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**HEADQUARTERS
3RD AEROSPACE RESCUE
AND
RECOVERY GROUP**

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GROUP 4
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QUARTERLY HISTORY

OCT 71 - DEC 71

Declassified 14W ~~GP~~ GDS GP-4

VAPA 219

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HISTORY
OF THE
3RD AEROSPACE RESCUE AND RECOVERY GROUP
1 OCTOBER 1971 - 31 DECEMBER 1971

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COMMANDER
9 APRIL 1972

COPY 1 OF 4 COPIES
3ARRGP

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

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SECURITY NOTE

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

~~SECRET: pp. 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, 19, 20 and 24~~

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CHAPTER I

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 (AR). 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,

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7AF, and/or the Commander, 41st Aerospace Rescue and Recovery Wing (41ARRWg), Hickam AFB, Hawaii.¹

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

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

1. 3ARRGp Organization Chart is shown on page 5.

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CHAPTER II

RESOURCESUnits

(U) The 3ARRGp is assigned to the 41ARRWG of the Aerospace Rescue and Recovery Service (MAC) and comes under the operational control of the Commander, 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, RCC, Udorn RTAFB, Thailand

Det 1, 3ARRGp, Phan Rang AB, RVN

Det 3, 3ARRGp, Ubon RTAFB, Thailand

Det 4, 3ARRGp, Korat RTAFB, Thailand

Det 5, 3ARRGp, Udorn RTAFB, Thailand

Det 6, 3ARRGp, Bien Hoa AB, RVN (deactivated 15 Dec 71)

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

Det 13, 3ARRGp, Phu Cat AB, RVN (deactivated 15 Nov 71)

Det 14, 3ARRGp, Tan Son Nhut AB, RVN

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

Forward Operating Location, Bien Hoa AB, RVN (deactivated 4 Dec 71)

39th Aerospace Rescue and Recovery Squadron (39th ARRSq), Cam Ranh Bay AB, RVN

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

Forward Operating Location, Ubon RTAFB, Thailand

(U) These units are located in two nations and are responsible for

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SAR activities in an area encompassing some 1.1 million square miles. This area extends from the Mekong River to the Chinese border and to the Burmese frontier.

(U) 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.²

EQUIPMENT

(U) The inventory of aircraft possessed by 3ARRGp and its subordinate units contains both fixed-wing and rotary-wing (helicopter) aircraft. The HC-130P "King" was the only fixed-wing aircraft in the group and was possessed by the 39ARRSq. The helicopter component consisted of the HH-43 "Pedro" assigned to the eight detachments, with two aircraft assigned to both the 37ARRSq and the 40ARRSq; and the HH-53C "Super Jolly Green Giant" assigned to the 37ARRSq and the 40ARRSq.

(U) Total aircraft strength during the quarter was:

<u>AIRCRAFT TYPE/SERIES</u>	<u>AUTHORIZED</u>	<u>POSSESSED</u>
HH-43F	21	20.0
HH-53C	20	20.5
HC-130P	<u>11</u> 52	<u>9.1</u> 49.6

PERSONNEL

(U) The number of officers and airmen authorized remained the same during this quarter. However the number of officers assigned dropped by 8 assigned while the number of airmen increased by one during the quarter. Total manning for the group reflected 8 fewer assigned than authorized, reflecting the planned reductions of the Headquarters staff.

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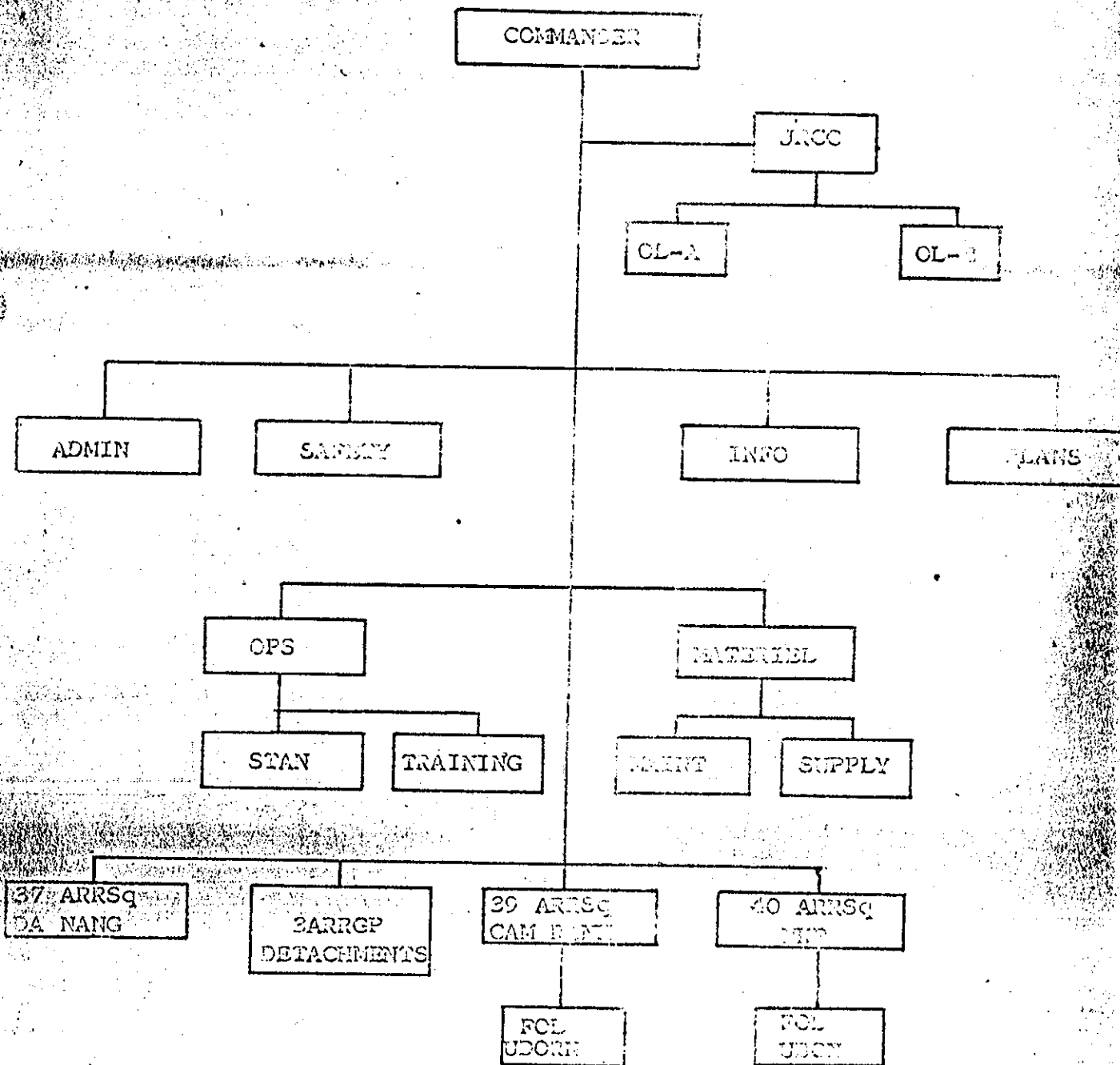
	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIAN</u>	<u>TOTAL</u>
AUTHORIZED	26	47	1	74
ASSIGNED	24	41	1	66

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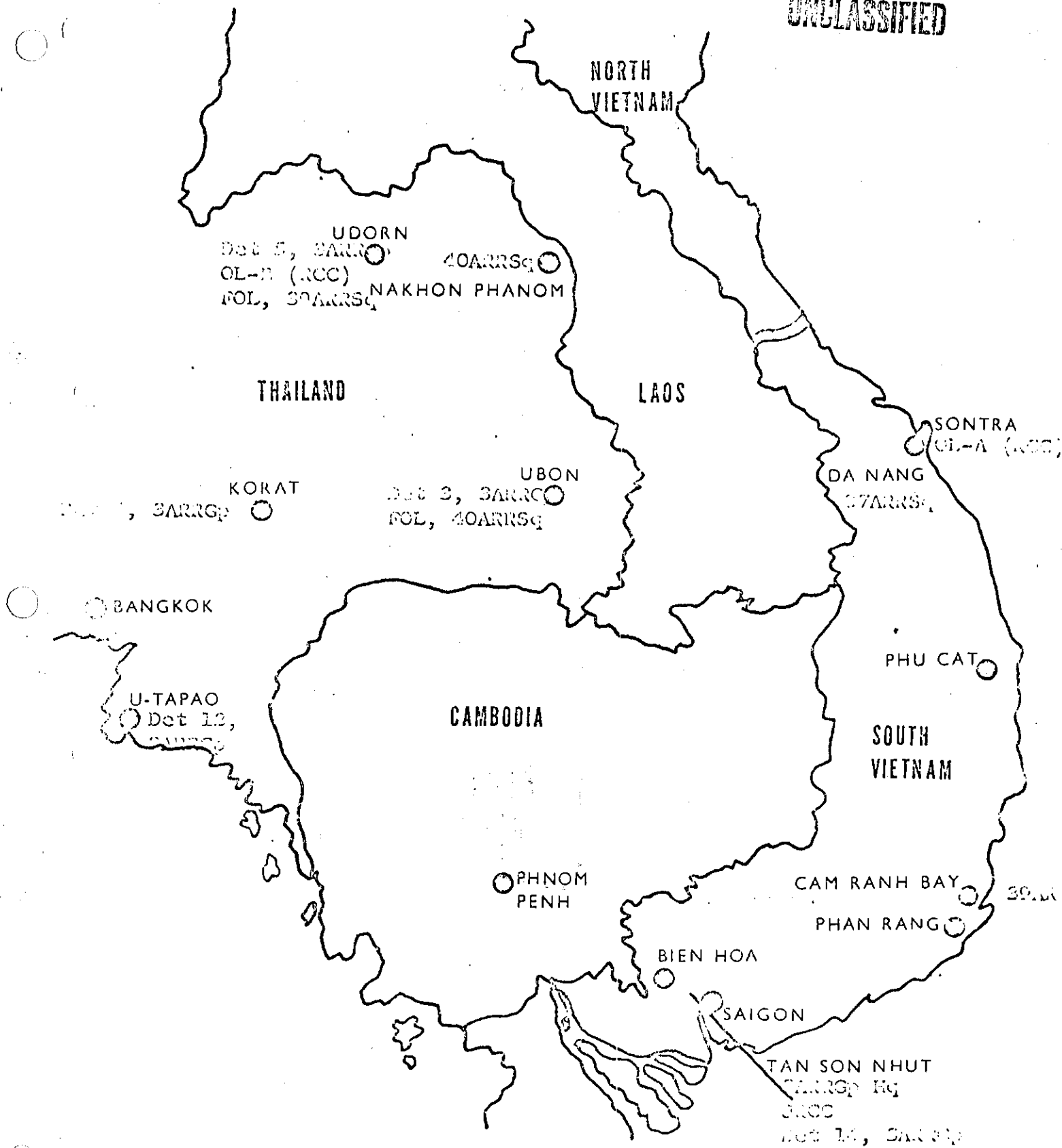
3D AEROSPACE RESCUE & RECOVERY GROUP

ORGANIZATION CHART



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3 ARRG, ONE UNITS
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CHAPTER III

PLANS AND PROGRAMS

(U) 7AF PAD 71-7-21, PHU CAT:

(U) 7AF PAD 71-7-21 directed withdrawal of US forces from Phu Cat and turnover of the airbase to the RVN. Det 13, 3ARRGp deactivation initially scheduled for 5 November 1971 was not accomplished until 15 Nov due to delay in withdrawal of tactical aircraft.

(U) Armored HH-43s in Det 13 were transferred to Det 14, TSN to retain this capability in theater.

(U) 7AF PAD 72-7-3, BIEN HOA PHASEDOWN:

(U) Det 6, 3ARRGp and the 37ARRSq HH-53 FOL at Bien Hoa were deactivated as part of an overall directive to reduce USAF population at that base. The HH-53 FOL was discontinued on 4 December 1971 and Det 6 deactivated on 15 December 1971.

(U) To insure continued support of Bien Hoa A-37 operations, Det 6 was consolidated with Det 14 at Tan Son Nhut and LBR coverage provided to Bien Hoa on a rotational TDY basis.

~~(S)~~ 7AF PAD 72-7-10, PHAN RANG:

~~(S)~~ This PAD directs total withdrawal of US forces from Phan Rang. Det 1, 3ARRGp is programmed for deactivation on 31 January 1972. HH-43 resources will be reassigned as directed by Hq ARRS.

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~~(S)~~ OTHER PLANS/PROGRAMMING ACTIONS: UNCLASSIFIED

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(U) Termination of the Bien Hoa HH-53 FOL permitted reduction of two (2) HH-53s in theater. In December 1971, the 37ARRSq UE was reduced from 10 - 8 HH-53s. The two (2) HH-53s were prepared at Cam Rahn Bay AB, RVN for C-5 airlift to Woodbridge, England.

~~(S)~~ 3ARRGp is currently implementing plans for reduction and relocation of 39ARRSq from Cam Rahn Bay AB, RVN to Udorn RTAFB, Thailand. The squadron will be reduced from 11 - 6 UE/1 NOA HC-130P and relocated on/before 1 April 1972.

~~(S)~~ 7AF has directed 50% reduction of all Hq staff manning at TSN. This resulted in a 3ARRGp programmed reduction from 75 to 38 manpower spaces. The reduction is to be time phased through May 1972 and create minimum personnel turbulence.

~~(S)~~ In conjunction with 3ARRGp and 39ARRSq reductions, 3ARRGp is also implementing an HH-53 reduction package. This reduction will decrease in theater assets from 18 to 13 UE HH-53s by 1 April 1972. 40ARRSq, Nakhon Phanom Arpt, Thailand will be reduced from 10 to 8 UE HH-53s and the 37ARRSq from 8 to 5 UE HH-53s.

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CHAPTER IV

MISSION PERFORMANCE

OPERATIONS

PRIMARY FUNCTION

(S) The primary function of the Hq 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-53C Super Jolly Green helicopters stand ground alert and fly airborne orbits. The HC-130P King aircraft fly airborne orbits serving as Airborne Mission Commanders (AMC). In addition the HC-130Ps and HH-53Cs operate as a team providing rapid-reaction time for SAR missions and unlimited SAR range through their air-to-air refueling abilities. A-1 Sandy aircraft provide rescue escort (RESCORT) and fire suppression of hostile ground forces. HH-43F Pedro helicopters provide Local Base Rescue (LBR) and 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) Eight rescue helicopters call sign Jolly Green, assigned to the 37ARRSq.

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(b) Two A-1s, call sign Sandy 7 and 8, of the 56th Special Operations Wing's Forward Operating Location (FOL) are on daily alert to perform RESCORT duties.

2. Bien Hoa AB, RVN

Two HH-53C rescue helicopter, call sign Jolly Green, positioned at the 37ARRSq FOL until 5 Dec 1971 when the FOL was closed.

3. Cam Ranh Bay AB, RVN

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

4. Udorn RTAFB, Thailand

Three HC-130P rescue aircraft positioned at the 39ARRSq's FOL.

5. Nakhon Phanom RTAFB, Thailand

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

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

6. Ubon RTAFB, Thailand

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

(b) Two A-1s, call sign Sandy 5 and 6, from the 56SOW are TDY and are on daily alert for RESCORT duty.

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7. HH-43F - 3ARRGp

Fifteen HH-43F rescue helicopters, call sign Pedro, of the 3ARRGp are stationed at 6 detachments throughout the Republic of Vietnam and Thailand. In addition, two HH-43F helicopters are stationed at both the 37ARRSq and the 40ARRSq. While primarily used for LBR mission, when necessary and as requested by JRCC, these helicopters perform combat ACR missions.

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b. (S) Resources of the 3ARRGP are fraggd as follows:

1. Two HC-130P aircraft are fraggd daily for the first-light to last-light orbits. The orbit is normally flown in Laos from Nakhon Phanom, Thailand to the Paksane area. It is changed as required to provide maximum coverage of the daily 7AF fraggd strikes. In addition, an HC-130P stands 30 minute alert at Udorn to support the LNRS commitment. An additional HC-130P stands 30 minute alert at Cam Ranh Bay from first-light to last-light. This latter aircraft is on twenty-four hour alert as a back-up for use as an AMC or Tanker, should the need arise. It reverts back 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 the U.S. reconnaissance aircraft are flying in the eastern half of Route Package I in North Vietnam. Route package one is in North Vietnam above the DMZ and below 18 degree North.

3. Two HH-53C helicopters maintain 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 is a 45 minute strip alert for the two aircraft.

4. Through the 4th of December two HH-53C rescue helicopters were maintained on 15 minute strip alert at Bien Hoa from first-light to last-light. At that time the FOL discontinued at Bien Hoa.

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5. Two HH-53C helicopters are maintained on 15 minute strip alert at Nakhon Phanom from first-light to last-light except when on airborne alert over Central Laos.

6. Two HH-53C helicopters are maintained on 15 minute strip alert at Ubon from first-light to last-light. They also provide airborne alert over the southern Laotian Panhandle during the last two hours of daylight.

7. Two NRS Pave Imp equipped aircraft are maintained on 45 minute alert at either Nakhon Phanom or Ubon. They are supported by the HC-130P which is on alert at Udorn.

8. Two A-1 aircraft are on 15 minute strip alert at Da Nang 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 fragged to orbit with the Jolly Green as described in Paragraph 5.

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

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

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Combat and Non-Combat Saves

(U) 3rd Group subordinate units have been credited with 70 saves during the quarter; 47 combat and 23 non-combat saves were made. This brings the total number of saves credited to 3ARRGp since 1 Dec 1964 to 3430 (2315 combat and 1115 non-combat). The total for the year 1971 was 188 combat saves and 70 non-combat saves for a total of 258 saved during the year.

3ARRGP Flying Hours

(U) A total of 6335.4 hours were flown by 3ARRGp units during the quarter. See appendix 3 for a breakdown by aircraft type.

Standardization

(U) SSgt George H. Bohl arrived during the quarter and was assigned as HH-43 Standardization Flight Mechanic.

(U) The standardization personnel performed 6 ASET visits during this period. Appendix 4 details the standardization program.

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UNCLASSIFIED**NIGHT RECOVERY SYSTEM (NRS)**

(U) The night recovery system is fully operational, based on 5 Pave IMP equipped HH-53C's assigned to the 40ARRSq at Nakhon Phanom, RTAFB Thailand. Two are on 7AF fraggd alert during hours of darkness, supported by a king aircraft based at Udorn (39ARRSq FOL). There have been no combat missions, but the equipment has been used to good advantage during several med-evac missions to remote areas.

(U) The squadron move from Udorn RTAFB to NKP RTAFB complicated the NRS training situation since sites approved by the Royal Thai Government (RTG), south and west of Udorn were suddenly at least 45 minutes farther away. Requirements for training areas near NKP were briefed to CONUS MAC THAI in late November. As of the closing date of this report, the American Embassy indicated the requirements would be met very soon.

(U) In-squadron training was increased as it became apparent that 1550 ATTWg would not be able to produce any NRS qualified crews for several months. As of the closing date of this report, all but three of the pilots and all enlisted aircrew members were NRS qualified.

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JOINT RESCUE COORDINATION CENTER

(U) The Joint Rescue Coordination Center (Joker) is colocated with the Seventh Air Force Combat Operations Center (Bluechip) 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 (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 the next page 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 a 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^{Na} 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.

Operation 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 1800N,

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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

14-00N

PLEIKU

CAMBODIA

106E

SOUTH
VIETNAM

CAM
RANG
BAY

BIEN HOA
TAM SON NHUT
JACC (JACKER)

DESIGNATED SUR BAYON OF
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10600E, 1400N, minus the northeast portion of Cambodia; and adjacent water within the Saigon FIR.

(U) OL-A at Son Tra AB, RVN (Monkey Mountain) was credited with 15 saves; 9 were combat saves and 6 were non-combat saves.

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

	OFFICERS	AIRMEN	TOTAL
AUTHORIZED:	5	6	11
ASSIGNED	4	4	8

Maj Frank Heflin departed during this quarter.

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) OL-B at Udorn RTAFB, Thailand was credited with eight saves; 4 were combat saves and 4 non-combat.

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

	OFFICERS	AIRMEN	TOTAL
AUTHORIZED	5	6	11
ASSIGNED	5	5	10

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NORTH
VIETNAM

LAOS

JG/A-1
ORBIT

L-98

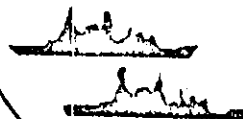


HC-130P
ORBIT

UDORN

NKP

SEA
SAR POSTURE



2HH-53
ORBIT

THAILAND

JG/A-1
ORBIT

UBON

HC-130P
ORBIT

DA NANG

• PLEIKU

CAMBODIA

SOUTH
VIETNAM

• CAM
RANH
BAY

• BIEN HOA

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CHAPTER V

MISSION

(U) The principal mission of the Material Section of the 3 ARRGp is to provide command and control of subordinate units to insure operationally ready aircraft are available for all SAR needs.

HC-130 IRAN and Center Wing Modification Programs:

(U) These programs continue to have an impact on the mission capability of the 39 ARRSq. Aircraft were processed through these programs as follows:

a. Wing Modification:

<u>AIRCRAFT</u>	<u>INPUT</u>	<u>SCHEDULED OUTPUT</u>	<u>OUTPUT</u>
66-991	3 Nov 71	18 Dec 71	*
66-216	26 Jul 71	28 Sep 71	22 Oct 71

b. IRAN:

<u>AIRCRAFT</u>	<u>INPUT</u>	<u>SCHEDULED OUTPUT</u>	<u>OUTPUT</u>
66-217	1 Sep 71	10 Oct 71	13 Nov 71
66-219	14 Sep 71	24 Oct 71	15 Nov 71
66-0220	3 Nov 71	13 Dec 71	

(U) During the reporting period eleven ISO inspections were performed at Clark AB, Phillippines. These inspections were as follows:

65-993 - 2 Inspections	66-215 - 2 Inspections
65-994 - 1 Inspection	66-217 - 1 Inspection
66-211 - 2 Inspections	66-219 - 1 Inspection
66-212 - 1 Inspection	
66-213 - 1 Inspection	11 Total Inspections

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AVIONICS

(U) Two (2) Class 1B Modifications tests were completed on HH-53 aircraft. Modification consisted of installing a 16MM motion picture camera system. One system was accomplished at 37th ARRSq, RVN, the other at 40th ARRSq, Thailand. This modification will greatly improve the motion picture coverage of SAR missions in SEA. This installation is portable so it can be changed from one aircraft to another within minutes.

(U) TCTO 1H-53-520 (Installation of Bottom UHF Ant.). The purpose of this TCTO is to eliminate periodic blanking of the UHF radio signals while aircraft is traveling outbound from contact station. This is caused by interference of the tail section. Additional problems are encountered during communication with Pararescue men while performing SAR missions. All HH-53's at 37ARRSq and 40ARRSq are scheduled to be modified. The first aircraft modified was 69-05788 which was started at 0700/19 Oct 71. Estimated completion date is 15 Jan 72.

HH-43 INFO: QTR. Oct - Dec 71

(U) 3rd ARRGp 060509Z Nov 71 - One Time Inspection of N' Fuel Control Rod for Cracks. Initiated by 3ARRGp when one unit this Headquarters found a cracked rod end. Inspection resulted in one additional finding.

(U) Det 13 Phu Cat AB, RVN closed down 15 Nov 71. Aircraft were transferred to TSN in an effort to retain armor plated aircraft in theater. Aircraft 60-0268 from Phu Cat and 62-4515, and 59-1571 from TSN were disassembled and shipped to the CONUS. Two combat configured

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HH-43 helicopters, S.N. 64-17559 and 63-9717 remained at TSN. Personnel were relocated either in theater or rotated to CONUS depending upon retainability.

(U) Det 6, Bien Hoa AB RVN closed and consolidated with Det 14, TSN on 15 Dec 71. Det 14 became a 4 aircraft detachment after acceptance of HH-43F S.N. 63-9714 and 63-9716. Personnel were relocated at Det 14 TSN or ZI depending upon retainability. Det 14 assumed the responsibility of alert LBR coverage at both TSN and Bien Hoa on a 24 hour basis.

(U) TCTO 1H-43(H)-593 "Project Pacer Bronze" completed Oct 71 on all assigned HH-43 helicopters. This modification consisted of installing a more powerful engine T53-L11A in the airframe. All HH-43's were redesignated HH-43F Helicopters. Personnel were utilized on a TDY basis from various units in theater. Upon C/W the TCTO, personnel and aircraft returned to home stations.

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3ARRGp History Oct - Dec 71

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AIRCRAFT BATTLE DAMAGE AND LOSSES

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(S) During the reporting period one HH-53C aircraft was lost to enemy fire with the loss of 4 personnel (3KIA and 1 MIA). The total Group aircraft losses is now 34: 14 HH-3E's, 11 HH-43B/F's, 5 HH-53B/C's 2 HU-16's and 2 HC-130P's.

PERSONNEL

Significant Problems

(U) During this period the Group experienced no significant problems.

Awards and Decorations

(U) There were a total of 119 awards and decorations presented to personnel assigned to the 3ARRGp and its units during the quarter.

Appendix 1 details these awards and decorations.

Change of Key Personnel (U)

Colonel Warner A. Britton assumed Command of 3rd Group during this period. replacing Colonel Herbert Leong.

Colonel Walter J. Riley assumed the position of Deputy Commander replacing Colonel Warner A. Britton.

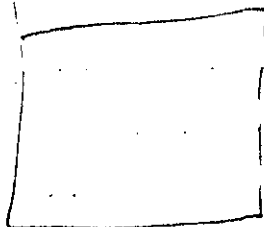
Captain Lee L. Robert departed this quarter and the Communications Officer Position was deleted.

Roster of Key Personnel

Colonel Warner A. Britton

Colonel Walter J. Riley,

Lt Col Carl W. Rottmann,



Commander

Deputy Commander

Chief of Operations

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Lt Col Paul W. Rudloff,
Major James L. Butera,
Major Harold R. Ball Jr.,

Major William F. Lowe,
Major John F. Vallone,
Capt Richard L. Fuller,
Capt Howard R. Wallace Jr.,
1st Lt Phillip K. Larsen,
1st Lt Jerry A. Wright,

CIVIC ACTIONS

Chief of JRCC
Chief of Standardization
Group Staff Maintenance
Officer
Chief of Safety
Chief of Plans
Information Officer
Group Supply Officer
Personnel Officer
Intelligence Officer

(U) The 3ARRGp support of the Viet Hoa orphanage continued during this quarter. The Information Officer and SSgt Douglas Denton continued the English lessons for the staff of the orphanage and the twice weekly visitis were well supported. In addition the Group members provided over \$350.00 for a Christmas Party which included Santa Claus (as portrayed by MSgt Edward Bensen) a banquet feast, and toys for all the children. In addition there was over \$50.00 left for the orphanage to use for other needs. Members of the Group also obtained clothes and medical supplies from home for use of the children and have donated insect repellants and sprays. Individuals have continued their support of the orphanage by participation and donations. Each trip included a distribution of candy, cookies and chewing gum.

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3ARRGp Hist, Oct - Dec 1971

UNCLASSIFIED**TRAINING****ON-THE-JOB TRAINING**

(U) The Group OJT Program was rated excellent by the CBPO OJT unit during their staff assist visit this quarter. All the current directives relative to training were checked with no discrepancies noted. With 41 enlisted personnel assigned, 6 are in up-grade training, none in overtime or non-productive training status. (1) One 5 level and (2) two 7 levels were up-graded this quarter in the group. 3ARRGp including its squadrons and detachments has 674 enlisted assigned with 61 in up-grade training, with no overtime trainees and 6 non-productive trainees. The six (6) are first term SSgt's declining 7 level training.

GENERAL MILITARY TRAINING

(U) GMT for 3ARRGp including its squadron and detachments has been waived IAW Para 1-9d, AFM 50-15 for combat areas and units supporting combat areas.

WEIGHTED AIRMAN PROMOTION SYSTEM

(U) The WAPS Program for 3ARRGp was also rated excellent this reporting period.

GROUP DISASTER PREPAREDNESS PROGRAM

(U) The Group Disaster Preparedness Program was inspected this quarter by both 7th Air Force and the Base Disaster Preparedness Offices and was rated excellent by both. The purpose of the inspection was to insure compliance with AFM 355-1 as supplemented, 377ABWg 355-1, and 377ABWg OPLAN 355. No discrepancies were noted.

(U) During this quarter, TSgt Curley A. Smith was the NCO in charge of the Group's (OJT) On-The-Job Training, (WAPS) Weighted Airman Promotion, (GMT) General Military Training and Disaster Preparedness Programs.

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3ARRGP H1st., Oct - Dec 1971

UNCLASSIFIED**SAFETY****Flying, Ground and Explosive Accident/Incident Summary**

(U) We have continued our aircraft accident free record for over 29 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 17 aircraft incidents compared to 7 for the same quarter 1970.

(U) We experienced two ground accidents this quarter as compared to three for the same period 1970. Both were military disabling injuries; one domestic with 2 days lost time and one sports with 2 days lost time.

(U) We experienced no explosive incidents during this quarter. The same was true for 1970.

Safety Survey Schedule

(U) The 39ARRSQ received its annual safety survey by a 3rd Group consolidated safety team this quarter.

Summary of 1971 Accident/Incident Experience

(U) 3rd Group did not experience any major or minor aircraft accidents in 1971. The same was true for 1970.

(U) 3rd Group experienced 68 reportable aircraft incidents in 1971 as compared to 52 incidents in 1970. Compared to 1970 this was a considerable increase. However, it should be noted that many of these 1971 incidents were due to the shut down of one engine on our HC-130 aircraft, which was not a reportable incident prior to April 1971.

(U) 3rd Group experienced two explosive incidents in 1971, the same was true for 1970.

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(U) 3rd Group experienced six reportable ground accidents in 1971 at a cost to the Air Force of \$2,500 as compared to seven ground accidents in 1970 at a cost of \$61,550.

Summary of Safety Achievements for 1971.

(U) During the year 1971 3ARRGP units flew a total of 28,594 accident free flying hours in three different types of aircraft, HH-43, HH-53 helicopters and HC-130 fixed wing. It has been over 29 months since the last aircraft flight accident occurred during which time 122,561 hours have been flown in the combat area of Southeast Asia. One USAF Well Done and two MAC Individual Outstanding Safety Awards were presented to Group pilots. Due to the SEA drawdown several major unit moves and consolidations have been completed, all accident free. In the area of ground safety 3rd Group units experienced no fatalities, reportable government motor vehicle accidents or government property damage in 1971, all of which were recorded in 1970.

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CHAPTER VI

MISCELLANEOUS

GLOSSARY (U)

ACR	Aircrew Recovery
AFSC	Air Force Speciality Code
AMC	Airborne Mission Commander
DET	Detachment
DIZ	Demilitarized Zone
FIR	Flight Information Region
FOL	Forward Operating Location
IGH	Improvement & Modernization
IRAN	Inspect and Repair As Necessary
ISO	Isochronal Inspection
JRCC	Joint Rescue Coordination Center
LER	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

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A P P E N D I C E S

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Appendix 1

AWARDS AND DECORATIONS

<u>DECORATION</u>	<u>NUMBER PRESENTED</u>
Distinguished Flying Cross	35
Bronze Star	4
Meritorious Service Medal	3
Air Medal	6
Air Force Commendation Medal	<u>10</u>
TOTAL	119

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Appendix 2

COMBAT/NON-COMBAT SAVES

	<u>COMBAT</u>	<u>NON-COMBAT</u>	<u>TOTAL</u>
OCTOBER	2	9	11
NOVEMBER	33	4	37
DECEMBER	12	10	22
TOTAL SAVES 1971	149	109	258
TOTAL SAVES SINCE DEC 1964	2315	1115	3430

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Appendix 3

FLYING HOURS

	<u>HH-43B/F</u>	<u>HH-53B/C</u>	<u>HC-130P</u>	<u>TOTAL</u>
Oct	501.5	739.5	630.6	1931.6
Nov	506	724.4	355.4	2085.8
Dec	<u>383.1</u>	<u>688.6</u>	<u>363.3</u>	<u>2313</u>
TOTAL	1650.6	2330.5	2354.3	6335.4

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APPENDIX 4

FLIGHT EVALUATION

	<u>SCHED</u>	<u>IN</u>	<u>UNQUALIFIED</u>	<u>O/T</u>
C-130				
Oct	15	8	0	1
Nov	22	4	0	1
Dec	<u>22</u>	<u>15</u>	<u>0</u>	<u>2</u>
TOTAL	59	27	0	4
HH-53				
Oct	41	11	0	1
Nov	22	14	3	0
Dec	<u>21</u>	<u>11</u>	<u>0</u>	<u>0</u>
TOTAL	84	36	3	1
HH-43				
Oct	40	3	1	1
Nov	17	55	17	2
Dec	<u>27</u>	<u>6</u>	<u>3</u>	<u>2</u>
TOTAL	84	69	21	5

TOTAL BARREP FLIGHT EVALUATIONS BY CREW POSITION

	<u>SCHED</u>	<u>IN</u>	<u>UNQUAL</u>	<u>O/T</u>
Pilots	171	42	6	3
Nav	7	4	0	0
FE	13	7	0	0
LM	4	5	0	1
RO	12	3	0	1
HM	23	17	4	2
PJ	7	14	1	1
FF	24	32	12	1
RT	<u>16</u>	<u>7</u>	<u>1</u>	<u>0</u>
TOTAL	277	132	24	9

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