

HISTORY OF THE  
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON  
1 APRIL 1971 - 30 JUNE 1971

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United States Air Force  
DaNang Airfield, Republic of Vietnam

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PACIFIC AIR FORCES, UNITED STATES AIR FORCE

UHFA 175

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LT COL WILLIAM E. MOORE

A change of command on 28 Jun 71 put Lt Col William E. Moore at the reins of his first combat command, the 37 ARRSq, as well as in his first operational helicopter assignment following transition training. A West Point, Georgia native and veteran of 20 years Air Force service, Lt Col Moore has had an extremely diversified career.

Born on 19 Dec 29, Lt Col Moore graduated from Westpoint High School in 1947, going from there to two years study at North Georgia College at Dahlonega. At this time he transferred to the University of North Carolina at Chapel Hill, where he received a BA in Journalism and a ROTC commission in Jun 51.

Lt Col Moore went on active duty 16 Jul 51 with his first assignment being pilot training at Spence Field, Georgia, where he flew the T-6. He finished his pilot training at Williams, Moody and Tyndall where he flew F-80's and T-33's for the all-weather and gunnery phases of the syllabus.

His first operational assignment was flying F-84's with the 12th Strategic Escort Wing, Bergstrom AFB, Texas. During this tour his unit was deployed several times on a TDY basis to Japan, where they served an air defense role during the Korean conflict. He was also able to complete Squadron Officers School while at Bergstrom.

An overseas tour in 1955 flying F-84's with the 79th Tactical Fighter Squadron at Woodbridge, England was the next assignment for this career officer. This led to a transfer to a staff position with the 20th Fighter Bomber Wing at Wethersfield, where he served as a plans and special weapons

officer. In this capacity he had the opportunity to become operationally qualified in the F-100.

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 and ultimately back to Reese as an instructor. During his five year 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.

LT COL ROYAL A. BROWN JR.

Lt Col Royal A. Brown Jr. commanded the 37 ARRS, DaNang Airfield, RVN, during most of this quarter. He served 14 months with the 37 ARRS before returning to CONUS duties. His next assignment was pending, at publication time.

Lt Col Brown was born 21 Dec 23 in Flomaton, Alabama. He attended Auburn University in Alabama.

In 1944 he completed Aviation Cadets and was sent to the CBI (China, Burma, India) theater. While in this area he flew the A-26 and C-46 aircraft.

In Dec 45 he departed the theater from Shanghai, China, and was discharged from the Army in 1946.

In Dec 50 Lt Col Brown was recalled to active duty and was assigned to the 36th Tactical Fighter Wing at Furstenfelbruck, Germany. He remained in Germany until 1954, when he became a member of the 509th Tactical Fighter Wing (SAC) at Turner AFB, Georgia.

At this time SAC was beginning to build up its B-47 fleet and Lt Col Brown attended the AOB (triple rated) School for future Aircraft Commanders in the B-47.

In 1955 he was reassigned to the 380th Bomb Wing at Plattsburg AFB, New York. Here he performed duties in the Wing Standardization Section as a B-47 Aircraft Commander. His select crew attended three straight SAC bombing competitions, in 1956, 1957, and 1958.

In 1958 he was assigned to the Strategic Standardization Group at Barksdale AFB, Louisiana. He served four years in this position and was then sent to B-52 school and reassigned

to McCoy AFB, Florida.

In 1964, Lt Col Brown transferred to MAC as an Aircraft Commander in the C-135, at McGuire AFB, New Jersey. Here he became the Operations Officer for the 40th MAS.

In Feb 68 he was assigned to Nakon Phanom RTAFB, flying as an Aircraft Commander in the HH-3E. During his year in Thailand he became the Operations Officer and made 16 combat saves.

In Feb 69 he departed SEA and was stationed at the Special Weapons Center, Kirtland AFB, New Mexico, flying the C-135 in support of the Atomic Energy Commission.

In 1970 Lt Col Brown volunteered and was selected for an extremely hazardous mission with the Joint Chief of Staff Task Group. The mission was to forcibly rescue U.S. prisoners of war believed to be held prisoners at Son Tay, North Vietnam.

Lt Col Brown was selected as leader of the SAR element. During the raid he led his force precisely according to the plan which he had developed.

During egress from the target Lt Col Brown led his element into a known hostile area to recover two F-105 pilots who had ejected.

Lt Col Brown's decorations include the Silver Star with two Oak Leaf Clusters, the Distinguished Flying Cross with eight Oak Leaf Clusters, the Air Medal with six Oak Leaf Clusters, the Bronze Star, and the Air Force Commendation Medal. He also holds the Army Commendation Medal, the Vietnam Service Medal and the Vietnamese Campaign Medal.

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This was Lt Col Brown's first combat command, and the unit's record was outstanding. Lt Col William E. Moore assumed command from Lt Col Brown on 28 Jun 71.

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## CHAPTER I

## 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 building 711 on the East side of the DaNang runway.

## RESOURCES

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

Lt Col Royal A. Brown Jr.,        1 Apr - 27 Jun  
Lt Col William E. Moore,        28 Jun - 30 Jun

Other key personnel in the squadron were:

Executive Officer	Maj Joseph F. Mudd 1 Apr - 30 Apr
	Maj Charles E. Posey 1 May - 30 Jun
Operations Officer	Lt Col Harry S. Copperthite Jr. 1 Apr - 30 Apr
	Maj Joseph F. Mudd 1 May - 30 Jun
Administration Officer	Lt Col Clarence D. Fried 1 Apr - 30 Jun
Maintenance Officer	Capt William T. Carman 1 Apr - 30 Jun
Safety Officer	Maj Harold R. Walthall 1 Apr - 30 Jun
Standardization Officer	Maj Donald L. Jensen 1 Apr - 30 Jun

## CHAPTER 11

OPERATIONS AND TRAINING

## OPERATIONS

The 37 ARRSQ has maintained the same alert posture which existed at the end of the 1 Jan - 31 Mar 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 DaNang 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:

	April	May	June	Total
Flying Hours	436.4	444.6	427.1	1308.1
Sorties	146	153	151	450
SAR Hours	33.1	22.7	37.4	93.2
SAR Sorties	12	11	18	41
Combat Saves	5	1	2	8
Non-Combat Saves	0	3	0	3

During the month of June two additional HH-53 aircraft were transferred from the 40 ARRSQ at Udorn RTAFB to the 37 ARRSQ to equalize the number of aircraft at each unit.

Five SAR missions have resulted in 11 lives saved during this quarter. Eight of the 11 were combat saves. The first mission was on 9 Apr 71. Lt Col Fried and crew rescued 4 indigenous personnel with damage to his aircraft and two wounded pararescuemen. The second mission of the quarter, led by Capt Glen W. Walder, brought about the rescue of a downed Navy A-7E pilot. Captain Walder accounted for three more saves on 12 May 71 when he picked up the crew of an Army helicopter on the beach near Quang Tri. The fourth mission involved the pick up of a crew member from a crashed Army O-1 on 24 May 71 by Maj Robert H. Heiges. The final mission of the quarter was led by Maj Donald L. Jensen on 4 Jun 71 and resulted in the rescue of two downed OV-10 crew members.

Personnel standing alert at the FOL responded to several scrambles during the quarter, but no actual SAR activity was recorded.

The personnel required to maintain the alert status at Bien Hoa consisted of a commander, four pilots, and six enlisted crew members. The FOL was also completely manned with a maintenance staff of seven airmen.

#### TRAINING

During the quarter the following personnel were upgraded or qualified in the positions noted:

##### Pilots

Maj Robert H. Heiges to Flight Examiner

Maj Gerald J. Lange to Instructor Pilot

Maj Joseph F. Mudd to Instructor Pilot

Maj Reginald A. Murray to Instructor Pilot

Capt Bruce M. Carskadon to Aircraft Commander

Capt Charles R. Cole to Flight Examiner

Capt Roger T. Colgrove to First Pilot

Capt Edward E. Cunningham to First Pilot (40 ARRSQ)

Capt Norman R. Foley to First Pilot

Capt John C. Graves to Instructor Pilot

Capt John N. Komich to Instructor Pilot

Capt Stephen R. Tyler to First Pilot

Capt Glen W. Walder to Instructor Pilot and Flight Examiner

Enlisted Crew Members

MSgt Willard S. Richards to Instructor Flight Engineer and Flight Examiner Flight Engineer

TSgt James B. Barrett to Flight Examiner Flight Engineer

TSgt Harvey R. Pickelsimer to Instructor Pararescueman

SSgt Robert H. Rogers to Instructor Flight Engineer

The training section also entered a unique phase during the latter part of the quarter. We have begun in-unit training of five pilots who did not attend the Special Aircrew Training School at Eglin AFB. Their H-53 training took place at Santa Anna MCAS in CH-53's. A formal program has been established to provide expedient and comprehensive training in the several areas not included by the Marine Corps but required for the rescue mission.

## CHAPTER III

MAINTENANCE

For most of the last quarter the 37 ARRSQ had a stable assigned aircraft force of nine HH-53C's. On 25 Jun 71 we gained one HH-53C from the 40 ARRSQ at Udorn RTAFB, Thailand. This was the first of two HH-53C's projected for gain by this unit. The second aircraft is projected to be gained on 2 Jul 71.

A combined total of 19,764 possessed aircraft hours were available during this quarter. Maintenance made available 16,282 in-commission hours by maintaining an accumulative operational ready rate for the quarter of 82.4 percent. The remaining 17.6 percent of possessed hours were consumed by an accumulative 14.4 percent NORM and 3.2 percent NORS rate. 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 upgrading/training and additional support missions.

The man-hour per flying hour cost factor remained well within standards during the quarter with an accumulative average of approximately 19 man-hours per flying hour. This has been primarily due to increase in personnel effectiveness and increased personnel management.

A total of 14 phase inspections were accomplished during this quarter. This corresponds favorably with 1,312 aircraft hours flown. The number of NORM hours required per phase inspection remained higher than established standards during this period as a result of the continuation of refurbishment

and corrosion control programs. Maintenance established these programs in an effort to restore and maintain the assigned aircraft in a "like new" condition.

Two assigned aircraft received battle damage during the quarter. One occurred in April and one in June.

The total number of time change items replaced during the quarter was 127. Some of the major items were eight tail rotor blades, six main rotor heads, five tail rotor heads, 41 dampers, nine T-64 engines, and six swash plates. This is a sharp increase over the preceding quarter as a result of the increased accumulative flying hours on assigned aircraft.

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

## CHAPTER IV

ADMINISTRATION

## ADMINISTRATION

This previous quarter has been extremely busy for hosting visitors. On 18 separate occasions the 37 ARRSQ has opened its doors for visitors including such individuals as Secretary of the Air Force Robert Seamans and Brigadier General Everest, Commander of the Aerospace Rescue and Recovery Service.

The OER/APR section processed a total of 27 OER's and 98 APR's during this quarter. None of these reports were charged as late by the CBPO. Each of the squadron sections have actively supported the OER/APR program.

## PERSONNEL

The squadron was 101 percent manned at the end of the quarter with an assigned strength of 224 men. We are authorized 185 enlisted personnel and have 185 assigned. We had 39 officers assigned against an authorization of 36. This coverage is temporary and will return to less than authorized when six pilots DEROS in early July. We received five pilots this quarter who are not qualified in rescue procedures. They received CH-53 training with the Marine Corps at Santa Anna MCAS, Santa Anna, California.

Maintenance manning in AFSC 431X0C continued to improve this quarter with 60 assigned against an authorized 57 spaces. A problem still exists in the 431X0C skill level balance. We are authorized ten 43170C's and on 30 Jun 71 we were 40 percent manned with four assigned.

Our aircrew manning has improved this quarter. Pilot manning has increased to a temporary peak of 109 percent of authorized with 36 assigned against an authorization of 33. Flight Engineer manning has increased to 100 percent of authorized with 15 assigned. Pararescue manning has increased to 103 percent with 31 assigned.

The following is a breakdown of assigned aircrew members at the end of the quarter:

	Assigned	Authorized
Pilots	*33	*30
Flight Engineers	15	15
Pararescue Specialists	31	30

\*Does not include the commander, operations officer, and standardization officer.

We gained 17 pilots and lost 11 this quarter. Four Flight Engineers were reassigned while six reported for duty. Six Pararescuemen departed PCS during the quarter and 13 were gained. The following is a breakdown of the squadron manning by AFSC at the end of the quarter. Authorized levels are those published in the UDL.

AFSC	Authorized	Assigned	% Manned
10010	1	1	100
271X0	2	0	0
301X0	5	4	80
301X1	7	6	85
301X4	5	4	80
30194	1	2	200
325X0	5	5	100

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>	<u>% Manned</u>
39150A	2	2	100
421X2	5	6	120
421X3	3	3	100
423X0	6	6	100
431X0C	57	60	105
A431X0C	15	15	100
43191	5	4	80
432X0	13	14	107
462X0	4	4	100
534X0	3	2	66
535X0	2	1	50
645X0	4	5	125
70250	9	9	100
75172	1	1	100
A923X0	30	31	103
102XF	33	36	109
40XX	2	2	100
6424A	1	1	100

## AWARDS AND DECORATIONS

During this quarter the following decorations were submitted for approval:

Silver Star	22
Distinguished Flying Cross	39
Air Medal	118
Bronze Star Medal	1
Air Force Commendation Medal	40

During this quarter the following decorations were awarded:

Distinguished Flying Cross	23
Air Medal	79
Bronze Star Medal	6
Air Force Commendation Medal	30
Purple Heart	2

## CHAPTER VI

SAFETY

The 37 ARRSQ remained accident free during this quarter. There were no major accidents or incidents in the ground or explosives safety areas during this period.

Two minor flying incidents were reported. The following is a brief resume of each:

Incident 71-03, Aircraft Cabin Emergency Escape Hatch; Prior to a planned air refueling, airspeed was reduced to 55 KIAS and an attempt was made to install the hatch for proper aircraft configuration. While in the process the hatch blew out the hatch opening. Two of the recommendations submitted for preventing a reoccurrence were the installation of a hatch safety strap or redesigning the hatch so that it is hinged at the top so that it may be raised and stowed, rather than removed.

Incident 71-04, Aircraft Landing Gear Malfunction; While preparing for a landing at CamRanh Bay, the nose gear did not fully extend and the warning light in the gear handle remained illuminated. The emergency gear handle was pulled, but the gear indicating system continued to warn of an unsafe condition. Mattresses were prepared to cushion the landing, but were not used as the gear indicated down and locked on short final. The landing gear pins were installed upon landing. Research for the cause of this incident is still being conducted.

The squadron processed six OHR's during this quarter: OHR 71-05, concerning the aircraft ramp door, was submitted

after a successful SAR effort during which the ramp door fell and hit the number three gunner, impairing his ability to return enemy ground fire. The doors of all assigned aircraft were inspected and adjusted to prevent a repeat of this hazard. OHR 71-06 was a repeat of OHR 71-03 processed last quarter concerning the trash dump adjacent to our flight line. Corrective action was taken and more limitations placed on the individuals concerned in hopes that the problem will not occur again.

OHR 71-07 was written to indicate the limitations of a new restraining harness and strap that had been developed to replace existing equipment. After much debate and further testing of the harness assembly, the old type harness remains on the aircraft, but it is to be replaced when and if the designers can produce a better assembly.

OHR 71-08 was submitted as a result of repeated false fire warning indications. A survey of all units was conducted to determine the necessity of redesigning the warning system. This system was determined to be inadequate and is presently being redesigned.

OHR 71-09 showed a discrepancy in the briefing of passengers being transported. A 37 ARRSQ passenger briefing checklist has been published.

OHR 71-10 concerns the formation of windshield and cockpit fog during a rapid descent from a high altitude holding position to a low altitude Initial Point. The windshield anti-icing system was thought unnecessary for operation in this tropical

climate. The possibility of reactivating the anti-ice system or developing a new system is under study as a result of this report.

A staff assistance visit was conducted by the 41st ARRWG during the period 8-11 April. No major discrepancies were noted. The Bien Hoa FOL had a safety survey in May and received an excellent rating. An annual safety survey was conducted by a team from 3rd Group from 9-11 June. Lt Col Foster headed the survey team which consisted of eight other personnel representing the various staff agencies in the squadron. The overall evaluation was excellent.

The current squadron safety staff consists of the following individuals:

Maj Harold R. Walthall - Chief of Safety, Flying Safety Officer

Lt Roderick Martin III (USCG) - Ground Safety Officer

Capt John R. Weimer Jr. - Explosive Safety Officer

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

TSgt Jon H. Young - Explosive Safety NCO

SSgt Jerry L. Burchfield - Assistant Safety NCO

## CHAPTER VII

FACILITIES

This quarter marked the start of a massive relocation of all squadron facilities to the other side of the base. The move is being accomplished as a result of a 7 AF request for the 37 ARRSQ to turn over its present facilities to the VNAF as soon as possible.

The actual moving process was kicked off on 21-25 June when the non-flying enlisted personnel moved from their old barracks to the Camp Stokes area, the former barracks of the Marine Corps military police, on the west side of the runway. The men accomplished the move in shifts during slack periods and in no way degraded the mission capabilities of the squadron during the process.

Plans for the actual movement of the operations, maintenance and administrative sections to move to the new facilities were still pending at publication time despite the funding and priority status given this move by the host base. This is primarily a result of materiel shortages that preclude the construction of plant facilities such as revetments, office space, and communication lines necessary to sustain 37 ARRSQ mission capability. A "ball park" guess for when this portion of the move will be completed would be the latter part of August.

## ENLISTED BARRACKS REHABILITATION PROGRAM

The move by the enlisted personnel to the Camp Stokes area, while definitely a mixed blessing, contains far more advantages than disadvantages.

A temporary disadvantage faced by the men is the distance they have to travel to and from work, compounded by the inherent transportation problems of the base. When actual operations are moved to the west side, however, they will be much closer to their work areas than they were in their old barracks.

Another problem faced by the enlisted men is the extensive self-help efforts that are going to be required to rehabilitate both their quarters and the area in general. This factor is counter-balanced by the large increase in actual living space afforded each man as well as the Marine Officer and Senior NCO Club that came with the area. This air conditioned, fully equipped club is as good or better than any club on base and was renamed the Jolly Inn.

#### FLIGHT ENGINEERS SECTION

During this quarter the Flight Engineers converted an unused area between the alert briefing room and the Flight Engineers section into an alert lounge. This consisted of making a door between the two rooms, lowering the ceiling, paneling the walls, painting, wiring, and laying tile. New tile was also laid in the Flight Engineer office. A coffee bar was manufactured for the lounge, out of scrap lumber and a salvaged Huey rotor blade.

#### OFFICERS' QUARTERS AND LOUNGE

The building custodian now has control of the entire lower floor of building 559 for room assignments during in-processing. The Lounge Committee traded an old boat, motor

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and trailer for a 20 cubic foot upright food freezer. This trade provided additional food storage space which was much needed.

## CHAPTER VIII

MISCELLANEOUS

## 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

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

first light - dawn

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

## SAVES

<u>Number</u>	<u>Survivor's Name</u>	<u>Rank</u>	<u>Date</u>	<u>Mission Number</u>
614	Indigenous Person	--	9 Apr 71	A-3-016-09
615	Indigenous Person	--	9 Apr 71	A-3-016-09
616	Indigenous Person	--	9 Apr 71	A-3-016-09
617	Indigenous Person	--	9 Apr 71	A-3-016-09
618	Richard E. Forman	1 Lt	18 Apr 71	A-3-017
619	Alvin R. Simon	SP/5	12 May 71	A-3-018
620	Gary Westphal	Sgt	12 May 71	A-3-018
621	Bjarni O. Bradwell	WO1	12 May 71	A-3-018
622	Robert A. Wolff	1 Lt	24 May 71	A-3-020
623	Sam Ross	Maj	4 Jun 71	A-3-021
624	Art Moxon	Capt	4 Jun 71	A-3-021