

FROM: 23 AF/DOT (Maj Cush, 5801)

24 JAN 1985

SUBJ: Single Pass Personnel Deployment

TO: 23 AF/DOX
/DOV
/DOT

IN TURN

1. The initial cadre aircrew training for single pass deployment procedures has been arranged with HQ MAC/DOT. However, several additional issues need to be resolved prior to setting up an implementation date for this training and qualification program.

a. CARP training will begin in conjunction with a day low-level mission. We need DOX to define what the final qualification (concept of operations) for this capability will be--will deployments be day and/or night to marked and/or unlighted DZs? Desired qualification will drive the required training.

b. The level of currency will be established in MACR 51-130, but this added burden should be balanced against other currency requirements and prioritization established. Your comments on this will be appreciated.

c. If the final concept of operations dictates night deployments by R-SOLL units, then appropriate crew tasks and duties for the cockpit crew needs to be studied and defined by DOV prior to commencing training at these units. The CARP tasks must consider all aircrew duties that need to be performed prior to the deployment, i.e., enroute navigation.

d. Deployment altitude also needs to be resolved. Draft MACR 55-111 states 800 feet, but MACR 55-56/55-130 requires a minimum of 1000 feet.

2. Request the above issues be addressed and returned to DOT as soon as possible so training can begin.

William H. Severns

WILLIAM H. SEVERNS, Lt Col, USAF
Director, Operations Training
DCS/Operations

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FROM: DOX (Maj Lorenz, 5871)

SUBJ: Single Pass HC-130 Parachute Deliveries (Your Ltr, 24 Jan 85)

TO: DOT

1. Our recommended approach to implement single pass delivery capability in the near-term is to use the procedures written in MACR 55-130, Chapters 23 and 25, and MACR 55-40. The procedures listed for computed air release point (CARP) aerial delivery and the ground marked release systems (GMRS) are adequate to support our combat HC-130 SAR operations. These regulations will govern both static line and freefall day and night parachute operations.

2. Since the ability of survivors to prepare markings is doubtful, the required HC-130 single pass delivery capability is for deployments to unmarked DZs (blind drops). Blind drops are currently limited to specially equipped aircraft capable of radar offsets (AWADS and Combat Talon). To obtain this capability within the current equipment limitations of the HC-130, we recommend adopting blind drop procedures with limitations imposed for training/exercise operations. Specifically, drop personnel only to clearly marked DZs and limit blind drops to light equipment such as parabundles or tactical training bundles. This compromise will allow aircrews to become proficient in single pass deployments without unnecessary risk to personnel or property. We recommend a phased approach wherein aircrews become proficient at dropping to marked DZs before progressing to blind drops. In addition, aircrews that are qualified for NVG operations should progress to night drops and then night blind drops.

3. Lack of avionics on the HC-130 must be compensated for in the training program, with careful DZ selection and intensive route study, particularly of the terminal area. It must be understood that "blind" drops are only blind in the sense that there are no artificial markings. The DZ must be visually acquired and positively identified using natural terrain features and landmarks before any drop is made. Within these constraints, we consider blind drops a viable solution to our tactical shortfall. The suggested approach uses proven procedures tailored to the unique requirements of Combat Rescue.

4. Deployable active duty units should be trained prior to reserve and guard units, as they will be the first deployed to combat operations. SOLL units should be trained prior to non-SOLL units as they are best equipped to penetrate threat environments. Suggest units be trained in the order listed:

- a. 41 ARRS
- b. 55 ARRS
- c. 1550 CCTW
- d. 33 ARRS
- e. 67 ARRS

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- f. 303 ARRS
- g. 102 ARRS
- h. 129 ARRS
- i. 301 ARRS
- j. 305 ARRS
- k. 71 ARRS

5. Request your office develop a training program and recommended training schedule so that we can implement this program at our HC-130 units. Lack of this capability is impacting pararescue combat training and more importantly, the ability of 23 AF to respond to real-world combat operations. Your support in implementing this capability is appreciated.

RICHARD W. NELSON, Colonel, USAF
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DCS/Operations

cc: DOV

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