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HISTORY

OF THE

3RD AEROSPACE RESCUE AND RECOVERY GROUP

1 APRIL - 30 JUNE 1971

Best Copy

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11ST AEROSPACE RESCUE AND RECOVERY WING
AEROSPACE RESCUE AND RECOVERY SERVICE
MILITARY AIRLIFT COMMAND
UNITED STATES AIR FORCE

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VHFA 193

BY JTB: LTB, 10-20-71

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SECURITY NOTE

The overall classification of this history is ~~SECRET~~/Group 1,
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CHAPTER I

MISSION, ORGANIZATION, AND RESOURCES

MISSIONPrimary 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. Advise the Commander, 7AF, on matters pertaining to rescue and recovery requirements and procedures.
2. Coordinate in matters pertaining to all AFRS activities, requirements, and responsibilities in SEA.
3. Exercise operational control of all rescue forces in SEA in accordance with policies established by the Commander, 7AF, and/or the Commander, 1st Aerospace Rescue and Recovery Wing (1ARRPW), Hickam AFB, Hawaii.
4. Advise the Commander, 3ARRGP, in matters of AFR/recovery

1. The following is a list of the

regularly scheduled operations.

2. Reports directly to the Command, HAWAII, on all command and administrative matters.

ORGANIZATION

General Organization

(U) The 3ARRGp is assigned to the planning of the Aerospace Rescue and Recovery Service (ARRS) and exercises 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, 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, 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 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, Ubon 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.

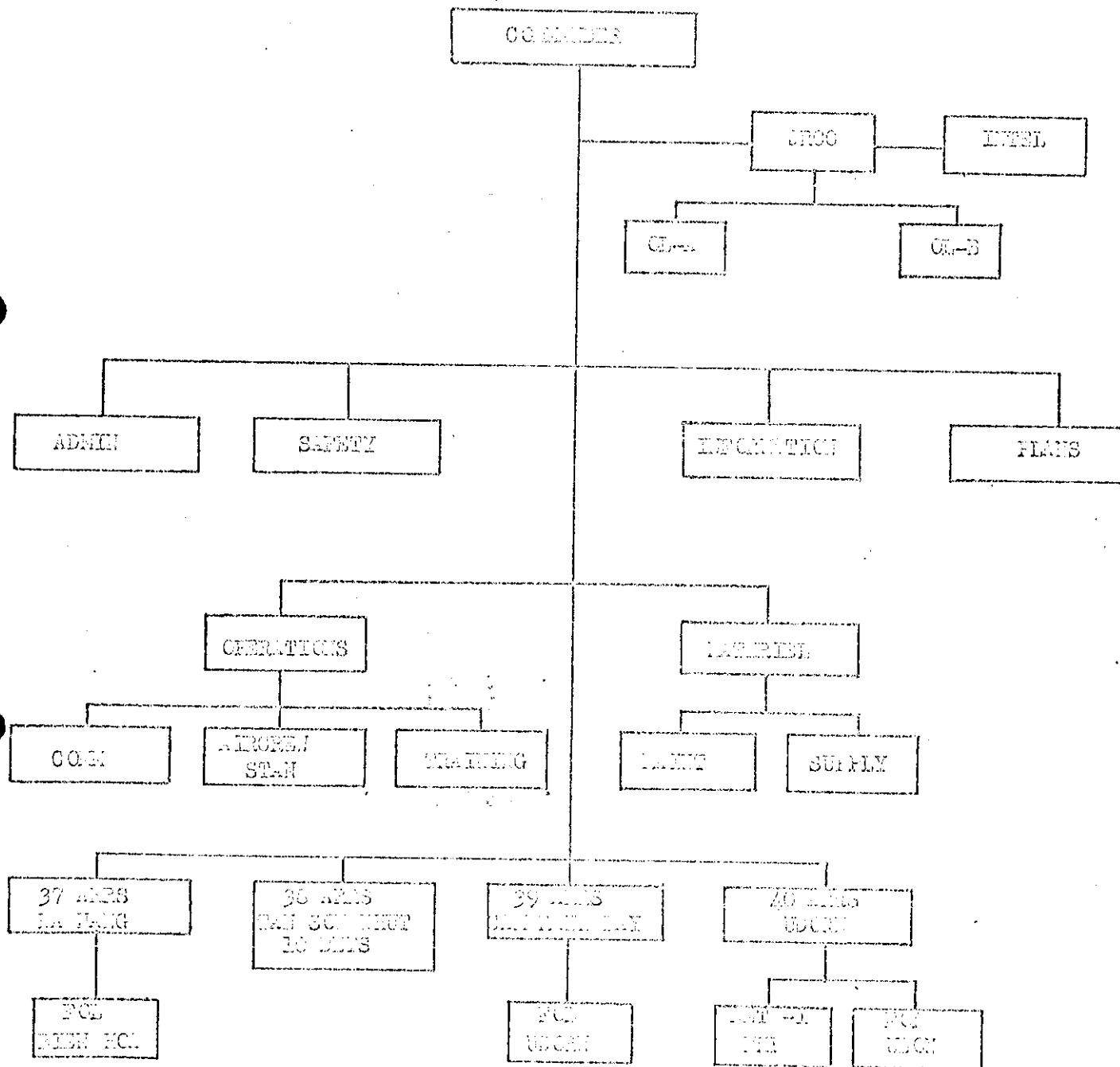
(U) Headquarters, 3ARRGp is located at Tan Son Nhut AB, RVN.

SECRET, 1971

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.

30 AIRCRAFT RESCUE AND RECOVERY GROUP



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 two from the previous quarter. There was no change in the civilian authorization, but the number assigned increased by one.

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIAN</u>	<u>TOTAL</u>
AUTHORIZED	23	33	1	57
ASSIGNED	23	32	1	56

Roster of Key Personnel (U)

Colonel George C. Pinyerd,	Commander
Colonel Herbert Leong,	Deputy Commander
Lt Col William W. Tomlinson,	Executive Officer
Lt Col Cortez C. Brown,	Chief of Operations
Lt Col Robert M. Foster,	Chief of Safety
Lt Col Paul W. Rudloff,	Chief of JRCS
Maj Byron L. Sharkey,	Chief of Standard-
	ization
Maj Harold R. Ball Jr.,	Group Staff Maintenance
	Officer
Maj John F. Vallone,	Chief of Plans
Capt Rosemary McGulley,	Administration/Personnel
	Officer
Capt James F. Mahoney,	Group Supply Officer
Capt Jack M. Battle,	Information Officer
Capt Lee L. Robert,	Communications Officer
1st Lt Jerry A. Wright,	Intelligence Officer

Change of Key Personnel (U)

Lt Col William W. Tomlinson secured his position as Group Executive Officer on 22 Mar 71, replacing Colonel Clyde B. Reutt.

Maj Byron L. Sharkey secured his position as Chief of Standardization on 12 May 71, replacing Maj James H. Conway.

Maj John F. Vallone secured his position as Chief of Plans 12 Apr 71, replacing Lt Col Gerald H. Conant.

3ARRGp Hist., Apr-Jun 1971

Manning Problems (U)

During this quarter, 3ARRGp experienced no manning problems. This is due to the fact undermanned AFSC's in the last quarter were fully manned by the end of this quarter.

Awards and Decorations

(U) There was a total of 225 decorations presented to personnel assigned to the 3ARRGp and its subordinate units during the quarter, including 11 Silver Stars.²

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

307103 HAWK, 10-10-1971

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RESCUE - AIRCRAFT

(U) While H1, 347RSq, did not possess any aircraft of its own, it is significant to note the aircraft flew 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 394ERSq. The helicopter complement consisted of the following two types: the HH-43D/F "Hokos", assigned to the 10 detachments of the 384ERSq; and, the HH-53D/C "Super Jolly Green", assigned to the 374ERSq and the 404ERSq.

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

<u>AIRCRAFT TYPE/SERIES</u>	<u>AUTHORIZED</u>	<u>POSSESSED</u>
HH-43D/F	21	21.0
HH-53D/C	20	22.9
HC-130P	11	9.0
	52	52.9

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348RGP Hist., Jan-Mar 1971

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CHAPTER III

OPERATIONS, TRAINING, AND SAFETY

OPERATIONS

Primary Function

(S) The primary function of Headquarters, 348RGP, 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, 348RGP 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-1H "Gandy" aircraft provide rescue escort (RESCORT) and fire suppression of hostile ground forces. HH-43B/P "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 348RGP is:

a. The SAR aircraft are stationed as follows:

1. PAKISTAN AIR FORCE

(a) Eleven HH-53B/C helicopters call sign "Jolly Green", assigned to the 348RGP.

(b) Two A-1H, call sign "Gandy 9 and 10", of the 36th

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one on duty alert to perform rescue duties.

Both Special Operations Wing and 39th Reconnaissance Squadron

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

"Tolly Green", positioned at the 39th's FOL.

(c) Two HH-53B/C rescue helicopters, call sign

6. Upon arrival, Thailand

"Tolly Green", positioned at the 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

(b) Two HH-53B/C rescue helicopters, call sign

Both Special Operations Wing and 39th Reconnaissance Squadron

(a) Six A-1s, call sign "Buddy 1-6 and 7-3", from the

5. Helicopter Squadron, Thailand

39th's FOL.

(b) Three HH-53B/C rescue helicopters positioned at the

"Tolly Green", assigned to the 39th's FOL.

(a) Thirteen HH-53B/C rescue helicopters, call sign

4. Upon arrival, Thailand

ing tanks for the rescue helicopters.

assigned to the 39th's FOL. These aircraft also serve as aerial refuel-

Eleven HH-53B/C rescue aircraft, call sign "Buddy",

3. Gas Rationing, RVN

"Green", positioned at the 39th's FOL.

Two HH-53B/C rescue helicopters, call sign "Tolly

2. Upon arrival, RVN

duty alert to perform rescue duties.

Special Operations Wing's Forward Operating Location (FOL) and on

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1. ~~TH-130P~~

Twenty-one TH-130P rescue helicopters, call sign "Redno", of the 347th are stationed at 10 detachments throughout the Republic of Vietnam and Thailand. While primarily utilized as IIR aircraft, when necessary and as requested by the JPCG, these helicopters perform combat ACP missions.

2. 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 347th are frugged as follows:³

1. Four HC-130P aircraft are frugged daily for the first-light to last-light orbits: one in the vicinity of Attapeu, Laos; and one in the vicinity of Pakxane, Laos. In addition, an HC-130P stands 30-minute alert at Udon from first-light to 0300 hours the following morning for IIR equipped helicopter escort/tanker, 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 A/C 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 14 for exact positions.

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North Vietnam.

1. 10 helicopters maintained on strip alert at
15-minute strip alert from first-light to last-
light (the orbit described in paragraph 2 above).
2. At first-light, the alert posture reverts to a 45-
minute alert for the two aircraft.

3. 10 helicopters are maintained on 15-minute strip
alert from first-light to last-light.

4. 10 helicopters are maintained on strip alert
every day; they are on 15-minute strip alert every day from
first-light (except for the airborne orbit over
the last 2 1/2 hours of daylight).⁵

5. 10 helicopters are maintained on strip alert
from first-light to last-light (except for the airborne orbit over the Southern Laotian
the last 2 1/2 hours of daylight).⁵

6. 10 helicopters equipped helicopter is maintained on
strip alert from 0600 to 0800 hours.

7. 10 aircraft are on 15-minute strip alert at
first-light to last-light.

8. 10 aircraft are on 15-minute strip alert at
first-light to last-light. Two of these aircraft
are with the "Jolly Greens" as described in para-

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9. In North Vietnam, above the DMZ and below 18° North
latitude, no known anti-aircraft fire below last-light
is required.

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NORTH VIETNAM

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SEA
SAR POSTURE

LAOS

JG/A-1
ORBIT

L-98

(T)

HC-130P
ORBIT



UDORN

NKP

2HH-53
ORBIT

(I)

THAILAND

JG/A-1
ORBIT

(J)

UBON

HC-130P
ORBIT

DA NANG

PLEIKU

CAMBODIA

SOUTH VIETNAM

CAM RANH BAY

BIEN HOA

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10. The A-1 aircraft was on 15- hour flight at Udon from first-light to last-light. These aircraft was charged to orbit with the "Jolly Greens" as described in paragraph 6.

Combat and Non-Combat Saves

(U) The units subordinate to 34442 were responsible for 32 total saves during the quarter; 26 combat and 6 non-combat saves were made.⁶ The total number of saves for 34442 since 1 December 1968 now stands at 3296 (2249 combat and 1047 non-combat).

34442 Flying Hours

(U) 34442 units flew a total of 7510.1 hours during the quarterly reporting period.⁷

Standardization (U)

Major James E. Conway departed this quarter and was replaced by Major Byron L. Sharkey.

Major Harold L. Edwards is WFO from McChesney AFB and assigned as F-43 Standardization Pilot.

34442 standardization personnel on total 6 visits to subordinate units during this quarter.⁸

Limited Night Recovery System (LNRS)

(C) During this report period the 34442 at Udon, Thailand has been engaged in an F-43 LNRS RVR RVR Combat Evaluation Project directed by JIC Operational Test and Evaluation Order 6-6-71 dated February 1971. RVR RVR is the code name given to the program for

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

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

8. Appendix 4 lists the date, unit, location, and number of visits.

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development of a limited night recovery capability for HH-53C helicopters. A background research of BAVS HMF revealed this test period to be the final step of a long acquisition and test period of the limited night recovery system.

a. LNRS consists of an HH-53C aircraft modified with a Low Light Level Television (LLTV), Infrared (IR) Illuminators, Direct Viewing Device (DVD), Television (TV) Monitor, Automatic Approach Coupler, Automatic Hover Coupler and Hover Trim Control.

b. The purpose of the evaluation was to introduce LNRS into Southeast Asia, monitor the equipment's performance, and identify deficiencies relating to combat employment.

c. Project background follows in brief:

1. Rescue operations in Southeast Asia have demonstrated the need for a rescue vehicle with a night recovery capability.

CINCPACAF documented this requirement as SWACR-111 and Bihowsky Aircraft, under contract to the Aeronautical Systems Command (ASC), responded to this requirement and developed LNRS.

2. MAC conducted a Category III - Equivalent Operational Test and Evaluation of the system at Eglin AFB from 1 Jul 70 to 31 Dec 70.

3. At CSAR's request, MAC, with support from AFSC, AFMOC, and CINCPACAF, has conducted the combat evaluation of the limited night recovery system to determine if the system will support the theater Commander's night recovery mission requirements.

4. Actual combat evaluation by the 10TH AF began on 6 Apr 71 with scheduled completion on 6 Jul 71.

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d. The primary objectives of Test Order 6-6-71 were to:

1. Evaluate the effectiveness of IERS in a combat environment to accomplish the primary day-night rescue missions.
2. Evaluate the maintainability and supportability of IERS in the combat environment.
3. Evaluate the adequacy of operational tactics, techniques, and procedures developed during Category III OTRAP.
4. Determine if ARMC established training requirements are adequate for SEA application.
5. Determine and document recommendations for improvements toward achieving a more efficient day-night rescue system.

e. Three IERS aircraft were available at the beginning of the test period and two other IERS equipped HH-53Cs arrived on 24 May 71. The first 30 days of test (Phase I) were programmed for training and the second period dedicated to operational applications. Because of difficulties with personnel and operational environment the requirements of all three phases were combined to make the most efficient use of personnel, aircraft and equipment.

f. A complete report was published at the end of each thirty day period. Phase I and II reports have been published and at this writing the test has six days to run followed by the final report on 15 July. Considerable work has been done by the HOSRRSq and each report outlined new requirements, action taken, tactics and recommendations. During Phase I, twenty-eight night sorties were flown for 67 hours and during Phase II sixteen sorties were accomplished for 37.5 hours. To date, training standards and evaluation goals

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SWAMP Plot., Apr-Jun 1971

Initially established and proved effective.

Joint Rescue Coordination Center (JRCC)

(U) The Joint Rescue Coordination Center (Joker) is co-located with the Seventh Air Force Combat Operations Center (Blueship) at 7AF Headquarters and is primarily dedicated to providing coordinated direction of the various multi-service forces when they are involved 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 FSA 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 Udon RTAFB, Thailand maintain an around-the-clock operation to provide this coordination.⁵

Operating Location - Alpha

(C) The area of responsibility for Operating Location - Alpha is the Da Nang SAR Sector. This is defined as the land area

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

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NORTH
VIETNAM

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LAOS

18-00N

18-00N

UDORN
RCC (JACK)

NKP

106E

THAILAND

DA NANG
RCC (QUEEN)

UBON

BANGKOK RCC

14-00N

PLEIKU

CAMBODIA

106E

SOUTH
VIETNAM

CAN
RAI
BAY

BIEN HOA
BAN QUAT
JUNG (GOLD)

DESIGNATED SAR SECTORS ON
THE SOUTH-VIETNAM FRONT

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3AMRGP Hist., Apr-Jun 1971

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bounded by 10600N, 10600E, 10600N, minus the northeast portion of Cambodia; and adjacent water within the Saigon FIR.

(U) There were 10 missions controlled by OL-A at Son Tra AB, RVN (Monkey Mountain) during the quarter. Sixteen saves were credited; 13 were combat saves and 3 were non-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	6	6	12

Operating Location - BRAVO

(U) The area of responsibility for Operating Location Bravo is the Udorn SRI 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 CTR Sector.

(U) There were nine missions controlled by OL-B at Udorn RTAFB, Thailand during the quarter. Fourteen saves were credited; 11 being credited as combat saves and 3 as non-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	6	6	12

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38ARPS Hist., Apr-Jun 1971

UNIT III

Disaster Preparedness/Unit Defense Team

(U) To accommodate the new personnel assigned to Hq, 38ARPS/38ARPSg, 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 ensure 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 Survival Kits, Team, Shelters and Restraints, Emergency Action Data Cards (M, H, and E), Booby Traps and Restricted Areas, Curfew and the Local 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, 38ARPS/38ARPSg, function as 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 Alarm Roster, which is revised as required. To test unit responsiveness, practices and Option II Alarm Threats are conducted as directed by the Unit Disaster Preparedness Officer. One briefing is to be conducted

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

(U) The 344R3/3 444R3, and 444R3 personnel operating in 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 444R3 and 444R3 to the 444R3. The purpose of these visits was to provide assistance and technical service as needed. The results of the visits were that there is a need for technical assistance with respect to training in this activity current with the 444R3. The upgrade training status of the 344R3 (to include all 444R3/444R3) is excellent. Out of the 444R3 enlisted personnel assigned, 144 are in upgrade training with no personnel operating in training or non-productive status.

(U) All necessary study material and materials for personnel assigned to this program/operation, and the 14 are on hand. This may be 2. Personnel are provided direct links and material for a research.

ERRY, 1971

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period on, however long they continue, as 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 721/723 were received by this unit.

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

General Military Training

(U) This training is waived IAW para 1-04, AR 50-15 (combat area). However, Code of Conduct of Combatant Training (CCCTC) training was being conducted in the combat area.

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

SAFETYFlying, Ground and Explosive Accidents/Incidents Summary

(U) For 22 consecutive months 3ARRGP units have operated without a major or minor flight accident. This establishes the longest aircraft accident free period to be obtained in the history of the 3ARRGP. During this quarter our units experienced 14 reportable aircraft incidents compared to 20 for the same period last year. As of 30 June 71, the Group has had 24 in-flight incidents this calendar year.

(U) One ground accident was reported this quarter compared to none for the same period in 1970. This accident reports injury resulted in 10 days lost time.

(U) We had no explosive accidents and no explosion incidents this quarter while reporting two explosive incidents for the similar time last year.

Safety Survey Schedule

(U) The consolidated safety survey technique concept as discussed last quarter has been used for all surveys conducted during April, May and June. This procedure of examining all functional areas has proved beneficial and will reduce the frequency of visits to our subordinate units. The following units were surveyed by 41ARRGP during the quarter: 3ARRGP; Det 5, 33ARRSQ and Det 13, 33ARRSQ. A 3ARRGP safety team surveyed the 31ARRSQ; Det 1, 30ARRSQ; Det 6, 30ARRSQ; Det 7, 30ARRSQ; Det 13, 30ARRSQ and C-1.

Off Response

(U) It has been encouraging to receive word that positive action

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is being taken on the recent C-130. The C-130 is a very reliable aircraft. Deficiencies or hazards were identified through the C-130 or the C-130 engine time warning system, C-130 maintenance program and C-130 UHF communications with personnel on the ground. Action has been initiated by ASD, HHC, and HRC to correct the problems encountered in these three areas.

Safety Awards and Recognition

(U) Major Jay M. Strayhorn, HRC and Capt Richard D. Hoover, HRC

3000000000 were both nominated for the HRC Outstanding Individual

Safety Award. Capt Hoover has been selected for the award while

Major Strayhorn's nomination is still pending. HRC is currently

his request that Major Strayhorn be nominated for the HRC Award

Done

1. $\frac{1}{2} \frac{d}{dt} \int_{\mathbb{R}^n} |\nabla u|^2 dx = \int_{\mathbb{R}^n} u \Delta u dx = - \int_{\mathbb{R}^n} |\nabla u|^2 dx$
 2. $\frac{1}{2} \frac{d}{dt} \int_{\mathbb{R}^n} |\nabla u|^2 dx = - \int_{\mathbb{R}^n} |\nabla u|^2 dx$
 3. $\frac{1}{2} \frac{d}{dt} \int_{\mathbb{R}^n} |\nabla u|^2 dx = - \int_{\mathbb{R}^n} |\nabla u|^2 dx$

(U) The principal mission of the Joint Air Section of the JABERG is to provide command and control of subordinate units so that operationally-ready aircraft are available for all JAR needs.

(U) These two programs have continued to support the mission.

capability of the 30-33CG. Clippings in both systems have regularly been checked for accuracy and completeness. Additional information has clarified the situation. For example, clippings are as follows with additional information for the clippings that are not in the original collection:

File Number	Transcript	Rehearsal	Debate
66-219	29 Jan	12 Mar	12 Mar

[illegible]

b. IDA#:

<u>Airport</u>	<u>Event</u>	<u>Scheduled</u>	<u>Actual</u>
66-212	26 Feb	30 Mar	9 Apr
66-994	7 Apr	27 May	*
66-216	17 May	6 Jun	*
66-215	19 May	8 Jun	8 Jun

* indicate that the aircraft is still in flight as of 30 June.

(ii) Four eighths were reserved to them as an annuity
of Hayes International Corp., Washington, D.C., dated January 1, 1970.

10. Is the test of the same type as the test of the test?

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[illegible]

(C) 12AF 140 71-13-6, 12AFHQ, direct: The transfer of the 12AFHQ from Udon RTAFB to Hahn AB, West, Thailand on 21 July 1972. The move is to be accomplished in three phases; on 7 July the 12AFHQ move will be in place at 12AF; aircraft, personnel and equipment will transfer on 21 July and the personnel left at Udon to other unit accounts will transfer on 23 July.

[illegible][illegible]

THE FBI, 1946-1964: A Pictorial History, by JAMES H. HARRIS, Jr. New York: Harper & Row, 1964. Pp. 240. \$4.95.

(U) The subject TAD will identify the equipment to make facilities available at Da Nang AB, RVN to accommodate the Vietnamese Improvement and Observation (VI) Program. The 33rd Philippine Air Group will advise of the 33rd AG and Det 4, 33rd AG to Da Nang AB. The 33rd AG and Det 4 facilities will be the

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34ABRg Hqs., 1 Jul 71 1971

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available to the 34ABRg and the 34ABRg. Construction and facility modification programs have been approved and funded by 714. Estimated start date on operational facilities is 1 Jul 71 with a EOD of 1 Aug 71. In the interim, 34ABRg and Det 7 have already started moving people into assigned quarters on B. Heng West.

Other Plans/Programs/Initiatives

(U) 34ABRg/34ABRg consolidation is programmed for 0001Z, 1 July 1971. The consolidation will provide more effective utilization

of assigned manpower resources as well as elimination of redundant staff

activities. The consolidation will be accomplished by 34ABRg and 34ABRg.

authorizations in the 34ABRg, 13 spaces have been transferred to 34ABRg

(reference Appendix 10) and 9 spaces reprogrammed and added to other

ABRg units by HQ ABRg and 100TH.

(U) HQ 100 Special Order 3-227 established the 34ABRg.

under the terms of the 100TH, effective 1 Jul 1971.

Order 3-227 (revised) 34ABRg Hqs. established a facility 1 Jul 1971.

15. See copies of Special Orders in supporting document.

SIOW, Hall, Charles E.

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WTCO

Warren, Robert

WUPT

Wright, R. L. Air Force Base

WV

Republic of Vietnam

WYDY

Y-1 Aircraft

WY

Search and Rescue

WYOT

WY West Texas

WY

Spokane Area

WYOR

WY Constitutional Requirement

WYCO

Medical Air Control Center

WYOT

Michigan State Police