

MINUTES

PARARESCUE MANAGEMENT CONFERENCE

19-25 February 1974

1. The conference convened at HQ ARRS to discuss and make recommendations on all areas of pararescue (atch 1). Conferees in attendance were senior pararescuemen from all levels of management and supervision (atch 2). Colonel Frederick V. Sohle, Jr., ARRS/CV, welcomed the conferees and wished them a successful conference. Colonel Billy R. McGee, ARRS/DO, also welcomed the conferees and stressed to them to not only work for the benefit of pararescue, but for all ARRS. Lt Col John T. Martin, Jr., ARRS/DOQ, briefed the conferees, emphasizing again the importance of making realistic recommendations that would benefit all ARRS.

2. The following presentations were given:

a. Major William Kornitzer, ARRS/DOX, The Present and Future Force Structure of ARRS.

b. TSgt Ronald Rude, MAC/DPRA, Personnel/Assignment Policies for AFSC A923X0. In addition, he updated the status of requested personnel policy changes for pararescue. This included a proposed TOPCAT profile revision and the deletion of AFSC A923X0 from the fifth year excess group.

c. Major William Burner, ARRS/SG, Current Projects in the Medical Area.

d. Mr. Ray Schoenborn, Management Analysis Branch, MAC Command Equipment Management Office, - The Air Force Equipment Management System.

e. Chief Master Sergeant William New, ARRS/LGS, Supply Difficulty Procedures and the Air Force Supply System.

3. Discussion Items:

a. ARRS Regulation 55-3, Pararescue Equipment: ARRSR 55-3, published as a result of the October 1972 Conference, has been in the field sufficient time to determine if it provides adequate guidance in the equipment and supply areas. Areas that need to be added/changed include:

(1) More specific guidance will be provided to determine what facilities are required to support a pararescue section.

(2) Responsibilities of HQ ARRS/LGS and Wing LGS functions will be incorporated.

(3) The main project undertaken will be to obtain the best available field equipment, mountaineering equipment, and cold weather

clothing. The equipment and clothing now available was designed for use by the World War II foot soldier and is not adequate for pararescue use because of its weight and bulk. Specific military specifications will be developed for each piece of equipment desired.

(4) All other equipment was reviewed for adequacy and for the correct basis of issue.

(5) CMSgt New, ARRS/LGS, gave a detailed presentation on supply difficulty procedures in AFM 67-1 and how and when they should be used. He submitted a standard message format to be used when command assistance is necessary (atch 3). It will be incorporated into ARRSR 55-3.

(6) SSgt Edward Green, ARRS/LGS (AUTOVON 638-4856) was designated the ARRS contact for pararescue supply problems.

(7) ARRS/DOQL in close coordination with ARRS/LGS will revise ARRSR 55-3.

(8) It is recommended that ARRS/LGS/DOQL conduct staff assistance visits to ARRS wings solely to assist in the pararescue supply/equipment area. Supply expertise exist at wing levels to assist in supply/equipment matters; however, it appears working level pararescue supply problems are not referred to higher headquarters for resolution.

(9) The assistance rendered to the conference by ARRS/LGS and specifically CMSgt New and SSgt Green was greatly appreciated.

b. AFM 39-1, Airman Classification Manual: The Airman Air Force Specialty (atch 4), Technician (atch 5), and Superintendent (atch 6) were thoroughly reviewed and requires updating. The proposed change will delete the requirement for knowledge in self-defense, operation of specialized recovery equipment, parachute packing, and fire fighting. Minor rewording of the Air Force Specialty Description will eliminate non-current words/terms.

c. ARRS Regulation 55-11, Pararescue Operations: The draft ARRSR 55-11 was reviewed in detail, and where there was disagreement between the proposed regulation and unit pararescuemen; an acceptable alternative was established. However, one area of considerable disagreement was proposed Chapter 19 (atch 7), Pararescue Instructor Training. The intent was to set up formal instructor upgrade programs to improve the pararescue instructor's ability. The conferees were unanimously opposed to this for the following reasons:

(1) The NCOIC should have the prerogative to assign the pararescueman with the most knowledge and experience as ground instructors for any given subject.

(2) The Air Force already has a system for accomplishing training in any AFSC; the OJT program. The OJT supervisor has the basic responsibility to render most pararescue training.

- (3) This chapter was too restrictive and caused added paper-work.
- (4) No other aircrew position has a program of this nature.
- (5) If a flight instructor program is needed, then it should be in a MAC 51 series publication.
- (6) Recommended changes that require further staffing will be published in a change to the basic manual. Resolved changes will be incorporated into the basic manual.

d. AFM 35-10, Dress and Personal Appearance of Air Force Personnel: The Army has recently authorized wear of a distinctive badge (approximately 3/4" high) for completion of a military SCUBA diver's course (atch 8). The majority of conferees expressed the desire it be authorized for wear, and could be worn centered on the left breast pocket similar to the missileman's badge. ARRS/DOQL will officially contact the OPR of AFM 35-10 through channels to seek authorization.

e. Parachute Deployment Concepts: With the primary mission of ARRS oriented toward combat rescue, it is recommended that consideration be given to maintaining select ARRS HC-130 aircrews current and qualified in the Calculated Air Release Point (CARP) delivery procedure. This would greatly increase the flexibility of pararescue utilization. The currently used race track pattern and spotter chute deployment system is only practical in a permissive environment. The CARP system could be used in the clandestine insertion of pararescuemen in situations when the present procedures would be detrimental to the overall success of the mission. In addition, a scenario for pararescue utilization could be written into tactical exercises in which ARRS is already involved. It was recommended that further pararescue utilization be made during the rescue portion of tactical exercises.

f. Pararescue Recruiting, OL-J: MSgt John Tobey, NCOIC OL-J, Lackland AFB, briefed on the selection process being used to select airmen in basic training for pararescue. The mission of OL-J is to recruit and prepare airmen for entry into the training pipeline. Physical conditioning is an important part of the program at OL-J. The physical training program used is outlined in attachment 9.

g. Medical:

(1) ARRSM 160-34, Emergency Medical Treatment. ARRSM 160-34 has been under revision for considerable time. However, the OPR, ARRS/SG, indicates publication will not be made in the foreseeable future due to priorities. The importance of publishing the revision is twofold. One, and most important, is to insure pararescue has the latest and best guidance to perform their duty of administering emergency medical treatment. Second, the Specialty Training Standard (STS) for AFSC A923X0 cannot be updated until this manual has been published. It is recommended that one

of two methods be adopted to get this critical requirement accomplished. One, TDY Major Hoy and TSgt Brown of the medical department of the 1550 ATTW to completely revise the manual and prepare it for publication. Two, have ARRS/SG complete this task as a priority item. ARRS/DOQL will assist wherever possible. Strongly recommend that a 1 May 1974 suspense date be established and met.

(2) ARRS/SG Position: During a discussion with Lt Col Saylor, MAC/SGA, it became evident that it was only a matter of time until the ARRS/SG position is transferred to MAC. Past experience has shown that the pararescue medical program must maintain direct communication with medical expertise intimately familiar with the pararescue mission for it to remain at a satisfactory level. If the ARRS/SG position is lost, recommend ARRS establish a requirement for one of the following:

(a) A male pararescue nurse and nine level pararescueman be assigned to ARRS.

(b) A senior pararescueman be assigned to MAC/SG.

In addition, if the position is deleted, that a letter of agreement between ARRS and MAC/SG be formulated to outline the ARRS support required. Attachment 10 is a proposed listing of areas of support.

(3) The four week medical course for pararescue students taught at Sheppard AFB was originally established by ATC in the mid 1950's in response to a requirement to train pararescuemen in emergency medical treatment. There was originally no historical background available on which to base the curriculum. The medical capability of PJ's has evolved to where the course at Sheppard no longer is as necessary a foundation as before. Major Hoy, OIC medical training 1550 ATTW, feels he could teach all that is required at Sheppard (4 weeks) in one-half the time at Hill (2 weeks). He would eliminate all the nice to know areas such as anatomy, physiology and hospital procedures and only teach what a pararescueman essentially needs to know to perform his medical duties. The proposal would eliminate one TDY for all PJ students and the expenses involved, release two experienced PJ's to operational units, and cut total training time by two weeks. It is recommended that a study to determine the feasibility of this proposal be conducted and that Maj Hoy be the project officer.

h. Training: The conferees were briefed on the current basic pararescue syllabus for course 92330. To be completely aware of what training a newly graduated PJ will have upon arrival at his first duty station, all units with pararescue assigned will be placed on distribution for the basic course syllabus. The lack of escape and evasion expertise was discussed during the review of ARRSM 39-1. Pararescuemen presently receive no more training than other crewmembers who have attended basic survival school. E&E is an essential skill for pararescuemen, and additional training is needed. Upon identification of a course (investigation underway

for the possibility of an E&E course from the Army) appropriate to the needs of ARRS, it will be recommended this training be included in the student pipeline training or as follow-on training. It is also recommended if no additional E&E training can be obtained, then the pararescue advertised expertise in this area be deleted. Helicopter training/qualifications, in-unit operational training, training currency requirements and formal schooling were all discussed. This will result in some recommended changes to existing publications.

i. Pararescue Deployment Policy: Conferees indicated that aircraft commanders are sometimes reluctant to deploy pararescuemen on operational missions in a timely manner and either ask for permission from the controlling agency or the controlling agency pre-empts the aircraft commander's prerogative to make the final decision. ARRS Manuals 55-130 and 55-11 both state that the pararescue team will be deployed except when it can be conclusively established that they are not required or that the aircrew will be placed in jeopardy by so doing. Also of concern is the reluctance to commit pararescue during darkness. There have been instances where the aircraft commander has briefed the pararescuemen prior to take-off that they will not be deployed regardless of the on-scene situation. ARRS/CC agreed that a policy letter on this matter may be required. In addition, it is recommended that the 1550 ATTW devote an academic period for HC-130 student pilots to be briefed on pararescue capability and utilization. This problem appears to be one of education. It is believed ARRS personnel at the working level and in the controlling agencies are not fully aware of the capabilities or limitations of pararescue.

j. Current DOQL Projects: MSgt John Stemple, ARRS/DOQL, briefed the conferees on the status of ongoing programs in the area of new/improved pararescue equipment. The following items were covered:

(1) HALO OT&E: Fifteen school slots have been received for FY 1975. Upon receipt of actual class dates, personnel will be selected for this test program to be conducted by the 55 ARRS, Eglin AFB, FL. Formal request to MAC for a test order has been forwarded.

(2) Cold Water Recovery Equipment: The unisuit, insulated life raft, and catalytic heater are in the field. Inputs from the field on capability of equipment and suggested modifications is due 1 April 1974.

(3) Three foot static line extension. The 3' static line extension was approved by SAAMA 24 Jan 74. Instruction for manufacture will be published in March 74 and items will be available from the depot on or about 1 May 1974. Interim authority for local manufacture was published 27 Feb 74.

(4) Force Deployed Reserve Parachute: The modification package will be available in Oct 1974.

(5) Personnel Lowering Device: Tests to determine the capability of standard Air Force letdown devices for use with the integrated harness will be conducted in March 74 with the final report due 20 May 74. If successful, action will be taken to replace the tree letdown tape currently used.

(6) Mini Tanks: Funds have been approved for 300 sets. TA 016 will authorize one per AFSC A923X0. The first 150 sets should be available for distribution by 1 June 74. The second 150 will be in the first quarter of FY 75.

(7) Jakes Litter: OP&E of the Jakes litter was unsuccessful. Revalidation and request for further action was forward to HQ MAC and HQ USAF.

(8) PRC-103: The contractor for this item has defaulted. Further action is being staffed at ASD.

k. Diesel Drive Watercraft: With one exception, all diesel drive safety boats have been delivered to the units. The conferees were briefed on the history of this equipment and problems encountered. To date, no major problems have been identified to ARRS once the boats were made operationally ready by contract maintenance. Users were urged to advise ARRS of any problem areas, particularly those effecting safety. It was emphasized local/contract maintenance was required and that AFR 11-4 negotiation may be required.

l. Drug Abuse/EOT: Capt Parsons briefed that recent EOT complaints by pararescuemen against other pararescuemen would not be tolerated. ARRS is completely committed to supporting the USAF/MAC EOT program. NCOIC's were briefed to advise their personnel that this was a serious matter and was being monitored at the highest command levels. Capt Parsons also briefed the drug abuse program he conducts for all student pararescuemen prior to their graduation. The fact this briefing is given to all student pararescuemen before graduation is indicative of the importance of the program and emphasizes the solid backing it receives.

m. Integrated Crew Concept: Since the integrated crew concept has been instituted at selected ARRS units with pararescue assigned, the following suggestions are submitted to help make it a more workable concept. A great deal of the pararescueman duties are not related to the aircraft or are not under the direct supervision of his aircraft commander. The following is recommended:

(1) Require a form 77a from the PJ NCOIC for individual PJ APR's in addition to the rater (aircraft commander).

(2) Clarify who controls the PJ's activity when not in direct control of the aircraft commander. Instances have occurred where the PJ

NCOIC scheduled a required medical training class and the aircraft commander gave the PJ the day off like the rest of the crew.

(3) Schedule the entire crew for as much of the pararescue peculiar training as practical, particularly in those areas requiring operational/aircrew support. This would help to build esprit de corps within the crew and also help educate the crewmembers on each others duties.

(4) Provide for PJ peculiar training to be documented and scheduled IAW MACM 60-2, like other crew training, so it can be used as an aircrew management tool. Too much of the training accomplished by pararescuemen is known only to pararescuemen themselves and is seldom taken into account when figuring total manhours devoted to duty.

n. Operational Readiness Exercises: The conferees expressed concern over the lack of realistic training exercises that included an entire unit. Presently, when a pararescue team is deployed on a training mission, they may receive one aerial resupply, perform a medical problem, and the exercise is over. It was felt a complete SAR training mission conducted similar to an ORI be a recurring requirement. The exercise should test alerting procedures, reaction time, search and location, pararescue deployment, resupply, establishment of a resupply and communication schedule, ground movement by the pararescue team, and recovery procedures. It should last over a period of days. The entire unit should be involved for the duration, just as in an operational mission. It is recommended that one crew a quarter be exercised in this manner. More pararescue involvement in SAR exercises would also be more realistic.

o. Resource Management: Utilizing inputs from the IG, Standardization, and staff assistance visits, the conferees were briefed by CMSgt Walther on areas where poor management practices were being used. Areas covered were:

(1) The importance of establishing good rapport and credibility within the unit.

(2) The importance of maintaining a favorable pararescue image and compliance with AFP 30-1 and AFM 35-10.

(3) The importance of proper scheduling of currency requirements so request for waivers are kept to an absolute minimum.

(4) The importance of maintaining proper documentation of training and inspection requirements.

(5) The importance of proper justification when requesting higher headquarters assistance.

(6) The importance of proper scheduling and effective utilization of flying time to insure an effective and aggressive upgrade training program for young pararescuemen.

In addition, wing level pararescuemen were advised that their responsibility was not limited to standardization, but included all areas of pararescue since they were assigned to a management position. However, there is presently no job description for wing level pararescue positions. It is recommended a 23 series regulation be written delineating Wing (Operational) Assigned Pararescue Responsibilities. A proposed ARRSR 23-XX is submitted in attachment 11.

p. Equipment Delivery Procedures: It was the consensus of opinion that the accuracy of equipment delivered by free fall or parabundle was not as precise as it could be. It is recommended that delivery of equipment by either the loadmaster or pararescueman be investigated as opposed to the present system where the pilot does the dropping. The goal is to adopt the best procedure for accuracy regardless of who makes the delivery.

4. In summary, all conferees agreed that the conference accomplished a great deal. Some of the recommendations and projects identified are ambitious undertakings; however, the ARRS pararescuemen will pursue all items to a practical solution. The conference was adjourned at 1200 25 February 1974. A preliminary briefing was given to Colonel McGee, ARRS/DO and Lt Col Oderman, ARRS/ADO, on the conference results 8 March 1974.