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HISTORY

OF THE

3RD AEROSPACE RESCUE AND RECOVERY GROUP

1 JANUARY 1972 - 31 MARCH 1972

PREPARED BY

CAPTAIN RICHARD L. FULLER
GROUP HISTORIAN

APPROVED BY:

Cecil N. Mulrhead Jr.
CECIL N. MULRHEAD JR., COLONEL, USAF
COMMANDER
17 JUNE 1972

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3ARPGP

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

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SECURITY NOTE

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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: 3-1, 3-2, 3-3, 4-2, 4-3, 4-5, 4-6

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3 ARRGp Hist., Jan - Mar 1972

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Chapter I

MISSION

1-1. (U) MISSION: The primary mission of the 3rd Aerospace Rescue and Recovery Group is to save lives. Thus 3ARRGp is charged with providing a combat search and rescue capability in Southeast Asia (SEA) and provides the tactical forces required to rescue and recover personnel engaged in combat operations in or adjacent to hostile territory, an area encompassing more than 1.1 million square miles. Headquarters 3rd ARRGp is charged with command and control of all USAF Aerospace Rescue and Recovery forces in SEA. In addition it has command and control of all other USAF, US Navy and US Army resources involved in SAR operations and controls the operation of the Joint Rescue Coordination Center (JRCC), called JOKER, and the two sub-regional Rescue Coordination Centers (RCC), called Queen and Jack.

1-2. (U) The Commander, 3ARRGp, serves on the 7th Air Force Staff as the Director of Aerospace Rescue (DR). His subordinate functions are:

- a. (U) To exercise 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.
- b. (U) To advise the Commander, 7AF, on matters pertaining to rescue and recovery requirements, procedures and plans.
- c. (U) To coordinate on matters pertaining to all ARRS activities, requirements, and responsibilities in SEA.
- d. (U) To keep the Commander, 41ARRWg informed of SAR/Recovery requirements and all planned or conducted SAR operations.

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e. (U) To report directly to the Commander, 41ARRWg, on all command and administrative matters.

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Chapter II

RESOURCES

UNITS

2-1. (U) The 3ARRGp is assigned to the 41st Aerospace Rescue and Recovery Wing of the Aerospace Rescue and Recovery Service (MAC) and comes under the operational control of the Commander, 7th Air Force (PACAF). Headquarters, 3ARRGp is located at Tan Son Nhut AB, RVN. Units under the command of the Group are located in the Republic of Vietnam and Thailand. (See map page 4-5 for locations) 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, (RCC), Udorn RTAFB, Thailand.

Det 3, 3ARRGp, Ubon RTAFB, Thailand.

Det 4, 3ARRGp, Korat RTAFB, Thailand.

Det 5, 3ARRGp, Udorn RTAFB, Thailand.

Det 12, 3ARRGp, U-Tapao RTAFB, Thailand.

Det 14, 3ARRGp, Tan Son Nhut AB, Vietnam.

Forward Operating Location Bien Hoa AB, RVN.

37th Aerospace Rescue and Recovery Squadron (37th ARRSq), Da Nang AB, RVN.

40th Aerospace Rescue and Recovery Squadron (40th ARRSq), Nakhon Phanom RTAFB, Thailand.

Forward Operation Location, Ubon RTAFB, Thailand.

(See Page 2-1 for Organizational Chart)

2-2. (U) These units are located in Vietnam and Thailand and are responsible for SAR activities in an area of more than 1.1 million square miles. This area extends from the Mekong River to the Chinese border and to the Burmese frontier. It also includes the seas adjacent to the land masses.

EQUIPMENT

2-3. (U) The inventory of aircraft possessed by BARRGp and its subordinate units contains both fixed-wing and rotary-wing (helicopter) aircraft. The HC-130P was the fixed wing aircraft in the inventory and was possessed by the 39th ARRSq. The helicopter component consisted of the HH-43T Pedro assigned to the five detachments, with two HH-43T's assigned to the 37th ARRSq and three assigned to the 40th ARRSq; and the HH-53C Super Jolly Green Giant helicopters assigned to the 37th ARRSq and the 40th ARRSq.

a. (U) Total aircraft strength for the quarter was:

AIRCRAFT TYPE/SERIES	AUTHORIZED	POSSESSED
HH-43T	16	17.3
HH-53C	20	18.1
HC-130P	11	9.5
	49	44.9

PERSONNEL

2-4. (U) Manning authorizations for the headquarters dropped from 26 to 15 for officers and from 47 to 26 for enlisted. Officers assigned, however, dropped only 3, due to the recent increased operational commitment, while enlisted assigned decreased by 15.

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AUTHORIZED vs ASSIGNED

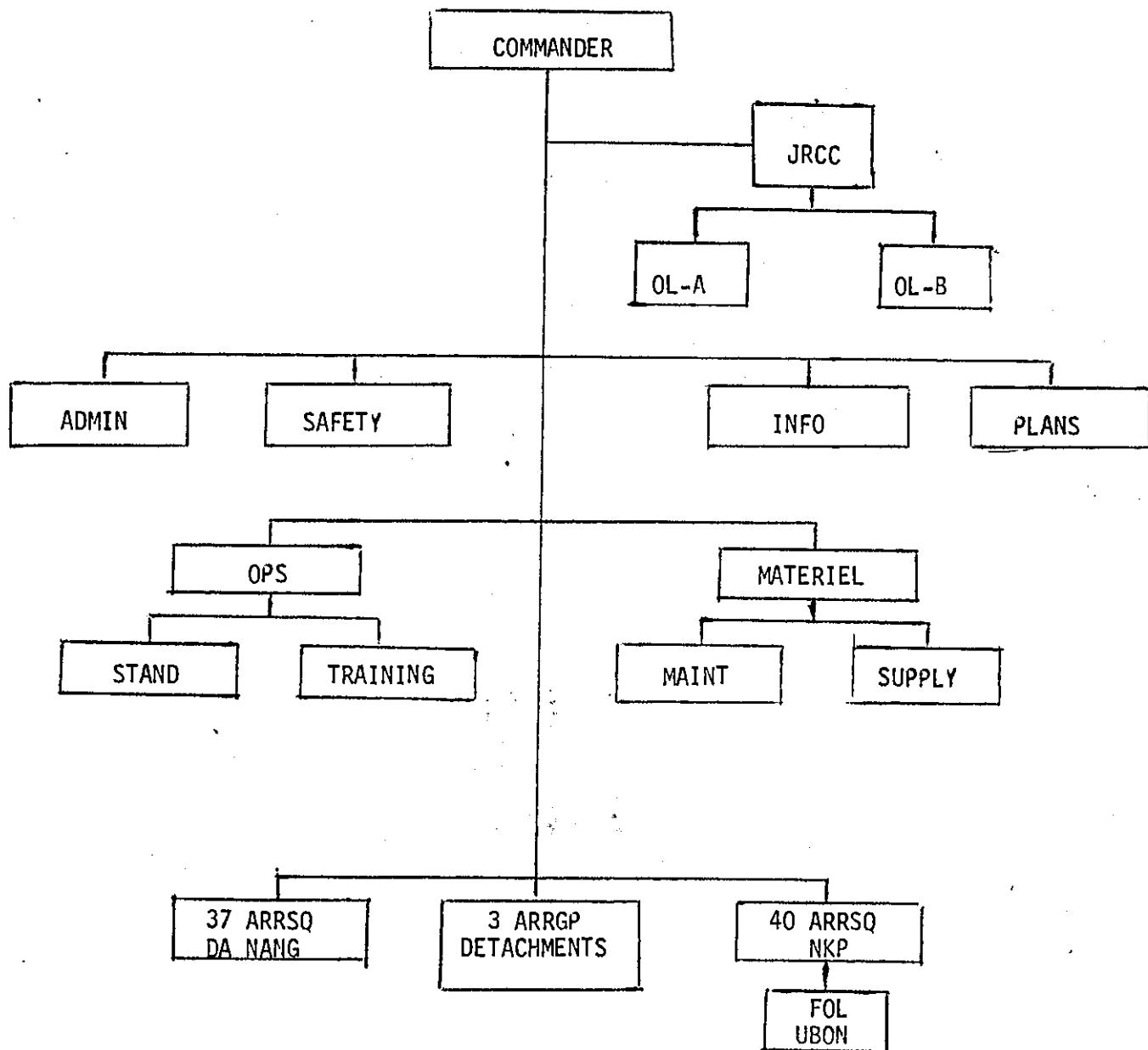
	OFFICER	ENLISTED	CIVILIAN	TOTAL
AUTH	15	26	1	42
ASGN	21	26	1	48

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3D AEROSPACE RESCUE AND RECOVERY GP

ORGANIZATION CHART



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Chapter III

PLANS AND PROGRAMS

3-1. (U) 7AF PAD 72-7-10, Phan Rang:

a. (U) 7AF PAD 72-7-10 directed withdrawal of US Forces from Phan Rang AB, RVN. Det 1, 3ARRGp deactivated on 31 Jan 72 as directed by MAC SO G-35 dated 27 Jan 72.

b. (U) HH-43 60-253 was ferried to 40ARRSq as an NOA/advanced attrition helicopter on 21 Jan 72. 40ARRSq HH-53 provided escort for 253 from Tan Son Nhut to Ubon RTAFB.

c. (U) HH-43 60-266 and remaining LBR assets were relocated to Tan Son Nhut AB, RVN and prepared for airlift/transfer to Det 6, 42ARRSq, Holloman AFB.

3-2. (S) 7AF PAD 72-7-8, Cam Ranh Bay:

a. (S) 7AF PAD 72-7-8 programmed withdrawal of US Forces, from Cam Ranh Bay and closure of that base in May 1972. 3ARRGp Addendum to the 7AF PAD (3XP Secret message 040500Z Mar 72, Subject: HC-130P Programming Guidance) programmed reduction of the 39ARRSq resources from 11 UE HC-130P and 268 personnel to 6 UE/INOA HC-130P and 156 personnel, transfer of squadron resources to Det 4, 3ARRGp Korat RTAFB, Thailand and deactivation of 39ARRSq effective 31 March 1972.

b. (S) HC-130P's 65-993, 65-994, 66-211 and 66-213 were reassigned to 1600 MSGp, Clark AB, PI and the remaining resources transferred to Det 4 on 31 March 72 as scheduled. The total program lead time from formal approval to transfer of resources to Korat until total unit move/deactivation was less than 30 days.

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c. (2) To insure timeliness of programmed action PACAF directed resources transfer employing a unit move concept. The 39ARRSq in turn exerted maximum effort to meet programmed objectives. Squadron aircraft (HC-130P) airlifted all personnel and equipment from CRB to Korat with the exception of outsized cargo (Stepvan and U-1B Tractor). Throughout the entire period of the move, the 39ARRSq continued to meet its primary operational missions.

d. (2) An HC-130 Advon was established at Det 4, Korat on 1 March 72 to coordinate and facilitate movement actions. Personnel and equipment were time phased into Korat from Udorn and CRB through 31 March 72. The HC-130P FOL at Udorn RTAFB, Thailand was terminated on 7 March 72 at which time the operational support of King Orbit daily FRAG started at Korat.

e. (2) Unit operations ceased at CRB effective 31 March 72 official deactivation IAW dated publication of MAC SO G-138 was 24 April 1972.

3-3. OTHER PLANS/PROGRAMMING ACTIONS:

a. (2) 3ARRGp and subordinate unit reductions: 3ARRGp has been directed to reduce manpower by 50% (from 75 to 38 manpower spaces) and HH-53's from 18 UE to 13 UE (8 UE NKP and 5 UE Da Nang) by 1 May 72.

b. (2) 3ARRGp staff reduction is proceeding as scheduled. By end of March 1972 3ARRGp manning was 20 Officers/39 Airmen and one civilian. 7AF staff agencies have concurred in providing Intelligence, Communications and IO support which permits deletion of these spaces from the 3ARRGp UDL concurrent with DEROS of incumbents. 3 DC (Comm Officer) and 3 IN spaces deleted in Dec 71 and 3 IO space will be deleted in June 1972.

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c. (b) HH-53 reduction is being forestalled until last possible moment (May 72) to insure sufficient HH-53's remain in theater to satisfy both operational and training missions imposed on the units. The training demand has increased significantly due to training problems encountered by the 1550 ATTWg. To insure fully qualified HH-53 aircREW members, the 40 ARRSq is developing a comprehensive training program to augment minimum essential training given pilots at ATTWg.

3-4. (b) RESEARCH AND DEVELOPMENT:

a. (b) 7AF COMBAT ROC 4-72 to provide Radar Homing and Warning Systems (RHAW) for HC-130P's in SEA has been approved by CINCPACAF on 6 March 72 (CINCPACAF Secret Message 062044Z Feb 72). This system is required to permit continued HC-130 AMC/refueling operations within SEA areas of extended radar fire controlled enemy weapons systems employment.

b. (b) 7AF COMBAT ROC 4-72 as pertains to counter enemy Radar Fire Controlled Weapons Systems is still pending approval by CINCPACAF. CINCPACAF requested an AFSC feasibility study and cost analysis on various configuration options for HC-130P ECM equipment.

c. (b) 7AF COMBAT ROC 6-72 to provide ECM for HH-53 helicopters in SEA has been held in abeyance by PACAF pending af AFSC study on the feasibility of installing ECM in an HH-53 vs use of dedicated ECM aircraft (IRONHAND) to support SEA SAR operations in radar weapons threat environments.

d. (b) 7AF COMBAT ROC 15-71 RHAW for HH-53's in SEA has been approved. Installation is scheduled to begin in SEA on 1 May 1972.

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Chapter IV

MISSION PERFORMANCEOPERATIONSPRIMARY FUNCTION

4-1. (U) Headquarters, 3ARRGp commands and controls all USAF rescue forces in Southeast Asia. 3ARRGp Operations is the staff function through which the Commander exercises control and directs day to day operational activities of subordinate units. The operations section has two major sub-functions; AircREW Standardization and Training. These functions are responsible for establishing policy and providing guidance to 3ARRGp units to insure that all resources are in a maximum state of readiness and training to meet the operational demands of the rescue mission in Southeast Asia. To accomplish the combat SAR mission the 3ARRGp is equipped with the following type aircraft. The HH-53C Super Jolly Green Giant helicopter is the primary long range ACR vehicle, this helicopter is on ground alert at strategic points throughout SEA and also is placed in airborne orbit as necessary to meet specific requirements of the tactical and strategic forces operations. At all SEA bases where tactical aircraft are assigned, rescue support is provided by HH-43F "Pedro" helicopter. HH-53 coverage is also provided at U-Tapao for stragic Air Command B-52's and KC-135's. The Pedros provide close-in ACR and crash rescue capability. 3ARRGp also possesses HC-130P "King" aircraft. This aircraft plays a vital dual role in the rescue effort; it acts as an airborne command post coordinating rescue forces on-scene and gives the Super Jolly Green Giant helicopter unlimited range and endurance by providing air to air refueling.

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Additionally A-1 "Sandy" aircraft belonging to PACAF form a dedicated resource to the rescue mission in SEA. These aircraft provide rescue escort to protect the recovery helicopters during SAR efforts.

- a. ~~(S)~~ To provide optimum rescue coverage, SAR aircraft are assigned to the following SEA bases and fragged as follows:
- b. ~~(S)~~ Da Nang AB, RVN: Six HH-53 and two HH-43 helicopters. Two Super Jolly Greens also are fragged for airborne orbit to meet specific mission requirements.
- c. ~~(S)~~ Bien Hoa AB, RVN: One HH-43F helicopter is on alert here 24 hours a day. This aircraft is TDY from Tan Son Nhut AB, RVN.
- d. ~~(S)~~ Tan Son Nhut AB, RVN: Four HH-43F helicopters. One helicopter is on alert 24 hours daily.
- e. ~~(S)~~ U-Tapao RTAFB, Thailand: Two HH-43F helicopters. One helicopter is on alert 24 hours daily.
- f. ~~(S)~~ Korat RTAFB, Thailand: Seven HC-130P aircraft and two HH-43F helicopters. Three HC-130P's are fragged daily; two are required to maintain daylight airborne coverage over the Laotian panhandle normally orbiting from Nakhon Phanom to the Paksane area and the third is maintained on ground alert. One HH-43F is on alert 24 hours daily.
- g. ~~(S)~~ Ubon RTAFB, Thailand: Two HH-43F helicopters. One HH-43F is on alert 24 hours daily. Additionally two HH-53C helicopters TDY from Nakhon Phanom perform 24 hour alert at Ubon RTAFB.
- h. ~~(S)~~ Nakhon Phanom RTAFB, Thailand: Ten HH-53C and 3 HH-43F helicopters. Two HH-53C and one HH-43F are on alert 24 hours daily. Additional HH-53C's are fragged for orbit missions as circumstances warrant. 5 HH-53C's are LNRS equipped with the PAVE-IMP equipment.

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1. (S) Udorn RTAFB, Thailand: Two HH-43F helicopters. One helicopter is on alert 24 hours a day.

4-2. (S) In addition to rescue owned resources, PACAF A-1 "Sandy" aircraft are flagged daily with two at Ubon RTAFB, four at Nakhon Phanom RTAFB and two at Da Nang AB, RVN to support the SAR posture. During actual SAR operations resources of the Army, Navy and Air Force are diverted to SAR efforts and become an integral part of the SAR Task Force (SARTF).

a. (S) The maximum response times of alert aircraft are as follows:

(1) (U) HH-53C:

(a) (S) Daylight alert is a 15 minute strip alert.

(b) (S) Night alert is a 45 minute strip alert. Two LNRS equipped HH-53C's are used on this alert by the 40ARRSq and they are on alert at either Nakhon Phanom RTAFB or Ubon RTAFB.

(2) (U) HV-130P:

(a) (S) Daylight alert is 30 minute strip alert.

(b) (S) Night alert is a 45 minute strip alert.

(3) (S) A-1's are on first-light strip alert with 15 minutes response time.

(4) (S) HH-43's are on strip alert with immediate response time of less than 5 minutes 24 hours each day.

c. (U) The basic SARTF normally consists of 2 HH-53C Super Jolly Green Giant helicopters in the high low configuration escorted by two A-1 Sandies with an HC-130 King acting as airborne mission commander. Additional members of the force include a FAC familiar with the area

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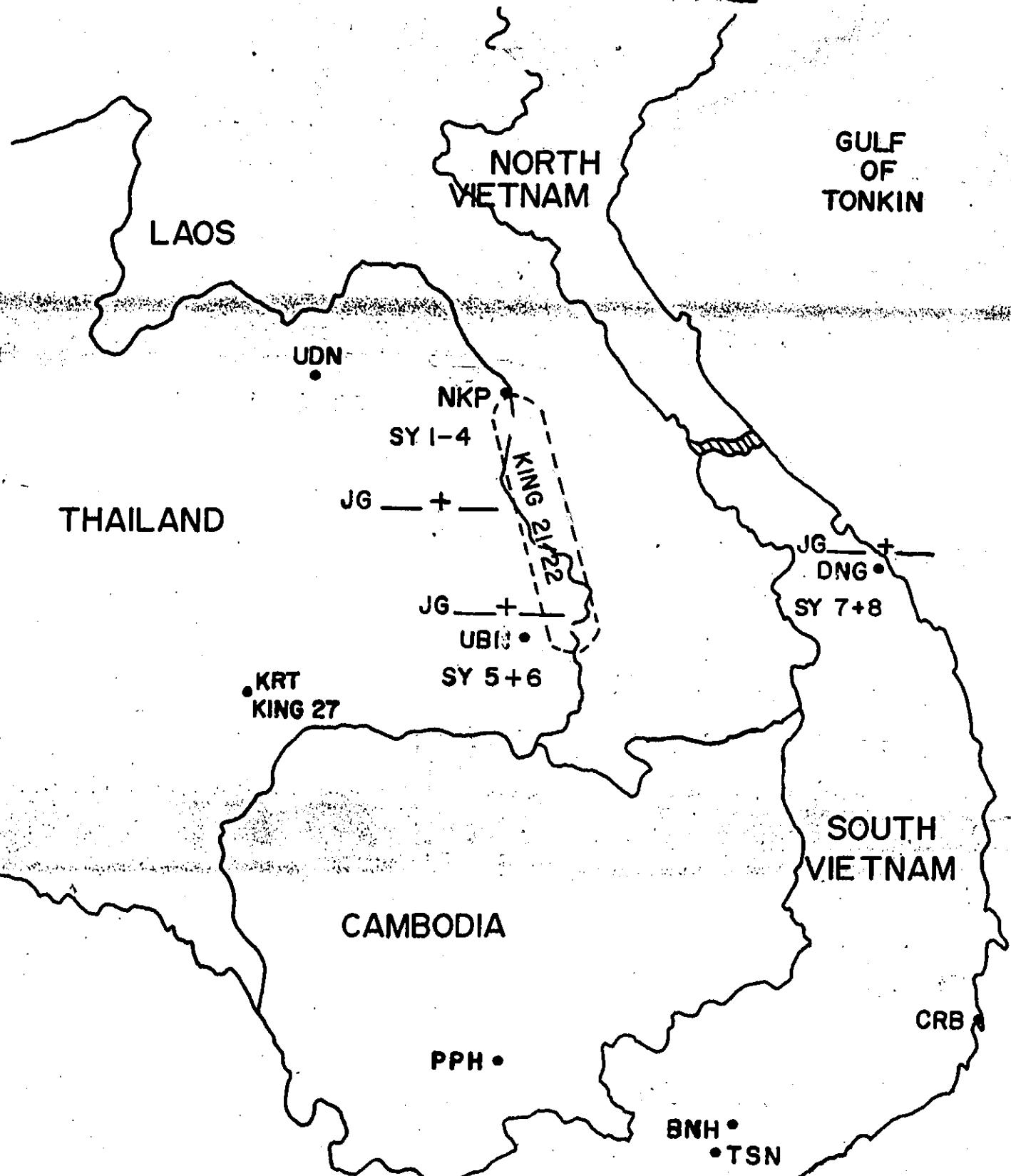
and tactical fighter bombers as required. An additional HC-130 King may be used as a tanker when required and other resources are provided by 7AF SAC, the Army and the Navy when requested by the JRCC.

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SAR POSTURE



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4-3. (U) CHANGES IN OPERATIONS AND PERSONNEL: With the phase down of overall operations in SEA, 3ARRGp realigned its posture. Most significant was the deactivation of the 39ARRSq at Cam Ranh Bay AB, RVN on 31 March 72 and the transfer of the HC-130P operation to Det 4, 3ARRGp at Korat RTAFB, Thailand. The operation moved prior to the deactivation and was fully operational at Korat prior to the 31st of March. This move has proven quite satisfactory with Korat being an ideal location to support the single orbit over Laos. Detachment 1, at Phan Rang AB, RVN was deactivated with the return of that base to the VNAF. With several people rotating back to the CONUS, many personnel changes occurred. Lt Col Rottman, Chief of Operations departed and was replaced by Lt Col Edward W. Hamilton. SSgt George H. Bohl, the Group Standardization helicopter mechanic also departed during this period and the position was deleted in accordance with the phase-down of forces in SEA.

4-4. (U) COMBAT AND NON-COMBAT SAVES: 3ARRGp units were credited with 50 saves during this quarter; 32 combat and 18 non-combat. This resulted in a total of 3481 saves (2348 combat and 1133 non-combat), for 3ARRGp in SEA since 1 December 1964.

4-5. (U) 3ARRGP FLYING HOURS: A total of 5694.7 hours were flown by 3ARRGp aircraft during this quarter. See appendix 3 for a breakdown of flying time by type of aircraft.

4-6. (U) STANDARDIZATION: This was an extremely active quarter for aircrew standardization. With a large turnover of aircrews, most replacement personnel came directly from the 1550ATTWg at Hill AFB Utah. The majority of the pilot graduates from this school upgrade

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to aircraft commander under reduced flying criteria. It was necessary for 3ARRGp standardization personnel to administer virtually all of the initial qualification evaluations for subordinate units. An active and vigorous evaluation program with a large percentage of no-notice checks was maintained (see appendix 4 for a statistical analysis of 3ARRGp flight evaluations for this quarter). In depth, analysis of individual units standardization programs were conducted during 5 formal visits by 3DOV personnel (Appendix 5).

4-7. (U) JOINT RESCUE COORDINATION CENTER: The Joint Rescue Coordination Center, Joker, is collocated with the Seventh Air Force Combat Operations Center, Bluechip, at 7th Headquarters and is primarily dedicated to providing coordination direction of the various multi-service forces when they are involved in SAR operations. The JRCC also serves as a source of information and communications concerning rescue procedures and resources among all US forces in SEA.

4-8. ~~(S)~~ The JRCC is maintained under the Directorate of Aerospace Rescue (AR), who is also the Commander, 3rd Aerospace Rescue and Recovery Group. The AR is directly responsible to the Commander, Seventh Air Force, in his capacity as SAR Coordinator of the SEA Sub-Region. The map on page 1 shows this. Because of the vast land and sea area under the responsibility of the AR 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

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JRCC (Joker) and its subordinate RCC's, 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.

a. (U) Lt Col Anthony J. Pennella replaced Lt Col Paul W. Rudloff as Chief of the JRCC.

4-9. (S) OPERATING LOCATION - ALPHA: The area of responsibility for Operating Location - Alpha is the Da Nang SAR Sector. This is defined as the land area bounded by 1800N, 10600E, 1400N, minus the northeast portion of Cambodia and adjacent water within the Siagon FIR.

a. (U) OL-A at Son Tra AB, RVN (Monkey Mountain) was credited with eight saves; three were combat and five were non-combat.

b. (U) The following number of personnel were authorized and assigned during the quarter.

	OFFICERS	AIRMEN	TOTAL
AUTHORIZED	5	6	11
ASSIGNED	5	6	11

c. (U) Maj Eugene R. Nelson and Maj Kenneth H. Gaasch departed this quarter while Maj Earl H. Heal, Maj Thomas E. Fraizer, and Capt Ronald V. Marck, TSGT William T. Jones, and Sgt Craig G. Motka arrived during this period.

4-10. (S) OPERATING LOCATION - BRAVO: 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 five miles inland from the Gulf of Tonkin and minus the southern portion assigned to Da Nang SAR Sector.

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a. (U) OL-B at Udorn RTAFB, Thailand was credited with twenty-nine saves; twenty were combat and nine were non-combat.

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

	OFFICERS	AIRMEN	TOTAL
AUTHORIZED	5	6	11
ASSIGNED	5	6	11

c. (U) Maj Harold W. Pratt Jr., and Lt Col Rodrick D. Swank departed and Capt Bruce R. Hampton, Capt Sage H. Olson, TSgt Raymond L. Uhl, and TSgt James D. Wyatt arrived this quarter.

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Chapter V

MISSION SUPPORT

5-1 (U) The mission of 3ARRGp Logistics is to insure subordinate units are logically prepared and capable of furnishing operationally ready aircraft to meet search and rescue requirements of SEA. This is accomplished by:

- a. (U) Providing group level maintenance and supply supervision for all ARRS organizations in SEA.
- b. (U) Assuring that maintenance and supply management of subordinate units is in consonance with standardized policies and procedures.
- c. (U) Formulating logistics plans and programs.
- d. (U) Evaluating performance and trends within assigned units and taking appropriate action.
- e. (U) Insuring assigned skill levels are balanced and commensurate with workloads.

SIGNIFICANT ITEMS OF INTEREST

5-2. (U) Programs affecting the availability of HC-130P aircraft:

- a. Center Wing Modification:

AIRCRAFT	INPUT	SCHEDULED OUTPUT	OUTPUT
65-991	3 Nov 71	18 Dec 71	2 Feb 72

- b. Iran:

66-220	3 Nov 71	13 Dec 71	17 Jan 72
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- c. The following aircraft had isochronal inspections completed at Clark AB, Philippines.

65-991 - 1 Inspection	66-215 - 1 Inspection
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65-994 - 2 Inspections	66-216 - 2 Inspections
66-211 - 1 Inspection	66-217 - 2 Inspections
66-212 - 2 Inspections	66-219 - 2 Inspections
66-213 - 2 Inspections	66-220 - 1 Inspection
16 Total Inspections	

5-3. (U) TCTO: 1H-43(H)-523 (AC-DC Monitor System(DSAS) Installation).

Detachment 4, Korat RTAFB Thailand, completed this TCTO and found two areas of difficulty. First the auxiliary fuel switch mounted on the center console blocks the inverter transfer and DSAS centered lights from the pilot's view. Det 4 generated an Operational Hazard Report and this headquarters an urgent AFTO Form 22 to relocate the lights. Secondly, the procedure outlined in the TCTO for removal of the receptacle in the pilots' cyclic stick socket would not work. A special tool was manufactured by Det 4 personnel to aid in removing the receptacle. A suggestion KOR 243-72 was submitted by SSgt Berry, the inventor of the tool and we are happy to report that it has been adopted by HQ ARRS.

5-4. (U) Detachment 1, 3ARRGp located at Phan Rang AB, Vietnam was deactivated during January 1972. One of the aircraft assigned was disassembled by Det 1 personnel and shipped to McChord AFB Wash. The other aircraft was flown to the 40ARRSQ at NKP. (See paragraph 5-5) All personnel were relocated within the theater.

5-5. (U) During this quarter, personnel were quite busy preparing aircraft for transfer. The following were transferred:

HH-43F:

a. (U) 59-1571 - This aircraft was disassembled during the previous

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quarter, however, it was turned over to the 377th Transportation Management Office on 2 January and shipped to McChord AFB, Washington for reassembly.

b. (U) 60-0253 - This aircraft was flown from Phan Rang AB Vietnam via Tan Son Nhut AB, Vietnam to the 40ARRSq, Nakhon Phanom RTAFB, Thailand when detachment there was deactivated. The aircraft was transferred on 29 January 1972.

c. (U) 60-266 - This aircraft was disassembled at Tan Son Nhut AB, Vietnam by personnel of Detachment 1, Phan Rang AB, Vietnam. It was turned over to the 377th Transportation Management Office on 29 Jan 72 and shipped to McChord AFB, Wash for assembly.

HH-53C:

d. (U) 68-8284 - This aircraft was flown from the 40ARRSq Nakhon Phanom RTAFB, Thailand to Cam Ranh Bay AB, Vietnam. There it was disassembled by personnel of the 40th and prepared for shipment via C-5A aircraft to Woodbridge, England. The aircraft was airlifted on 10 January 1972.

e. (U) 68-10360 - This aircraft was flown from the 37ARRSq Da Nang AB, Vietnam to Cam Ranh Bay, Vietnam. It was disassembled by personnel of the 37th and prepared for shipment via C-5A aircraft to Woodbridge, England. The aircraft was airlifted on 10 January 1972.

HC-130P:

f. (U) 65-993 - Transferred to Lockheed Corp for Center Wing Modification on 3 Feb 72. Assignment order issued transferring assignment to the 37ARRSq. Upon completion of the modification,

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aircraft possession will be transferred to the 1600 Support Group (31 ARRSq) Clark AB, Philippines.

g. (U) 65-994 - Transferred to the 1600 Support Group (31 ARRSq) on 26 March 1972.

h. (U) 66-211 - Transferred to the 1600 Support Group (31 ARRSq) on 30 March 1972.

i. (U) 66-213 - Transferred to the 1600 Support Group (31 ARRSq) on 12 March 1972.

5-6. (U) 16MM Motion Picture Camera Modification: 3ARRGp proposal to incorporate a 16MM Motion Picture Camera on the underside of the HH-53 is in its final stages of preparation. During this period the Class 1B proposal was revised to include desirable features identified by higher headquarters during an earlier submission. Delay was experienced in resubmission of the proposal as information on selected camera components had to be obtained from the CONUS. Approval of this camera installation will offer increased photo documentation of SAR in Southeast Asia. Modification proposal will be submitted by 10 April 1972.

5-7. (U) TCTO 1H-53-520 Installation of Additional UHF Antenna: This TCTO was begun by the 37ARRSq on 15 Oct 71 and was completed 22 Dec 71 on all assigned aircraft. The 40ARRSq started accomplishment of the TCTO on 25 Oct 71 and the last assigned aircraft was completed on 12 Jan 72. This is closing action.

5-8. (U) Engine Hot Engine Inspection: During March 1972 we determined that the combined T-64 engine removals for 37ARRSq, 40ARRSq and the 21st SOS would exceed the build-up capability of the Queen Bee facility at

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Nakhon Phanom during the fall of 1972. The basis of this overload is engine removal at 900 hours for a hot section inspection. Since engine reliability has been good, most of the engines on assigned aircraft will reach the 900 hours operating time during the July thru Oct 72 time frame. Sept and Oct will be the months of greatest impact. Thirteenth Air Force and 41ARRWg concur that selected engines may be removed at an early date to avoid this forecasted impact. 3ARRGp is currently working a schedule to accomplish this end result.

5-9. (U) Night Recovery System (NRS/Pave Imp) Spares Support: Initial HH-53C Night Recovery System (NRS/Pave Imp spares support was furnished under a WRAMA contract with Sikorsky. When this contract expired 29 Feb 72 the spares support was transferred to Air Force. Previous contractor furnished bench stock had not, however, been identified and obtained. The 40ARRSq has reconstructed, with technical representative assistance, a facsimile listing of the bench stock originally consumed by the contractor. Since many of the parts could be identified by manufacturer's part number only, the listing was forwarded thru channels for identification of stock numbers and availability in Air Force stock. NRS spares were not affected. Bench stock requirements will be established upon receipt of availability by federal stock number information.

5-10. (U) Base Closure and Aircraft Transfer Checklists: A base closure and aircraft transfer checklist was developed by the 3ARRGp/LGM in February of this year. It has been distributed to ARRS, 41ARRWg and all 3ARRGp units. The checklists was designed to aid all units of the Group in the event of base closure, unit relocation, aircraft preparation for transfer and aircraft transfer. The purpose of this brochure is two-fold (1) to make the job of aircraft transfer and/or base closure

eaiser and (2) to insure a systematic approach and furnish guidance to preclude omission of required actions.

5-11 (U) HC-130 Prop Support: On 1 Mar 72 the Queen Bee facility for the 39ARRSq was relocated from Clark AB to the 374th TAWg at CCK.

Neither the 39ARRSq nor 3ARRGp were made aware of the change in location until 20 Mar 72. At the time of relocation the 39ARRSq had a zero balance on props. The efforts of 39th ARRSq and 3rd Group to procure spare props were fruitless as all correspondence was directed to Clark rather than CCK. Operations were further hampered when we were told by the 374th TAWg that they could not send us any spare props until support agreement had been negotiated between the 39th ARRSq and the 374th TAWg. 3rd Group coordination with 13th AF prompted the delivery of two spare props to the 39th ARRSq until the agreement could be prepared. After the initial problems were corrected it appears that the relocation will be beneficial to our HC-130 unit. In the past the 39th ARRSq has experienced a great number of prop discrepancies which have impaired their operational capability. The acceptance inspection performed on the first two props received from CCK indicates these props to be in outstanding condition. Another problem that may be solved by the move is a reduction in delivery time. CCK is not only located closer to the 39th ARRSq than Clark but also CCK C-130 aircraft fly in and out of SEA daily.

One Time Inspections:

5-12. (U) The following one time inspections were completed during the quarter:

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<u>MDS</u>	<u>TITLE OF INSPECTION</u>	<u>DATE COMPLETED</u>	<u>DIRECTIVES</u>
HH-43F	One time inspection of flap cables	9 Feb 72	H-43-72-01 ARRS MSG LGNWH 041530Z Feb 72
HH-43F	One time inspection of fuselage formers	22 Mar 72	41ARRSW MSG LGMH 070231Z Mar 72
HH-43F	Inspection of FSK sling rings (X-Ray)	17 Mar 72	H-43-72-02 ARRS MSG LGMH 302040Z Mar 72
HH-53C	One time inspection of all HH-53 aircraft Horizontal Damper locking pins prior to next flight	15 Mar 72	ARRS MSG LGMH 141515Z Mar 72
HH-53C	Inspection of main rotor head damper bearings nut, retainer and pin	21 Mar 72	TCTC 1H-53-545

5-13

5-13. (U) Aircraft Battle Damage and Losses: During the period of this report one HH-53C aircraft was lost to enemy fire with the loss of 5 personnel (5KIA). The total Group aircraft losses stands at 35: 14 HH-3's, 11 HH-43's, 5 HH-53's, 2 HU-16's and 2 HC-130P's.

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PERSONNEL

ROSTER OF KEY PERSONNEL

Col Cecil N. Muirhead	Commander
Maj John W. Peterson	Executive Officer
Lt Col Dale A. McGuire	Chief of Operations
Maj James L. Butera	Chief of Standardization
Maj Harold R. Ball, Jr.	Gp Staff Maint Officer
Maj William F. Lowe	Chief of Safety
Lt Col John F. Vallone	Chief of Plans
Capt Richard L. Fuller	Information Officer
Capt Phillip K. Larsen	Personnel Officer

CHANGE OF KEY PERSONNEL

Col Cecil N. Muirhead replaced Col Warner A. Britton as Commander 13 Jan 72.

Col Walter J. Riley Jr., departed and the Vice Commander position was deleted.

Maj John W. Peterson arrived 25 Mar 72 to fill Executive Officer position as an additional duty.

Lt Col Edward W. Hamilton replaced Lt Col Carl W. Rottmann Jr., as Chief of Operations 20 Mar 72.

SIGNIFICANT PROBLEMS

There were no significant problems encountered by the Personnel Section during this quarter.

AWARDS AND DECORATIONS

There were 530 individual awards and decorations presented to personnel

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assigned to 3ARRGp and subordinate units during this quarter. In addition, the 3ARRGp was awarded its third Presidential Unit Citation for sustained gallantry in Vietnam for the period 1 February 1969 through 30 April 1970. See Appendix 1 for a breakdown of individual awards.

TRAINING

ON-THE-JOB TRAINING

(U) An OJT Staff Assistance/Evaluation Visit was conducted in 3ARRGp by TSgt McKinzie of CBPO-OJT unit on 18 Feb 72. The overall rating of the OJT Program in 3ARRGp was excellent. Out of 184 enlisted personnel in upgrade training, none were in overtime or non-productive training status.

GENERAL MILITARY TRAINING

(U) GMT for the 3ARRGp has been waived IAW para 1-9d, AFM 50-15, for combat zones.

WEIGHTED AIRMEN PROMOTION SYSTEM

(U) The WAPS System for the 3ARRGp is excellent in all areas. The reference library is 100% complete and current, and is getting 100% utilization. The current notification and testing system established by the Group is putting forth satisfactory results.

CIVIC ACTIONS

(U) During this quarter the 3ARRGp continued to provide support to the Viet Hoa Orphanage. Although the reduction in manning left fewer personnel to participate, the weekly visits continued to receive outstanding support. In addition packages were received from several organizations previously contacted by Civic Actions Officer. These

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packages contained medicines, clothing, food and toys. Numerous cash donations were received and converted into piasters and given to the orphanage. The English classes for the Nuns continued. Personnel of this group obtained many treats for the children including apples, ice cream and the usual candies and cookies.

OTHER ITEMS OF SIGNIFICANCE

(U) Headquarters 3rd Aerospace Rescue and Recovery Group and all subordinate units (except the 39th ARRSq) were inspected by 7AF/IG during the period 24 February - 9 March 1972. Ratings received are as follows:

Hq 3ARRGp received an overall rating of Satisfactory.

37th ARRSq received an overall rating of Marginal.

40th ARRSq received an overall rating of Satisfactory.

Det 3, 3ARRGp received an overall rating of Satisfactory.

Det 4, 3ARRGp received an overall rating of Satisfactory.

Det 5, 3ARRGp received an overall rating of Satisfactory.

Det 12, 3ARRGp received an overall rating of Satisfactory.

Det 14, 3ARRGp received an overall rating of Marginal.

During this period, it was announced that the 37th ARRSq was selected as the Outstanding Rescue Unit worldwide for 1971, and as such was the recipient of the MAC Commander's Trophy emblematic of that honor. This was the second presentation to 3ARRGp units in the three times this trophy was presented. Additionally, the first presentation of the MAC Commander's Trophy for LBR's was initiated and Det 5, 3ARRGp received that trophy for its outstanding efforts in 1971.

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Chapter VI

SAFETY

6-1. (U) Flying, Ground and Explosive Accident/Incident Summary: We have continued our aircraft accident free record for over 32 months. The last aircraft accident occurred 13 August 1969 and since that date 3rd Group has not experienced a major or minor flight accident. This quarter 3rd Group units have reported 15 aircraft incidents compared to 10 for the same quarter 1971.

6-2. (U) We experienced two ground accidents this quarter. The same was true for 1971. One was a Government Vehicle accident, \$150.15 damage and the other a military disabling injury, 5 days lost time.

6-3. (U) We experienced one explosive incident during this quarter composed to 0 for the same quarter 1971.

6-4. (U) All detachments received their annual safety survey by a 3rd Group consolidated safety team this quarter.

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Chapter VII

MISCELLANEOUS

GLOSSARY (U)

ACR	Aircrew Recovery
AFSC	Air Force Speciality Code
AMC <i>Air & Space</i> DET	Airborne Mission Commander Detachment
DMZ	Demilitarized Zone
FIR	Flight Information Region
FOL	Forward Operating Location
I&M	Improvement & Modernization
IRAN	Inspect and Repair as Necessary
ISO	Isochronal Inspection
JRCC	Joint Rescue Coordination Center
LBR	Local Base Rescue
LNRS	Limited Night Recovery System
NKP	Nakhon Phanom RTAFB, Thailand
OL	Operating Location
RCC	Rescue Coordination Center
RESCORT	Rescue Escort
RTAFB	Royal Thai Air Force Base
SANDY	A-1 Aircraft
SAR	Search and Rescue
SARTF	Search and Rescue Task Force

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Appendix 1

AWARDS AND DECORATIONS

<u>DECORATION</u>	<u>NUMBER PRESENTED</u>
Distinguished Flying Cross	89
Purple Heart	14
Air Force Commendation Medal	52
Bronze Star Medal	15
Air Medal	359
TOTAL	<u>530</u>

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Appendix 2

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(C) Search and Rescue:

Search and Rescue quarterly activity for January through March 1972 involves only combat losses or suspected combat losses for USAF, USAR, USN, and VNAF aircraft which SAR missions were initiated.

1. Total Missions - 37
2. Total Objectives Involved - 137
3. Total Objectives Recovered by USAF SAR - 33
4. Total Objectives Recovered by USAFR or A/A - 13
5. Total MIA - 61
6. Total KIA - 30
7. Percentage Successfully Recovered - 33.6%

NOTE: The above missions represents approximately 80% of total SAR effort during this period. The remaining 20% involved MEDEVAC of critically wounded or injured allied personnel and RVN civilians.

SPECIAL NOTE: Approximately 30% of the total SAR objectives were made in hopes of there being survivors even through first indications were that no one survived.

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Appendix 3

FLYING HOURS

	<u>HH-43F</u>	<u>HH-53C</u>	<u>HC-130P</u>	<u>TOTAL</u>
JAN	498.0	624.8	7 757.2	1880.0
FEB	461.4	562.6	709.6	1733.6
MAR	518.6	671.0	817.1	2006.7
TOTAL	1478.0	1858.4	2283.9	5620.3

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Appendix 4

FLIGHT EVALUATION

	<u>SCHED</u>	<u>N/N</u>	<u>UNQUALIFIED</u>	<u>O/T</u>
<u>C-130</u>				
JAN	21	9	0	5
FEB	22	11	0	3
MAR	<u>12</u>	<u>8</u>	0	<u>3</u>
TOTAL	65	28	0	11
<u>H-53</u>				
JAN	42	14	0	2
FEB	21	15	0	2
MAR	<u>15</u>	<u>16</u>	1	<u>2</u>
TOTAL	78	45	1	6
<u>H-43</u>				
JAN	25	12	0	0
FEB	23	14	0	0
MAR	<u>36</u>	<u>17</u>	1	0
TOTAL	84	43	1	0
TOTAL	227	166 (32%)	2	17

TOTAL EVALUATIONS: 362

(Continued)

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	<u>SCHED</u>	<u>N/N</u>	<u>UNSAT</u>	<u>QT</u>
P	104	29	0	5
N	7	4	0	0
FE	9	9	0	2
LM	8	4	0	2
RO	8	4	0	3
HM	37	25	0	1
PJ	28	18	1	4
FF	14	20	1	0
MT	12	3	0	0
TOTAL	227	116 (32%)	2	17

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HH-53

Pararescue

Aircraft Inspection

Use of Checklist

Crew Coordination

Use of Hand Signals

Hoist Procedures (Land)

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Appendix 5

FORMAL STANDARDIZATION VISITS

Det 3, 3ARRGp	-	20-23 Feb 72
Ubon RTAFB, Thailand		
Det 4, 3ARRGp	-	24-26 Feb 72
Korat RTAFB, Thailand		
Det 14, 3ARRGp	-	6-8 Mar 72
Tan Son Nhut AB, RVN		
Det 5, 3ARRGp	-	15-20 Mar 72
Udorn RTAFB, Thailand		
Det 12, 3ARRGp	-	20-23 Mar 72
U-Tapao RTAFB, Thailand		

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