

UNCLASSIFIED

HISTORY OF THE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON
1 JULY 1971 - 30 SEPTEMBER 1971

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Commander

PACIFIC AIR FORCES, UNITED STATES AIR FORCE

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LT COL WILLIAM M. HARRIS IV

Born 16 April 1925 in old Georgetown in Washington, D. C., Lt Col Harris entered Aviation Cadet Training directly from High School in June 1943. He graduated from Twin Engine Pilot Training Class 44-H, 9 September 1944. For the next 15 months, Lt Col Harris flew the B-24 Liberator until his separation from service in December 1945.

Lt Col Harris worked for his father for two years and then entered the University of Maryland for the spring semester of 1948. He graduated in 1952 with a degree in Biology.

On 6 June 1952, Lt Col Harris was recalled to active duty and sent to the Chemical Corps Biological and Chemical Warfare Research Center at Ft. Detrick, Maryland. During this tour of duty the Col was directly involved with research and testing on a prototype Ranch Hand Aerial Spray System which was successfully deployed in SEA ten or more years later.

From Ft. Detrick Lt Col Harris was station for three years at the Air Force Armament Test Laboratory, Eglin AFB, Florida where he was involved as a test pilot in the weapons certification mission.

Following this, Lt Col Harris moved on to a tour at Headquarters Air Force Systems Command. While there, Lt Col Harris managed applied research projects in the bioastronautic field of study concerning the "man in space" program. During this period, he maintained his flying proficiency in T-33 aircraft.

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June 1961 found Lt Col Harris returning to the campus environment, this time at the University of Wyoming where he graduated in 1963 with a degree in Mechanical Engineering.

From the University of Wyoming the next stop was a transfer to the Air Force Flight Test Center, Edwards AFB, California. Back in flight test activity, Lt Col Harris was assigned to the category II flight tests of the F-4C. Before Lt Col Harris left Edwards AFB he was also engaged in the test programs for the C-141 Starlifter and F-111 aircraft.

With this background experience, Lt Col Harris was sent to the Washington, D.C. area where he spent the next five years working on the development and production of the A-7D Corsair II Optical Fighter. Lt Col Harris was the Chief of Engineering on the A-7 project and remarked, "This is the first Air Force aircraft ever built for the specific purpose of the close air-ground tactical support role."

From the A-7 fighter to the helicopter was a considerable change, but Lt Col Harris completed the conversion to the HH-53C Super Jolly Green Giant in May 1971 at Eglin AFB, Florida.

Lt Col Harris assumed command of the 37 ARRSQ on 12 Sep 71. In regard to the mission of his squadron, he is quick to point out, "I firmly believe that rescue is the absolute best job any pilot could be engaged in."

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Upon his return to the CONUS, Lt Col Moore was assigned to Air University and returned to his alma mater in 1958 as an Air Force ROTC Instructor. While serving there, he became qualified in C-45's, L-19's and C-123's. As a result of the AFIT Program he went back to school in 1962 at the University of North Dakota, gaining a BS degree in Industrial Engineering. During this stage of his career he flew C-47's and L-20's.

The next duty station for Lt Col Moore was Reese AFB, Texas, where in 1965 he was assigned to Headquarters, Air Training Command, as Chief of a Management Engineering Detachment. A "Back to the cockpit" effort throughout the Air Force in 1966 sent him to Instructor Pilot Training for T-37's at Randolph AFB, Texas and ultimately back to Reese as an Instructor. During his five years tour with the 3500th Pilot Training Wing, he served as an Instructor Flight Commander, and Squadron Commander of the 3501st Pilot Training Squadron. At Wing Level, he served as Wing Staff T-37 Operations Officer, Chief of Operations Division, Assistant DCO, and DCO.

For his service at Reese AFB, Lt Col Moore was awarded the Meritorious Service Medal and a permanent Air Force Outstanding Unit Award.

Lt Col Moore went through the basic Helicopter Transition School at Sheppard AFB, Texas, and through CH-53 upgrade training with the Marine Corps at Santa Anna Marine Corps Air Station, California.

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Lt Col Moore served as Squadron Commander of the 37 ARRSQ from 28 June 1971 to 11 September 1971. He is presently serving as Commander of the 40 ARRSQ at Nakon Phanom RTAFB, Thailand. The 37 ARRSQ was Lt Col Moore's first combat command as well as his first operational helicopter assignment following transition training.

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CHAPTER 1

MISSION AND RESOURCES

MISSION

The mission of the 37 ARRSQ is to operate and maintain search and rescue equipment to search for, locate and recover personnel downed in the accomplishment of tactical operations. These missions are directed by 3rd Aerospace Rescue and Recovery Group and Operating Location 1 (OL-A) with a call sign of Queen, which is located at Monkey Mountain, near DaNang Airfield. The 37 ARRSQ is located in buildings 1722 and 1723 on the west side of the DaNang runway.

RESOURCES

During this quarter the Commanders of the 37 ARRSQ have been:

Lt Col William E. Moore,	1 Jul-11 Sep 71
Lt Col William M. Harris IV,	12 Sep-30 Sep 71

Other key personnel in the squadron were:

Executive Officer: Lt Col Harold R. Walthall
1 July - 21 Sep 71

Capt Peter H. Chapman II
22 Sep - 30 Sep 71

Operations Officer: Major Joseph F. Mudd
1 Jul - 31 Jul 71

Lt Col William M. Harris IV
1 Aug - 11 Sep 71

Lt Col Joseph F. Mudd
12 Sep - 30 Sep 71

Administration Officer: Capt Charles R. Cole
1 Jul - 30 Sep 71

Maintenance Officer: Capt William T. Carman
1 Jul - 30 Sep 71

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Safety Officer: LCDR Roderick Martin III (USCG)
1 Jul - 30 Sep 71

Standardization Officer: Major Robert H. Heiges
1 Jul - 9 Aug 71

Major Reginald A. Murray
10 Aug - 30 Sep 71

FOL Commander: Capt Norman R. Foley
1 Jul - 6 Sep 71

Major Charles E. Posey
7 Sep - 17 Sep 71

Major Gerald J. Lange
18 Sep - 23 Sep 71

LtCol Harold R. Walthall
24 Sep - 30 Sep 71

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CHAPTER 11

OPERATIONS AND TRAINING

OPERATIONS

The 37 ARRSQ has maintained the same alert posture which existed at the end of the 1 April - 30 June 1971 quarter.

Two HH-53's, alpha alert, were cocked for a 15 minute response and two additional aircraft, bravo alert, were standing by for a 45 minute response during daylight hours. After sunset, the alpha aircraft and crews maintained the capability for a 45 minute response for feet wet pick ups.

Two other Da Nang based Jolly Greens maintain a 15 minute response capability at our Forward Operating Location at Bien Hoa. This posture has allowed us to meet all mission requirements within our area of responsibility.

The squadron has also complied with the annual flying requirements and check flights as outlined in AFM 60-1 and AFM 51-4.

Operational data for the second quarter 1971 is as follows:

	<u>July</u>	<u>August</u>	<u>September</u>	<u>Total</u>
Flying Hours	451.9	411.0	492.5	1355.4
Sorties	192	169	196	557
SAR Hours	10.2	15.8	20.1	46.1
SAR Sorties	11	8	10	29
Combat Saves	0	13	2	15
Non-Combat Saves	13	0	8	21

During the month of September, one HH-53 aircraft was transferred from the 37 ARRSQ to the 40 ARRSQ at NKP to equalize the number of aircraft at each unit.

TRAINING

Training during this quarter and projected into half of next quarter has been subjected to a severe overload resulting from Santa Anna MCAS trained pilots arriving in unqualified status. A total of ten pilots required fifteen missions each to attain co-pilot status during this period. These additional missions were coupled with the required first pilot, aircraft commander, instructor pilot and flight examiner upgrades to replace vacancies created by DEROS. This situation generated a tremendous work load on the maintenance section and they responded with an outstanding effort enabling maximum sorties as requested by training. Adversely, pilots not actively engaged in upgrade training were limited to minimum quarterly requirements.

In unit upgrade of two maintenance personnel to flight engineer resulted in failure of both to meet minimum standards. This leaves the flight engineer section five under UDM perpetuating their scheduling problem.

Continuous training outlines have been constructed for flight engineers, rescue specialists and pilots. Aircraft systems review has been initiated for pilots and flight engineers to assure increased job proficiency. All flight crew members participate in SAR meetings and exchange ideas on actual SAR procedures and tactics thus assuring maximum dissemination of current information. Full implementation of the continuous training can be expected after the completion of the in-unit co-pilot upgrade projected for 31 Oct 71.

The following were upgraded to the indicated positions during this quarter:

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Major Murray	Flight Examiner
Major Lange	Flight Examiner
Captain Carskadon	Flight Examiner
LCDR Crowe	Instructor Pilot
LCDR Martin	Instructor Pilot
Captain Chapman	Aircraft Commander
Captain Colgrove	Aircraft Commander
Captain Tyler	Aircraft Commander
Captain Uljua	Aircraft Commander
Captain Wall	First Pilot
Captain Van Iperan	First Pilot
Captain Hart	First Pilot
Captain Johnson	First Pilot
Lt Col Moore	Co-Pilot
Captain Griffith	Co-Pilot
Captain Dake	Co-Pilot
Captain Sartori	Co-Pilot
Captain Jadrosich	Co-Pilot
Captain Sutton	Co-Pilot
Major Swenck	Co-Pilot
SSgt Minshew	1HM
SSgt Drayer	1HM
A1C Pecoraro	FERS
TSgt Young J.	IPRS
A1C Pearson	RS
A1C Young D.	RS
A1C Thompson	RS

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SSgt Panning RS

Plus the following Rescue Specialist from NKP:

Sgt Williamson RS

Sgt Brinson RS

A1C Webber RS

Sgt Perry RS

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CHAPTER III

FORWARD OPERATING LOCATION

During the past quarter the squadron continued to maintain two aircraft on alert at Bien Hoa. The personnel required for the alert status at the FOL consist of a Commander, four pilots, six enlisted crewmembers, and an average of six maintenance personnel.

All of these people are assigned to the FOL on TDY orders and are rotated back to the home unit on a regular basis. The unexpected adjustment of Major Charles E. Posey's DEROs date put Lt Col Harold R. Walthall in charge as FOL Commander on 24 Sep 71.

During the quarter aircraft on alert at Bien Hoa scrambled on eight occasions. As a result of these scrambles, two medical evacuations and one combat save in Cambodia were credited to the squadron.

In addition to SAR activity, a considerable number of training and VIP flights were logged at the FOL during the quarter. The total FOL training hours for the quarter were:

July.....36.1

August.....41.1

September.....34.5

Major maintenance problems faced during the quarter included, rotor head damper changes, the replacement of a hydraulic pump, a main gear box chip light as well as assorted AFCS problems. The biggest obstacle that had to be overcome in correcting these malfunctions was the time lost in supplying the maintenance force with the required parts.

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CHAPTER IV

MAINTENANCE

For most of the last quarter, the 37 ARRSQ had an assigned aircraft force of eleven HH-53C's and two HH-43F's. On 5 Jul 71 we gained one HH-53 from the 40 ARRSQ at Udorn RTAFB, Thailand, while on 10 Aug 71 we gained the two HH-43F's from merging the 3rd ARRG P Detachment 7 with the 37 ARRSQ. On 29 Sep 71 we lost one HH-53 to the 40 ARRSQ at Nakhon Phanom RTAFB, Thailand, thereby giving us a stable force of ten HH-53's.

A combined total of 24,214 possessed aircraft hours for HH-53's and 2,928 hours for HH-43's were made available during this quarter. Maintenance made available 18,250 HH-53 hours and 2,544 HH-43 hours in-commission, by maintaining an accumulative operational ready rate for the quarter of 79.5 percent for the 53's and 86.9 percent for the 43's. The remaining 20.5 percent for the HH-53, was consumed by an accumulative 13.8 percent NORM and 6.7 percent NORS rate, while the 13.0 percent remaining for the HH-43's was consumed by an 11.6 percent NORM rate, and a 1.5 NORS rate. The high NORS rate for the HH-53's was due to supply problems encountered during the month of August. The high NORS rate of 11.5 percent for August was primarily due to the lack of three major items. At this time the problem has been solved.

The number of operational ready hours made available by maintenance has continued to be well above the number required to support all mission requirements for the quarter, which are six SAR alert aircraft daily, FOL rotation, flight crew upgrade/training, local base rescue, and additional support missions.

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The manhour per flying hour cost factor remained well within standards during the quarter with an accumulative average of approximately 17 manhours per flying hour HH-53's and 20 manhours per flying hour HH-43's. This has been primarily due to an increase in personnel effectiveness and improved personnel management.

A total of twelve phase inspections were accomplished on the HH-53's during this quarter. This corresponds favorably with 1356 aircraft hours flown. The number of phases for the HH-43's was 2 with 119 hours flown.

The total number of time change items replaced during the quarter was 85. Some of the major items were 18 primary servos, 3 main rotor heads, 2 tail rotor heads, 26 dampers, 9 T-64 engines and 3 swash plates.

No major changes were made among the personnel on the maintenance staff during the quarter.

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CHAPTER V

ADMINISTRATION

This quarter was extremely busy for the 37 ARRSQ for hosting visitors. On 15 separate occasions we have welcomed visitors to our unit, including such distinguished personalities as General Catton, Commander, MAC; Brig General Old's Staff from USAF Safety; Colonel Sohle, Commander, 41 ARRWG; Colonel Leong, Commander, 3 ARRGPs.

During this quarter the OER/APR Section monitored approximately 75 OER/APR's without a single late report. Efforts are being made to continue the upgrading of the quality of the reports as well as to keep up our on time rate.

This quarter also saw the initiation of an Equal Opportunity and Treatment Program under the leadership of Captain's Roger Colgrove and Gary Dake. Their efforts included establishing a Human Relations Council which has subsequently become the model for other councils established at Da Nang. From the council meetings several major discontentments with the squadron were determined and the problems were solved before they reached the Commander. Also, as a direct result of the meetings, it was discovered that there were a number of people who were experimenting with addictive drugs. Captain Dake was designated Drug Abuse Officer and was able to convince five people to turn themselves in under the drug amnesty program. Three of these people have returned to duty with the squadron and have shown a strong desire to stay off drugs. Numerous personal problems are still unresolved and the

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future looks busy for the Human Relations Council.

PERSONNEL

This quarter saw a considerable drop in our total manning with an overall 89 percent manning level. We are authorized 197 enlisted men and have 174 assigned. We have 39 officers assigned against 42 authorized. By the end of October our manning will improve and action has been taken to aid our more critical AFSC's. The last of the Marine conversion pilots have arrived, giving us three pilots yet to be qualified.

Maintenance manning in AFSC 431X0C is improving and MAC is working to bring total 431X0C manning back to 100 percent. AFSC 534X0 suffered two unprojected losses in September bringing them down to 1 assigned with 3 authorized.

Aircrew manning has dropped this quarter. Pilot manning is at 95 percent which includes three unqualified pilots. Five of our most experienced pilots will DEROS in October. Most critical aircrew manning is in AFSC A43150C. At the end of the quarter, we had 10 qualified Flight Engineers and 1 unqualified Flight Engineer against an authorization of 15. Pararescue manning suffered three unprojected losses this quarter and total A932X0 manning stands at 25 against 30 authorized.

Total authorizations increased this quarter with the consolidation of the LBR unit. The following is a breakdown of the squadron manning by AFSC at the end of the quarter:

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<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>% MANNED</u>
10070	1	1	100
271X0	2	2	100
301X0	5	4	80
301X1	7	4	57
301X4	5	4	80
30194	1	0	0
325X0	5	6	120
39150A	2	2	100
421X2	5	5	100
421X3	3	3	100
423X0	6	6	100
431X0C	57	51	89
431X0B	5	9	180
A431X0C	15	11	73
A431X0B	4	4	100
43191	6	3	50
432X0	14	14	100
462X0	4	3	75
534X0	3	1	33
535X0	2	1	50
645X0	4	4	100
75172	1	1	100
70250	10	10	100
A923X0	30	25	75

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<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>% MANNED</u>
102XF	33	31	94
102XC	6	6	100
40XX	2	2	100
6424A	1	0	0

AWARDS AND DECORATIONS

During this quarter the following decorations were submitted for approval:

Distinguished Flying Cross.....	35
Air Medal.....	134
Bronze Star Medal.....	4
Air Force Commendation Medal.....	37

During this quarter the following decorations were awarded:

Silver Star.....	11
Distinguished Flying Cross.....	43
Air Medal.....	110
Bronze Star Medal.....	1
Air Force Commendation Medal.....	40

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CHAPTER VII

SAFETY

The third quarter of 1971 has been a busy quarter for the Safety Staff. There were no major or minor accidents in the explosives, ground, or flight safety areas, however, we were plagued with a considerable number of flying safety incidents. These incidents, together with the recent squadron move from the east to the west side of the Da Nang Airfield, has created the need for many changes in our procedures and a complete reorganization of our operating area to meet safety standards.

During this period five OHR's and four incidents were submitted. The following is a brief review of each:

OHR 71-11 and 12: The number 3 minigun ejection chutes had been modified by TCTO. The modification consisted of a pair of long chutes bracketed together and mounted on the gun mount. OHR 71-11 called attention to the fact that the new installation limited the mobility of the gun and caused expended brass and links to jam. The jams took 15 to 20 minutes to clear. OHR 71-12 was filed after two aircraft in the same day experienced bullet strikes from the number 3 minigun through the new chute modification. There was no other damage to the aircraft and no injury, but accident potential was great enough to warrant the immediate removal of the new chutes.

OHR 71-13: Aircraft Parking Brake. The parking brake was not set on an aircraft that was parked on the flightline. The setting of the parking brake was emphasized to all flight crews and maintenance personnel.

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OHR 71-14: Aircraft Grounding Wire. An aircraft was cleared to taxi by the ground crewman. The aircraft started to taxi, but was stopped when the groundman noticed that the ground wire was still attached. No damage was caused by this hazard. Specific emphasis has been directed to all crew members and ground personnel. A change to the checklist has been submitted to include a response for the ground wire when the pins and chocks are removed.

OHR 71-15: Transporting Bombs near Aircraft. A VNAF was driving a tug with two trailers in tow. Two F-4's took off and the VNAF removed his hands from the steering wheel of the tug to cover his ears for noise protection. The tug and trailers veered towards the parked helicopters and came dangerously close to the aircraft before the driver regained control of the vehicle. AFAT is giving safety instructions to all VNAF personnel.

Aircraft Incident 71-05: Loss of Aircraft Window. During a routine passenger/training flight a passenger heard a noise and saw the right number two cabin window leave the aircraft. The cause was failure of the cabin window. Crews have been briefed to check the condition and security of the windows on preflight and to remove defective windows before flight.

Aircraft Incident 71-06: Tail Rotor Blades contacted a tree on final approach to a tactical area.

Aircraft Incident 71-07: Main Rotor Tip Caps. The helicopter main rotor tip caps contacted a tree during hover operations while performing a practice tactical hoist.

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All tactical training areas and procedures are under review for compliance with the requirements of ARRSM 55-1. Additionally a minimum altitude of 100 feet above all obstacles throughout the tactical approach pattern has been established.

Aircraft Incident 71-08: Loss of Cabin Window in Flight. On take off the crew noticed that the number two left cabin window was missing. Dense jungle made recovery of the window impossible. No damage was incurred by the aircraft. Suspect failure of the cabin window seal due to deterioration.

The 37 ARRSQ has been blessed with many Staff Assistance Visits and Safety Survey Team Visits. On 24 Jul 71 the 366TFW Hospital was here to inspect our control of drugs and narcotics. The result was an excellent rating on our control, handling, and storage procedures. Our next visit was between 4 and 7 Aug 71 by the Air Force Inspector General Team. No discrepancies were noted in our safety program. Lt Col Kutz of USAF Safety and Major Lowe of 3 ARRG Safety were here on 5 Aug 71 to give assistance. Colonel Sohle of 41 ARRWG was visiting our squadron on 15 Sep 71. On 23 Sep 71, Major Lowe was here to perform a safety inspection and to assist us in preparing our new squadron area to meet safety standards. In addition to these visits, we've had our weekly and monthly scheduled inspections from the 366TFW personnel.

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There have been several special projects that were assigned to the safety staff. The Air Force Patch Program was surveyed within the squadron. The inspection and registration of all motorcycles owned by squadron personnel will be a continuing program. A means to reduce the effects of high noise levels will continue to be the responsibility of squadron safety personnel.

The current Squadron Safety Staff consists of the following individuals:

LCDR Roderick Martin III (USCG), Chief of Safety/Flying Safety Officer

Captain John R. Weimer, Explosive and Ground Safety Officer/
Asst Flying Safety Officer

SMSgt Lawrence Klug, Ground Safety NCO

TSgt James B. Barrett, Unit Safety NCO, Flying Safety NCO

TSgt Jon L. Young, Explosive Safety NCO

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CHAPTER VIII

FACILITIES

SQUADRON BUILDINGS

This quarter marked the completion of a massive relocation of squadron operations and maintenance from the east to the west side of the base. Our old facility was vacated and turned over to the VNAF in conjunction with the Vietnamese Improvement and Modernization Program.

Our new facility, which consists of two large hangars, 1722 and 1723, and the adjacent ramp area, was formerly occupied by the 1st Marine Air Wing. A large amount of construction was needed in order to provide a useable facility. The work, accomplished by the 554CES (Redhorse), required the construction of 10 revetments, stabilization of the area between our ramp and the parallel taxiway, and an Operations/Administration facility, constructed inside hangar 1723. Though delayed several times due to a shortage of material, it was finally completed and we were ready to move.

A prime consideration during the move was that there would be no degradation of our 15 minute alert posture and our SAR capability. With this in mind, a 3 day move was planned with all facilities not immediately essential to the mission going first and then all essential equipment and aircraft being moved the third day.

At 0800 on 13 Sep 71 the move was kicked off. During the next three days, with the use of 25 and 40 foot flatbeds from the motor pool, a 463L-25K Loader from the Aerial Port, forklifts borrowed

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and scrounged, and lots of hard work and sweat, the tons of aircraft parts, supplies, tools, and office equipment, as well as aircraft, were relocated. At 1400 on 15 Sep 71, while our "Alpha" birds were airborne, operations was terminated at building 711 and initiated at our new facility. This ended nearly 6 years in the old French Hangar. At 1600, the last pieces of equipment, including the Commanders desk, were removed.

The new "Home of the Jolly Greens" offers many advantages and improvements. They include almost 3 times the hangar space, a larger ramp area, and a Maintenance Control Office that has a complete view of the ramp and aircraft. The hangars, though in need of some repair and sprucing up, are relatively new and far superior to our old one. The maintenance personnel, who moved to the west side in Jun, now have only to walk across the street to work, instead of a 3 mile trip around the base. It is now the officers who will remain in building 559 on the east side that have the long trip to work.

To date, an outstanding job has been done by everyone in fixing up their work area and getting things "up tight". This, while maintaining the already heavy workload, is a tribute to the Jolly Greens.

The only upcoming changes to facilities are the FE and PJ quarters. Plans are for them to move from building 1048 in Gun-fighter Villege to building 1632 on the west side. This will be accomplished sometime in November, after repairs and modifications to 1632 are complete.

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ENLISTED BARRACKS

The problem of travel distance and time required to get to work were overcome in mid-September when the operations and maintenance sections were moved from the east to the west side immediately across the street from the enlisted barracks in the Camp Stokes Compound.

Extensive self-help efforts within the Camp Stokes area have continued during the quarter at an impressive rate. Most of the work that has been accomplished has been done on the individual huts. One of the biggest obstacles faced by the men in the process of revamping their quarters is the critical shortage of required material. An ambitious program has been started to complete hut improvements that include plans for a TDY barracks and a squadron day room.

The completion of two latrines has greatly improved both living conditions and morale.

The roads in the area have been covered with blue stone rock which will provide better conditions for personnel during the rainy season as well as improve the appearance of the compound.

FLIGHT ENGINEER SECTION

During this quarter the FE's completed the move to the new section in building 1723 on the west side of the base. The FE's converted the tin shell of a building into an alert lounge office and storage room. This was done by separating the area into three rooms, lowering the ceilings, putting up walls, painting and electrical wiring. As soon as tile becomes available, the floors will also be finished.

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PARARESCUE SECTION

The move from the east to the west side was accomplished in one day by the PJ Section. Settling into the new facility took a little longer since extensive cleaning and painting was required before the section was brought to an acceptable condition.

The cage for Stretch, a male Indian Python who serves as mascot for the section, was rebuilt and located in a secure location.

Refurbishment of the section will not be completed until tile becomes available for the floors.

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CHAPTER IX

PEDRO

LOCAL BASE RESCUE MISSION

The mission of the Pedro Section of the 37 ARRSQ, Da Nang Afld, RVN is to operate and maintain search and rescue equipment to accomplish air crew recovery, local base rescue, and evacuation missions as directed. The geographical area of responsibility for air crew recovery is a radius of action of 75 miles. The radius of action of local base rescue response with the Fire Suppression Kit, which is the primary mission, is 15 miles.

MAINTENANCE

This unit had two helicopters assigned during this quarter, both HH-43F models; SN #62-4508 and SN #62-4560. In July aircraft 62-4508 required a blade change. Aircraft 62-4560 went through it's 10th phase and had an engine change. TCTO 530, concerning flap cables, was performed on both aircraft during July. In August, aircraft 62-4560 required a blade change. Aircraft 62-4508 went through it's 12th phase inspection in September. During this phase the engine was changed and both shaft and housing assemblies were removed and replaced.

FACILITIES

The Detachment Commander's Office was built in the old facility through a self-help project. Other projects were cancelled pending the move to the west side of the base. On 12 Sep 71 Pedro became operational in their new alert area on Tango ramp beside

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Transient Alert and the taxiway/runup area. Many self-help projects were initiated to make the new alert facility more liveable. Desks were set up, walls painted, and pictures hung to begin the long list of proposed projects. After the first rain, many leaks were found and promptly plugged. A small cement ledge was built around the base of the equipment room, which has successfully held back the water from flooding the alert facility. Among the list of future projects will be tiling the floors, and installation of soundproofing ceiling material to protect the alert crews hearing, since the area is designated as a hazardous noise area. More painting and general repairs will be necessary, however, the main projects have been temporarily halted until the phase inspection is completed on aircraft 62-4508.

OPERATIONS

The following table reflects the unit flying time for the quarter:

<u>MISSION</u>	<u>SORTIES</u>	<u>FLYING TIME</u>
Intercept	229	40.7
SAR Recovery	14	6.5
Med Evac & Base Support	13	8.9
Training	94	107.9
Maintenance	6	4.1
Total	356	168.1

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

CHAPTER X

MISCELLANEOUS

GAZETTEER

A Shau Valley	228/27/Channel 69
Chu Lai AB, RVN	Ch 74 15 25'N 108 42'E
Da Nang Airfield, RVN	Ch 77 16 03'N 108 12'E
Hue Phu Bai	Ch 69 16 24'N 107 42'E
Korat RTAFB, Thailand	Ch 125 14 56'N 102 05'E
Monkey Mountain, RVN	040/06/Channel 77
Nakon Phanom RTAFB, Thailand	Ch 89 16 34'N 104 45'E
NSA Hospital, Marble Mountain, RVN	16 03'N 108 15'E
Quang Tri, RVN	Ch 103 16 46'N 107 10'E
Tan Son Nhut AB, RVN	Ch 102 10 49'N 106 39'E
Udorn RTAFB, Thailand	Ch 70 17 22'N 102 48'E

GLOSSARY

AC - Aircraft Commander

AFIT - Air Force Institute of Technology

AFSC - Air Force Specialty Code

Alpha Alert - SAR aircraft in SEA capable of responding to an aircraft in distress within 15 minutes during daylight hours and 45 minutes at night.

AP - Aerial Photographer

APR - Airman Performance Rating

ARRSQ - Aerospace Rescue and Recovery Squadron

BA - Bachelor of Arts

BS - Bachelor of Science

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

CONUS - Continental United States

CP - Copilot

DCO - Deputy Commander, Operations

DEROS - Date Eligible for Return from Overseas

Egress Route - Departure route from an area of SAR activity

Feet Wet - Flying over water

HM - Flight Engineer

Ingress Route - Route taken into a SAR mission objective area

Jungle Penetrator - A rescue device specifically designed to penetrate multiple-layered jungle canopies

PCS - Permanent Change of Station

PJ - Pararescueman

ROTC - Reserve Officers Training Corps

RVN - Republic of Vietnam

SAC - Strategic Air Command

SAR - Search and Rescue Mission

SEA - Southeast Asia

TDY - Temporary Duty

TFW - Tactical Fighter Wing

CITATION TO ACCOMPANY THE AWARD OF
THE SILVER STAR

TO

KARLTON I. BAKKE

Captain Karlton I. Bakke distinguished himself by gallantry in connection with military operations against an opposing armed force near Khe Sanh, Republic of Vietnam, on 26 February 1971. On that date, Captain Bakke, as Aircraft Commander of an HH-53 Rescue Helicopter, rescued two United States Air Force airmen from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area and complete disregard for his own personal safety, and despite the helicopter's receiving numerous hits by ground fire, Captain Bakke persisted in his hover over the two survivors until they were safely hoisted aboard his aircraft. By his gallantry and devotion to duty, Captain Bakke has reflected great credit upon himself and the United States Air Force.

Captain John R. Weimer Jr. distinguished himself by gallantry in connection with military operations against an opposing armed force near Khe Sanh, Republic of Vietnam, on 26 February 1971. On that date, as the First Pilot on an HH-53 Rescue Helicopter, Captain Weimer's efforts culminated in the rescue of two United States Air Force aircrewmens from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area and complete disregard for his own personal safety, and despite the helicopter's receiving numerous hits by ground fire, Captain Weimer calmly monitored the engine, transmission, and flight instruments; guarded the throttles; stood ready to take control of the helicopter in an emergency; and radioed progress of the pickup and ground fire positions throughout the rescue. By his gallantry and devotion to duty, Captain Weimer has reflected great credit upon himself and the United States Air Force.

JULY - 30 SEPTEMBER 1971

SUPPORT DOCUMENT #3

CITATION TO ACCOMPANY THE AWARD OF
THE SILVER STAR

TO

MICHAEL A. CURTIS

Airman First Class Michael A. Curtis distinguished himself by gallantry in connection with military operations against an opposing armed force near Khe Sanh, Republic of Vietnam, on 26 February 1971. On that date, as a Pararescue Specialist on an HH-53 Rescue Helicopter, Airman Curtis' efforts culminated in the rescue of two United States Air Force airmen from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area and complete disregard for his own personal safety, and despite the helicopter's receiving numerous hits by ground fire, Airman Curtis exposed himself to the hostile fire throughout the rescue effort to provide suppressive fire, preventing much greater damage to the helicopter, and insuring the safe rescue of the downed airmen. By his gallantry and devotion to duty, Airman Curtis has reflected great credit upon himself and the United States Air Force.

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SUPPORTING DOCUMENT #6
37 ARRS HISTORY, 1 JULY - 30 SEPTEMBER 1971

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR
(SECOND OAK LEAF CLUSTER)

TO

ROYAL A. BROWN JR.

39
Lieutenant Colonel Royal A. Brown Jr. distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Colonel Brown, as the Aircraft Commander of an HH-53 Rescue Helicopter, twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Colonel Brown was twice driven from his objective by withering ground fire which crippled his helicopter and wounded two crew members, making continued rescue attempts impossible. By his gallantry and devotion to duty, Colonel Brown has reflected great credit upon himself and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

HARRY S. COPPERTHITE JR.

Lieutenant Colonel Harry S. Copperthite Jr. distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Colonel Copperthite, as the Aircraft Commander of an HH-53C Rescue Helicopter, attempted the rescue of a wounded United States Navy Pilot from certain death or capture by hostile armed forces. With full knowledge that two other helicopter had been driven off by ground fire, and with complete disregard for his own personal safety, Colonel Copperthite attempted the rescue pick-up and was driven from his objective by withering ground fire which crippled his helicopter and wounded himself and one other crew member, making continued rescue attempts impossible. By his gallantry and devotion to duty, Colonel Copperthite has reflected great credit upon himself and the United States Air Force.

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SUPPORTING DOCUMENT #8

37 AIR FORCE HISTORY, 1 JULY - 30 SEPTEMBER 1971

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

FRANK J. PEHR

Major Frank J. Pehr distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Major Pehr was the Co-Pilot of an HH-53 Rescue Helicopter that twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Major Pehr monitored the engine, transmission and flight instruments; guarded the throttles; stood ready to take control of the helicopter if necessary; and radioed progress of the rescue attempt until he was severely wounded by withering ground fire which also crippled the helicopter. By his gallantry and devotion to duty, Major Pehr has reflected great credit upon himself and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

CHARLES G. JACK

42

Technical Sergeant Charles G. Jack distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Sergeant Jack was the Flight Engineer of an HH-53 Rescue Helicopter that twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Sergeant Jack twice exposed himself unarmed in an open doorway of the helicopter to direct the pilot's hover and operate the hoist, until withering ground fire crippled the helicopter and wounded two crew members, making continued rescue attempts impossible. By his gallantry and devotion to duty, Sergeant Jack has reflected great credit upon himself and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF
THE SILVER STAR

TO

STEVEN C. RHODY

Airman First Class Steven C. Rhody distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Airman Rhody was a Pararescue Specialist on an HH-53 Rescue Helicopter that twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Airman Rhody twice exposed himself on the rescue hoist outside the door of the helicopter to descend to help the wounded survivor on the ground, until withering ground fire crippled the helicopter and wounded two crew members, making continued rescue attempts impossible. By his gallantry and devotion to duty, Airman Rhody has reflected great credit upon himself and the United States Air Force.

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SUPPORTING DOCUMENT #11

37 AFESO HISTORY, 1 JULY - 30 SEPTEMBER 1971

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

MICHAEL A. CURTIS

Airman First Class Michael A. Curtis distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Airman Curtis was a Pararescue Specialist on an HH-53 Rescue Helicopter that twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Airman Curtis continued to expose himself manning his gun position after being wounded, until withering ground fire crippled the helicopter and wounded another crew member, making continued rescue attempts impossible. By his gallantry and devotion to duty, Airman Curtis has reflected great credit upon himself and the United States Air Force.