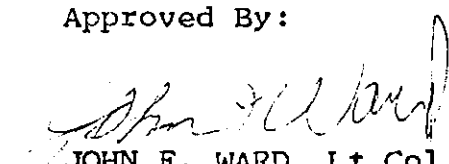


HISTORY
OF THE
38TH AEROSPACE RESCUE & RECOVERY SQUADRON

1 April 1971 - 30 June 1971

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3RD AEROSPACE RESCUE AND RECOVERY GROUP, 41ST AEROSPACE
RESCUE AND RECOVERY WING, HQ AEROSPACE RESCUE AND RECOVERY
SERVICE, MILITARY AIRLIFT COMMAND, UNITED STATES AIR FORCE

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CHAPTER I

MISSION AND ORGANIZATION

Mission

The mission of the 38th Aerospace Rescue and Recovery Squadron is to command, control and provide administrative and logistical support for the Local Base Rescue (LBR) detachments operating in the conduct of aircrew recovery, local base rescue, fire suppression and evacuation missions.¹

Organization

Command Organization

The 38th Aerospace Rescue and Recovery Squadron is assigned to the 3rd Aerospace Rescue and Recovery Group (MAC) for command and control. The 38ARRS, in turn, exercises command and control over ten LBR detachments, in SEA.

Location of Resources

The 38ARRS is located at Tan Son Nhut Air Base, Republic of Vietnam, and is collocated with the 3ARRG. Subordinate units and their respective locations are:

Detachment 1, 38ARRS, Phan Rang AB, RVN

Detachment 3, 38ARRS, Ubon RTAFB, Thailand

1. 3ARRG Regulation 23-5, 19 May 69

Detachment 4, 38ARRS, Korat RTAFB, Thailand

Detachment 5, 38ARRS, Udorn RTAFB, Thailand

Detachment 6, 38ARRS, Bien Hoa AB, RVN

Detachment 7, 38ARRS, DaNang AB, RVN

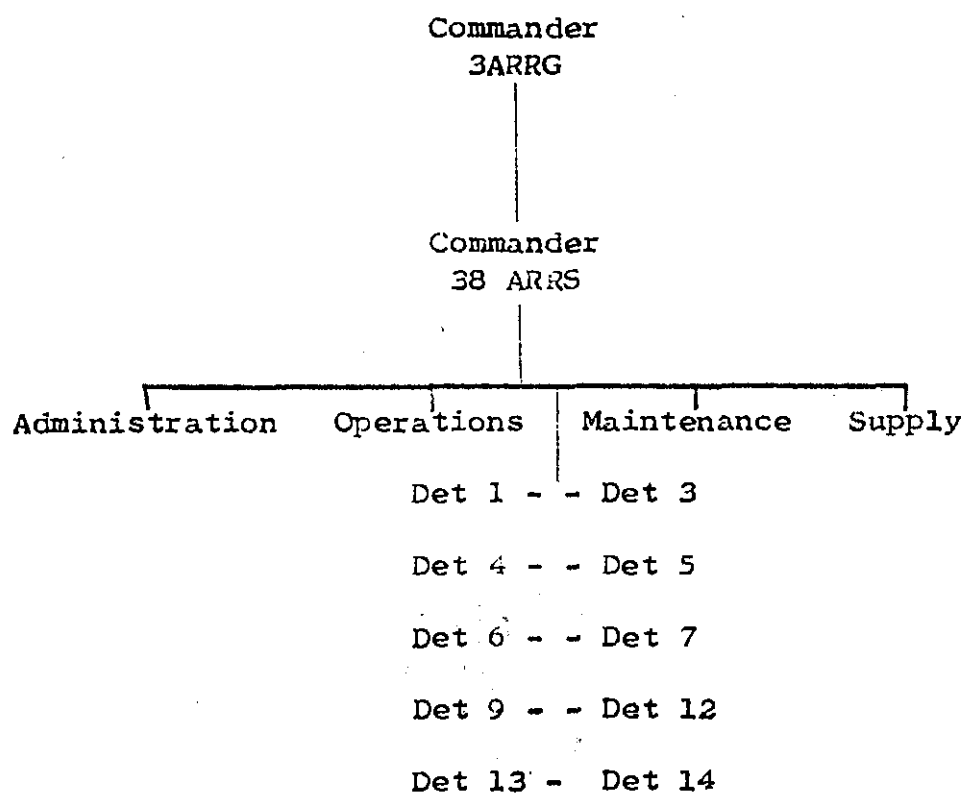
Detachment 9, 38ARRS, Nakhon Phanom RTAFB, Thailand

Detachment 12, 38ARRS, U-Tapao RTAFB, Thailand

Detachment 13, 38ARRS, Phu Cat AB, RVN

Detachment 14, Tan Son Nhut AB, RVN

38TH ARRS
ORGANIZATION CHART



CHAPTER II

RESOURCES

PersonnelAuthorized Versus Assigned

The following table depicts the manning situation throughout the 38ARRS as of 30 June 1971:¹

	<u>AUTHORIZED</u>	<u>ASSIGNED APRIL</u>	<u>ASSIGNED MAY</u>	<u>ASSIGNED JUNE</u>
Officers	65	65	65	78
Airmen	133	120	134	165
Total	195	185	199	243

PERSONNEL LOSSES

None.

Roster of Key Personnel

Lt Col John F. Ward, [] Commander

Major Stanley O. Schaetzle, [] Operations Officer

Captain Lorenzo M. Crowell, Jr., [] Aircrew
Standardization Officer

Captain Ronald King, [] Maintenance Officer

Captain Hoyt R. Evans, Jr., [] Administration Officer

1st Lt Howard R. Wallace, [] Supply Officer

Major James O. Dritt, [] Commander, Det 1

PCN 3707A, Military Airlift Command Unit Dated Listing as of
30 June 1971

Major Lowell D. Ketchum,	Commander, Det 3
Major Richard H. Heitz,	Commander, Det 4
Major Preston E. Koentop,	Commander, Det 5
Captain Richard A. Allgood,	Commander, Det 6
Major Stanley L. Thompson,	Commander, Det 7
Major Bobby S. Lay,	Commander, Det 9
Major Eric J. Moore,	Commander, Det 12
Major Allan L. Gruer,	Commander, Det 13
Major Louis C. Lewis, Jr.,	Commander, Det 14

Aircraft

A of 30 June 1971, the total authorized aircraft assigned was 15 HH-43B and 6 HH-43F aircraft. During the quarter, TCTOs LH-43(H)-526, 527, 528, and 529, were completed on assigned aircraft. The following one time inspection was accomplished on our aircraft during this quarter:

- a. 17 May 71 - Inspection of cargo hook manual release.

There were no aircraft transfers during this quarter.

Aircraft Inventory

<u>Type/Model/Series</u>	<u>Authorized</u>	<u>Assigned</u>
HH-43B	15	15
HH-43F	6	6
TOTAL	21	21

Facilities

There have been no changes in the facilities of Headquarters, 38ARRS.

CHAPTER III

OPERATIONS

Saves

There were four combat saves and twenty noncombat saves logged by PEDRO units throughout the theater.¹

Combat Losses

There were no combat losses during the quarter.

Safety of Operations

There were no flying, ground or explosive accidents during this quarter.

Awards and Decorations

The total number of awards and decorations presented to individuals of the 38ARRS is included in the history of the 3ARRG for this same quarter.²

Hours Flown

Unit aircraft (HH-43B/F) flew 1,874.9 hours during the period 1 April through 30 June 1971.³

1. 3ARRG Saves Log, Apr thru Jun 1971

2. See 3ARRG History, Apr-Jun 71, for names and order numbers

3. 3ARRG Monthly Maintenance Summary, June 1971

CHAPTER IV

MAINTENANCE AND SUPPLY

MaintenanceMaintenance Manning

The overall manning of the 38ARRS for the 4th quarter of FY 71 was 100%.¹ The manning percentage within each skill level is as follows:

Officers	100%
Nine-Level	100%
Seven-Level	136.4%
Five-Level	79.6%
Three-Level	633.3%

OR/NORM

The Operational Ready (OR) and Not Operational Ready Maintenance (NORM) rates for the quarter are as follows:²

	<u>% NORM</u>	<u>% OR</u>
April	7.6	88.1
May	11.0	86.0
June	13.7	82.0
AF Standard	24.0(Max)	71.0(Min)

1. 38ARRS RCS: 1-MTC-K7 for Apr-May-Jun 71.

2. PCN 22003A Vehicle Status Report for Apr-May-Jun 71.

Supply

The squadron NORS rate was below the Air Force standard for this quarter.³ We feel this reflects the continuing effort of all personnel associated with supply to maintain the Air Force standard of five percent. Fuel controls on L1B engines, which have been a major contributor to NORS time in the past, will be eliminated as a result of the Pacer Bronze program.

	<u>NORS</u>
April	4.3
May	3.0
June	4.3
AF Standard	5.0(Max)

3. Ibid

SUMMARY OF DETACHMENT ACTIVITIESDetachment 1

During this quarter, the detachment lost a number of people including Major Dritt (Detco), Capt Bennett (IP), SMSgt Mills (Maintenance Superintendent), SSgt Cockey, and SSgt Fisher (IP HM). The 431XOB manning was becoming more critical each month. Action however, has been taken through the local CBPO and personnel section of the 3ARRG to obtain assistance.

Operations activities remained at a normal level throughout the quarter. Major Schaetzle, Capt Crowell and Capt Menze arrived on 11 Apr for night over water training. Continuation and proficiency training remained the hallmark of an advanced state of readiness and competence. Capt Klingbeil assumed the duties of Operations Officer for the greater part of June until Capt Biezard could transition into the position. Lt Col Edwards and Capt Connally, from 3ARRG, arrived for night over water hoist training on 30 June; Capt Connally remained to administer additional flight evaluations.

The maintenance function continued to provide outstanding support this quarter. Several TCTOs were accomplished

including installation of a loud hailer and eight special inspections on various aircraft items/systems during April. Numerous small items waiting for supply items were also completed such as velco type installations for shoulder harness, flourescent paint for droop stops, etc.

Facilities improvements progressed rapidly, including the completion of all work on the alert crew bunker and surrounding area.

Special Activities:

An orientation visit was conducted by Col Dumontier (ARRS/DP) and Col Reynolds (ARRS/DO) on 18 Apr from 1035 to 1210. After a briefing by the commander, briefings were presented by them in their respective areas of responsibility, followed by an informal question and answer discussion period with all members of the detachment participating.

An annual Accident Prevention Survey by 3ARRG was completed on 1 June with a rating of satisfacotry.

A 180-Day MSET visit was also conducted during the month of June with the same satisfactory rating.¹

1. Commander's Monthly Report

Detachment 3

April, May and June continued to be good months for Det 3. Manning in all areas has remained good. The pilot status in particular was excellent with six qualified ACs. Six qualified firemen put the unit in good shape for the quarter. The few losses in June were immediately replaced.

The firepit area was completely reworked during the month of May. Minor repairs were made on the F-4 mockup in May; this put the firepit area in real good shape.

Throughout the quarter no major problems developed.²

Detachment 4

Accomplishment of the detachment during the time were many and varied. A letter from the Air Chief Marshal, Royal Thai Air Force stated "the able assistance and cooperation that Det 4, 38ARRS, has rendered to the Royal Thai Air Force and other agencies of the Royal Thai government in many areas of operation". Det 4 was the first unit on Korat RTAFB to attain 100% participation in the 1971 Savings Bond Campaign.

Average quarterly OR rate was 90.7%, average NORM rate was 8.3% and the average NORS rate was 1.0%. No particular supply or maintenance problems were experienced during the quarter, nor were any anticipated in the near future.

2. Ibid

(Det 4, cont'd)

By the end of the quarter, both officer and enlisted ranks were at 100%.

On 20 April, Col DuMontier and Col Reynolds from Rescue Headquarters visited the detachment. Col DuMontier (DP) gave a short presentation to detachment personnel concerning MAC assignment procedures and the outlook for future changes.

Korat RTAFB was selected as the Queen Bee site for Pacer Bronze.

Continued problems were encountered with the local CBPO on OERs. Repeated visits have not improved the situation but it is hoped that there will be some change forthcoming.³

Detachment 5

During the quarter, the detachment flew an average of 77 sorties and 58.5 hours. Capt Connally was sent on extended TDY to 3ARRG as a standardization pilot. To replace him, Capt Ricketson was "cross trained" to handle the responsibility of operations. One problem area is the new firepit under construction. Base Civil Engineers have informed the detachment that the project is costing considerably more than first estimated and that they ran out of funds in June. In addition,

3. Ibid

(Det 5, cont'd)

one of the taxiways deteriorated to the point where all equipment had to be diverted to reconstruction on a priority basis. No new estimate has been given for completion of the new pit; Although the work is approximately 75% complete at this time. In the meantime, the old fire pit will have to be utilized.

The average OR rate for the quarter was 95.2%; average NORM rate was 4.8%; and the average NORS rate was 0%. A special project during the month of May was the cleanup and beautification program. This included the painting of all buildings assigned to the detachment. During the month of June, the Maintenance Section was visited by the 13AF Inspector General and rated Satisfactory with only three minor discrepancies.

✱ Efforts were made to update master publications files. All Detachment Operating Instructions (DOI) were under revision and completed by May 71.

There were a number of projects to improve all detachment facilities. In May the port-a-camp trailer was repainted to provide protection during the monsoon rains and to improve its general appearance. A boardwalk was constructed to provide a walkway from the trailer to the detachment. The maintenance

(Det 5 cont'd)

hooches, alert lounge and the outside of the detachment building including the Pedro signs were repainted. The Base Civil Engineers have decided to put on a new roof but no estimate for completion has been given.

There were a number of visits scheduled during the quarter. During the month of April, the unit received a Safety Survey from 41ARRW and 3ARRG, plus a 180-Day Maintenance Inspection from 38ARRS. In addition, staff visits were made by Hq ARRS, DM, DO and DP; and 38ARRS/DM. Commander, ARRS, made a visit on 6 June. He was briefed on unit operations and conducted on a tour of the facilities. He then spent about an hour chatting with the troops and talking about ARRS.

The detachment made two noncombat saves during April; one on 1 Apr and one on 26 Apr. The unit received the Base White Broom Award for the second month in a row for being FOD free and the best appearing flight line area on the base.

✱ Udorn has been selected as a Queen Bee Site for the Pacer Bronze project. At this time no firm date has been established for the initiation of this project.⁴

4. Ibid

Detachment 6

During the month of June, the Operations Section progressed normally. All crew members became fully current for the quarter. With the addition of Capt Diamond and Capt Hill, pilot manning reached full strength. Although practice fires for the quarter were completed, the number of firefighters still remains a problem since the detachment will go to three by the second week of July due to PCS assignments. The performance of the detachment during the last week of April is indicative of the unit's ability. The detachment was hard hit by TCTOs and one-time inspections. The first phase also came due on aircraft 63-9714 which was not programmed until the first week of May. The phase was no major problem, but a 400 hour Hot Section Inspection was due on the engine and since the detachment did not have an engine man assigned as yet, the detachment had to borrow SSgt Flynt (Det 14 engineman) who was not fully checked out on the engine, however, he still managed to do an outstanding job. Even though the detachment was down to three people to perform maintenance, it managed to maintain 94% OR and a total of 56.6 hours flown.

(Det 6 cont'd)

Visits from DVS included Col DuMontier (DP) and Col Reynolds (DO), Hq ARRS. They were accompanied by Lt Col Ward, Commander, 38ARRS. A briefing was presented and a question and answer period followed. Col Pinyerd, Commander, 3ARRG, visited Det 6 on 23 Apr. SSgt Robert K. Martin, the last PJ assigned to Det 6, was presented the AFCM for his efforts in rescuing injured crew members from the wreckage of a C-123 near Phan Rang. During May, Capt Franklin and Capt Troolin were presented Air Medals by Col Vette, Vice Commander, 41ARRW. MSgt Thomas Brown was awarded the Bronze Star Medal for meritorious service.

The overall support received by this detachment from the host base is very commendable. However, due to the uncertainty of future base closure plans, the host base support capabilities could create definite hardships in specialist support and aircraft parts other than those presently in the WRM kit.⁵

Detachment 7

The unit spent time entertaining inspection teams from all echelons. The list included Major Murden's team from the 41ARRW on 12 Apr; Col Robinson, ARRS/DM, on 12 Apr; Col DuMontier, DP and Col Reynolds, DO, Hq ARRS, on 15 Apr; Col Pinyerd, Commander, 3ARRG, on 24 Apr. Additionally, we flew

(Det 7 cont'd)

General Clay, Commander, 7AF, and staff to Monkey Mountain.

During Col Vette's visit, the unit encountered an unfortunate incident in that an O-2 with a cocked nose gear type emergency crashed a half-mile south of DaNang. Unfortunately, through a communication problem which exists here at Det 7, the alert aircraft had been towed with blades down and tie-down equipment installed, back to the maintenance revetment which is approximately a half-mile away. This towing of the alert aircraft was an incorrect assumption on the part of the maintenance personnel in that they assumed that the aircraft had taken Col Vette to Monkey Mountain and was not now on alert. The maintenance personnel were anxious to get started on the pending TCTO change for this particular aircraft. More details of time, causes and factors have already been sent to 3ARRG. Positive steps and procedures have been established to correct any problems in this area in the future.

A constant question heard from members of the detachment is why the need for so many visitors and inspections. Personnel are spending more time worrying and taking care of the

(Det 7 cont'd)

visitors than they are taking care of their normal duties.

The host base Office of Information is making news releases and hometown releases concerning our mission on 29 June. News clipping and/or pictures will be forwarded for use by the 3ARRG Historian as they become available.⁶

Detachment 9

Operations Summary: Average monthly flying time for the quarter was 80.8 hours; average monthly scrambles (Cat I and II) was 29. Maintenance Summary: Average OR rate, 84.9; NORM rate, 13.3; NORS rate, 1.8.

There were two primary visits during the quarter. Col Vette, Vice Commander, 41ARRW, visited on 19 May. The 13AF IG inspected the detachment on 22-23 May; the rating was satisfactory but the formal inspection report has not been received at this time.⁷

Detachment 12

Activities at Det 12 continued on rather uneventfully although there was a significant turnover in the number of personnel. The maintenance section was kept busy throughout the quarter with a rehabilitation project on the helicopters.

6. Ibid

7. Ibid

(Det 12 cont'd)

Two inspections in particular gave the detachment a thorough going over. The 41ARRW Satey Team visited the detachment in April. They reported that conditions "were greatly improved". Of the items brought to the detachment's attention, nearly all have been corrected with the others nearing completion. The 13AF IG gave the detachment a good rating in all areas except the life support area. Some helmets were written-up for extra length screws being installed and the radio in the survival vest was overdue for inspection although the vest was not.⁸

Detachment 13

Although in general the quarter was fairly routine, by June the detachment was busy sprucing up for Pacer Bronze and the Safety Survey/Staff Assistance visit. The change of personnel in the area had added new life to the detachment. Phu Cat AB has assumed the Aerial Port load from Qui Nhon putting us on more direct traffic routes in-country.

Overall administrative activity was orderly, timely and in the best interests of unit management on service-based level and within the scope of directives. After eight months of

8. Ibid

(Det 13 cont'd)

effort, we are finally getting out publications and files in order. A base inspector made favorable comment along these lines.

In May, a parking lot was installed on the east side of Bldg 835 to minimize vehicle parking on the ramp. Removal of the "Blue Elephant" garbage unit to a more subdued location has enhanced the appearance of the road leading into the detachment. Another quarter of an acre was reclaimed to the west to add to lawn area and improvement of the terrace in that direction. Bldg 840 was repainted on the exterior.

The detachment received the ARRS Certificate of Achievement Award, forwarded through channels and presented locally by the 12TFW commander. SMSgt Koonce's efforts to develop a base-wide maintenance program of recognition induced the 12TFW to establish an Awards Committee of which SMSgt Koonce is the recorder. Plan is to recognize outstanding contributions by maintenance personnel at a base level, in addition to ARRS/MAC programs.

Col DuMontier and Col Reynolds visited the detachment on 16 Apr; a tour of the facility and an informal briefing session was conducted. A coordinated Staff Assistance Visit and Safety

(Det 13 cont'd)

Survey was conducted by 3ARRG on 15-16 June. The overall rating for the Accident Prevention Program was excellent. A 180-Day Maintenance Activity Inspection was not conducted as such, but a rather thorough exploration through our various programs netted some discrepancies and suggestions.⁹

Detachment 14

Two combat saves were credited to Det 14 during June. At 0005 hours, Major Lewis and Capt Jones flew with SSgt Stelk and SSgt Grimes to Traca Regional Forces Camp which had come under attack by B40 rockets. Six members of the camp had been wounded, two critically. Major Lewis and his crew loaded the wounded and flew them to 3rd Field Hospital in Saigon where they were treated.

Col Kessler, 41ARRW/DOF, visited the detachment in May and appeared to be favorably impressed, especially with the condition of the detachment aircraft and standardization program. All detachment personnel were retested by the detachment standardization section.

A work order was submitted to have the area in front of the detachment regraded in order to relay the secondary pad and enlarge it. As yet this work order has not been completed.

9. Ibid

(Det 14 cont'd)

The training area which was located in the ordnance storage area was turned over to the VNAF and so we had to find another suitable area. A new training area was found and has been graded, however, we will not be able to use it due to dust. This problem should be alleviated with the advent of the monsoon rains.

During the month of June, the fifth phase inspection was completed on aircraft 59-1571. This phase inspection included time change on the azimuth. During this month the problem with the rotor blades continued. Three sets of 608 rotor blades were received during the month and all were unserviceable due to excessive blistering. This rotor blade problem caused this organization to exceed the 5% NORS standard. All unserviceable rotor blades had EUMRs submitted on them. NORS rate, 12.6; NORM rate, 10.6; OR rate, 76.8.¹⁰

10. Ibid