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HEADQUARTERS

3RD AEROSPACE RESCUE AND RECOVERY GROUP

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QUARTERLY HISTORY

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July 71 - Sept 71

Declassified per CDS GP-4

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HISTORY
OF THE
3RD AEROSPACE RESCUE AND RECOVERY GROUP
1 JULY - 30 SEPTEMBER 1971

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COMMANDER
10 NOVEMBER 1971

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SAURP

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

Group 4
Downgraded at 3 year intervals.
Declassified after 12 years.

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BARRGP Hist., Jul-Sep 1971

ii

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. 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 22 and 27~~

~~CONFIDENTIAL: pp. 18, 19, 21 and 26~~

CONTENTS

| | |
|---|----|
| Security Note | ii |
| List of Maps and Charts | ix |
| I. MISSION | 1 |
| Primary Mission | 1 |
| Subordinate Functions | 1 |
| II. RESOURCES | 3 |
| Units | 3 |
| Equipment | 3 |
| Personnel | 4 |
| III. CHANGES IN COMPLEX AND STRUCTURE | 8 |
| Organization Adjustments | 8 |
| Unit Moves | 8 |
| Unit Deactivation | 9 |
| Changes to Command Structure | 10 |
| IV. MISSION PERFORMANCE | 12 |
| Operations | 12 |
| Primary Function | 12 |
| Combat and Non-Combat Saves | 16 |
| 3aRRGp Flying Hours | 18 |
| Standardization | 18 |

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

vii

| | |
|---|----|
| Limited Night Recovery System (LNRS) | 18 |
| Joint Rescue Coordination Center | 19 |
| Operating Location - Alpha | 20 |
| Operating Location - Bravo | 22 |
| V. MISSION SUPPORT | 23 |
| Materiel | 23 |
| Mission | 23 |
| HC-130 IRAN and Center Wing Modification Programs | 23 |
| Isochronal Inspection Schedule (ISO) | 23 |
| Project PACER BRONZE | 24 |
| HH-53E Airlift Via C-5A | 24 |
| Standard Proficiency Test | 25 |
| Standardization of Workcards and Checklists | 25 |
| One-Time Inspections | 26 |
| Special Inspection | 26 |
| Aircraft Battle Damage and Losses | 27 |
| Personnel | 27 |
| Significant Problems | 27 |
| Awards and Decorations | 27 |
| Change of Key Personnel | 27 |
| Roster of Key Personnel | 28 |
| Civic Actions | 28 |

UNCLASSIFIED

SARRGp Hist., Jul-Sep 1971

viii

| | |
|---|--------|
| Training. | 29 |
| On-The-Job Training | 29 |
| General Military Training | 29 |
| Weighted Airmans Promotion System | 30 |
| Safety. | 30 |
| Flying, Ground and Explosive Accident/Incident Summary. | 30 |
| Safety Survey Schedule. | 31 |
| Safety Staff Visits | 31 |
| V. MISCELLANEOUS | 32 |
| Glossary. | 32 |
| Appendices. | 33 |
| 1. Awards and Decorations. | 34 |
| 2. Combat/Non-Combat Saves | 35 |
| 3. Flying Hours. | 36 |
| 4. Standardization Visits. | 37 |
| 5. Aircraft Processed Through ISO. | 39 |
| 6. One-Time Inspections. | 40 |
| Annexes | Atch |
| 1. 37ARRSq Squadron Quarterly History. . . | Atch 1 |
| 2. 39ARRSq Squadron Quarterly History. . . | Atch 2 |
| 3. 4CARRSq Squadron Quarterly History. . . | Atch 3 |

UNCLASSIFIED

3ARRGP Hist., Jul-Sep 1971

ix

MAPS AND CHARTS

| | |
|--|----|
| Chart: 3ARRGP Organization | 5 |
| Map: Location of Rescue Forces | 6 |
| Map: Orbit Positions | 17 |
| Map: Designated SAR Sectors of the SEA Sub-Region. | 21 |

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

1

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,

UNCLASSIFIED

3ARRGP Hist., Jul-Sep 1971

2

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.

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

3

CHAPTER II

RESOURCES

UNITS

(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, Rescue Coordination Center (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

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

Det 13, 3ARRGp, Phu Cat AB, RVN

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

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), 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

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

4

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 Hq 3ARRGp and its subordinate units consists of both fixed-wing and rotary-wing types. The HC-130P "King" was the only fixed wing aircraft in the Group and was assigned to the 39ARRSq. The helicopter complement consisted of the following two types: the HH-43F "Pedro" assigned to eight detachments of the 3ARRGp and two aircraft assigned to both the 37ARRSq and the 40ARRSq; and the HH-53C "Jolly Green" 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 | 17.8 |
| HH-53C | 20 | 21.6 |
| HC-130P | 11 | 9.9 |
| | <hr/> | <hr/> |
| | 52 | 49.3 |

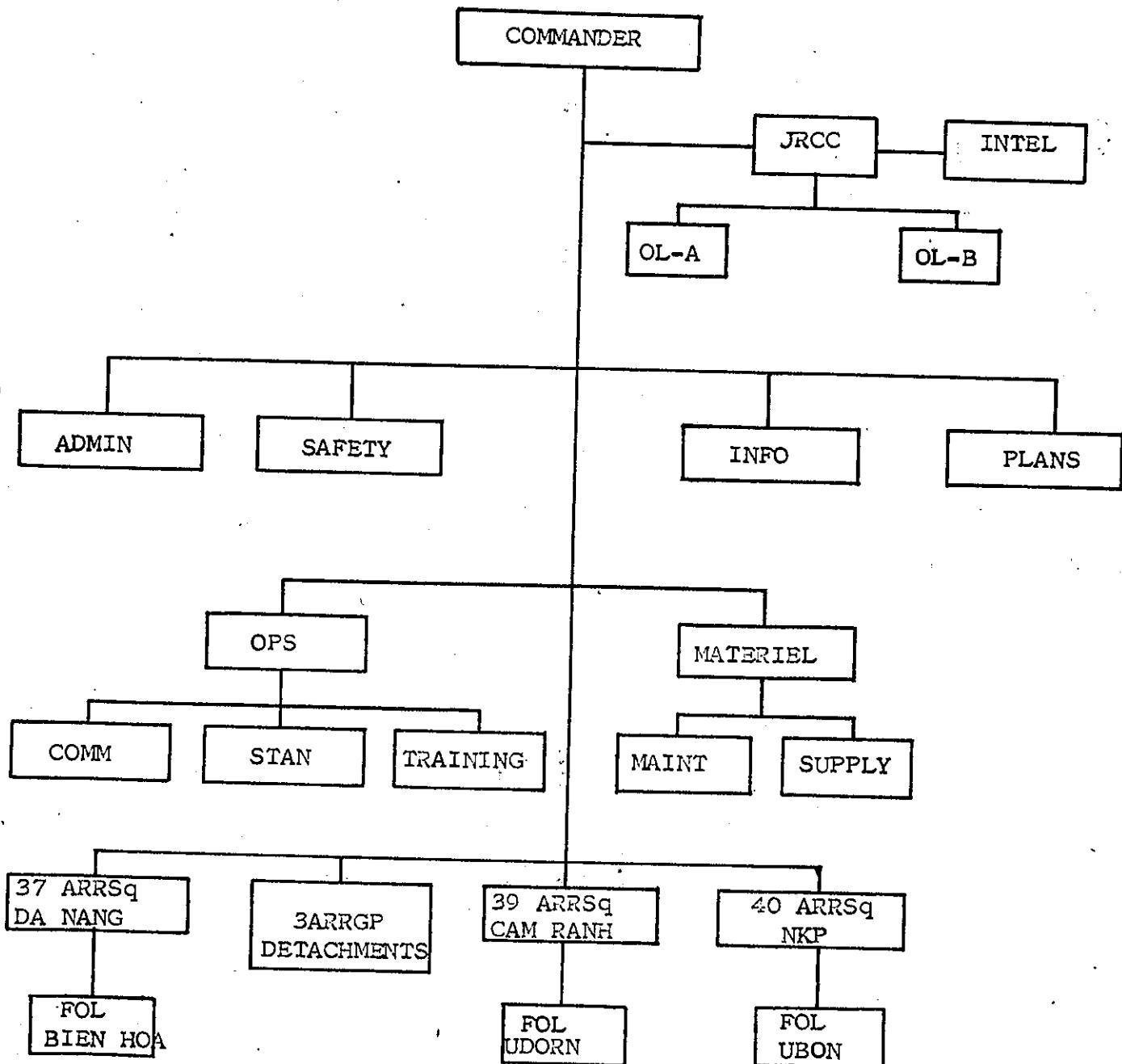
PERSONNEL

(U) The number of officers and airmen authorized for Hq 3ARRGp increased by 3 and 14 respectively from the previous quarter. This change was due to the consolidation with the
2. Refer to the map on page 6 for unit locations.

UNCLASSIFIED

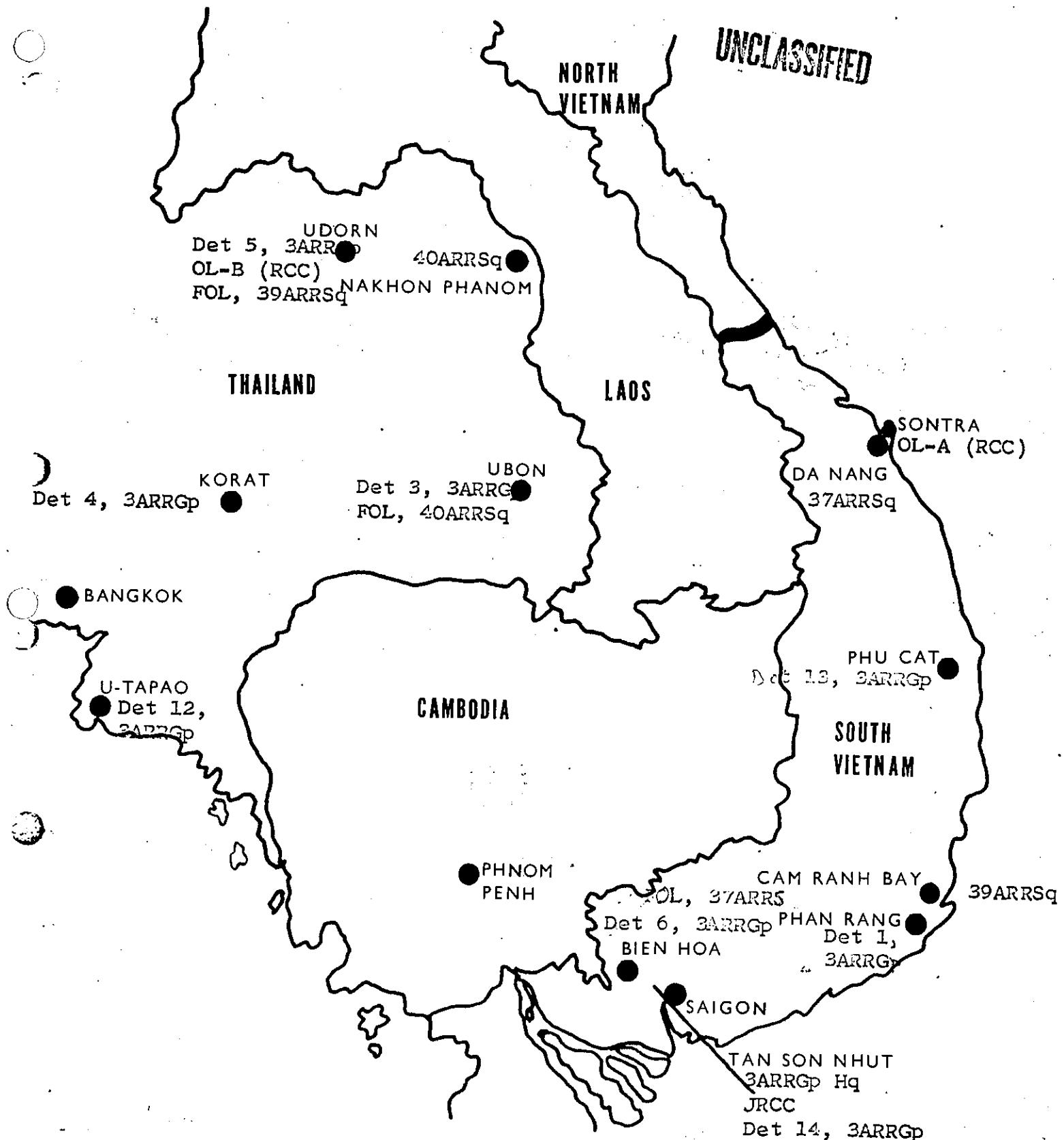
3D AEROSPACE RESCUE & RECOVERY GROUP

ORGANIZATION CHART



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3 ARRG ORG UNITS

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3ARRGp Hist., Jul-Sep 1971

7

38ARRSq on 1 Jul 1971. There was no change in the civilian authorization.

| | <u>OFFICERS</u> | <u>AIRMEN</u> | <u>CIVILIAN</u> | <u>TOTAL</u> |
|------------|-----------------|---------------|-----------------|--------------|
| AUTHORIZED | 26 | 47 | 1 | 74 |
| ASSIGNED | 32 | 40 | 1 | 73 |

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

8

CHAPTER III

CHANGES IN CONCEPT AND STRUCTURE

ORGANIZATIONAL ADJUSTMENTS

Unit Moves

(U) 13AF PAD 71-13-6, 40ARRSq, directed the transfer of the 40ARRSq from Udon RTAFB, Thailand to Nakhon Phanom Airport, Thailand on 21 July 1971. The move was accomplished on schedule and with minimum difficulties. The outstanding efforts of all 40ARRSq personnel and the unparalleled cooperation and assistance from 13AF and the 563CW were the primary factors which permitted the move to be accomplished as programmed.

(U) 7AF PAD 71-15-7/366TFW Facilities Utilization and Turnover Plan. The subject 7AF PAD and 366TFW Plan identify the requirement to make facilities available at DaNang AB, RVN to accomodate increased VNAF activities in support of the Vietnamese Improvement and Modernization Programs. The 37ARRSq and Det 7, 3ARRGp were directed to relocate from DaNang East to DaNang West in support of these plans.

(U) The physical move of both units to DaNang West was accomplished during August 1971. HH-53 C&M facilities at DaNang West include two hangars and nine reveted parking spaces and are considered superior to facilities previously occupied

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3ARRGp Hist., Jul-Sep 1971

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9

at DaNang East.

(U) Detachment 7 operations occupied the transient alert facility at DaNang West and through a considerable amount of self help started a program of facility rehabilitation. The programmed rehab will bring the facility up to the high standards enjoyed by Detachment 7 at DaNang East.

(U) The alert pad has been temporarily established on the apron immediately adjacent to (Southwest) of the operations building. This area will be used until the primary alert pad is completed in Nov-Dec time periods. PAD preparation requires tear down of the French Hangar (in progress) and repavement of the area.

Unit Deactivation

(U) HQ MAC Special Order G-228 deactivated the 38ARRSq effective 1 Jul 1971. At 0001H, 1 Jul 1971, the 38ARRSq was consolidated with the 3ARRGp. The consolidation provides more effective utilization of assigned manpower resources, as well as eliminates redundant staff activities. Of the 27 spaces authorized in the 38ARRSq, 18 were reassigned to the 3ARRGp and 9 spaces were deleted from the UDL.

(S) 7AF PAD 71-7-21 directs total USAF withdrawal from Phu Cat AB, RVN. Det 13, 3ARRGp deactivation will occur approximately 5 Nov 1971 following redeployment of the last F-4

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BARRGD Hist., Jul-Sep 1971

10

aircraft of the 480TFS.

~~(S)~~ Detachment 13's HH-43s will be redistributed as follows: (1) One HH-43 (6317559) will be reassigned to the 37ARRSC o/a 25 Oct 1971.

(2) Two HH-43s will be deployed to Tan Son Nhut AB, RVN o/a 7 Nov 1971. Aircraft 629717 (armor plated) will be assigned to Det 14 as a replacement for 591571 which will be transferred to Det 2, 421RDS, Minotland AFB via C-141 airlift from Tan Son Nhut. Aircraft 600200 will be transferred to Det 22, 421RDS, Mountain Home AFB via C-141 airlift from Tan Son Nhut.

CHANGES TO COMMAND COMMUNICATIONS

(2) 7AF R&D 70-7-2, Bien Hoa Phasedown, is being developed to implement the 7AF directive for phase down of USAF activities at Bien Hoa AB, RVN. Detachment 6, BARRGP and the 37ARRSg HU-53 FCL at that base have been identified as candidates for reduction. However, the LBR and ACR responsibilities for Bien Hoa and adjacent areas have not been negated. To effect the phase down and insure continued LBR coverage at Bien Hoa, the following actions are programmed:

(1) Inactivation of the 37AARO₁ MM-52 PCL at Bien Hoa AB on 1 Dec 1971 and return of MM-52s and equipment to Da Nang.

(2) Deactivation of Det 3, BARRE at Bien Hoa AB on

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3ARRGP Hist., Jul-Sep 1971

15 Dec 1971.

(S) Increase Det 14, 3ARRGP, Tan Son Nhut AB from 2 to 3 UH-1Cs on 15 Dec 1971.

(C) Starting 16 Dec, insure that one HH-43 is on daily rotation TDY from Det 14 to Bien Hoa to provide daylight LDR support of A-37 operations.

(U) Other changes to Command Structure are as follows:

(1) Effective 1 Jul 1971, LDR unit assignments to the SCARCG were voided (MAC G Series Order 220) and the units reassigned as detachments of the 3ARRGP (MAC G Series Order 227).

(2) Det 7, 3ARRGP was consolidated with the 37ARRSG on 10 Aug 1971 IAW MAC G Series Order 240, dated 30 Jul 1971.

(3) Det 9, 3ARRGP was consolidated with the 40ARRSG on 10 Sep 1971 IAW MAC G Series Order 353, dated 12 Aug 1971.

~~(S)~~ In August 1971, 3ARRGP formulated an "Analysis of Southeast Asia Combat Aircrew Recovery Operations/Requirements FY72 - FY7X" to identify potential for reduction of 3ARRGP forces in SEA. This analysis and other related staff considerations are being employed as the basis for meeting 7AF approved/directed theater reduction programs.

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BARRGp Hist., Jul-Sep 1971

12

CHAPTER IV

MISSION PERFORMANCE

OPERATIONS

Primary Function

~~(S)~~ The primary function of Hq BARRGp 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, BARRGp 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 "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-53Cs operate as a team using air-to-air refueling to provide rapid-reaction time for SAR efforts. A-1E "Sandy" aircraft provide rescue escort (RESCORT) and fire suppression of hostile ground forces. HH-43F "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 BARRGp is:

a. The SAR aircraft are stationed as follows:

1. Da Nang AB, RVN

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3ARRGP Hist., Jul-Sep 1971

13

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

(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 helicopters, call sign "Jolly Green", positioned at the 37ARRSq's FOL.

3. Cam Ranh Bay AB, RVN

Eleven HC-130P aircraft, call sign "King", assigned to the 39ARRSq. These aircraft also serve as 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) Four A-1s, call sign "Sandy 1-4", from the 56th Special Operations Wing are on daily alert for RESCORT duties.

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

6. Ubon RTAFB, Thailand

(a) Two HH-53C rescue helicopters, call sign

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SARRGp Hist., Jul-Sep 1971

14

"Jolly Green", positioned as the 40ARRSq's FOL.

(b) Two A-1s, call sign "Sandy 5 and 6", from the 56th Special Operations Wing are TDY from Nakhon Phanom RTAFB and are on daily alert to perform RESCORT duties.

7. HH-43F - SARRGp

Seventeen HH-43F rescue helicopters, call sign "Pedro", of the SARRGp are stationed at 8 detachments throughout the Republic of Vietnam and Thailand. In addition, two HH-43F helicopters are stationed at both the 37ARRSq and 40ARRSq. While primarily utilized as LBR aircraft, when necessary and as requested by the JRCC, these helicopters perform combat ACR missions.

8. Other

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

b. Resources of the SARRGp are fragged as follows:³

1. Four HC-130P aircraft are fragged daily for the first-light to last-light orbits: one in the vicinity of Attopeu, Laos; and one in the vicinity of Paksane, Laos. In addition, an HC-130P stands 30-minute alert at Udon from first-light to 0300 hours the following morning for LNRS equipped

3. See page 17 for orbit positions.

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3ARRGP Hist., Jul-Sep 1971

~~UNCLASSIFIED~~

15

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 ANC 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 of Route Package I in North Vietnam.⁴

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

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

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

4. Route Package I is in North Vietnam above the DMZ and below 13° North.

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

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3ARRGP Hist., Jul-Sep 1971

~~UNCLASSIFIED~~

16

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

7. One HH-53C LNRS equipped helicopter is maintained on alert at NKP from 1500 to 0300 hours.

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 flagged 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 flagged to orbit with the "Jolly Green" as described in paragraph 6.

Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGP were responsible for 64 total saves during the quarter; 19 combat and 45 non-combat saves were made.⁶ The total number of saves for 3ARRGP since 1 December 1964 now stands at 3360 (2268 combat and 1092 non-combat).

5. Appendix 2 lists the number of saves for each month.

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BARRGp Hist., Jul-Sep 1971

~~UNCLASSIFIED~~

18

SARRGp Flying Hours

(U) BARRGp units flew a total of 6977.0 hours during the quarterly reporting period.⁷

Standardization (U)

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

Majors Gregory W. Phillips and Richard L. Kelley arrived during the quarter and were assigned as HH-43 Standardization Pilots.

BARRGp standardization personnel conducted 33 visits to subordinate units during this quarter.⁸

Limited Night Recovery System (LNRS)

~~(C)~~ The Final Report of the PAVE IMP Combat Evaluation Project was published in July. The combat evaluation of the HH-53C PAVE IMP Project was accomplished by the 40ARRSq at Udorn RTAFB, Thailand. A total of 219.0 flying hours were expended during the 90-day evaluation. The evaluation confirmed that the HH-53C LNRS possesses a limited capability to accomplish night rescue recoveries. This capability exists in a permissive environment over relative flat terrain, under visual flight conditions. To accomplish a LNRS recovery, the

7. Appendix 3 lists the number of flying hours by type airframe.

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

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BARRGp Hist., Jul-Sep 1971

19

survivor must be in a relatively open area with an operational distress marker (strobe) light, readily visible to the rescue vehicle.

~~(C)~~ The LNRS System does not provide an unlimited, all-weather night recovery capability - nor was it planned to. However, it does provide a significant increase to our existing combat night recovery capability and should continue to be utilized to the fullest extent possible within its capability.

(U) A USAF directed effort such as project PAVE LOW should be continued to improve the operational capabilities of the PAVE IMP Project until an unrestricted all-weather night rescue vehicle is available in the USAF inventory.

JOINT RESCUE COORDINATION CENTER

(U) The Joint Rescue Coordination Center (Joker) is co-located 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

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20

BARRGp Hist., Jul-Sep 1971

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.⁹ 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 JRCC (Joker) and its subordinate RCCs, CL-Alpha (Queen) at Son Tra AB, RVN and OL-Bravo (Jack) at Udom RTAFB, Thailand maintain an around-the-clock operation to provide this coordination.⁹

Operating Location - Alpha

(S) The area of responsibility for Operating Location - Alpha is the Da Nang SAR Sector. This is defined as the land area bounded by 1300N, 10600E, 1400N, minus the northeast portion of Cambodia; and adjacent water within the Saigon FIR.

(U) There were 9 missions controlled by OL-A at Son Tra AB, RVN (Monkey Mountain) during the quarter. Thirty-six saves were credited; 13 were combat saves and 23 were non-combat saves.

(U) The following is the number of personnel authorized

9. See map on page 21. The area of responsibility for each RCC is shown.

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NORTH
VIETNAM

LAOS

JG/A-1
ORBIT

L-98

HC-130P
ORBIT

UDORN

NKP

THAILAND

UBON

JG/A-1
ORBIT

HC-130P
ORBIT

2HH-53
ORBIT

DA NANG

PLEIKU

CAMBODIA

SOUTH
VIETNAM

CAM
RANH
BAY

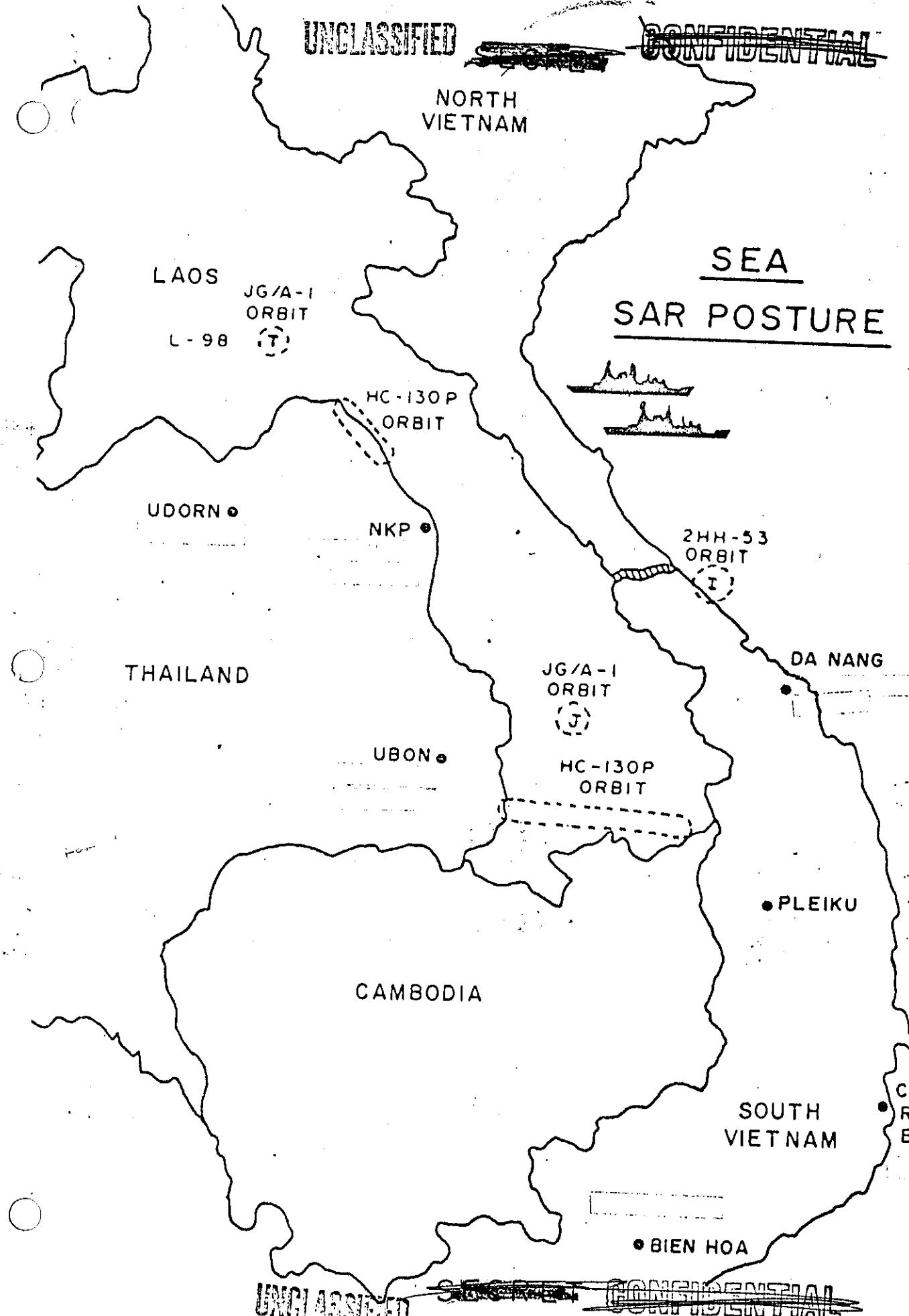
BIEN HOA

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SEA
SAR POSTURE



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3ARRGP Hist., Jul-Sep 1971

UNCLASSIFIED

22

and assigned during the quarter:

| | OFFICERS | AIRMEN | TOTAL |
|------------|----------|--------|-------|
| AUTHORIZED | 7 | 6 | 13 |
| ASSIGNED | 6 | 5 | 11 |

Operating Location - Bravo

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

(U) There were 10 missions controlled by OL-B at Udorn RTAFB, Thailand during the quarter. Nine saves were credited; all 9 were non-combat saves.

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

| | OFFICERS | AIRMEN | TOTAL |
|------------|----------|--------|-------|
| AUTHORIZED | 5 | 5 | 11 |
| ASSIGNED | 5 | 5 | 10 |

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3ARRGp Hist., Jul-Sep 1971

23

CHAPTER V

MISSION SUPPORT

MATERIEL

Mission

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

HC-130 IRAN and Center Wing Modification Programs

(U) These two programs have continued to impact the mission capability of the 39ARRSq. Aircraft processed through these programs during the quarter were as follows:

| <u>Aircraft</u> | <u>Input</u> | <u>Scheduled Output</u> | <u>Output</u> |
|-----------------|--------------|-------------------------|---------------|
| 65-924 | 7 Apr 71 | 27 May 71 | 5 Jul 71 |
| 66-216 | 17 May 71 | 3 Jul 71 | 21 Jul 71 |
| 66-217 | 1 Sep 71 | 14 Oct 71 | * |
| 66-219 | 15 Sep 71 | 2 Nov 71 | * |

* - indicates that the aircraft was still in IRAN as of 30 Sep.

Isochronal Inspection Schedule (ISO)

(U) During the reporting period, nine aircraft underwent Isochronal Inspection at the 31ARRSq at Clark AB, Philippines.¹⁰

10. Appendix 5 lists the aircraft processed.

~~UNCLASSIFIED~~

3ARRGp Hist., Jul-Sep 1971

24

Project PACER BRONZE

(U) The engine retrofit program (TCTC 1H-43(H)E-593) was closed at Phan Rang AB, RVN in September 1971. Five aircraft were completed at Phan Rang AB and nine aircraft have been completed at Korat RTAFB, Thailand. The last aircraft, 60-0280, is undergoing retrofit at Korat and is expected to be completed on/or about 6 Oct 1971.

HH-53B Airlift Via C-5A

(U) On 30 Jul 1971, two HH-53B aircraft, 66-14431 and 66-14432, were loaded on an Air Force C-5A Galaxy. The HH-53B aircraft were prepared and loaded by the 40ARRS^q located at Udorn RTAFB, Thailand and were shipped to the 1550 ATW^s, Hill AFB, Utah.

(U) Preparations for loading included installation of a special nose gear axle kit, in order to reduce the overall height of the aircraft. Other preparations included:

- 1) Removal of rotor blades.
- 2) Removal of the main gear box and the rotor head
- 3) Tail rotor blades, head, and gear box were removed
- 4) Tail pylon stabilizer was removed
- 5) Tail pylon was folded
- 6) Auxiliary fuel tank sponson extensions were removed
- 7) Inflight refueling probe assembly was removed

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3ARRGp Hist., Jul-Sep 1971

25

Procedures for the on-load were developed as the result of a test loading conducted at Charleston AFB, S.C. in early June.

(U) The preparation and loading were accomplished with no difficulties experienced. A project booklet has been developed by the 40ARRSq and supplemented by 3ARRGp. The booklet contains a step-by-step description of the preparation and loading including photographs. Copies are on file at the 40ARRSq, 3ARRGp, 41ARRWg and Hq ARRS.

Standard Proficiency Test

(U) During September, 3ARRGp distributed HH-43 Maintenance Proficiency test. These test are to be used for initial evaluations covering 25 individual maintenance tasks. The test were written and published by the 3ARRGp/DM section and will be changed and updated as required.

Standardization of Workcards and Checklists

(U) During the quarter, 3ARRGp Materiel has undertaken the task of standardizing all checklist and workcards used by maintenance functions of 3ARRGp units. All units were requested to send copies of their locally devised checklists and workcards to 3ARRGp/DM. They were reviewed, added to and consolidated into a standard deck to be used by all units. The final product will consist of 25 workcards for non-powered AGE, 4 checklists for the HH-43 and 6 checklists for the HH-53 aircraft. Estimated

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BARRGp Hist., Jul-Sep 1971

completion date is 1 Nov 1971.

One-Time Inspections

(U) There were a total of three one-time inspections performed during the period on BARRGp aircraft.¹¹

Special Inspection

~~(C-NFORN)~~ During June 1971, CSAF advised that the Commander-in-Chief of the Royal Thai Air Force had declared four HH-43B aircraft as excess to the needs of the RTAF. The BARRGp was levied the task of evaluating the condition of these aircraft to see if it would be economically feasible for the United States to restore the aircraft and return them to service in the U.S. Air Force.

~~(C-NFORN)~~ A team of six maintenance personnel were sent to Don Muang Airport, Thailand to inspect the aircraft in the following areas:

- a) General condition
- b) TCTC compliance
- c) Corrosion control
- d) Fuel Cell
- e) 780 equipment

(U) The HH-43 phase card deck was used as a guide for

^{11.} Appendix 6 lists the One-Time Inspections performed during the quarter.

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3ARRGp Hist., Jul-Sep 1971

27

the inspections. The inspections were completed on 26 Aug and the results forwarded to CSAF, MAC, CINCPACAF, CINCPAC, AFLC, COMUSMACTHAI, ARRS, 41ARRWg and WRAMA.

Aircraft Battle Damage and Losses

~~(S)~~ During the quarter no 3ARRGp aircraft sustained battle damage as a result of hostile actions. One HH-53C aircraft was lost to enemy fire with no loss of personnel. The total Group aircraft losses is now 33: 14 HH-3Es, 11 HH-43E/Fs, 4 HH-53B/CS, 2 HU-16s, and 2 HC-130Ps.

PERSONNEL

Significant Problems

(U) During this quarter, 3ARRGp experienced minor manning problems in AFSC 702X0 because two administrative specialists, AFSC 702X0, arrived at the headquarters who couldn't type. An immediate and intensive typist training program in conjunction with the base education office was initiated.

Awards and Decorations

(U) There was a total of 459 decorations presented to personnel assigned to the 3ARRGp and its units during the quarter.¹²

Change of Key Personnel (U)

Colonel Herbert Leong assumed command of the Group succeeding Colonel George C. Pinyerd.

12. Appendix 1 has the numerical listing of awards presented.

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BARRGp Hist., Jul-Sep 1971

28

Colonel Warner A. Britton assumed the position of Deputy Commander replacing Colonel Herbert Leong.

Colonel Walter J. Riley assumed the position of Assistant Deputy Commander, an auxiliary position, that will be deleted upon the departure of Colonel Leong in late October.

Lt Col Carl W. Rottmann replaced Lt Col Cortez C. Brown as Chief of Operations.

Major Byron L. Sharkey was replaced by Major James L. Butera as Chief of Standardization.

Captain Rosemary McCulley returned to the United States on normal rotation during July and was replaced by 1st Lt Phillip K. Larsen as Personnel Officer.

Captain Richard L. Fuller replaced Captain Jack M. Battle as Information Officer in July.

Roster of Key Personnel (U)

Major Harold R. Ball Jr.,

Major William F. Lowe,

Major John F. Vallone,

Capt Richard L. Fuller,

Capt Howard R. Wallace Jr.

Capt. Lee L. Robert,

1st Lt Phillip K. Larsen,

1st Lt Jerry A. Wright,

Commander
Deputy Commander
Asst Deputy Commander
Chief of Operations
Chief of JRCC
Chief of Standardization
Group Staff Maintenance Officer
Chief of Safety
Chief of Plans
Information Officer
Group Supply Officer
Communications Officer
Personnel Officer
Intelligence Officer

Civic Actions

(U) The SARRGP continued support of the Viet Hoa Orphanage.

We continued the twice weekly visits to play with the children.

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BARRGp Hist., Jul-Sep 1971

29

In addition, the Information Officer, Capt Fuller, and Sgt Douglas Denton continued the English language classes for the nuns. The program was hindered, however, during the two periods that the city of Saigon was declared Off-Limits. Paint and brushes were provided the Orphanage by the BARRGp to paint the newly constructed building. Also obtained were numerous items of athletic gear from the 377th Special Services Office which were provided to the children. Each visit to the Orphanage included a supply of cookies, candy and money provided by members of the Group. Soap, scouring powder, toothpaste and assistance in obtaining medicines were also provided.

TRAINING

On-The-Job Training

(U) All regulations, manuals and directives relative to the Group Training Office were on-hand and current with no discrepancies noted. The upgrade training status of BARRGp units is excellent. Out of 210 enlisted personnel in upgrade training, none were in overtime or non-productive training status.

General Military Training

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

3RD QUARTER
SUMMARY

BARRGp Hist., Jul-Sep 1971

30

Weighted Airmans Promotion System

(U) The MAPS System for the BARRGp is excellent in all areas. The reference library is 100% complete and current and is getting 100% utilization. The notification and testing system established by the Group is producing satisfactory results, enabling the Group to keep testing "no-shows" to a minimum.

(U) During this quarter, Major Robert J. Schruefer and TSgt Curley A. Smith were the Officer and NCO in charge of the Group's Training Program.

SAFETY

Flying, Ground and Explosive Accident/Incident Summary

(U) We have continued our aircraft accident free record for over two years (26 months to be exact). The last aircraft accident occurred 12 Aug 1969 and since that date, 3rd Group units have not experienced a major or minor flight accident. Such a time span has never been achieved before during combat rescue operations in SEA which date back to 1965. This quarter 3rd Group units have reported 27 aircraft incidents. Compared to the 14 incidents for the 3rd quarter of last year, this is a considerable increase. However, it should be noted that 13 of the incidents are due to the shut-down of one engine on our HC-130 aircraft, which was not a reportable incident prior to

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3ARRGp Hist., Jul-Sep 1971

31

April 1971.

(U) We experienced two ground accidents this quarter as compared to one for the same period in 1970. Both were military disabling injuries; one domestic with two days lost, and the other 33 days lost due to a sports injury.

(U) No explosive accidents or incidents occurred during this quarter. The same was true for last year.

Safety Survey Schedule

(U) The following units received safety surveys conducted by 3rd Group consolidated safety team this quarter: 40ARRSq and Det 9, 3ARRGp.

Safety Staff Visits

(U) Major William F. Lowe, who became 3rd Group Chief, Office of Safety in August, performed staff assistance visits at Detachments 3, 4, 5, 12 and the 37ARRSq during August and September.

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| | | |
|---------|-----------------------------------|---------|
| AMC | Airborne Mission Commander | AMC |
| AFSC | Air Force Specialty Code | AFSC |
| ACN | Aircrew Recovery | ACN |
| DNC | Detached Zone | DNC |
| FIN | Flight Information Region | FIN |
| FCI | Forward Operating Location | FCI |
| IEM | Employment of Detachments | IEM |
| IRAN | Inspect and Repair As Necessary | IRAN |
| ISO | International Treaty Section | ISO |
| JNCS | Joint Service Coordination Center | JNCS |
| LBN | Local Base Reserve | LBN |
| LNS | Limited High Recovery System | LNS |
| MAP | Mission Planning RTAB, Thailand | MAP |
| OL | Operating Location | OL |
| NSC | Service Coordination Center | NSC |
| NSCOPAT | Service Reserve Sector | NSCOPAT |
| NTABD | Local Theat Air Force Base | NTABD |
| SAIDY | A-1 Attache | SAIDY |
| SAW | Search and Rescue | SAW |

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MISCELLANEOUS

CHAPTER VI

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SARRGp Hist., Jul-Sep 1971

33

A P P E N D I C E S

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SARRGP Hist., Jul-Sep 1971

34

APPENDIX 1

AWARDS AND DECORATIONS

| <u>Decoration</u> | <u>Number Presented</u> |
|------------------------------|-------------------------|
| Distinguished Flying Cross | 61 |
| Bronze Star | 21 |
| Air Medal | 302 |
| Air Force Commendation Medal | 73 |
| Purple Heart | 2 |
| <hr/> | |
| Total | 459 |

UNCLASSIFIED

BARRGE Hist., Jul-Sep 1971

25

APPENDIX 2

COMBAT/NON-COMBAT SAVES

| | <u>Combat</u> | <u>Non-Combat</u> | <u>Total</u> |
|---|---------------|-------------------|--------------|
| July | 4 | 13 | 17 |
| August | 12 | 12 | 25 |
| September | 2 | 20 | 22 |
| | — | — | — |
| | 19 | 45 | 64 |
| TOTAL SAVES FOR 1971 | 102 | 86 | 188 |
| TOTAL SAVES SINCE 1 DEC 1964 | 2349 | 1133 | 3482 |

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3ARRGp Hist., Jul-Sep 1971

36

APPENDIX 3

FLYING HOURS

| | <u>HH-43B/F</u> | <u>HH-53B/C</u> | <u>HC-130P</u> | <u>TOTAL</u> |
|-----------|-----------------|-----------------|----------------|--------------|
| July | 553.0 | 759.3 | 1097.3 | 2409.6 |
| August | 538.9 | 703.1 | 1084.0 | 2326.0 |
| September | 563.9 | 853.7 | 823.8 | 2241.4 |
| <hr/> | <hr/> | <hr/> | <hr/> | <hr/> |
| Total | 1655.8 | 2316.1 | 3005.1 | 6977.0 |

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3ARRGP Hist., Jul-Sep 1971

37

APPENDIX A

STANDARDIZATION VISITS

| <u>Date</u> | <u>Unit Visited</u> | <u>Action</u> |
|-------------|---------------------|--|
| 1 - 4 Jul | Det 1, 3ARRGP | 1 annual proficiency, 1 initial instructor and 1 annual instrument. |
| 4 - 5 Jul | Det 13, 3ARRGP | 1 no-notice and 1 initial co-pilot. |
| 4 - 7 Jul | Det 3, 3ARRGP | Initial IP/instrument and initial CP/proficiency. |
| 5 - 8 Jul | Det 7, 3ARRGP | 1 FE requalification, 2 AC evaluations. |
| 7 - 10 Jul | Det 9, 3ARRGP | Initial IP/instrument, annual proficiency and AC evaluation. |
| 12 - 21 Jul | Det 5, 3ARRGP | 1 initial instructor/proficiency, 1 initial AC/proficiency, and 1 instrument evaluation. |
| 17 - 21 Jul | Det 9, 3ARRGP | 1 annual proficiency, 2 pilot no-notice, 1 no-notice fire fighter and semi-annual standardization visit. |
| 18 - 23 Jul | 4CARRSg | 3 no-notice |
| 21 - 24 Jul | Det 3, 3ARRGP | 1 annual instrument/IP and 1 initial co-pilot |
| 25 - 31 Jul | 40ARRSg | 1 no-notice |
| 31 Jul | Det 5, 3ARRGP | 1 annual proficiency and initial FE/fire fighter. Annual proficiency/Med Tech. |
| 2 Aug | Det 5, 3ARRGP | Initial Fire Fighter |
| 5 - 12 Aug | 40ARRSg | Annual proficiency check to Operations Officer |

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

38

| <u>Date</u> | <u>Unit Visited</u> | <u>Action</u> |
|-------------|---------------------|--|
| 13 Aug | Det 12, 3ARRGp | Initial Med Tech |
| 17 Aug | Det 13, 3ARRGp | Initial Med Tech instructor |
| 23 Aug | Det 4, 3ARRGp | No notice and annual proficiency/FE Med Tech |
| 24 Aug | Det 4, 3ARRGp | Initial Fire Fighter, no notice Fire Fighter |
| 25 - 29 Aug | 37ARRSq | 1 no-notice |
| 27 Aug | Det 9, 3ARRGp | Initial Fire Fighter |
| 28 Aug | Det 3, 3ARRGp | Initial FE/Fire Fighter, initial Fire Fighter and annual proficiency Fire Fighter |
| 30 Aug | Det 12, 3ARRGp | Requalification FE/Fire Fighter and initial instructor Fire Fighter |
| 11 Sep | 37ARRSq | No-notice Pararescue |
| 21 Sep | Det 13, 3ARRGp | Initial FE Fire Fighter, initial Med Tech and no-notice Fire Fighter (unqualified) |
| 25 Sep | 40ARRSq | Requalification FE Med Tech |

~~REF ID: A6512~~

3ARRGp Hist., Jul-Sep 1971

39

APPENDIX 5

AIRCRAFT PROCESSED THROUGH ISO

| Type | Tail Number | Number of Inspections |
|---------|-------------|-----------------------|
| HC-130P | 65-001 | 2 |
| HC-130P | 65-903 | 2 |
| HC-130P | 66-211 | 2 |
| HC-130P | 66-212 | 2 |
| HC-130P | 66-213 | 1 |
| HC-130P | 66-215 | 1 |
| HC-130P | 66-217 | 1 |
| HC-130P | 66-218 | 1 |
| HC-130P | 66-220 | 1 |

These inspections are also directed to be accomplished
by the 31ARSG at Clark AB, Philippines.

UNCLASSIFIED

3ARRGP Hist., Jul-Sep 1971

40

APPENDIX 6

ONE-TIME INSPECTIONS

The following one-time inspection was performed on HC-130P aircraft: Class I modification of C-130-034 semi-permanently closing of radio compartment doors, 41st ARRWg/DMMC 160102Z Sep 71 message.

The following one-time inspections were performed on HH-43 aircraft: (1) FSN 1615-790-0847JC, PN K315073-3, Cable Assy, ARRS/DMMH 090315Z Jul 71 message.

(2) One-time inspection of the T53-L1B engine fuel control rigging, HH-43B, ARRS/DMMH 222115Z Jul 71 message.