

HISTORY
OF THE
FORTIETH AEROSPACE RESCUE AND RECOVERY SQUADRON

1 July 1971 - 30 September 1971

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Commander

AEROSPACE RESCUE AND RECOVERY SQUADRON

MILITARY AIRLIFT COMMAND

VHPA 218

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CHRONOLOGY

- 2 Jul 1971 An injured USAF Airman evacuated from an unlighted helo pad two miles north of Khon Khaen
- 21 Jul 1971 40th ARRSq relocated to Nakhon Phanom RTAFB
- 21 Jul 1971 Loss of Jolly Green 54
- 30 Jul 1971 C-5 Galaxy airlifts the last two HH-53B Jolly Greens from Thailand
- 18 Aug 1971 Two T-28 pilots rescued 20 miles southeast of Udorn RTAFB
- 5 Sep 1971 Evacuation of a Thai civilian when a CH-3 (Knife) crashed 25 miles south of Nakhon Phanom

CHAPTER I

Mission

The mission of the 40th Aerospace Rescue and Recovery Squadron (40th ARRSq) as defined in ARRSq 23-2, 1 December 1969 and 3rd AREGPR 23-1, 19 May 1969, is to search for, locate, and recover distressed personnel engaged in combat operations in Southeast Asia.

CHAPTER II

Resources

ORGANIZATION

The 40th ARRSq, located at Nakhon Phanom Royal Thai Air Force Base, Thailand, is assigned to, and is under the control of 3rd Aerospace Rescue and Recovery Group (3rd ARRGp), Tan Son Nhut, Air Base, Republic of Vietnam.

FACILITIES

The move of the 40th ARRSq from Udorn to Nakhon Phanom, Thailand, 21 July 1971, not only brought significant changes to unit personnel in quarters and facility improvements but created a more compact working environment and closer, convenient living conditions for officers and airmen, alike. Specifically, Life Support facilities are no longer located in the squadron but are now consolidated in one building for the entire base, a short distance from the squadron. Approximately one-third of the Life Support building houses equipment and storage lockers of the unit pararescue section. Perhaps the one, single convenience to the unit is the location of squadron operations and maintenance facilities on the same side of the base with airmen and officer living quarters. Heretofore, this has been a problem in transportation and time involved in commuting back and forth across base. The placement of all airmen and non-commissioned officers in one living area, aircrew members excepted, has been a definite asset and morale factor to the squadron.

Transportation has been a problem at times but this situation should be cleared with the approval and assignment of two additional vehicles to the squadron. Due to the extensive self-help program now in progress and excellent support from the base and all squadron personnel, the new living and working facilities are satisfactory.

The Dispatch Alert facility at Ubon, which previously housed unit duty officers/airmen, has been closed. Improved alert procedures for the 40th AERSq and 56th SOWg aircraft on station at Ubon RTAFB, Thailand, negates use of this dispatch alert facility.

AIRCRAFT

A requirement existed for the transfer of two unit HH-53B model aircraft from Udorn RTAFB, Thailand to CONUS. Previous transfer of aircraft via trans-pacific flight had formed problems in critical unit aircrew manning due to long TDY absences from parent unit. A request was made to airlift these aircraft back to the States. On 30 July 1971, a C-5 Galaxy from the 437th Mil Alft Wg, Charleston AFB, SC was dispatched and arrived at Udorn RTAFB, Thailand, to perform this airlift. Extensive and careful preparations had been made prior to the C-5 arrival to insure expeditious loading and handling. The actual loading took six hours to complete and no significant problems were encountered; however, the operation was slow due to the fact that this was the first time in aviation history that HH-53 aircraft had been loaded and trans-

40th ARRSq History, 1 July - 30 September 1971

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ported aboard a C-5 aircraft. To aid subsequent and similar loadings, the entire loading operation was carefully recorded on film

On 27 September 1971, the 40th ARRSq received one HH-53C model aircraft from the 37th ARRSq, Da Nang Air Base, South Vietnam, bringing the total number of unit aircraft to eleven.

40th ARRS History, 1 July - 30 September 1971

ROSTER OF KEY PERSONNEL

Lt Col William E Moore	Commander
Lt Col Phillip R Gonzales	Executive Officer
Lt Col Charles N McAllister	Operations Officer
Lt Col Charles L Rokert	Asst Operations Officer
Major Clyde E Bennett	Asst Operations Officer
Major Evan O Christiansen	Standardization Officer
Major Robert R McCutcheon	Staff Maint Officer
Major Donald L Rosten	Chief of Safety
Capt Thomas F Adams	Administration Officer
Capt David V Gustafson	Maint/Supply Liaison
Capt Ronald King	Acft Maint Officer
CMSgt Arthur W Lebel	Acft Maint Supt
MSgt Jackie E Davison	First Sergeant
MSgt Leon Fullwood	First Sergeant

CHAPTER III

Organizational Adjustments

UNIT DEACTIVATION

On 1 July 1971, Detachment 1, 40th ARRSq was deactivated.

UNIT MOVE

On 21 July 1971 the 40th ARRSq, was relocated at Nakhon Phanom RTAFB. This move was accomplished in order to consolidate rescue forces in SEA and to provide for a more rapid response time. The move took place during a period of several days and involved considerable preplanning so as not to degrade the squadron's mission. All bulky items, including AGE and electronics trailers, and all maintenance personnel were moved by surface means. Aircraft and aircrew personnel plus their personal belongings were flown to their destination using several shuttle flights. The rear echelon departed Udorn RTAFB on 30 July 1971 and upon their arrival at Nakhon Phanom the entire operation was proclaimed a complete success.

UNIT CONSOLIDATION

On 10 September 1971, Detachment 9, 3rd ARRGp (LER), was consolidated with the 40th ARRSq.

40th ARRSq History, 1 July - 30 September 1971

Administrative Activities

During the reporting period the 40th ARRSq had one change of command. On 11 September 1971, Lt Colonel William E Moore assumed command from Lt Colonel John H I Morse, who has been reassigned to 3rd ARRGp, Tan Son Nhut Air Base, Republic of Vietnam. Colonel Moore was formally stationed at Da Nang Air Base where he commanded the 37th ARRSq. Prior to that he was stationed at Reese AFB, Texas, where he was in command of a management engineering detachment and held operations and command positions as a T-37 squadron commander and DCO in an undergraduate pilot training wing.

Authorized Versus Assigned Personnel

	Operations		Maintenance		Administration		Total
	<u>Off</u>	<u>Amn</u>	<u>Off</u>	<u>Amn</u>	<u>Off</u>	<u>Amn</u>	<u>Off/Amn</u>
Authorized	35	14	2	126	1	10	38 158
Assigned	36	14	2	131	1	10	39 155

Personnel Processed

	<u>Officer</u>	<u>Airmen</u>	<u>Total</u>
Incoming	8	57	65
Outgoing	3	51	54
Total	11	108	119

40th ARRSq History, 1 July - 30 September 1971

CHAPTER IV

Mission Performance

OPERATIONS

The 40th ARRSq participated in two Med-Evacs and one Search and Rescue (SAR) mission during the quarter 1 July - 30 September 1971. Four non-combat saves were credited as a result. Air activities throughout Laos have remained at a low level due to the continuation of the monsoon season. Local flying conditions have remained predominantly good. Indications of an early dry season are forecasted. Our pilot strength is presently 33, however, by the end of December 1971 we anticipate a shortage. Our flight engineer contingent remains undermanned with a total of twelve, three less than the number authorized.

On the evening of 2 July 1971, an LNRS training mission was diverted to an unlighted helicopter pad, approximately two miles north of Khon Khaen, to pick up an injured USAF airman. A successful and uneventful landing was made on the pad, where the airman was brought aboard, and then returned to Udorn RTAFB.

Tiger II: While on a local training mission, a Jolly Green helicopter was diverted to a position 20 miles southeast of Udorn RTAFB to pick up two T-28 pilots who had crash landed their aircraft in a rice paddy. The survivors were easily located, picked up and returned to Udorn RTAFB.

On the morning of 5 September 1971, a Jolly Green helicopter flying a local training mission was diverted to a position 25 miles south

K-12 ERB History, 1970-1971

of Sakon Phnom ERB. The aircraft was damaged when a F-4E aircraft (01-10) crashed. The pilot was landed in a nearby field, and the aircraft was delivered to Sakon Phnom ERB.

FINAL EVALUATION OF PART 10

The final 30 day phase of the 90 day Part 10 Evaluation program, tested toward continued crew proficiency, coordination with other theater agencies, and further identification of system deficiencies. Joint training and a simulated rescue mission were flown with F-4E aircraft. Night Air Refueling was scheduled on a daily basis to increase crew proficiency in both rendezvous and refueling techniques. A total of 2100 hours were flown during the last 30 day period. A mountain test and training area was used for evaluation of equipment and techniques. Features of theater restrictions and test equipment availability, aircraft system deficiencies and operational concepts could not be fully evaluated. Certain aspects and findings of this test program provided extremely encouraging results for both present and future applications to the Part 10 program.

Summary

Maintenance

Aircraft Inventory

During this quarter, the maintenance program produced 4 aircraft for 422 sorties, which required 211.5 flying hours. This was approximately 4% of the program.

The Operational Test Center (OTC) data for the three months were 1313, 1313, and 1313 respectively. Total sorties totaled 422 for the quarter. There were 12,603 direct manhours expended which equates to 31.3 manhours per flying hour (MH/FH). This is considerably above the standard of 23MH/FH and is due to extensive maintenance required to maintain the aircraft and an arbitrary standard developed before experience was gained on the aircraft.

OPERATIONAL STATISTICS

	<u>OPERATIONAL TEST CENTER</u>	<u>ACTUAL</u>	<u>OPERATIONAL TEST CENTER</u>
	<u>BE-58</u>	<u>BE-58</u>	<u>BE-58</u>
July	12	115	12
August	20	101	12
September	11	115	12

ACTUALS

<u>MONTH</u>	<u>BE-58</u>
July	115
August	101
September	115

The 10th ABW had three aircraft incidents this quarter in 912.6 flying hours. There was also one reportable ground safety injury during the period.

On 10 July 1971 a 10th ABW aircraft encountered an emergency situation when number two engine chip light illuminated. The engine was shutdown and precautionary landing made without incident.

Analysis revealed a small piece of carbon in the chip detector probe. There was no material failure; consequently no preventive action was necessary.

On 21 July 1971 Jolly Green II was dispatched from Nathan Flanagan to recover some aerospace hardware. The objective was located.

Checks and computations determined that ample power was available to perform the mission. The load was secured to the sling by a Paratrooper (PJ) on the ground. The PJ reported hearing ground fire as the hoist was being lowered to pick up the PJ the load started sliding downhill and the helicopter started to settle.

The load and auxiliary fuel tanks were jettisoned but despite the pilot's efforts the aircraft continued to settle into the trees.

The aircraft crashed and then rolled several times. All crew members exited the aircraft and again reported ground fire. The

PJ who was on the ground when the crash occurred received extensive facial injuries, the flight engineer sustained serious back injuries, and both pilots had leg injuries. All crew members were recovered by a civilian helicopter.

Accident History, 1947-30 September 1971

Due to the hostile location of the downed aircraft it was necessary to destroy both the aircraft and the parachute hardware. After a thorough investigation the incident was classified as a combat loss and closed.

On 16 August 1971 aircraft 68-10359 was returning from a SAR mission when number one engine low oil level caution light illuminated. Minutes later the number one engine low oil pressure light came on and oil was reported pouring down inside the cabin. The engine was shut down immediately and an emergency declared.

After landing at Ubon STAFB it was determined that a one way check valve had failed causing the auxiliary oil tank to overflow and spill into the cabin. After replacing the check valve the aircraft was released for flight. There was no previous history of this type of malfunction and most probably is an isolated incident.

There were no explosive safety incidents this quarter. One ground safety incident occurred on 24 July 1971. A staff sergeant fell from a chair while replacing a light bulb in his quarters. He sustained serious bruises and sprained muscles in the shoulder area. He was admitted to the hospital on 25 July 1971 and treated. He had a speedy recovery with no complications. Lost duty time was two days.

CHAPTER VI

Significant Data

QUARTERLY FLIGHTS TIME

	<u>Q-1</u>	<u>Q-2</u>	<u>Q-3</u>	<u>T-3</u>	<u>Total</u>
July	136.9	101.5	10.0	51.8	300.2
August	162.8	35.0	2.6	115.4	315.8
September	180.0	60.3	9.9	71.1	321.3
Total	485.7	196.8	22.5	238.3	943.3

MISSION SCHEDULE

- Q-1 Tactical Mission Out of Country
- Q-2 Tactical Mission
- Q-3 Functional Check Flight
- T-3 Training Flight

40th Annual History, July - 30 September 1971

STANDS AND OPERATIONS

Period	APU	SO	LAW	DPD	Animals	BS	ISH	AK	LPOR	FR	TOTAL
Submitted through 31 July 1971	0	0	0	7	0	0	1	23	3	7	11
Received through 31 July 1971	0	0	0	0	0	0	0	5	0	1	9
Submitted through 31 August 1971	0	0	0	5	0	1	0	16	0	0	35
Received through 31 August 1971	0	0	0	3	0	0	0	3	0	0	6
Submitted through 30 September 1971	0	0	0	7	0	2	0	11	9	0	29
Received through 30 September 1971	0	0	0	0	0	0	0	3	0	3	6

Submitted between 1 July and 30 September 1971: 105

Received between 1 July and 30 September 1971: 23

AGS History, 1 July - 30 September 1977

EXERCISE OFFICERS

ADMINISTRATIVE OFFICERS

Capt Thomas F Adams
Capt Henry T Demons
Capt James V McDayre

AWARDS AND DECORATIONS

Capt George F Armstrong
1st Lt Charles E V Schwartz
1st Lt Raymond Smart
1st Lt Sylvia E Hunschler
1st Lt William D Williams
1st Lt Michael V Surratt
1st Lt Dennis C Christall
1st Lt John D Rappert

CAREER MOTIVATION OFFICERS

Maj Gary L Gumble

DEVICE ACTION OFFICERS

Capt William F Malachy

DESIGN OFFICERS

Capt Joel L Summers

DISASTER PREPAREDNESS OFFICERS

Maj Gary L Gumble
Capt William F Malachy

END USER OFFICERS

Maj Richard M Rigelow
Capt Gerald G Hartley (LRS)

EQUIPMENT AND SUPPLY CUSTODIAN

1st Lt Andrew F Payne

EXERCISE OFFICERS

Capt Henry T Demons
Capt William H Austin (LRS)
Capt Carl L Kaufhold
A1C William T Liles

AIR TRAFFIC CONTROL OFFICERS

1st Lt Col Charles L Eckert

BUDGET & FISCAL CONTROL OFFICER

Capt David V Gustafson Jr

EXERCISE OFFICERS

Capt James V McDayre
Capt William F Malachy

EXERCISE OFFICERS

Capt David V Gustafson Jr
Capt William F Malachy

COMMUNICATIONS OFFICERS

Capt David V Gustafson Jr

CONTROL OFFICERS

Maj Harry F Kasper
Maj David G Smith
Capt Paul J Smith (LRS)
Capt Joel L Summers

DESIGN OFFICERS

Capt James V McDayre

DESIGN OFFICERS

Capt Edward J Smith
Capt David V Gustafson Jr

EXERCISE OFFICERS

Capt William F Malachy
Capt Carl L Kaufhold

EXERCISE OFFICERS

Maj George F Armstrong
Capt William F Malachy (LRS)

JUNIOR OFFICERS COUNCIL OFFICERS

Capt Henry T Demons
Capt Carl L Kaufhold

EXERCISE OFFICERS

Capt James V McDayre
Capt William F Malachy (LRS)

LIMITED NIGHT REPORT OFFICERS

1st Lt Col Anthony R Ballard
Capt Robert L Paul

MODIFICATIONS CONTROL OFFICERS

Capt Allen K Mankel
Capt Robert L Paul
1st Lt Richard A Wallace
1st Lt Friedrich D Jackson
1st Lt Dennis C Williamson
A1C Charles D McGrath
A1C Michael D Yorgal

40th ARMBG History, 1951-1972

OPERATIONS SUPPORT OFFICERS

Capt. Jack L. Summers
Capt. Barbara E. Robinson
1st Lt. Nicholas J. Kormanik
Capt. Paul G. Perry
Sgt. George J. Webber Jr.
A1C John S. Lachance

P & I OFFICER

Capt. Thomas F. Adams
Capt. James W. McIntyre

PERSONNEL OFFICERS

Maj. Jerry R. Thompson
Maj. Harry G. Rogers III
Capt. William F. Mulcahy
Capt. James L. Woolace (USN)
1st Lt. Daniel L. Schmidt
1st Lt. Raymond A. Cook
1st Lt. Rufus B. Russell

SELECTIVE RECALLMENT BOARD MEMBER

Maj. George T. MacDonald

AF SECRET SERVICE OFFICERS

1st Lt. Col. Anthony S. Mallard
1st Lt. Col. Charles V. Mallister

LIFE SUPPORT EQUIPMENT OFFICERS

Capt. Robert W. Harper
Capt. Gerald G. Hartley (USN)
1st Lt. Wayne L. Risk
A1C Raymond J. Crow Jr.
A1C William E. Hughes Jr.

MANUALS CONTROL OFFICERS

Maj. Frederick C. Bartmann
Capt. Bertrand E. Estabrook
Sgt. William E. Brown Jr.
Sgt. Jarrold F. Dearman
Sgt. Michael Stagliano

ACT ADMINISTRATOR

1st Lt. Rufus B. Russell

PHYSICAL FITNESS OFFICERS

Capt. Edward E. Gunningham

TRAINING OFFICERS

Capt. Donald L. ...
Capt. ...
Capt. ...
Capt. ...
Capt. ...

COMBAT OFFICERS

Maj. Donald ...
Capt. William ...

PROGRESS OFFICERS

Maj. ...
Capt. ...

FIELD UNIT OFFICERS

Maj. Evan C. ...
Capt. James ...
Capt. Robert W. ...
1st Lt. Kelley ...
1st Lt. ...
1st Lt. ...
1st Lt. ...

TRAINING OFFICERS

Maj. ...
Capt. ...
Capt. ...
Capt. ...
Capt. ...
1st Lt. ...
1st Lt. ...
1st Lt. ...

TRAINING OFFICERS

Maj. ...

TRAINING OFFICERS/SGT

Maj. Richard V. ...
1st Lt. ...

TRAINING OFFICERS

Capt. David V. ...

WING SAFETY COUNCIL

1st Lt. Col. Charles V. ...
Maj. Donald L. ...

Map of Burma Frontier

VM/R2

- 1. Mission 2-5-52, 15 July 1951
- 2. [Illegible]
- Mission 2-5-52, 15 August 1951
- Mission 2-5-52, 15 September 1951

THAILAND