bluechip) Intelligence.

Operating Location - Alpha

(S) The area of responsibility for Operating Location - Alpha is the Da Nang SAR Sector. This is defined as the land area bounded by 1000N, 10600E, 1400N, minus the northeast portion of

⁹. See map on page 18. The area of responsibility for each RCC is shown.

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Cambodia; and adjacent water within the Saigon FIR.

(U) There were 16 missions controlled by OL-1 at Son Tra AB, RVN (Monkey Mountain) during the quarter. Twenty-five saves were credited; 24 were combat saves and 1 was a non-combat save.

(U) The following is the number of personnel authorized and assigned during the quarter:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>TOTAL</u>
AUTHORIZED	5	6	11
ASSIGNED	5	5	10

Operating Location - Bravo

~~(S)~~ The area of responsibility for Operating Location - Bravo is the Udorn SAR Sector. This is defined as the land area for all of Thailand and all of Laos except that portion east of 10600E; all of North Vietnam west of 5 miles inland from the Gulf of Tonkin and minus the southern portion assigned to Da Nang SAR Sector.

(U) There were nine missions controlled by OL-3 at Udorn RTAFB, Thailand during the quarter. Eleven saves were credited; all 11 being credited as combat saves.

(U) The following is the number of personnel authorized and assigned during the quarter:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>TOTAL</u>
AUTHORIZED	5	6	11
ASSIGNED	5	7	12

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TRAININGDisaster Preparedness/Unit Defense Team

(U) To accommodate the new personnel assigned to Hq, 3ARRGp/38ARRSq, two programs are in effect to maintain proficiency in this field. One is designated to indoctrinate all newly assigned personnel within 24 hours after arrival, and the other is to insure that all personnel maintain proficiency in Disaster Preparedness and implementation of the Unit Defense Team.

(U) During the reporting period, all personnel were briefed by the Training NCOIC on the Base Defense Warning Signals, Rocket/Mortar Attacks, Fit and Serviceability of Personnel Field Gear, Shelters and Revetments, Emergency Action Data Cards (AF Form 1173), Booby Traps and Restricted Areas, Curfew and the Local Environment, Bomb Threats, and the responsibilities of the Unit Defense Team. This briefing is conducted in an atmosphere conducive to learning, and every individual is afforded an opportunity to ask for clarification or additional information.

(U) All personnel assigned to Hq, 3ARRGp/38ARRSq, function in the Unit Defense Team. To insure that all are aware of their responsibilities and to maintain proficiency, a Unit Defense Team Plan is updated monthly to include bomb threats. All personnel are provided a copy of the plan and the Pyramid Alert Roster, which is revised as required. To test unit responsiveness, practice Red Option II Alert Exercises are conducted as deemed needed by the Unit Disaster Preparedness Officer. One briefing was conducted by

SSgt Pilson on protection of the president. Thirty persons were in attendance. There were also eight classes conducted on personnel protective procedures, care and use of gas mask, weapons handling, and MACV rules of engagement.

(U) During this quarter Lt Jerry L. Wright was the Disaster Preparedness Officer and SSgt Howard R. Pilson was the Disaster Preparedness NCOIC.

On-The-Job-Training

(U) Hq, 3ARRGp/32ARRSq, has had no personnel in overtime training or non-productive training status. All regulations, manuals, and letters relative to the unit training office were reviewed for currency and no discrepancies were noted. Training assistance visits were conducted by the Training NCO during the quarter. The purpose of these visits was to provide assistance and technical service as needed. The results of the visits revealed that those Squadrons and Detachments which were inspected were operating in a satisfactory manner with only minor discrepancies. The upgrade training status of the 3ARRGp (to include all Sqdns/Dets) is excellent. Out of the 649 enlisted personnel assigned, 91 are in upgrade training with no personnel overtime in training or on non-productive status.

Weighted Airman Promotion System

(U) All necessary study reference materials for personnel assigned to Hq, 3ARRGp/32ARRSq, and Det 14 are on hand LHM AFP 39-2. Personnel are provided check lists and material for a one-week

period or, however long they desire, if possible. Check out control procedures exist to insure that all materials are returned and are available for future use. Presently we have 100 percent usage of the library by those eligible for testing. New and revised materials for test cycle 72A were received by this unit.

(U) During this quarter, the Unit Training Officer was Major Robert J. Schrufer and the Unit Training NCO was SSgt Howard R. Pilson.

General Military Training

(U) This training is waived IAW para 1-9d, AFM 50-15 (Combat Area). However, Code of Conduct and Communication Security (COMSEC) training are being conducted on a semi-annual basis.

(U) The NCOIC during this period was SSgt Howard R. Pilson.

SAFETYFlying, Ground and Explosives Accident Summary

(U) 3AERGP units continued in their accident free status, marking 19 consecutive months without a major or minor flight accident. This is the longest period in the history of 3AERGP flying safety statistics without any aircraft accidents.

(U) One ground accident was reported which resulted from a basketball injury to an airman causing one day lost time. The ground accident rate also improved over the same period in CY 70. Three ground accidents had been recorded in the first three months of CY 70 compared to the single mishap of this year.

(U) No explosives accidents were reported during the period.

Accident Prevention Plan Draft

(U) During the majority of safety surveys conducted by this headquarters, a consistent finding was the lack of basic accident prevention knowledge of the unit's additional duty safety officer. The safety office staff initiated a draft for a special safety plan designed to spell out specifically the duties and responsibilities of the unit safety personnel. The objective of the plan will be to outline command accident prevention program goals tailored to the needs of each 3AERGP unit. The plan will insure continuity between replacement personnel and provide a consistent policy reference for commanders as well as safety officers and NCOs.

Safety Survey/Staff Visit Schedule Revision

(U) In an effort to reduce the overall number of individual

staff visits to subordinate units, a safety survey concept was established which is designed to reduce the total number of staff visits. Subordinate units were reporting that an unusually large number of higher headquarters staff team/individual visits were being conducted. This frequent requirement to prepare supplemental briefings and make necessary arrangements to accommodate these visits, over and above the mandatory surveys and evaluations by the parent headquarters, placed an additional workload on the unit personnel. The 3ARRGp safety survey concept involves coordinating and adjusting all staff agency visit schedules into a composite staff visit which provides increased augmentation for each safety survey team. This will result in achieving the same degree of evaluation of unit effectiveness in each functional area with fewer visits required. Three safety surveys were conducted using this concept and the overall reaction from units surveyed was favorable.

CHAPTER III

MAINTENANCEMission

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

HC-130P IRAN Program

(U) Three aircraft were processed through the IRAN facility at Hayes International Corp., Birmingham, Ala., during the quarter.¹⁰ In reviewing the IRAN program during this quarter, special note must be given to the untimely scheduling of aircraft. We experienced two occasions where two aircraft were in IRAN/Wing Modification simultaneously, with one aircraft in Pipe-Line (PL) status or visa versa. This situation, coupled with the scheduling of aircraft into the Isochronal Inspection Schedule at the 3LARRSq has, at times, restricted or jeopardized the operational mission of the 39ARRSq. Furthermore, with the presently established schedule and the small number of airframes possessed, it has been impossible to schedule maintenance down-time on the HC-130Ps possessed by the 39ARRSq. Further scheduling should be devised whereby only one aircraft would be input into IRAN/Wing Modification at a time and one in Pipe-Line status. The lesson learned in this case is that the unit and intermediate headquarters should make inputs to those responsible for construction of IRAN and/or modification programs in order to

10. Appendix F lists the aircraft processed.

create a distribution of airframes that they can live with.

Center Wing Modification Program

(U) This program is a Depot Level TCTO IC-130-219 modification to improve the center wing fatigue life on the HC-130s. Two aircraft were processed through the Center Wing Modification Program at Lockheed Aircraft, Marietta, Georgia.¹¹

Isochronal Inspection Schedule (ISO)

(U) During the reporting period, eighteen aircraft went through the Isochronal Inspection Schedule at the 31ARRSq at Clark AB, Philippines.¹²

One-Time Inspections

(U) There was a total of four one-time inspections performed during the period on HH-43 helicopters.¹³

Project PACER BRONZE

(U) This project involves retrofitting the HH-43B helicopter with the T-53-L11A engine under TCTO 1H-43(H)E-593 and is scheduled to begin during the first part of May 1971. The modification of the HH-43B helicopter is basically to increase lift capability of the helicopter. The T-53-L1E engine is presently installed on all HH-43Bs.

(U) Personnel from WRAMA/S-AMA will perform this modification utilizing Phan Rang AB, RVN as an operating base for those HH-43B

11. Appendix 6 lists the aircraft processed through center wing MCB.
12. Appendix 7 lists the aircraft processed through ISO.
13. Appendix 8 lists the one-time inspections performed during the quarter.

helicopters assigned to Vietnam and Korat RTAFB, Thailand as the operating base for the helicopters assigned to Thailand. Fifteen HH-43Es are scheduled for modification.

PAVE I/P Combat Evaluation

(U) Operation Test and Evaluation Test Order 6-6-70, HH-53

PAVE I/P Combat Evaluation was published and distributed in January 1971. The basic purpose of this test is 1) introduction of the PAVE I/P System to Southeast Asia, 2) formulate operational concepts and 3) evaluate the maintainability and supportability of the PAVE I/P System in the theater environment

(U) The PAVE I/P System consists of an HH-53C aircraft modified with a low light level television (LLLTV), infrared illuminators, direct viewing device, television monitor, automatic approach coupler, automatic hover coupler and hover trim control. The above subsystem when integrated and installed on the HH-53 aircraft comprise the PAVE I/P System.

(U) The test is scheduled to be accomplished in two phases, 1) the introduction of PAVE I/P into Southeast Asia and training of 40th ARRSg personnel and 2) the accomplishment of night rescue missions using operational procedures yet to be devised.

(U) Three HH-53C aircraft configured for Limited Night Recovery Systems (LNRS) arrived at Udorn RTAFB, Thailand on 28 March 1971. Two Sikorsky Technical Representatives and one Sikorsky Spares Representative arrived on 3 March. One Bulmo Victor Representative arrived the same day and a Sikorsky test pilot arrived on 20 March.

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A MAC and AFSC Representative are scheduled to arrive 1 April. The duty of the test pilot, the MAC and AFSC Representatives will be temporary. All others have a one-year contract.

(U) At the close of this period, the three FAVE IMP project aircraft are each undergoing acceptance checks and a phase inspection. Training will begin in April.

Aircraft Battle Damage and Losses

(S) During the quarter, ten 3ARRGp aircraft sustained battle damage as a result of hostile actions. There were no losses to enemy fire, and the total Group aircraft losses remain at 32: 14 HH-3Es, 11 HH-43E/Fs, 3 HH-53B/Cs, 2 HU-16s, and 2 HC-130Ps.¹⁴

14. Appendix 9 lists aircraft battle damage by month.

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CHAPTER IV

PLANS AND REQUIREMENTS

ARRS Programming Plan 69-1

(U) ARRS Programming Plan 69-1 provided for conversion of the SAR/ACR helicopter force in SEA from HH-3s to an all HH-53 force. That action has been completed. Programming Plan 69-1 was closed out by progress report #17, dated 5 March 1971.

ARRS Programming Plan 70-8

(U) ARRS Programming Plan 70-8, Relocation of Local Base Rescue Assets (LBRS) was closed out by progress report #8, dated 28 February 1971.

Other Programming Actions

(U) The 40ARRSq at Udorn RTAFB, Thailand received its first three of a programmed five Limited Night Recovery System (LNRS) equipped HH-53Cs and lost two of the four remaining HH-53Bs. The HH-53Cs were flown to SEA via Alaska and Japan. The HH-53Bs were returned to Hamilton AFB, California via the same route. The last two LNRS equipped HH-53Cs are scheduled for delivery to the 40th in May 1971, at which time the last two HH-53Bs will be returned to the CONUS. At that time the entire SAR/ACR helicopter force will be the newer HH-53C.

(S) The 40ARRSq is presently programmed to move from Udorn RTAFB, to Nakhon Phanom RTAFB, Thailand (USAF PD 73-1) during FY 2/72. This is the result of actions initiated early in calendar year 1970, intended to place the unit closer to its primary mission

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area. Final action on this move will depend on availability of support facilities and overall force beddown considerations for SEA forces.

(S) Planning continues for the move of the 37ARRSq from the East to the West side of Da Nang AB, RVN. This move is made necessary by the Improvement and Modernization (I&M) program for Da Nang. Actual relocation of the squadron should take place in August 1971.

(S) Another action resulting from the I&M program for Da Nang will be the relocation of Det 7, 37ARRSq. This will also be a move from the East to the West side of the base. Exact location and facilities are yet to be identified by the 366TFW Commander.

(S) As a result of proposals made during April and August 1970, the 38ARRSq headquarters function is programmed to consolidate with the 3ARRGp headquarters on 1 July 1971. This action will impact all ten detachments of the 38th also. Those units will become detachments of the 3ARRGp at the time of this consolidation. This action will result in a total manpower savings of six airmen and five officers.

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CHAPTER V

MISCELLANEOUS

Glossary (U)

ACR	Aircrew Recovery
AFSC	Air Force Speciality Code
AMC	Airborne Mission Command
DET	Detachment
DSR	Director of Aerospace Rescue
FIR	Flight Information Region
FOL	Forward Operating Location
IRAN	Inspection and Repair As Necessary
JRCC	Joint Rescue Coordination Center
LBR	Local Base Rescue
LLLTV	Low Light Level Television
LNRS	Limited Night Recovery System
NKP	Nakhon Phanom RTAFB, Thailand
NORM	Not Operationally Ready, Maintenance
NCRS	Not Operationally Ready, Supply
OL	Operating Location
RTAFB	Royal Thai Air Force Base
SANDY	A-1 aircraft stationed at Nakhon Phanom RTAFB, Thailand
SAR	Search and Rescue
SARTF	SAR Task Force
SEACR	SEA Operational Requirement
TACC	Tactical Air Control Center

CP	Capt	Conlin
N	Major	Delaney
RD	MSgt	Koshlar
FE	TSgt	Mathews
LM	SSgt	Watere

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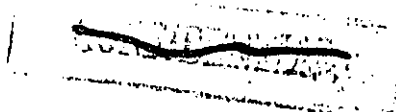
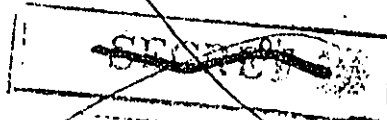
Sidney M. Spilseth
 SIDNEY M. SPILSETH, Lt Colonel, USAF
 Commander

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 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO YEAR
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 31, 1979

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A P P E N D I C E S

APPENDIX 1

AWARDS AND DECORATIONS

	<u>DFC</u>	<u>BSM</u>	<u>AM</u>	<u>AFOM</u>	<u>PH</u>	<u>TOTAL</u>
Heroism	1	4				5
Achievement		4	5	7		16
Service	39	9		65		113
Sustained Activity			513			513
Other					6	6
	40	17	518	72	6	653

APPENDIX 2

COMBAT/Non-COMBAT SAVES

	<u>Combat</u>	<u>Non-Combat</u>	<u>Totals</u>
January	11	6	17
February	16	4	20
March	33	5	38
	—	—	—
	60	15	75
 TOTAL SAVES FOR 1971	 60	 15	 75
 TOTAL SAVES SINCE 1 DEC 1964	 2226	 1021	 3247

APPENDIX 3

FLYING HOURS

	<u>HH-43B/F</u>	<u>HH-53B/C</u>	<u>HO-130P</u>	<u>TOTAL</u>
January	710.2	805.8	1089.6	2605.6
February	620.2	836.6	1046.7	2503.5
March	683.4	839.0	1139.2	2661.6
		2481.4		

APPENDIX A

STANDARDIZATION VISITS

<u>Date</u>	<u>Unit Visited</u>	<u>Action</u>
5- 6 Jan	Det 12, 38ARRSq	Semi-annual Standardization Visit, 1 Pilot Annual Proficiency, 2 Aircraft Commander No-Notice, 1 Initial PJ
7-10 Jan	Det 9, 38ARRSq	Semi-annual Standardization Visit, 2 Aircraft Commander No-Notice, 1 First Pilot No-Notice, 1 LT Annual Proficiency
10-13 Jan	40ARRSq	Semi-annual Standardization Visit, 1 Pilot Flight Examiner No-Notice
24-27 Jan	Det 1, 38ARRSq	Informal Visit, 1 Initial Pilot Flight Examiner, 2 Initial Aircraft Commander, 2 Pilot Annual Proficiency, 1 FF Initial Flight Examiner and Annual Proficiency
2- 5 Feb	Det 5, 38ARRSq	Semi-annual Standardization Visit, 1 Flight Examiner Annual Instrument
9-12 Feb	Det 3, 38ARRSq	Semi-annual Standardization Visit, 1 Initial Instructor Pilot, 1 Annual Instrument, 1 Incoming Aircraft Commander Evaluation, 1 LT Annual Proficiency, 1 FF No-Notice
7- 9 Feb	Det 4, 38ARRSq	Semi-annual Standardization Visit, 1 Annual Instrument

APPENDIX 5

AIRCRAFT PROCESSED THROUGH IRAN

<u>Type</u>	<u>Tail Number</u>	<u>In-Date</u>	<u>Out-Date</u>
HC-130P	66-217	8 Dec	25 Feb
HC-130P	65-991	23 Dec	9 Feb
HC-130P	66-212	26 Feb	30 Mar

APPENDIX 6

AIRCRAFT COMPLETING CENTER WING MODIFICATION

<u>Type</u>	<u>Tail Number</u>	<u>In-Date</u>	<u>Out-Date</u>
HC-130P	66-212	8 Jan	25 Feb
HC-130P	66-219	29 Jan	12 Mar

APPENDIX 7

AIRCRAFT PROCESSED THROUGH ISO

<u>Type</u>	<u>Tail Number</u>	<u>In-Date</u>	<u>Out-Date</u>
HC-130P	66-213	4 Jan	30 Jan
HC-130P	65-994	6 Jan	13 Jan
HC-130P	66-220	13 Jan	17 Jan
HC-130P	66-217	15 Jan	21 Jan
HC-130P	66-216	25 Jan	31 Jan
HC-130P	65-993	28 Jan	1 Feb
HC-130P	66-211	1 Feb	9 Feb
HC-130P	65-819	4 Feb	11 Feb
HC-130P	66-215	8 Feb	18 Feb
HC-130P	65-991	12 Feb	20 Feb
HC-130P	66-212	15 Feb	23 Feb
HC-130P	66-213	24 Feb	2 Mar
HC-130P	65-994	1 Mar	5 Mar
HC-130P	66-217	8 Mar	10 Mar
HC-130P	66-220	10 Mar	18 Mar
HC-130P	66-216	17 Mar	26 Mar
HC-130P	65-993	22 Mar	3 Apr
HC-130P	66-211	25 Mar	31 Mar

APPENDIX 8

ONE-TIME INSPECTIONS

The following HH-43 helicopters had one-time inspections:

1. One-time inspection of Azimuth Bar Assembly Bearing Retaining Screw (20 Jan 71).
2. One-time inspection of T53 Engines (5 Feb 71).
3. One-time inspection of T53-L1B Engine Overspeed Governor Linkage Bolt (11 Feb 71).
4. One-time inspection of the HH-43 Outboard Flap Bearing.

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	HM-432/E	HM-532/C	NO-130P	Total
January	0	4	0	4
February	0	3	0	3
March	0	3	0	3
	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>

BATTLE DAMAGES

APPENDIX 9

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