

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 ARRSq and 56th SCWg 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

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.

UNCLASSIFIED

CHAPTER III

CHANGES IN CONCEPT AND STRUCTURE

ORGANIZATIONAL ADJUSTMENTS

Unit Moves

(U) 13AF PAD 71-13-6, 40ARRSq, directed the transfer of the 40ARRSq from Udorn RTAFB, Thailand to Nakhon Phanom Airport, Thailand on 21 July 1971. The move was accomplished on schedule and with minimum difficulties. The outstanding efforts of all 40ARRSq personnel and the unparalleled cooperation and assistance from 13AF and the 56SOW were the primary factors which permitted the move to be accomplished as programmed.

(U) 7AF PAD 71-15-7/366TFW Facilities Utilization and Turnover Plan. The subject 7AF PAD and 366TFW Plan identify the requirement to make facilities available at DaNang AB, RVN to accomodate increased VNAF activities in support of the Vietnamese Improvement and Modernization Programs. The 37ARRSq and Det 7, 3ARRGp were directed to relocate from DaNang East to DaNang West in support of these plans.

(U) The physical move of both units to DaNang West was accomplished during August 1971. HH-53 O&M facilities at DaNang West include two hangars and nine reveted parking spaces and are considered superior to facilities previously occupied

~~SECRET~~

The HH-53 detachment was inactivated at Nakhon Phanom, Thailand in July 1971 due to the 40ARRSq transfer from Udorn to NKP. The organizational structure comparison between October 1970 and July 1971 is as follows:

<u>OCTOBER 1970</u>	<u>JULY 1971</u>
JRCC, Tan Son Nhut AflD, RVN	No Change
OL-A, Son Tra AB, RVN	No Change
OL-B, Udorn RTAFB, Thailand	No Change
39ARRSq, Tuy Hoa AB, RVN	Moved to Cam Rahn Bay
37ARRSq, DaNang AB, RVN	Moved to DaNang West
40ARRSq, Udorn RTAFB, Thailand	Moved to NKP, Thailand
Det 1, 40ARRSq, NKP	Inactivated
38ARRSq, Tan Son Nhut AflD, RVN	Inactivated
38ARRSq Dets redesignated 3ARRGp Dets, 1 July 1971:	
Det 1, Phan Rang AB, RVN	No Change
Det 2, Takhli RTAFB, Thailand	Inactivated
Det 3, Ubon RTAFB, Thailand	No Change
Det 4, Korat RTAFB, Thailand	No Change
Det 5, Udorn RTAFB, Thailand	No Change
Det 6, Bien Hoa AB, RVN	No Change
Det 7, DaNang AB, RVN	No Change
Det 8, Cam Rahn Bay AB, RVN	Inactivated
Det 9, Pleiku AB, RVN	Moved to NKP Arpt, Thailand
Det 10, Binh Tuy AB, RVN	Inactivated
Det 11, Tuy Hoa AB, RVN	Inactivated
Det 12, U-Tapoa AflD, Thailand	No Change
Det 13, Phu Cat AB, RVN	No Change
Det 14, Tan Son Nhut AflD, RVN	No Change
37ARRSq FOL, Bien Hoa (HH-53)	No Change
40ARRSq FOL, Ubon, Thail (HH-53)	No Change

6. (C) Hardware: In order to maintain an acceptable SAR posture in theater to meet the minimum daily frag requirements 3ARRGp units had to insure availability of 6 HC-130s, 10 HH-53s and 10 HH-43s in commission/Operationally Ready aircraft per day (Ref. Atch 2).

~~SECRET~~

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
- 13 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



SYMBOL -- A cannon made from the discarded drive shaft of one of their helicopters is a symbol of the 40th Aerospace Rescue and Recovery Squadron. It is here displayed on the Nakhon Phanom flightline by (left to right): MSgt. Jackie E. Davison, first sergeant; Lt. Col. John H. I.

Morse, squadron commander; and Maj. Jerry R. Thompson, scheduling officer. Major Thompson, who designed the cannon, also holds the title of "chief fusileer" of the squadron. (U.S. Air Force Photo by Sgt. Jose Mena)

40th Arrives Here; Choppers, Sandies Now Based Together

The 40th Aerospace Rescue and Recovery Squadron, organized at Udorn Royal Thai Air Force Base in March 1968, has moved to Nakhon Phanom.

Commanded since June by Lt. Col. John H. I. Morse, the 40th flies HH-53 Super Jolly Green Giants in carrying out its mission of providing Search and Rescue support for U.S. aircraft operating in Southeast Asia.

The move of the unit from Udorn to Nakhon Phanom was made to consolidate rescue and helicopters and ground support facilities at one location.

In contributing to the motto "That Others May Live" the 40th has established an outstanding reputation since its formation as a component of the 3rd Aerospace and Recovery Group, headquartered at Tan Son Nhut Air Base in the Republic of Vietnam. The squadron is credited with 150 "saves" since its formation.

Units of the world-wide Aerospace Rescue and Recovery Service support Air Force and other U.S. agencies conducting global air and space operations. They also provide air recovery forces for manned space flights in support of the National Aeronautics and Space Administration's space operations.

Colonel Morse, the commander of the 40th, came to Thailand from Wright-Patterson AFB, Ohio, where he was assigned to the Air Force Systems Command's Flight Test Directorate. A command pilot, he flew B-17 bombers in World War II and was stationed at Nakhon Phanom once before in 1965-69.

"The 40th is happy to be here," Colonel Morse says, "to consolidate our historical association with the Sandies." We

have received fine support here and we appreciate the cooperation of everyone who pitched in and helped us."

The colonel is a native of Winchester, Mass.

First sergeant of the 40th is MSgt. Jackie E. Davison.

Excerpted from the
NKP News 08/13/71

C-5 Galaxy Swallows BUFFs in First Udon Appearance

"Fat Albert" landed gently on Udon's runway Friday, loaded with dinner jollys from 101st Helicopters and roared off into a tropical downpour eight hours later.

The giant C-5 Galaxy, largest of the Air Force's cargo haulers, was making its first appearance at this northern-most Thailand base.

The Galaxy, belonging

to the 437th Military Airlift Wing at Charleston AFB, S.C., was piloted by Southeast Asia veteran fighter pilot Lt. Col. John Halton. "In fact, I served with a unit stationed here now. I flew F-105s out of Korat with the 13th Tactical Fighter Squadron," Colonel Halton explained.

"It's out of the east flying North. I've piloted," he commented. The giant transport carried a crew of 11 for this

mission, plus 40 jollys and 10 passengers ready to assume any job, aircraft commander, loadmaster or flight engineer.

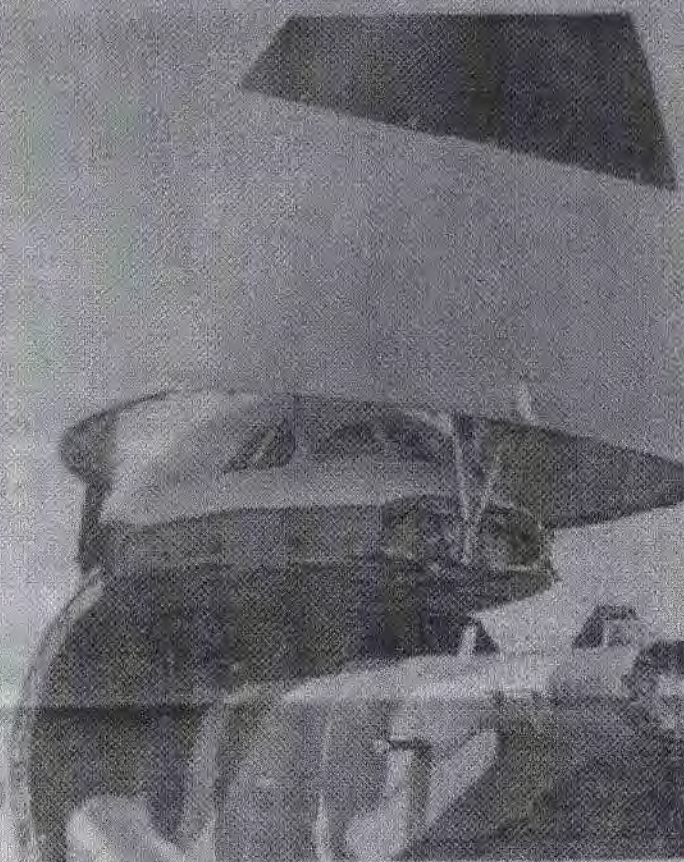
The mission was to take two HH-53s of the recently departed 101st Aerospace Rescue and Recovery Squadron to the United States. This was the first time two BUFFs (Big Ugly Fat Flyers) were transported by the huge airlifter.

"We had a couple of dry runs," pointed out 1st Lt. D.J. Rembert, crew chief for the Carolina-based jolly, "but we never actually verified one before."

As soon as the main cabin engines were shut down at 7:00 a.m., men of Det. 1, 9th Aerial Port Squadron and the 40th ARRS started making the stripped down BUFF's into the giant nose of the Galaxy. The line of the choppers cleared the ceiling of the cargo compartment by a scant two inches.

It took the men about three and a half hours to get the BUFFs, plus the equipment removed from them, into the gaping mouth and down the smooth gullet of the C-5. It was a relatively light payload, 67,000

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Lunchtime for Fat Albert

Excerpted from
"Easy Flyer" the

Udon base paper
August 1971

C-5 Gulps Jollys in First Visit

(from page 1)

pounds, but a very bulky one, filling almost the entire cargo hold.

When the bird was loaded and ready to take off, Mother Nature intervened. The sky opened up for three hours as a heavy tropical storm drenched Udorn and prevented "Fat Albert's" take off until 2:45 p.m.

The crew included: Maj Donald Boisvert, co-pilot; Capt. Louis Hiri, pilot; Capt. William Pecoul and Donald Smith, navigators; Lt. Col. August Savara, navigator; MSgt. Charles Goin, crew coordinator and chief flight engineer.

Also, MSgt. Charles Thompson and D.J. Brady, and TSgt. Elwood Jensen and Harry

Volbert, flight engineers; TSgt. Ray Pruitt, chief loadmaster; MSgt. Gaston Looze, TSgt. Stephen Johnson and Antonio Pena, SSgt. Craig Marlowe, William Durham and Phillip Moore and AIC James Cullen, loadmasters; and MSgt. Donald Fredrickson, loadmaster and evaluator from 21st Air Force.

Although making its first appearance at this base, the giant transport has been in-country three times before. It was on display at Don Muang RTAFB in conjunction with a Southeast Asia Treaty Organization open house. It has also visited Ubon and U-Tapao RTAFBs.

Jollys Fly to NKP

(from page 1)

machines of the 40th ARRS plucked 130 downed U.S. Air Force aircrew members from remote and hostile areas of Southeast Asia. Most of these were combat saves made during round-the-clock missions. Their rewards were the smiles and sincere thanks of the guys they brought back home. The 40th trophy room is crowded with plaque and distinctive memorabilia from those grateful airmen.

On the more tangible side, however, the Air Force Outstanding Unit Award was earned by the men for saving 61 downed crew members from February 1969 to April 1970.

Busy though they were accomplishing their primary mission -- to search for, locate and recover distressed personnel engaged in SEA combat operations -- the men of the 40th also found time for humanitarian and other type "rescues."

For example, just a couple of months ago it looked like nobody here would be paid on the regularly scheduled payday. Local computer problems threatened to

delay completion of the payroll and printing of the checks. But, the Jolly Greens came to the rescue. They airlifted accounting and finance people to Nakhon Phanom where the necessary paper work was accomplished and then the guys with the "green feet" brought the checks back to Udorn. Few people knew about the "rescue." Few thanks were given. But then, the Jollies didn't expect it.

The folks from the 40th ARRS worked hard and played hard. That's the way they lived -- their tradition. Waitresses and members of musical groups who played the local clubs won't quickly forget the Super Jolly Cannon. And, at least one local dancing girl exhibited a pair of green feet in a prominent area of her anatomy for several days after a Jolly Green sawadee party.

Although many pairs of those green feet remain, the BUFFs and the men who flew and maintained them are gone. They'll continue to fly their mission and those green feet will appear wherever the Jolly Greens go. That's for certain!

Sawadee, 40th ARRS!



Jollys Fly to NKP

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John D. Lavelle, 7th Air Force commander, from Cleveland, Ohio, accepts a plaque from fellow graduates of John Carroll University at Cleveland, Ohio. The plaque was presented to the general for his "outstanding professional achievement in the field of military service and for personal accomplishment as a graduate of John Carroll University." Presenting the

plaque is Capt. Kenneth Plynesser, Class of 1968. Others, from left, are First Lieutenants Donald J. Harty, Class of '69; Thomas R. O'Connor, Class of '68; Timothy J. Norton, Class of '69; and John M. Ennis, Class of '67. All are members of the U.S. Army's 124th Transportation Command at Cam Ranh Bay AB. General Lavelle is a 1938 graduate of the university.

Replaces C-141s

Declining casualties return C-118s

TAN SON NHUT — Declining U.S. air casualties has brought about the return of the C-118 medevac aircraft to the Republic of Vietnam.

Replaced by the larger C-141 Starliner in September 1968 when casualties among U.S. forces were at a higher level, the C-118 medevac has resumed its former role.

The C-118, operated by the 902d Aeromedical Evacuation Squadron at

and wounded to medical treatment centers outside the combat zone.

The single C-118 took the place of three aircraft previously in operation. Under the old program of evacuating patients from the Republic of Vietnam and Thailand, two C-130 Hercules aircraft visited the main bases in both countries and then delivered their passengers to a central point. From there C-118s transferred them to either Ja-

leaving Clark AB, stopping at Tan Son Nhut and Bangkok, and proceeding to U-Tapao RTAFB for crew rest before going to Cam Ranh Bay AB and on to Clark the following day.

Coordination for the C-118 visits to the Republic of Vietnam is handled by the 903d Aeromedical Evacuation Squadron headquartered at Cam Ranh Bay AB. Aircraft coming into Tan Son Nhut are the responsibility of the

ARRSq departs Udorn

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But the Feet Remain

Jolly Greens Fly to NKP

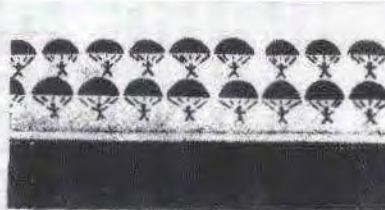
Jolly Green feet still parade prominently across many facilities at Udorn, but they "walk" silently. Their creators are gone.

The 40th Aerospace Rescue and Recovery Squadron officially left here on Aug. 1 for Nakhon Phanom Airport. The Jolly Greens and their HH-53 (BUFF) helicopters had been at Udorn since

March 18, 1968.

Now they are gone; but not forgotten--not by the many friends they made here, by the guys they rescued, not by anyone who had dealings at all with the people who adopted a big green giant as their mascot.

During their stint, the men and
(continued on page 4)



Jollys Fly to NKP

(from page 1)

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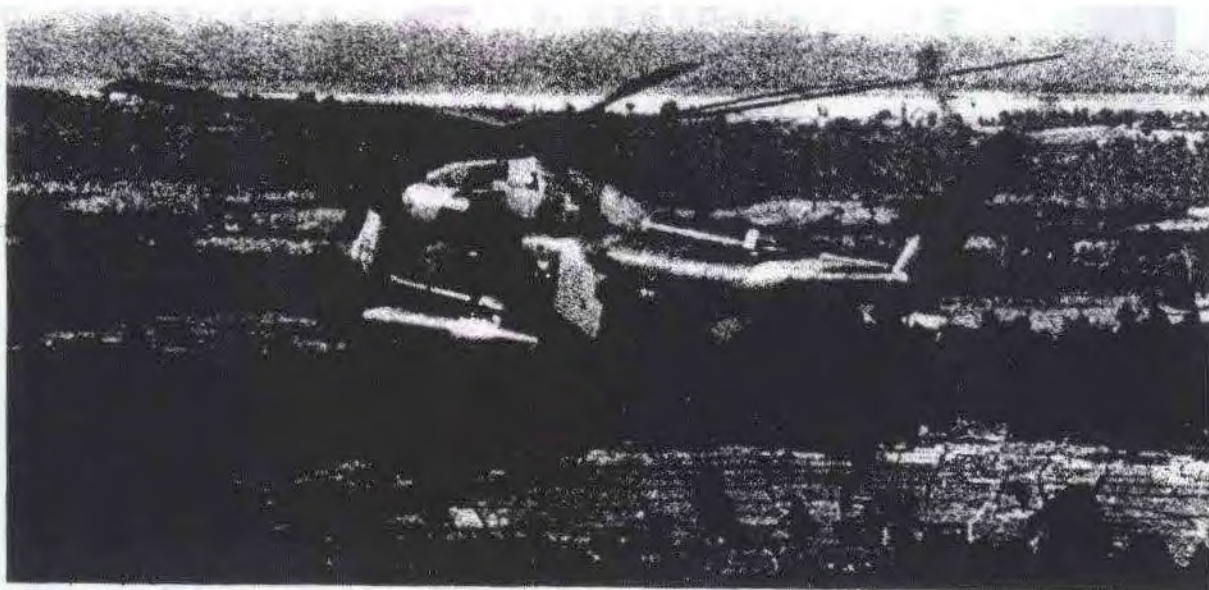
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HOVERING OVER A DENSE AREA is an HH-53 of the 40th ARRS. The Jolly made 130 rescues during its three

years here. (U.S. Air Force photo)