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HEADQUARTERS

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3RD AEROSPACE RESCUE

AND

RECOVERY GROUP

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QUARTERLY HISTORY

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July 71 - Sept 71

Declassified per GDS 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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SARREF

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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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 25~~

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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

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

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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>PCSSESSED</u>
HH-43F	21	17.8
HH-53C	20	21.6
HC-130P	11	9.9
	<hr/> 52	<hr/> 49.3

PERSONNEL

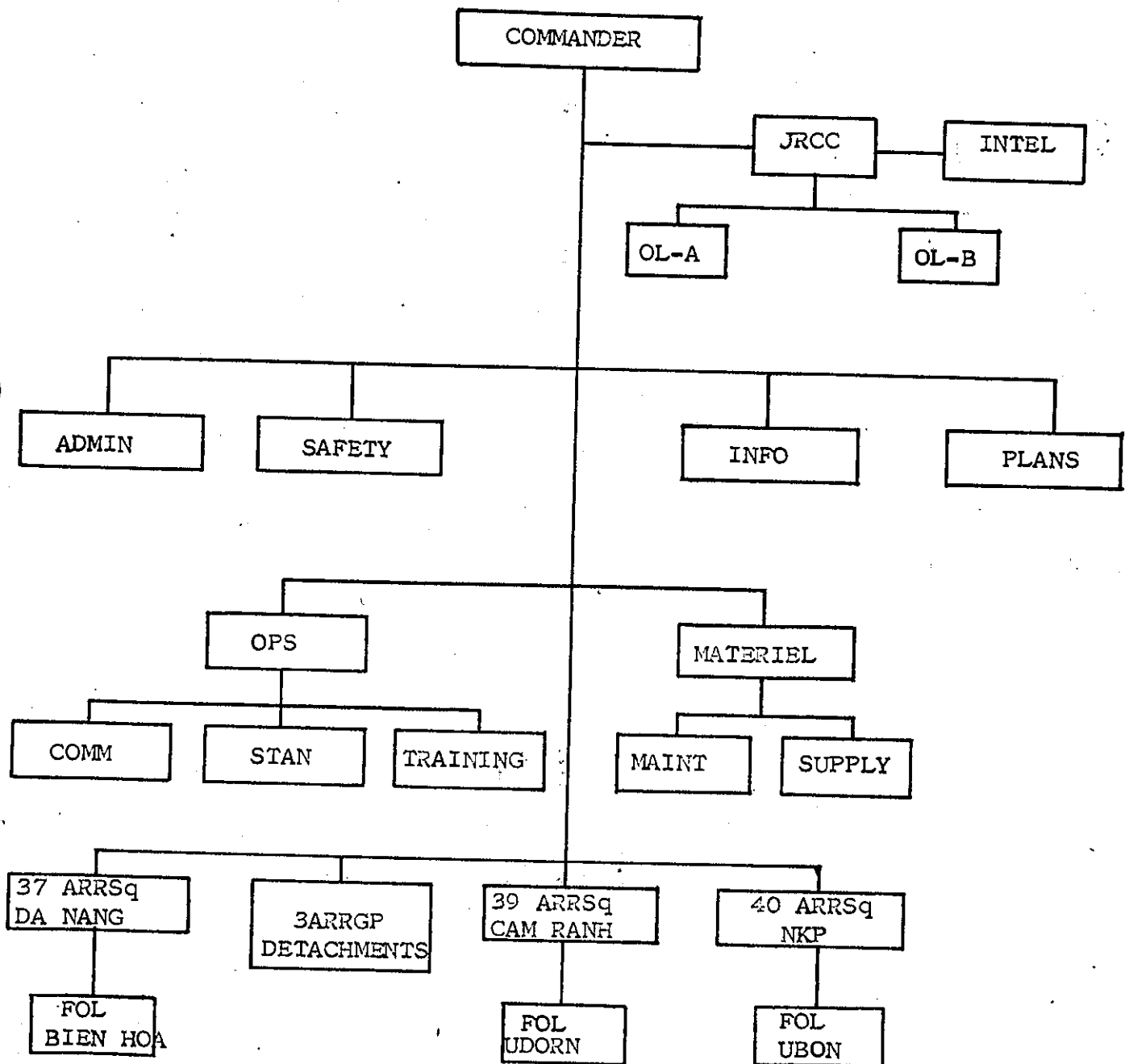
(U) The number of officers and airmen authorized for Hq 3ARRGp increased by 3 and 14 respectively from the previous quarter. This change was due to the consolidation with the

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

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3D AEROSPACE RESCUE & RECOVERY GROUP

ORGANIZATION CHART



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NORTH
VIETNAM

UDORN
Det 5, 3ARRGp
OL-B (RCC)
FOL, 39ARRSq
NAKHON PHANOM
40ARRSq

THAILAND

LAOS

SONTRA
OL-A (RCC)

DA NANG
37ARRSq

KORAT
Det 4, 3ARRGp

UBON
Det 3, 3ARRGp
FOL, 40ARRSq

BANGKOK

U-TAPAO
Det 12, 3ARRGp

PHU CAT
Det 13, 3ARRGp

CAMBODIA

SOUTH
VIETNAM

PHNOM
PENH

CAM RANH BAY
FOL, 37ARRS
39ARRSq

Det 6, 3ARRGp
BIEN HOA
PHAN RANG
Det 1, 3ARRGp

SAIGON

TAN SON NHUT
3ARRGp Hq
JRCC
Det 14, 3ARRGp

3 ARRG ORG UNITS

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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

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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 Udorn 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 56SCW 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 O&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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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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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 37ARRSq 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, 42ARRSq, Kirtland AFB via C-141 airlift from Tan Son Nhut. Aircraft 633268 will be transferred to Det 22, 42ARRSq, Mountain Home AFB via C-141 airlift from Tan Son Nhut.

CHANGES TO COMMAND STRUCTURE

(S) 7AF FAD 73-7-2, Bien Hoa Phasedown, is being developed to implement the 7AF directive for phase down of USAF activities at Bien Hoa AB, RVN. Detachment 6, 3ARRGp and the 37ARRSq HH-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 37ARRSq HH-53 FCL at Bien Hoa AB on 1 Dec 1971 and return of HH-53s and equipment to DaNang.

(2) Deactivation of Det 6, 3ARRGp at Bien Hoa AB on

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15 Dec 1971.

(3) Increase Det 14, 3ARRGp, Tan Son Nhut AB from 2 to 3 UE HH-43s on 15 Dec 1971.

(4) Starting 16 Dec, insure that one HH-43 is on daily rotation TFW from Det 14 to Dien Hoa to provide daylight LBR support of A-37 operations.

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

(1) Effective 1 Jul 1971, LBR unit assignments to the 3CARRGp were voided (MAC G Series Order 228) and the units reassigned as detachments of the 3ARRGp (MAC G Series Order 227).

(2) Det 7, 3ARRGp was consolidated with the 37ARRSq on 10 Aug 1971 IAW MAC G Series Order 340, dated 30 Jul 1971.

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

(4) 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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CHAPTER IV

MISSION PERFORMANCE

OPERATIONS

Primary Function

~~(S)~~ The primary function of 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 "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 3ARRGp is:

a. The SAR aircraft are stationed as follows:

1. Da Nang AB, RVN

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(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. Udon RTAFB, Thailand

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

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"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 - 3ARRGp

Seventeen HH-43F rescue helicopters, call sign "Pedro", of the 3ARRGp are stationed at 8 detachments throughout the Republic of Vietnam and Thailand. In addition, two HH-43F helicopters are stationed at both the 27ARRSq 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 3ARRGp are fraggged as follows:³

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

3. See page 17 for orbit positions.

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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 AMC or tanker, should the need arise; it reverts to a 45-minute alert posture from last-light to first-light.

2. Two HH-53C helicopters orbit over the Gulf of Tonkin south of the DMZ, as required. These helicopters are on station while U.S. reconnaissance aircraft are flying in the eastern half 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 18° North.

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

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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 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.

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).

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

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3ARRGp Flying Hours

(U) 3ARRGp 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.

3ARRGp 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 219.9 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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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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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 Udorn 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 1800N, 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

(T)

HC-130P
ORBIT

UDORN •

NKP •

THAILAND

UBON •

JG/A-1
ORBIT

(J)

HC-130P
ORBIT

2HH-53
ORBIT

(I)

DA NANG

• PLEIKU

CAMBODIA

SOUTH
VIETNAM

• CAM
RANH
BAY

• BIEN HOA

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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-S 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	6	11
ASSIGNED	5	5	10

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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>
65-906	7 Apr 71	27 May 71	5 Jul 71
66-216	17 May 71	6 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.

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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 40ARRSq located at Udorn RTAFB, Thailand and were shipped to the 1550 ATTWg, 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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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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completion date is 1 Nov 1971.

One-Time Inspections

(U) There were a total of three one-time inspections performed during the period on 3ARRGp aircraft.¹¹

Special Inspection

~~(C-NOFORN)~~ 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 3ARRGp 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-NOFORN)~~ 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) TCFC 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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the inspections. The inspections were completed on 26 Aug and the results forwarded to CSAF, MAC, CINCPACAF, CINCPAC, AFLC, COMUSMACV, 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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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 auxillary 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)

Colonel Herbert Leong,	Commander
Colonel Warner A. Britton,	Deputy Commander
Colonel Walter J. Riley,	Asst Deputy Commander
Lt Col Carl W. Rottmann,	Chief of Operations
Lt Col Paul W. Rudloff,	Chief of JRCC
Major James L. Butera,	Chief of Standardi- zation
Major Harold R. Ball Jr.,	Group Staff Maint- enance Officer
Major William F. Lowe,	Chief of Safety
Major John F. Vallone,	Chief of Plans
Capt Richard L. Fuller,	Information Officer
Capt Howard R. Wallace Jr.,	Group Supply Officer
Capt Lee L. Robert,	Communications Of- ficer
1st Lt Phillip K. Larsen,	Personnel Officer
1st Lt Jerry A. Wright,	Intelligence Officer

Civic Actions

(U) The 3ARRGp continued support of the Viet Hoa Orphanage.

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

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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 3ARRGp 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 3ARRGp 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 3ARRGp has been waived IAW para 1-9d, AFM 50-15, for combat zones.

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Weighted Airman's 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 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. Schrueder 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 13 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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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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CHAPTER VI

MISCELLANEOUS

GLOSSARY (U)

ACR	Air Force Specialty Code
AMC	Air Force Mission Commander
DET	Detachment
DMZ	Demilitarized Zone
FIN	Flight Information Region
FOL	Forward Operating Location
IGM	Improvement & Modernization
IRAN	Inspect and Repair as Necessary
ISO	International Inspection
JRCC	Joint Rescue Coordination Center
LBX	Local Base Rescue
LMRS	Limited Light Recovery System
NKP	Nakhon Phanom RTAFB, Thailand
OL	Operating Location
RCC	Rescue Coordination Center
RSOCC	Rescue Support
RTAFB	Royal Thai Air Force Base
SALBY	A-1 Alouette
SAR	Search and Rescue

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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

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APPENDIX 2

COMBAT/NON-COMBAT SAVES

	<u>Combat</u>	<u>Non-Combat</u>	<u>Total</u>
July	4	13	17
August	13	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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APPENDIX 3

FLYING HOURS

	<u>HH-43E/F</u>	<u>HH-53E/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
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total	1655.8	2316.1	3005.1	6977.0

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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	40ARRSq	3 no-notice
21 - 24 Jul	Det 3, 3ARRGp	1 annual instrument/IP and 1 initial co-pilot
25 - 31 Jul	40ARRSq	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	40ARRSq	Annual proficiency check to Operations Officer

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<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

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APPENDIX 5

AIRCRAFT PROCESSED THROUGH ISO

<u>Type</u>	<u>Tail Number</u>	<u>Number of Inspections</u>
HC-130P	65-901	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	66-219	1
HC-130P	66-220	1

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

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APPENDIX 6

ONE-TIME INSPECTIONS

The following one-time inspection was performed on HC-130P aircraft: Class 1 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.