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HISTORY

OF THE

THIRTY-NINTH AEROSPACE RESCUE AND RECOVERY SQUADRON

CAM RANH BAY AIR BASE, REPUBLIC OF VIETNAM

1 JULY 1971-30 SEPTEMBER 1971

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30 September 1971

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FOREWORD

A person not familiar with Search and Rescue (SAR) in Southeast Asia (SEA) can best acquaint himself with the function of the 39th Aerospace Rescue and Recovery Squadron by reading the selected mission narratives found in the supporting documents at the end of this history.

The USAF SAR force in Southeast Asia is composed of three different types of aircraft. The 39th ARRSq flies the HC-130N/P aircraft (call sign King) and works usually with HH-53 helicopters (call sign Jolly Green) and with A-1s fighter-escort aircraft (call sign Sandy). Throughout this report the terms "King", "Jolly Green", and "Sandy" will be used without further explanation.

Both local and Greenwich time have been used in the history. Local time may be derived from Greenwich time by adding eight hours to local time.

39th ARRSq History, Jul-Sep 1971

COMMANDER'S SURVEY

I am very proud of this squadron for the accomplishments as written within this quarterly history. This is the first quarter we have operated under the new rules regarding credit for "saves"; because of it, the King saves should continue to decrease each month.

As the "old" personnel depart, their jobs and responsibilities have been ably taken over by incoming personnel and we continue to perpetuate the squadron mission in an outstanding manner.

The maintenance personnel have worked extremely hard to give operations a good, sound airplane. Only through long hours of work and complete dedication has this been possible, especially during the times when several aircraft were in IRAN.

I sincerely hope that the next quarter will be as outstanding as this one. We will do everything possible to make it so. I extend my thanks to all those who have participated in helping the squadron move forward these past three months.

IRVIN L. KLINGENBERG JR. Lt Col, USAF
Commander

MISSION OF THE 39TH ARRSQ

The mission of the 39th Aerospace Rescue and Recovery Squadron is to search for, locate, and assist in the recovery of distressed personnel engaged in combat operations in Southeast Asia; provide an Airborne Mission Commander (AMC) when the Search and Rescue Task Force (SARTAF) is deployed; refuel ARRS helicopters during combat recovery and other SAR missions; and provide a ground alert capability (aircraft and crew) at home station and a forward operating location.

39th ARRSq History, Jul-Sep 1971

Chapter I

RESOURCES

LOCATION: During the time period covered by this report, the 39th Aerospace Rescue and Recovery Squadron was located at Cam Ranh Bay Air Base, Republic of Vietnam, and also operated from a forward operating location at Udorn Royal Thai Air Force Base, Thailand.

EQUIPMENT: From each of these locations, a morning and an afternoon orbit were flown and an aircraft was on 24-hour alert as a helicopter refueler in the event of a mission. To fulfill these requirements, the squadron was authorized eleven HC-130P aircraft. Because of the necessity of sending aircraft to the United States for Inspect-and-Repair-As-Necessary/Center Wing Modifications and the periodic requirement for Isochronal inspections at Clark Air Base, Republic of Phillipines, the squadron frequently had insufficient aircraft to perform the mission and had to borrow aircraft from the 31st ARRSq at Clark AB.

During the quarter, three aircraft were away for IRAN/Center Wing Modification and an average of two aircraft per week were in Isochronal inspection. Shortage of aircraft was an almost constant problem, requiring maintenance personnel to work long hours and flying personnel to sometimes fly double orbits. Check rides and upgrade training for aircrew members had to be accomplished after operational orbits because no aircraft were available for training sorties.

PERSONNEL: The squadron was authorized 117 aircrew members, and the manning in all crew positions was generally stable throughout the quarter.[1] The sections with the most serious manning problems were the pilot and flight engineer sections.

In the pilot section, the most pressing problems were the availability of Instructor Pilots, the lack of aircraft available for training , and the lack of Air Refueling training after orbits. Although the number of pilots remained fairly stable, the experience level continued to decrease. During the first quarter of 1971, average flying hours experience was 3,444. This quarter it was down to 1,948 hours. Some of the new pilots arrived unqualified in areas essential to the mission, and the squadron's resources were heavily taxed to upgrade new arrivals to mission-ready status. For example, three aircraft commanders who arrived in July were not Air Refueling qualified, and one pilot who was supposed to fill an aircraft commander position (AFSC 1035B) had not met the requirement for upgrade to first pilot.[2]

The navigator manning continued to be 100% with five losses and five gains. Section flight examiner and instructor status was excellent with three flight examiners and five instructors in the section.

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1. See appendixes 3 and 4 for Quarterly Training and Aircrew Status.
2. Commander's Letter of August, 1971, paragraph 2.f.

The manning in the flight engineer (FE), radio operator (RO), and loadmaster (LM) sections was stable throughout the quarter. Although the FE manning was under the authorized strength for all three months of the quarter, no serious problems were encountered in meeting mission requirements. New crew members in the FE, RO, and LM sections underwent SEA familiarization training consisting of two eastern orbits and two western orbits. The radio operators also had communications simulator training and completed at least one simulated SAR before being mission qualified.

The mission communications simulator was an integral part of the training of new people and refresher training for all pilots, navigators, and radio operators. Especially during the wet season when actual SAR missions are rare, simulator training is one of the most important squadron activities. During the quarter, 79 simulator missions were completed, upgrading eight co-pilots to Air Mission Commander (AMC) and qualifying seven co-pilots, five navigators, and four radio operators. The simulator program was curtailed during the last two weeks of September due to the high security threat that preceded the South Vietnam elections. Most of the aircrews and airplanes were evacuated to Udorn RTAFB and plans were to remain there until after October 3, 1971.

Chapter II

CHANGES IN CONCEPT AND STRUCTURE[1]

The only change to the King SAR posture came about because the Jolly Greens developed a Limited Night Recovery System (LNRS). Prior to this quarter, the alert crews at Cam Ranh Bay and Udorn had been on 30-minute alert from sunrise until one hour prior to sunset. No SAR work could be done during the hours of darkness, and even active missions had to be discontinued at night to be continued at first light. The LNRS system gave the Jollies the ability to see after dark and pick up survivors. With the test and implementation of LNRS in late June and early July, the King alert was extended to a 24-hour period with a 30-minute reaction time during the day and a 45-minute reaction time during the night. Numerous training sorties were generated to requalify King and Jolly crews in Night Air Refueling techniques. Also another crew was required at Udorn to support the alert posture.

SECRET

1. Information supplied by Lt Col Edgar C. Benson, Jr. Operations Officer.

Chapter III

MAJOR OPERATIONS

The months of July, August, and September are in the middle of the wet season over most of Southeast Asia, particularly in the Barrel Roll and Steel Tiger of Laos (see map on following page). With the major arteries of supply between North and South Vietnam flooded, supply traffic is light, anti-aircraft artillery (AAA) activity is infrequent, and low ceilings greatly curtail air strikes. Fortunately, the King aircrews had to work no "classic" SAR missions during this period. (These are the missions involving a downed crew member in an active hostile-fire area, necessitating air strikes on enemy positions before the Sandies and Jollies can initiate a pickup attempt.) But the squadron did participate in 15 missions of varied nature and received credit for 4 non-combat and 5 combat saves.

A complete chronology of rescue missions in which the 39th AmSq was involved follows, and the narratives of five representative missions may be found in the supporting documents at the end of this history.

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CHRONOLOGY OF RESCUE MISSIONS

DATE	CLASSIFICATION	MISSIONS	SAVES
12 Jul	Unclassified	Strobe 25	None
21 Jul	Unclassified	USNS Barret	None
21 Jul	Secret	Jolly Green 54	None
22 Jul	Confidential	Strobe 26	None
22 Jul	Unclassified	Ship LCM-8	None
28 Jul	Confidential	Sandy 09	None
18 Aug	Unclassified	Tiger II	2 Non-Combat
21 Aug	Confidential	Beach Barron	3 Combat
22 Aug	Unclassified	T-28 Tail No. 732	2 Non-Combat
2 Sep	Condidential	Falcon 86	2 Combat
5 Sep	Unclassified	Knife 33	None
9 Sep	Unclassified	Woodstock 34	None
10 Sep	Secret	Laredo 18	None
26 Sep	Confidential	Rustic 07	None
29 Sep	Secret	Raven 52	None

[redacted]

Chapter IV

MISSION SUPPORT

MATERIEL:[1] The first quarter of fiscal year 1972 saw no improvement in aircraft availability. Early in the quarter, an aircraft was loaned to the 39th ARRSq from the 31st ARRSq at Clark AB, Republic of Philippines. This aircraft was programmed to fill the gap caused by the accomplishment of TCTO 1C-130-817, and by the extension of aircraft 66-215 and aircraft 66-216 at IRAN and Center wing Modification, respectively. The loaned aircraft, 69-5819, had a serious problem develope in its nose gear and had to be returned to Clark AB for a Class 4 modification before TCTO 1C-130-817 was complete. Aircraft 69-5820 was sent from the 31st ARRSq to replace 69-5819 for an indefinite period. Due to the additional loss of three more aircraft to IRAN/Center Wing Modification, and due to the slippage of the output date of 66-216 from Center Wing, it was necessary for two additional aircraft to be loaned from the 31st ARRSq. These were aircraft 65-992 and aircraft 69-5819 (after repair of its nosegear). Despite the loan of these aircraft, aircraft availability remained low and often the alert posture suffered. However, as the quarter ended, a relief from low aircraft availability was in sight.

The maintenance section provided aircraft in support of 3166 flying hours during this quarter. The average number of aircraft possessed was 9.7 compared to 8.6 for the previous quarter. The

1. Information provided by Capt Thomas M. Thompson, Staff Maintenance Officer

NORM rate was 4.7% compared to 1.6% for the previous quarter. The man hour per flying hour (MH/FH) expenditure was 14.3 compared to 14.6 for last quarter. A total of 812 man hours were expended in accomplishing TCTO's.[2]

As noted above, a total of three airplanes left for IRAN/ Center Wing Modification. These losses coupled with the aircraft in Isochronal Inspection at Clark AFB (two per week on an average) imposed a serious handicap on the maintenance section. It was only through hard work for long hours by the maintenance personnel that the mission was accomplished. The assistance of 41st ARRWg during this difficult period was indespensable.

There were an average of 13 cannibalization actions per month during the quarter, including a T56-15A engine. The propeller shop changed a total of 15 propellers. The engine shop changed a total of 8 engines.

The Safety and Foreign Object Damage (FOD) programs continue to receive emphasis and improvement. A weekly FOD check of the ramp by maintenance personnel has improved the program.

PERSONNEL: In the Maintenance section, the overall manning picture improved considerably during this quarter. Early in June, 1971,

2. Additional Maintenance statistics broken down by months may be found in Appendix 5.

Jet Engine shop and Supply were the problem areas, but as the quarter ends improvement is in sight in both areas. The Jet Engine shop received replacements, but still lacks an authorized Technical or Master Sergeant. The manning in AGE is now 100%, a tremendous improvement over the previous quarter. In AFSC 43191, two Chief Master Sergeants and two Senior Master Sargeants arrived to fill badly needed supervisory positions. In general, overall maintenance manning looks good for the next few months, with the possible exception of the 431X1 AFSC, the Organizational Maintenance Branch. Here manning now stands at 76%, with four programmed losses and nine firm gains in October and November.

The On The Job Training (OJT) program continues to function smoothly. There were 16 people upgraded during the quarter, and all personnel currently in the program are progressing on or ahead of schedule. During the quarter, the maintenance training program expanded considerably. There are now a total of 10 classes being taught on a monthly basis.

The Administration/Personnel section enjoyed 100% manning during the quarter, gaining three personnel and losing one. Training for the new personnel consisted of OJT from the departing members whenever possible.

A continuing problem for the Administration area was the need for a full-time Administration Officer. During the quarter,

three flying officers performed both Administrative and Executive functions as additional duties. Their flying commitment of 80 to 100 hours per month considerable hampered their efforts and caused the administrative functions to "deteriorate severely".[4] However, in Spetember, the squadron received authorization for an Administration Management Officer who is expected to arrive in October.

Another problem was the need for authorization of squadron personnel to sign TDY orders for travel to Clark AFB. Due to the short notice for delivery and pick-up of aircraft for Isochronal inspections, and critical shortage of aircraft, the squadron occasionally had to publish TDY orders with only a few hours notice. The requirement that the 483rd Wing Commander sign these orders occasionally caused delays.[5]

FUNDING:[6] Funds for the squadron are provided by Seventh Air Force through the base budget office (483rd TAW). For fiscal year 1972, 39th ARRSq is allocated $396,600, which is subdivided as follows:

TDY and Per Diem $106,600
Supply and Equipment $290,000

At the end of the quarter, July-September, 1971, the expenditures

4. Commander's Letter of July, 1971, paragraph 4.c.
5. Ibid.
6. Information supplied by Capt John J. Freisinger, Assistant Budget Officer.

of the squadron were as follows:

TDY and Per Diem $27,100
Supply and Equipment $56,100

The squadron budget allocation is subject to adjustment by the base budget office depending on mission essential spending or savings realized through the Resource Management Program.

39th ARRSq History, Jul-Sep 1971

Appendix 1

Key Personnel

Lt Col Klingenberg, Irvin L. Jr.	Commander
Maj Katz, Stephen E.	Executive Officer
Lt Col Paradis, Clarence L.	Operations Officer
Lt Col Soroka, Ronald J.	Assistant Operations Officer
SSgt Zirkle, Thomas N.	NCOIC Operations Administration
Capt Thomas, John C.	Administration/Personnel Officer
Lt Col Benson, Edgar C., Jr.	Scheduling OIC
Capt Thompson, Thomas M.	Staff Maintenance Officer
Capt Salisbury, Richard W.	Maintenance Officer
Maj DeLorenzo, Robert A.	Aircrew Standardization Officer
Maj Sharpe, Jimmie H.	Navigator Scheduling
Capt Skinner, Rondall E.	Safety Officer
Capt Nelson, Phillip H.	Training Officer
1Lt Jordan, James V.	Historian
CMSgt Allen, Ben F., Jr.	Maintenance Superintendent
SMSgt Ellis, Morton D., Jr.	FE NCOIC
MSgt Durbin, Lawrence	LM NCOIC
MSgt Lyles, Dulan E., Jr.	RO NCOIC
SMSgt Silvis, Glenn W.	NCOIC Job Control
SMSgt Sparks, Clifford J.	NCOIC OMS

Appendix 2

UNIT FLIGHT EVALUATIONS

	Pilot	Nav	FE	RO	LM
Proficiency	10	4	6	1	3
Instrument	6	0	0	0	0
No Notice	4	1	1	1	0
Initial Flight Examiner	2	1	0	0	0
Annual Flight Examiner	0	0	1	0	0
Initial Instructor	3	2	0	1	0
Annual Instructor	0	3	0	0	0
Requalification	0	1	0	0	1

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Appendix 3

QUARTERLY TRAINING

Ground Training	Number	Personnel Involved	Man Hours Expanded
Mission Simulators	79	641	1,923
NORAD Briefings	16	16	16
King Briefings	14	31	90
Scanner Training Classes	4	56	145
Life Support Refresher Classes	4	39	78
Misc. Theater Briefings	2	60	60

Upgrade Training and Qualification	
Airborne Mission Commander	8
Airborne Mission Co-Pilots	7
Airborne Mission Navigators	5
Airborne Mission Radio Operators	4
Flight Examiner Pilots	4
Instructor Pilots	3
Flight Examiner Navigators	2
Instructor Navigators	2
Instructor Flight Engineers	2
Instructor Radio Operators	1
Flight Examiner Loadmasters	1
Instructor Loadmasters	1

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Appendix 4

AIRCREW STATUS

SECTION	MANNING		
	July Auth/Assgn	Aug Auth/Assgn	Sept Auth/Assgn
Pilot	33/28	33/29	33/32
Navigator	17/16	17/17	17/17
Flight Engineer	33/26	33/28	33/27
Radio Operator	17/17	17/17	17/18
Loadmaster	17/15	17/16	17/15

Appendix 5

STATISTICAL SUMMARY OF MAINTENANCE DATA

	JUL	AUG	SEP
Hours Possessed	6696.0	7488.0	7343.5
Hours NORS	137.4	321.3	548.5
% NORS	2.1	4.8	7.6
Hours NORM	1574.3	1685.6	1169.0
% NORM	23.5	22.5	16.1
Hours O/R	4984.3	5481.7	5526.0
% O/R	74.4	73.2	76.3
Flying Hours	1129.0	1084.0	1019.7
Average Sortie Length	4.7	5.3	5.1
Utilization Rate	125.5	107.3	94.3
Average Aircraft Possessed	9.0	10.1	10.1
Man Hours per Flying Hour	14.6	15.6	12.5