

HISTORY OF THE  
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON  
1 APRIL - 30 JUNE 1972

PREPARED BY

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37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)  
UNITED STATES AIR FORCE  
DANANG AIRFIELD, REPUBLIC OF VIETNAM

APPROVED BY:

  
STEPHEN L. SUTTON, LT COL, USAF  
COMMANDER

PACIFIC AIR FORCES, UNITED STATES AIR FORCE

VHPA153



37TH ARRSQ HISTORY, 1 APRIL - 30 JUNE 1972

LT COL STEPHEN L. SUTTON

Lt Col Sutton was born in 1932 in Los Angeles, California, where he attended University High School and UCLA. In 1955, he graduated from UCLA with a Bachelor of Arts degree in Political Geography, was awarded an AFROTC commission as a Second Lieutenant, and he entered the USAF pilot training program. Lt Col Sutton attended Primary Pilot Training at Marana Air Base, Arizona, and then Basic Pilot Training at Vance Air Force Base, Oklahoma, where he flew T-28 and B-25 aircraft and graduated in 1956. He then received helicopter training in the H-13 and H-19 aircraft at Randolph AFB, Texas.

In early 1957 he was assigned to the 475th Fighter Group, Air Defense Command, in Minneapolis, Minnesota. He flew H-19's in support of local base rescue, manned balloon, and high altitude instrument recovery missions. Before leaving this assignment for Squadron Officer School, Alabama, Lt Col Sutton was nominated for the Ten Outstanding Young Men of the Year in the United States Award for his work in public relations in the Minneapolis-St Paul area.

In 1959, following three months at Squadron Officer School, Lt Col Sutton served for about 11 months as an Operations and Safety Officer at Sioux City Air Base, Iowa. He was then selected as one of three pilots from the Air Defense Command to test fly the then new H-43 rescue helicopter in the Category II and III checkout and acceptance programs at the Edwards Flight Test Center, California.



From Edwards, Lt Col Sutton was assigned to Oxnard AFB, California, where he flew H-19, C-47, and T-33 aircraft. While at Oxnard for nearly four years, he was Operations Officer at squadron and group levels, Chief of Missile-Nuclear Safety, OIC of the Air Munitions Branch, and Commander, Consolidated Maintenance Squadron. At nights and on weekends he traveled for two years to and from UCLA, 75 miles from Oxnard, in order to earn his Master of Arts degree in Political Geography.

In 1964, Lt Col Sutton was selected for the Air Command and Staff College. He gained valuable experience at the school and as an exchange student officer with the Canadian Air Force that led to his next assignment to the United States Military Group, Managua, Nicaragua. Before proceeding overseas, both he and his wife attended and graduated from the six month Spanish language course of the Defense Language Institute, Arlington, Virginia. In Nicaragua, Lt Col Sutton worked as Operations Advisor to the Nicaraguan Air Force and flew regularly with their pilots. He also worked in administering the Military Assistance Program.

In 1967, Lt Col Sutton was assigned as Assistant Professor of Aerospace Studies at UCLA where he remained for nearly four years. Here he taught leadership and management to the senior classes, represented the USAF at Academic Senate meetings, and spoke to numerous civic organizations on the USAF mission. He was elevated to Associate Professor after two years and during his off-duty time he nearly completed all of the requirements for his PhD in International Comparative Education.



In August 1971, Lt Col Sutton attended the HH-53 training course at Hill AFB, Utah, after being separated from helicopters for nearly ten years. He was initially assigned to the 40th ARRSq, Nakon Phanom, Thailand, but upon arrival found that he had been reassigned to the 37th ARRSq, DaNang, South Vietnam. Shortly after arriving at the 37th on 16 February 1972, he was appointed Operations Officer. On 3 June 1972, he replaced Lt Col William M. Harris IV, as the Commander.



SUPPORTING DOCUMENTS

Supporting Document #1 (Saves)

<u>Number</u>	<u>Survivor</u>	<u>Rank</u>	<u>Date</u>	<u>Mission No.</u>
703	Unknown		2 Apr 72	A-3-027
704	Unknown		2 Apr 72	A-3-027
705	James Harrison	Capt	15 Apr 72	A-3-034
706	Greg Metzger	Cpl.	15 Apr 72	A-3-034
707	Arch Arthur	Capt	28 Apr 72	A-3-041
708	Michael Grancisco	Capt	28 Apr 72	A-3-041
709 Thru 837	Quang Tri Evacuees		1 May 72	A-3-046
838	James Castonguay	CWO3	8 May 72	A-3-050
839	Unknown		26 May 72	A-3-057
840	Unknown		26 May 72	A-3-057
841	Sam Martin	WO1	12 Jun 72	A-3-059
842	Unknown	VNAF	15 Jun 72	A-3-060
843	Robert Reid	2Lt.	19 Jun 72	A-002
844	Gordon Bocher	Capt.	19 Jun 72	A-002
845	William Patterson	SSgt	19 Jun 72	A-002
846	Larry Highfill	Capt	21 Jun 72	40-003

## 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 up until 17 June 1972 by Operation Location 1 (OL-A) with a call sign of Queen, which is located at Monkey Mountain near DaNang Airfield. On 17 June 1972 "Jack", located at NKP, Royal Thai Air Force Base, Thailand, became the RCC for the DaNang Sector. The 37 ARRSQ is located in Buildings 1722 and 1723 on the west side of the Da Nang runway.

### RESOURCES

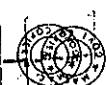
During this quarter the Commanders of the 37th ARRSQ have been:

Lt Col William M. Harris IV, [REDACTED], 1 Apr 72 - 1 Jun 72.

Lt Col Stephen L. Sutton, [REDACTED], 2 Jun 72 - 30 Jun 72.

Other Key Personnel in the Squadron Were:

Executive Officer	1st Lt-John W. Kalp 1 Apr - 30 Jun 72
Operations Officer	Major Jackson K. Scott Jr. 1 Apr - 30 June 72
Administrative Officer	1st Lt-John W. Kalp 1 Apr - 30 Jun 72
Maintenance Officer	Capt Thomas M. Cochran 1 Apr - 30 Jun 72
Squadron Safety Officer	Capt David E. Mullenix 1 Apr - 30 June 72



## OPERATIONS AND TRAINING

### OPERATIONS

Two HH-53's on 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.

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 of 1972 is as follows:

	<u>APRIL</u>	<u>MAY</u>	<u>JUNE</u>	<u>TOTAL</u>
Flying hours	236.1	244.3	224.5	704.9
Sorties	90	116	97	303
SAR hours	133.7	69.2	64.2	267.1
SAR sorties	52	27	30	109
Combat Saves	6	137	6	149
Non-Combat Saves	0	0	0	0

We lost one HH-53 on 6 Apr due to hostile fire near Quang Tri, RVN. All crewmembers were killed in action: Capt Peter Chapman, 1st Lt John Call, TSgt Roy Prater, TSgt Allen Avery, and Sgt William Pearson.

In addition, aircraft 69-5788 was transferred to the 40ARRS on 4 Apr 72.

During this period, we have stepped up attempts to coordinate our activities with other units in SEA which may become involved in search and rescue. One SAR conference was held at Udorn to



iron out particular problems. Also, briefings were conducted with HC-7 aboard the USS Midway, a Centaur unit operating out of Tan Me, and the Jungle Survival School at Clark. All of these briefings were designed to familiarize other units with our capabilities during the briefing at PJSS.

Due to an acute manpower shortage, a reorganization of the operations function was necessitated. Several additional duties were consolidated and included in the duties of the several assistant operations officers. Among these are training, scheduling and security.

#### TRAINING

This has been a particularly heavy period for training. The squadron has had almost an 80% change over in personnel since 1 April. Also four pilots and several PJ's have come in TDY. This has put a strain on the training program.

The following is a synopsis of upgrades during this quarter.

FE 1	FEFE 1	FERS 1
IP 2	IFE 2	IRS 3
AC 5	FE 4	RS 1
FP 0		
CP 0		

We will still continue to be hurt by a lack of suitable training areas. Due to the local combat situation, the only feasible place to do tactical work is the high pad on Monkey Mountain and that area is not ideal.

## MAINTENANCE

At the beginning of the fourth quarter of Fiscal Year 1972 the 37 ARRS had an assigned aircraft force of eight HH-53C's and two HH-43F's. On 4 April 1972 HH-53C 69-05788 was transferred to the 40 ARRS at Nakon Phanom, Thailand. On 6 April 1972 HH-53C 68-10365 was destroyed by hostile fire while on a search and rescue mission.

A total of 13254 possessed hours for HH-53C aircraft and 4344 hours for the HH-43F were recorded during the quarter. Maintenance made available 9533.8 hours of HH-53C in-commission time and 2649.3 HH-43F in-commission time for an average operational ready rate of 71.9% and 61.0% respectively.

During this period the Quality Control and Evaluation section performed 295 inspections resulting in a 88.8% average rating, which is satisfactory.

Following the North Vietnamese offensive on 30 March 1972, the maintenance workload was greatly increased. The maximum number of aircraft had to be made ready daily for search and rescue missions. On 1 May 1972, five of the six HH-53C's were launched and flown to Quang Tri City, RVN to rescue 129 U.S. Advisors for the largest single rescue mission in SEA.

A total of nine HH-53C's received battle damage during this quarter. Due to untiring efforts and devotion to duty of the maintenance personnel all of these aircraft were returned to an in-commission



status in an absolute minimum of time.

During the quarter there were several changes in Maintenance Supervisory positions due to the departure and arrival of personnel. The following list indicates the position, the individual who departed and the individual who arrived.

<u>POSITION</u>	<u>DEPARTED</u>	<u>ARRIVED</u>
Maintenance Superintendent	SMSgt Champion	CMSgt Morris
Organizational Maint. Supt.	SMSgt Champion	SMSgt Hemersbach
NCOIC Quality Control	SMSgt Klug	SMSgt Coffelt
NCOIC Training Control	TSgt Carlson	



## ADMINISTRATION

Although no distinguished visitors were hosted by the 37th ARRSq this quarter, we have been extremely busy due to the partial phase down of the unit. With only three clerks in the orderly room this has presented a problem. However, under the excellent management of our new chief clerk, SSgt Thomas E. Britt, we have been able to cope with the overload of paperwork. Centralization and efficiency are still the key words in the administration branch. During this period OER/APR section was headed by Captain Donald A. Sutton until the arrival of Captain John F. Bridges on 20 May 72. During the changeover period and when the rapid reduction of personnel required numerous APR's and LOE's, the delinquent rate was only 1%. Under Captain Bridges's supervision an entirely new system has been initiated to ensure that all OER/APR's are submitted on time and in correct format. During this quarter approximately 75 OER's and APR's have been processed.



## PERSONNEL

Our average manning level this quarter was 89%. We are presently Manned at 98% as of 30 June 1972; this percentage will be about the same for the end of July. We are authorized 120 enlisted men and we have 124. We have 23 officers assigned against 30 authorized. Action has been taken to aid our shortages.

Manning in AFSC 751X0 has been in a critical fix since April. At the present time there is no one in this position, but there is an inbound scheduled for September.

Aircrew manning has dropped this quarter. Pilot manning is down to 77% due to TDY losses and DERO'S's; improvement is expected by the end of July. At the end of this quarter, we had six flight engineers against an authorized 9. Pararescue manning, A923X0 AFSC, is down to 9 assigned against 18 authorized; TDY help arrived which has helped out considerably, but help will be required in the coming quarter.

The following is a breakdown of the squadron manning by AFSC at the end of the quarter.

<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>% MANNED</u>
10090	1	1	100
271X0	1	2	200
301X0	0	0	0
301X1	0	0	0
325X0	4	5	125

<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>% MANNED</u>
328X0	4	5	125
328X1	5	5	100
328X4	2	3	133
32894	0	1	
39150A	1	1	100
421X2	3	3	100
421X3	2	2	100
423X0	3	3	100
431X0C	31	41	130
A431X0C	9	6	66
43191	4	5	125
432X0	10	10	100
462X0	3	4	133
534X0	3	2	66
535X0	1	1	100
645X0	5	2	40
702X0	2	6	300
751X2	1	0	0
A923X0	18	9	50
4310B	4	4	100
102XF	18	14	77
A431X0B	6	5	83
4024	1	2	200
7034	1	1	100



## AWARDS AND DECORATIONS

During this quarter the following decorations were submitted for approval:

Air Force Cross . . . . .	2
Silver Star . . . . .	26
Distinguished Flying Cross. . . . .	38
Bronze Star Medal . . . . .	19
Air Medal . . . . .	77
Commendation Medal. . . . .	7

During this quarter the following decorations were awarded:

Distinguished Flying Cross. . . . .	26
Bronze Star Medal. . . . .	1
Air Medal . . . . .	84
Commendation Medal. . . . .	3
Purple Heart. . . . .	8



## MISSION NARRATIVES

This quarter the 37th ARRSq was involved in nine successful combat SAR's. The squadron picked up 143 people in these nine SAR's. One aircraft and crew were lost due to intense enemy ground fire.

SAR activity began on 2 Apr 72 when an EB-66, call sign Bat 21, was downed just north of Cam Lo, RVN. Radio contact was established with one survivor and the SAR for Bat 21B began. On 3 April Jolly Green 65 and 66 attempted a pick up, but due to intense ground fire in which they sustained major battle damage, they were unable to rescue the downed pilot. Again on 6 April another pick up was attempted by Jolly Green 67 and on this attempted pick up Jolly Green 67 was downed by heavy enemy ground fire. All six crewmembers were listed as killed in action. The crewmembers were AC Captain Peter H. Chapman II, CP First Lieutenant John H. Call III, Pararescue Specialists Sergeant William R. Pearson, and Technical Sergeant Allen J. Avery. A combat photographer Sergeant James H. Alley was also on board. Bat 21B was later picked up by other resources.

The first successful SAR of the quarter also began on 2 Apr 72. Jolly Green 67 flown by Captain Rodney S. Griffith and Jolly Green 65 flown by Major Gerald J. Lange were scrambled on a feet wet SAR. Fifteen minutes after 67 and 65 were airborne they were advised that a U.S. Navy destroyer had picked up the Nail 81 survivors. While airborne for the feet wet pickup Bat 21 was shot down and the two alpha birds remained airborne as a SAR was ini-



tiated for the recovery of the Bat 21 crewmembers. While holding feet wet for a possible pick up of Bat 21 an AH-1G Huey Cobra, call sign Blue Ghost 28, reported he had been hit and was heading for the coast. As he came out of the mouth of the Cua Viet river Jolly Green 67 joined on his wing. Blue Ghost 28 began to lose flight controls and landed 100 yards inland from the coast. Jolly Green 67 landed beside Blue Ghost 28 and the survivors climbed on board. Captain Griffith proceeded to Hue Phu Bai to refuel and let the survivors off. He then RTB'd.

#### CREW ROSTERS

Jolly Green 67	Jolly Green 65
AC Capt. Rodney S. Griffith	AC Major Gerald J. Lange
CP Capt. Douglas A. Peck	CP Capt. Gary A. Dake
HM TSgt. Roy D. Prater	HM SSgt. William A. Simm
RS Sgt. Robert L. La Pointe	RS TSgt. Allen J. Avery
RS A1C. Michael A. Aillet	RS A1C. William R. Pearson

On 15 Apr 72 Jolly Green 71 and Jolly Green 66 were airborne on a fraged orbit when an OV-10, call sign Covey 299, reported he was making a forced landing on the beach north of Hue. Jolly Green 71 and 66 proceeded to the downed aircraft. Captain Donald A. Sutton in Jolly Green 71 made a tactical approach to the beach about 50 yards from the survivors to avoid hitting any of the villagers who had gathered around the downed aircraft. Both survivors entered the helicopter and as soon as Jolly Green 21 entered the area to replace Jolly Green 71 for the fraged orbit Captain Sutton RTB'd.



## CREW ROSTERS

### Jolly Green 71

AC Capt. Donald A. Sutton

CP Capt. David E. Mullenix

HM Sgt. John W. Drayer

RS A1C. Michael A. Aillet

RS Sgt. Robert L. La Pointe

On 28 Apr 72 Jolly Green 65 scrambled for a feet wet SAR near the DMZ. Jolly Green 65 replaced the original alpha low aircraft due to mechanical problems. Jolly Green 71 a local trainer joined on Jolly Green 65's wing to become his alpha high bird as they were already airborne. Hobo 40 was on scene over the two survivors of Gunsmoke 01. They were located approximately 8 miles south east of the Cua Viet river about 5 miles off shore. A pararescue specialist was deployed to swim the penetrator to the first survivor. Gunsmoke 01A was picked up and then the bravo man who was about 100 meters away was picked up. Fire was taken from the shore but Jolly Green 65 proceeded east out of range of the shore batteries and RTB'd without further incidence.

### Jolly Green 66

AC Capt. Rodney S. Griffith

CP Major Christopher C. Korper

HM SSgt. William A. Simm

RS SSgt Cole E. Panning

RS Sgt. William J. Thompson

## CREW ROSTERS

### Jolly Green 65

AC Capt. Donald A. Sutton

CP Capt. Charles R. Hagerhjelm

HM Sgt. Jimmie R. Cherry

RS A1C. Michael A. Aillet

RS Sgt. Michael L. Wagner

### Jolly Green 71

AC Capt. Rodney S. Griffith

CP Capt. Douglas A. Peck

CP Capt. David E. Mullenix

HM SSgt. Jimmie D. Minshev

HM Sgt John W. Drayer

HM Sgt. Cayetano Pina

RS Sgt. Robert L. La Point

RS Sgt. David W. Young

On 1 May 72 the 37th ARRSq was involved in the largest evacuation in the 37th's history, when 129 U.S. Military personnel were evacuated from within the walls of the Quang Tri Citadel. The first aircraft into the Citadel was Jolly Green 71 flown by Major Jackson K. Scott, Jr. He received no ground fire on his ingress into the Citadel and after two minutes on the ground he had a full load of passengers and he egressed the area and RTB'd to Da Nang with 37 survivors.

As Jolly Green 71 egressed the area the second aircraft Jolly Green 65 headed into the Citadel. Capt. Griffith initiated an autorotative descent and landed on the northeastern edge of the LZ. He egressed the area without any problems and RTB'd to Da Nang with 47 survivors.

As Jolly Green 71 egressed the area the Sandies again escorted the Jolly Green into the Citadel. The third aircraft into the area was Jolly Green 21. Captain Weimer landed and picked up the remaining 45 survivors and RTB'd to Da Nang.

After Jolly Green 21 had egressed the area, Captain Sutton in Jolly Green 72 went into the Citadel to make sure all personnel had been evacuated. He exited the Citadel with no survivors as the first three Jolly Green's had picked up the 129 personnel from the soon to be overrun Citadel.

A fifth aircraft continued to hold feet wet in support of the other four aircraft. This aircraft was Jolly Green 60 piloted by Capt. Wall.



## CREW ROSTERS

Jolly Green 71

AC Major Jackson K. Scott Jr.  
CP Capt. David E. Mullenix  
HM Sgt. Ronald W. Blackwell  
RS Sgt. Robert L. La Pointe  
RS Sgt. David W. Young

Jolly Green 21

AC Capt. John R. Weimer Jr.  
CP Capt. Gary A. Dake  
HM SSgt. William A. Simm  
RS A1C. Michael L. Aillet  
RS Sgt. Richard L. Steed

Jolly Green 60

AC Capt. Richard L. Wall  
CP 2Lt. James M. McCorkle  
HM Sgt. John W. Drayer  
RS Sgt. John W. Stephens  
RS Sgt. Michael L. Wagner

On 26 May at 1230 local time King notified the 37th ARRSq that an F-4 was down in the vicinity of Ke Sanh. Jolly Green 21 and 71 were returning from a fraged orbit at the time and landed at Da Nang to plan a route to the area. After one and a half hours of planning with Sandy 7 and 8 the two Jollies and two Sandies took off for the SAR area. While Capt. Dake was in the hover to





On 18 June the 37th ARRSq was notified that Spectre 11 an AC 130 was down in the vicinity of the Ashau Valley. Plans were made throughout the night for an early morning pickup of the three known survivors. At 0745 local time the Jollies scrambled for a pickup attempt. The first Survivor was difficult to locate due to the dense jungle. Once the penetrator was deployed into the survivor's estimated position he climbed on the penetrator and was on the penetrator for approximately one minute before he was hoisted up. He apparently did not shake the penetrator to let the flight engineer know he was on it. The other two survivors were picked up without any difficulty and Jolly Green 72 egressed the area.

#### CREW ROSTERS

##### Jolly Green 72

AC Capt. Don Sutton

CP Capt. Todd Hohberger

HM Sgt. Ronald Blackwell

RS SSgt. Cole Panning

RS A1C. Kenneth Cakebread

On 20 June Sandy 7 was hit while participating in a SAR for a Navy F-8 pilot who was later recovered by Jolly Greens from the 40th ARRSq, NKP, Thailand. Sandy 7 was bedded down for the night and an attempt to pick him up the next morning was planned during the night. The morning of the 21st the ordinance was used by the SAR forces that they felt would secure the area for a pick up.

Jolly Green 72 came into the pickup area for Sandy 7. The only problem encountered was in getting the penetrator through the

##### Jolly Green 64

AC Capt. Doug Bruner

CP Capt. David Mullenix

HM Sgt. Gregory Sealander

RS Sgt. David Mueller

RS A1C. Michael Allet



dense foliage. The survivor was hoisted up and Jolly Green 72 returned to Da Nang without further incidence.

CREW ROSTERS

Jolly Green 72

AC Major Christopher C. Korpers  
CP Capt. Gerald M. Tonn  
HM Sgt. Jimmie R. Cherry  
RS SSgt. Douglas E. Wilson  
RS A1C. Michael A. Friedrich

Jolly Green 64

AC Capt. Gary A. Dake  
CP 2Lt. Jerry D. Stout  
HM A1C. Charles J. Rouhier  
RS Sgt. David W. Young  
RS Sgt. Charles B. McQuoid

## SAFETY

During the second quarter of 1972 the 37th continued it's accident-free record in all areas of safety: Ground, explosive and flying.

In this quarter the squadron did encounter four aircraft incidents, two of which occurred about two hours apart on 19 June. On 8 April the crew of Jolly Green 21 shut down #1 engine gear box. An emergency was declared, followed by an uneventful landing. Trouble shooting on the ground resulted in finding that the chin light cannon plug had shorted out due to oil accumulation on the plug. Incident 72-02 was submitted.

Incident 72-03 also involved Jolly Green 21. On 8 May the crew took off on a classified rescue mission. Shortly after takeoff the nose pitched up violently without any control stick movement. This pitching up motion repeated itself with increasing frequency. By the time the aircraft landed the pitch axis was almost uncontrollable. A safe running landing was made at Da Nang Afld.

Primary cause was determined to be AFCS amplifiers out of calibration. On 19 June Jolly Green 65 took off on a Bravo Alert Scramble as number two in a flight of two. After test firing the miniguns they began a climb. At approximately 1000 feet the aircraft developed a sharp oscillating lateral roll with a sharp yaw kick left and right. Blade damper failure was suspected. The crew declared an emergency, descended to 50 feet AGL and slowed to 20 - 30 knots. The crew was briefed and prepared for a possible



water ditching. Jolly Green 21 escorted 65 to Marble Mountain Army Airfield, the closest available landing strip. A running landing was executed and the aircraft taxied to an open maintenance area. As RPM was gradually reduced during engine shutdown lateral roll became so violent, the crew expected the aircraft to roll over. Soft rotor brake was immediately applied to prevent this. Two blades made contact with each other. Remainder of engine shutdown was normal. Investigation revealed that the damper bearing nut retaining pin on the horizontal hinge pin had sheared, allowing the damper bearing retaining nut to back off. Incident 72-04 and EUMR 72-006 were submitted. The seriousness of this incident has captured immediate attention at all levels of command and will continue to be closely monitored. One and a half hours later Jolly Green 21 took off on a operational check flight and to pick up the crew from Jolly Green 65 at Marble Mountain. The rotor tachometer was lost while returning to Da Nang but all other engine and flight instruments were operating normally. Engine instrument were again rechecked by the CP and FE just prior to and during final approach. At approximately 20 feet from landing and with five knots forward airspeed a loud bang came from the number one engine and the aircraft settled rapidly. A three point moderately hard touchdown was made with no damage to the aircraft. Number one engine fire light illuminated. Fire was confirmed by the left scanner and by tower. Engine Compartment Fire on the ground emergency procedures were executed, utilizing both main and reserve fire bottles, plus the handheld CO<sub>2</sub> extinguisher. Engine compressor was destroyed. Incident 72-05 and EUMR 72-005 were submitted.



There were no Hazard Reports submitted during this quarter. Upon reviewing this trend for the last two quarters, the safety staff has placed renewed emphasis on the benefits of the Hazard Reporting Program. It was briefed at all meetings of the squadron and stressed on Operations and Maintenance safety bulletin boards. The safety staff conducted its normal daily and monthly surveys throughout the quarter. No major safety surveys or inspections were conducted this quarter. The 366 TFW, which became 6498 ABW, Safety Office conducted monthly explosive safety and FOD inspections of the squadron.

There were numerous changes to the safety staff due to DROS of personnel and increasing emphasis on safety. At the end of the quarter the safety staff consisted of:

Capt David E. Mullenix	Squadron Safety Officer Flying Safety Officer
Capt James D. Bruner	Asst Safety Officer Ground Safety Officer
2nd Lt Jerry D. Stout	Asst Safety Officer Explosives Safety Officer
CMSgt Lynn M. Coffelt	FOD NCO
MSgt Guy R. Gibbons	Squadron Fire Marshall
TSgt Stanton R. Nelson	Ground Safety NCO
Sgt Richard Stead	Explosive Safety NCO



## FACILITIES

### Squadron Buildings

During this quarter the squadron procured some lumber to build revetments upon the insistence of Lt Col Sutton. These revetments were built by the squadron personnel and placed around the squadrons office building that is located in hanger 1723. These revetments were necessary to offer protection from rocket attacks as personnel are required at times to be in the office at night.

### Enlisted Barracks

The standards of Camp Stokes have improved considerably during this period due to Philco-Ford taking over the responsibilities of the compound. Substandard wiring has been replaced in many of the SEA huts and a continuing self-help effort is in effect, i.e., painting, replacing bad screens, remodeling huts to allow additional ventilation and replacing siding and flooring. The enlisted personnel have put a lot of work into Camp Stokes and they want to stay there rather than move to the other side of the base.



PEDRO  
LOCAL BASE RESCUE MISSION

The mission of the Pedro Section of the 37th ARRSq, DaNang 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 section maintains a 24 hour alert with the capability of becoming airborne in three minutes during the day and in ten minutes at night. 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. During this quarter aircraft 62-4508 had one phase inspection completed. Other maintenance consisted of one left hand shaft and housing change due to a faulty slip ring and two sets of left hand rotor blades. The aft fuel cell was replaced due to a leak around the left aft fuel pump. The generator was replaced because of a loose generator shaft. The oil cooler was placed on order due to a leaking seal and a high frequency vibration. The oil cooler is still on order "G" NORS. Aircraft #62-4560 had two phase inspections completed. Other maintenance required was a left and right hand shaft and housing change due to slip ring failure. Both left and right hand rotor blades were replaced. During the last

Phase inspection the engine drive shaft was replaced for time change and the oil cooler fan replaced for a leaking seal.

#### FACILITIES

The primary improvement to Pedro's area of operation at Tango Ramp was the completion of a hangar to house both aircraft. The hangar provides for a safer, cooler and more centralized area for the maintenance personnel to work in. In addition the hangar provides all-weather protection for the aircraft. A new alert circle and revetment were also completed providing for added protection to the aircraft from winds and rocket attacks. Improvement was also made on the cement ledge surrounding the base of the equipment room which holds back water from flooding the alert facility. An air conditioner was installed in the maintenance work room. A sand-bag bunker was built to provide protection for the alert crew during hostile rocket attacks.

#### OPERATIONS

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

<u>MISSION</u>	<u>SORTIES</u>	<u>FLYING TIME</u>
Intercept	268	74.5
SAR Recovery	1	.7
Med Evac & Base Support	60	24.0
Training	51	47.5
Maintenance	<u>20</u>	<u>18.4</u>
	400	165.1



## MISSION NARRATIVES

### Mission No. 1-720521

On 21 May, at 1337 L, Pedro 61 was notified that an emergency medevac mission was required for a USAF sergeant who had taken an overdose of drugs. The patient was flown from the 366th USAF Dispensary to the 95th Evacuation Hospital. Intravenous fluids were given to the patient during the flight. One non-combat save was credited to Captain Donald R. Wagner.

### Mission No. A-005

On 25 May 1972, at 0415Z, Pedro 61 was notified that two VNAF personnel needed to be medevaced to the 95th Evac Hospital due to severe 1st, 2nd and 3rd degree burns on one person and light burns on another. Pedro 61 arrived at the 95th Hospital at 0445Z and one non-combat save was credited to Captain James Wilkinson.

### Mission No. A-3-056

On 26 May 1972, at 0925L, Pedro 61 was scrambled on an inflight emergency on a United States Marine Corps A-4 fighter jet. His call sign was Wine Leaf 04. The aircraft reportedly had lost all hydraulic systems and in addition had a Fire Warning Light in the cockpit. The aircraft was uncontrollable below 190 knots and the pilots elected to eject. The A-4 went "feet wet". After dropping the FSK, Pedro 61 followed. The pilots ejected about 15 miles south of Da Nang and impacted the water at 0944L. The first man was onload at 0945L and the second man was onboard at 0948L. Pedro 61 RTB'd to Da Nang and two combat saves were credited to Captain Robert R. Ames and Captain Mike Schmidt.



#### Mission No. 005

On 10 June 1972, at 0705Z, Pedro 61 was notified that a Vietnamese National who had been struck by a munitions truck needed an immediate medical evacuation to the 95th Hospital. Suffering multiple compound complex fractures, lacerations, facial bone fractures and the possibility of leg amputation the patient was flown from the 366th USAF Dispensary to the 95th Evac Hospital, arriving at 0717Z. One non-combat save was credited to Captain Robert R. Ames.

#### Mission No. 006

On 10 June 1972, at 1355Z, Pedro 61 was notified that a USAF/AD sergeant had sustained multiple/critical injuries in a motorcycle accident and needed an immediate medevac for surgery. Pedro 61 arrived at the 366th Dispensary at 1359Z and flew the patient to the 95th Evac Hospital arriving at 1406Z. Pedro 61 then RTB'd, and one non-combat save was credited to Captain Robert R. Ames.

#### Mission No. 007

At 1000Z on 16 June 1972, Pedro 61 was notified that a C1-A from the USS Kitty Hawk was inbound to Da Nang with a patient on board in critical condition with a cerebral hemorrhage and stroke. Pedro 61 met the aircraft on the end of the runway at 1012Z and onloaded the patient and a flight surgeon, delivering them to the 95th Evac Hospital at 1017Z. One non-combat save was credited to Captain Allen C. Spitler.