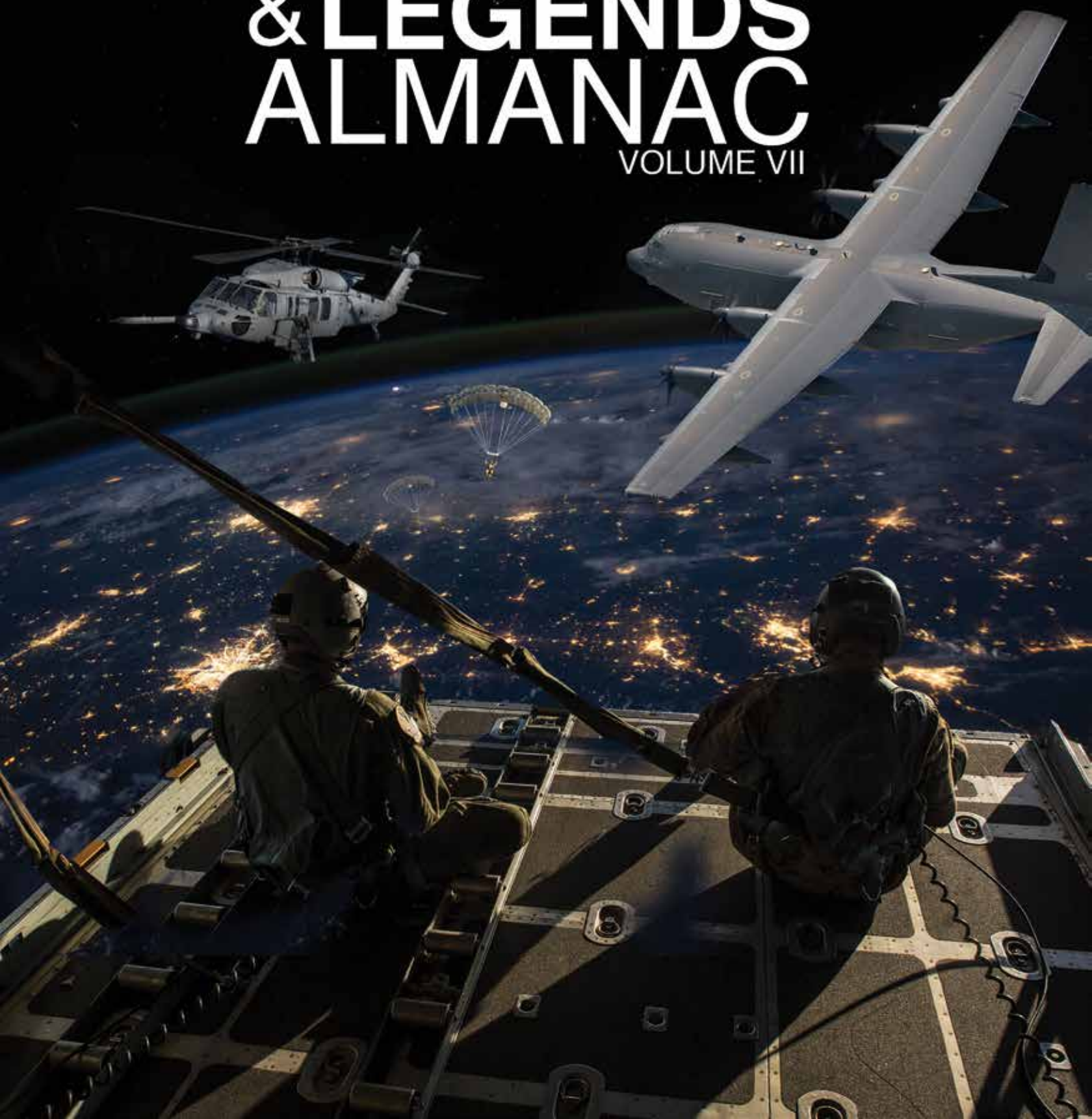
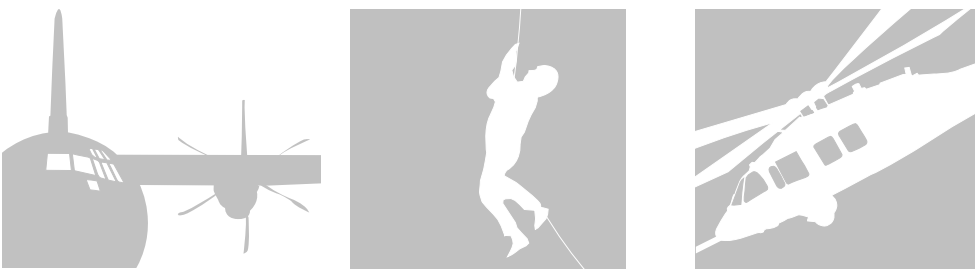


920TH RESCUE WING  
**HEROES**  
& **LEGENDS**  
**ALMANAC**  
VOLUME VII



**mission: rescue and recover  
personnel, anytime, anywhere, with  
combat-ready citizen airmen**

**vision: forging the world's greatest rescue  
force, fueled by honor, service and sacrifice**




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◀ MSGT MARK VICTOR, 39TH LOADMASTER INSTRUCTOR/SCHEDULER, SEARCHES FOR SURVIVORS IN NEED FROM THE AFTERMATH OF HURRICANE HARVEY OVER TEXAS AS PART OF WING HUMANITARIAN RESPONSE EFFORT IN AUGUST 2017.





GUARDIAN ANGELS FROM THE 304TH RESCUE SQUADRON BRAVE THE ICY TERRAIN OF OREGON'S TALLEST MOUNTAIN, RESCUING SEVERAL DISTRESSED CLIMBERS ATOP MOUNT HOOD.

## THESE THINGS WE DO, THAT **OTHERS** MAY LIVE...

**B**ased at Patrick Air Force Base, Florida, the 920th Rescue Wing is the only Air Force Reserve Command combat-search-and-rescue wing. The wing trains and equips approximately 2,000 Airmen who carry out its mission, to search for, locate and recover U.S. Armed Forces personnel during military operations. In addition, 920th Reserve Citizen Airmen work closely with the 45th Space Wing, NASA and commercial space agencies, providing safety and security of the Eastern Range during Space Coast launches.

The 920th Rescue Wing is comprised of 23 subordinate groups and squadrons, including three geographically-separated units—one at Davis-Monthan Air Force Base, Arizona, one at Portland, Oregon, and one at Joint Base Langley-Eustis, Virginia.

The wing is responsible for a demanding and compelling array of missions, and the men and women who serve here must maintain a high level of proficiency and be ready to deploy at moment's notice. In addition to supporting the space program, the unit's other peacetime missions include search-and-rescue support for civilians in distress at sea, in the desert or upon mountains. The wing also provides worldwide humanitarian relief, supporting rescue efforts in the aftermath of disasters such as hurricanes, floods and earthquakes.

The 920th was originally the 301st Rescue Squadron, which was activated in 1956, becoming the Air Force Reserve's first and only rescue squadron. The unit was based at Miami International Airport and made its first rescue in January 1957. In 1960, the unit relocated to Homestead AFB, Florida. The following year, the wing began a relationship with NASA and the U.S. space program, providing rescue-contingency operations for the first Mercury launch.

With over 25 deployments and mobilizations since 1990, the men and women that comprise the wing have more than 4,000 saves and counting. The wing has been mobilized for the Gulf War and operations including Southern Watch, Provide Comfort, Northern Watch, Allied Force, Noble Eagle, Iraqi Freedom, Enduring Freedom and Joint Task Force – Horn of Africa.

The rescue wing has also been a mainstay in humanitarian relief, rescuing 137 South Florida residents in the days following Hurricane Andrew (1992); saving 93 elderly residents from rising flood waters at a Tampa-area retirement community (1993); rescuing more than 200 people after Hurricane Floyd (1999); pulling 1,043 people from New Orleans and the Gulf Coast after Hurricanes Katrina and Rita (2005); saving 17 lives from the aftermath of Hurricane Ike in Texas; Rescuing 235 victims of catastrophic flooding caused by Hurricane Harvey in Southeast Texas (2017); saving more than 200 people after multiple avalanches hit the Salang Pass, the main route between northern Afghanistan and Kabul province; and as part of the Combined Joint Task Force - Horn of Africa, where Rescue Wing Airmen have been part of several successful search and rescues, as well as anti-pirate activity, through their ongoing deployments supporting Inherent Resolve, Operation Freedom's Sentinel and JTF-HOA through today.





**COL. KURT MATTHEWS**

Wing Commander

The other day I was reflecting upon my command tour at the 920th Rescue Wing and was amazed by all that our units and people have accomplished! Not only achievements of ongoing tasks and missions but also the effort to transition the wing into the next generation of Combat Search and Rescue (CSAR). So much time and energy is being spent behind the scenes preparing for our future aircraft and facilities that will enable us to integrate and perform rescues in the “5th generation” environment. Then I looked back at how far we’ve come since I joined the 301st Rescue Squadron back in August of 1992. I began reminiscing about deployments and people, missions and TDYs, and I came to the conclusion that now is the perfect time for our Wing Almanac to remind us all of where we’ve been and to take a look forward to where we’re going.

Being a part of Air Force CSAR and the Personnel Recovery (PR) mission is truly an honor. The Air Force has used the Triad of helicopters, fixed-wing HC-130s, and Pararescue “PJs” since the Vietnam War... and that’s the same TRIAD that the Air Force still employs to project air power into the airspace of an adversary to effect the rescue of isolated personnel behind enemy lines. But over the years the tactics and techniques have evolved, technology has advanced, organizations have grown, and of course people have come and gone. This wing actually has its origin dating back well before Vietnam starting in 1956 when the first squadron was stood up. It was the 301st Air Rescue Squadron activated at Miami International Airport, Florida, flying the HU-16A “Albatros”, and a year later they logged their first “save”! In 1957 the 304th ARS was activated at Portland International Airport, Oregon, and in 1958 the 305th ARS activated at Selfridge Air Reserve Base, Michigan. It’s important to note that all the aircraft, operators, maintenance, and support personnel were combined under these single squadrons until the late 1990’s when independent maintenance, aircraft, Guardian Angel, and mission support squadrons were stood up. Guardian Angel is the Air Force term used to define the organization of the Pararescueman “human weapon system”, Combat Rescue Officers, and Survival-Evasion-Resistance-Escape (SERE) specialists, that collectively conduct PR. So the foundation of the 920th Rescue Wing of 2019 (the year this is being published) was formed more than six decades ago, has evolved and grown, but has been successful throughout!

The HC-130 “King” aircraft wasn’t the first fixed-wing aircraft the wing flew, but it has been the longest flown as the wing acquired it’s first in 1979 and retired it’s last in 2016. The HC-130P model aircraft were 1960 vintage inherited from Active Duty units and have been replaced by a myriad of other legacy HC-130s from Active Duty and the Air National Guard from 2015-2018. Starting in March of 2020 we will gain the first of the next generation HC-130J model aircraft and begin to move our “Kings” into the future fight! And the HH-60G “Jolly” helicopter was, of course, not the first helicopter in the wing... nor the first to carry the call-sign “Jolly”. The squadrons flew the UH-1N Huey from 1972-1976 and then the infamous HH-3E “Jolly Green Giant” from 1976-1992. The current HH-60G Pave Hawk variant is scheduled to be replaced by the HH-60W Combat Rescue Helicopter (CRH) which should begin to arrive at our wing around 2024 depending on the Fielding Plan which is still under coordination.

As I write about our past and glimpse into our future, I should share with you a bit of the wing as it is today. The wing is approaching 4,000 lives saved which include combat rescues, civilian rescues, and humanitarian disaster rescues. The 920th is the most heavily deployed wing in the entire Air Force Reserve Command since September 11, 2001 with over 50 unit activations/mobilizations across six operational squadrons, three maintenance squadrons, two security forces squadrons, two medical squadrons and even our mission support squadrons being tasked recently as Agile Combat Support! With all of the high operations tempo comes the opportunity to succeed... and the men and women of the 920th Rescue Wing have done just that. Famous missions have occurred from Iraq to Afghanistan to Africa! Missions like the Lone Survivor, Hurricane Katrina, Salang Pass, the NEO in South Sudan, and literally hundreds upon hundreds more. Our wing has been recognized with awards for heroism such as the Maj Gen Tom Marchbanks Award(s), Air Force President’s Award, Jolly Green Association Award(s), AF Association Jimmy Doolittle Award, the Mackay Trophy (for Rooster-73) and the German Medal of Honor for Rescue Mission at Sea (2017). But we’ve also been recognized both recently and historically for our overall excellence, receiving our first AF Association’s Outstanding Wing of the Year for the Air Force Reserve Command in 2018,

and the first time we won the 10th Air Force Power and Vigilance Award (recognizing the best wing in our Numbered Air Force in 2017), along with a multitude of Air Force Outstanding Unit awards, most recently 2016 and 2017!

But we’ve also suffered our losses along the way. We’ve lost team-mates, and paid our due in tragedy and sacrifice. While we honor all of those we’ve lost, I will mention here our first combat losses suffered on March 15, 2018, when Jolly-51 crashed in the Al Anbar province of Iraq. We honored our Fallen Heroes Captain Mark Weber, MSgt William Posch, and SSgt Carl Enis, and we continue to honor them by keeping their memories alive in our heritage and in the way we do our missions.

The rescue mission I mention continues... as we currently have 3 units deployed and 6 more in the predeployment process. We are a part of the return of Human Space Flight rescue as our teams assist NASA with the development of new techniques for the Astronauts who will launch into space next year. And we’ve redefined Hurricane rescue packages after leading two total force Air Expeditionary Groups in as many years including 235 lives saved during Hurricane Harvey in College Station, Texas. Finally, we are getting a new facelift across all of our four geographic areas: At Davis Monthan AFB, Arizona, the 306 RQS just moved into their new \$25 Million facility, while at Patrick AFB, Florida, the 308 RQS \$25 Million facility is under construction, and the 920 AMDS at Langley, Virginia just moved into their newly refurbished location. Portland IAP, Oregon, has approximately \$30 Million in future requested along with another

\$38 Million at Patrick approved and \$40 Million requested. All told, over \$180 Million in facility improvements have recently finished, are underway, and are pending approval. The 920th Rescue Wing will have a completely new look in the next few years!

So I hope that this almanac will help us transition our collective mindset by honoring our heritage while shaping the vision of our future. Our present is defined by the phenomenal accomplishments of our members and our units, working together as a team toward mission success every day. That has been true from “day one” in 1956 and holds true today as this almanac is being read. I am very proud to have served for a moment in time and be a part of this noble mission and incredible wing! I trust that you will enjoy this publication and perhaps from it, come to appreciate a little better what our motto means when we say:

“These things we do, that others may live.”

- Col. Kurt Matthews







# squadrons&flights

## PARARESCUEMEN

- 304th Rescue Squadron / Portland IAP
- 306th Rescue Squadron / Davis-Monthan AFB
- 308th Rescue Squadron / Patrick AFB

Conducts day, night long-range, low-level operations providing combat-rescue capability to recover downed aircrew members in hostile environments. Rapid-deployment mission capabilities include air-refueling and precise navigation utilizing HH-60G and HC-130P/N aircraft. Also conducts peacetime, humanitarian search and rescue and disaster relief operations.

## HELICOPTERS

- 301st Rescue Squadron / Patrick AFB
- 305th Rescue Squadron / Davis-Monthan AFB

Conducts day, night long-range, low-level missions to provide combat-rescue operations worldwide. Tasks include night, low-level and air-refueling operations using night-vision goggles. Conducts range-clearing mission prior to all NASA rocket launches. Units use eight HH-60G Pave Hawk helicopters and associated personnel to perform these missions.

## FIXED-WING AIRCRAFT

- 39th Rescue Squadron / Patrick AFB

Conducts joint-theatre taskings to include NVG-modified contour low-level, airdrops, covert NVG landings into austere airfields, helicopter air-refueling and forward air refueling and re-arming for combat search and rescue operations worldwide. Supports rescue operations for NASA and other peacetime humanitarian operations. Uses five highly-modified HC-130P/N aircraft to perform these missions.

## AIRCREW SAFETY / SURVIVAL

- 920th Operations Support Flight / Patrick AFB
- 943rd Operations Support Flight / Davis-Monthan AFB

These units are responsible for inspecting and maintaining all aircrew and passenger life-support equipment, including parachutes, life preservers, life rafts, survival kits and flying helmets, as well as issuing and properly fitting and/or adjusting all life support equipment to ensure comfort. These personnel also instruct aircrews on the purpose, operation, care and use of life support equipment and chemical defense equipment, which may include simulated aircraft ejection-seat trainers or the correct procedures to follow during a ditching or forced landing, which includes scenarios in

which crews must 'land' in open water.

## AEROSPACE MEDICINE

- 920th Aeromedical Staging Squadron / Patrick AFB
- 943rd Aerospace Medicine Flight / Davis-Monthan AFB
- 920th Aerospace Medicine Flight / Joint Base Langley-Eustis

Wing medical personnel work to preserve and provide welfare to U.S. servicemembers worldwide. They are flight surgeons, medical technicians and administrative personnel who provide casualty staging and transportation for patients from a staging area onto a waiting aircraft. They evaluate and stabilize casualties on the runway and in-flight. Others work at in-theater medical facilities, providing triage, emergency specialists and dentists. Aeromedical Airmen may also work at stateside medical facilities, becoming part of an active-duty hospital that offers support to Airmen in times of peace and war.

## AIRCRAFT MAINTENANCE

- 920th Maintenance Squadron / Patrick AFB
- 920th Aircraft Maintenance Squadron / Patrick AFB
- 920th Maintenance Operations Flight / Patrick AFB
- 943rd Maintenance Operations Squadron / Davis-Monthan AFB
- 720th Aircraft Maintenance Squadron / Davis-Monthan AFB

Wing maintenance personnel perform scheduled inspections, functional checks and preventive maintenance on all wing aircraft and aircraft-installed equipment. Prior to flight, they inspect and perform various functional checks of our aircraft, as well as ensure the aircraft are properly serviced with fuel, hydraulic fluid and liquid oxygen. After Flight, they are responsible for ensuring the aircraft are still in operationally-ready condition. They maintain and repair all parts of our aircraft, performing general mechanical work as opposed to working on a particular system or subsystem.

## MISSION SUPPORT GROUP

- 920th Force Support Squadron / Patrick AFB
- 920th Logistics Readiness Squadron / Patrick AFB
- 920th Security Forces Squadron / Patrick AFB
- 720th Security Forces Squadron / Davis-Monthan AFB
- 920th Communications Flight / Patrick AFB





# HC-130N COMBAT KING



**Mission**

The HC-130N King is an extended-range, combat search-and-rescue version of the C-130 Hercules transport. Its mission is to extend the range of CSAR helicopters by providing air refueling in hostile or contested airspace if required.

Secondary mission capabilities include performing tactical delivery via airdrop or airland of pararescue specialist teams, small bundles, zodiac watercraft or four-wheel drive all-terrain vehicles; and providing direct assistance to a survivor in advance of the arrival of a recovery vehicle.

Other capabilities are extended visual and electronic searches over land or water, tactical approaches and unimproved airfield operations at day or night, using night vision goggles. A team of three pararescue specialists, trained in emergency trauma medicine, harsh environment survival and assisted evasion techniques, is part of the basic mission crew complement.

**Features**

Modifications to the HC-130 are improved navigation, threat detection and countermeasures systems. The aircraft fleet has a fully-integrated inertial navigation and global positioning systems, and night vision goggle, or NVG, compatible interior and exterior lighting. It also has forward-looking infrared, radar and missile warning receivers, chaff and flare dispensers, satellite and data-burst communications.

The HC-130 can fly in the day against a reduced threat; however, crews normally fly night, low-level, air refueling and airdrop operations using night vision goggles. It can fly low-level NVG tactical flight profiles to avoid detection. To enhance the probability of mission success and survivability near populated areas, crews employ tactics that include incorporating no external lighting or communications, and avoiding radar and weapons detection.

**Background**

The HC-130 is the only dedicated fixed-wing combat search and rescue platform in the Air Force inventory. The 71st and 79th Rescue Squadrons in Air Combat Command, the 550th Special Operations Squadron in Air Education and Training Command, the 920th Rescue Wing in Air Force Reserve

Command and the 106th RQW, 129th RQW and 176th Wing operate the aircraft.

First flown in 1964, it was initially modified to conduct search and rescue missions, provide a command and control platform, in-flight-refuel helicopters and carry supplemental fuel for extending range and increasing loiter time during search operations.

In April 2006, the continental U.S. search and rescue mission was transferred back to Air Combat Command at Langley AFB, Va. From 2003 to 2006, the mission was under the Air Force Special Operations Command at Hurlburt Field, Fla. Previously, HC-130s were assigned to ACC from 1992 to 2003. They were first assigned to the Air Rescue Service as part of Military Airlift Command.

They have been deployed to Italy, Kyrgyzstan, Kuwait, Pakistan, Saudi Arabia, and Turkey in support of operations Southern and Northern Watch, Allied Force, Iraqi Freedom and Enduring Freedom. HC-130s also support continuous alert commitments in Alaska and the Horn of Africa.

**GENERAL CHARACTERISTICS**

**Primary function:** Air refueling for combat search and rescue helicopters

**Contractor:** Lockheed Aircraft Corp.

**Power Plant:** Four Allison T56-A-15 turboprop engines

**Thrust:** 4,910 shaft horsepower each engine

**Wingspan:** 132 feet, 7 inches (40.4 meters)

**Length:** 98 feet, 9 inches (30.09 meters)

**Height:** 38 feet, 6 inches (11.7 meters)

**Weight:** 83,000 pounds (37,648 kilograms)

**Maximum Takeoff Weight:** 155,000 pounds (69,750 kilograms)

**Fuel Capacity:** 73,000 pounds (10,724 gallons)

**Payload:** 30,000 pounds (13,608 kilograms)

**Speed:** 289 miles per hour (464 kilometers per hour) at sea level

**Range:** Beyond 4,000 miles (3,478 nautical miles)

**Ceiling:** 33,000 feet (10,000 meters)

**Crew:** Three officers (pilot, co-pilot, navigator) and four enlisted (flight engineer, airborne communications specialist, two loadmasters)

**Unit Cost:** \$18.4 million (fiscal 1998 constant dollars)

**Initial operating capability:** 1964

**Inventory:** Active force, 13; ANG, 13; Reserve, 10

**Military variants of the C-130 airframe:** AC-130H/U Gunship; C-130D/D-6 ski-equipped for snow and ice operations; DC-130 Drone Control; ED-130H Compass Call (psychological operations/counterinformation and electronic attack); MC-130E/H Combat Talon (infiltration/exfiltration and resupply of special operations forces); MC-130P Combat Shadow (clandestine, low-visibility operations); WC-130 Hercules "Hurricane Hunter" (weather reconnaissance aircraft that provides tropical cyclone/hurricane forecasting by penetrating the cyclone or hurricane at altitudes ranging from 500 to 10,000 feet).





## HC-130J COMBAT KING II



### Mission

The HC-130J replaces HC-130P/Ns as the only dedicated fixed-wing Personnel Recovery platform in the Air Force inventory. It is an extended-range version of the C-130J Hercules transport. Its mission is to rapidly deploy to execute combatant commander directed recovery operations to austere airfields and denied territory for expeditionary, all weather personnel recovery operations to include airdrop, airland, helicopter air-to-air refueling, and forward area ground refueling missions. When tasked, the aircraft also conducts humanitarian assistance operations, disaster response, security cooperation/aviation advisory, emergency aeromedical evacuation, and noncombatant evacuation operations.

### Features

Modifications to the HC-130J include improved navigation, threat detection and countermeasures systems. The aircraft fleet has a fully-integrated inertial navigation and global positioning systems, and night vision goggle, or NVG, compatible interior and exterior lighting. It also has forward-looking infrared, radar and missile warning receivers, chaff and flare dispensers, satellite and data-burst communications, and the ability to receive fuel inflight via a Universal Aerial Refueling Receptacle Slipway Installation (UARRSI).

Crews of the HC-130J frequently fly night at low to medium altitude levels in contested or sensitive environments, both over land or overwater. Crews use NVGs for tactical flight profiles to avoid detection to accomplish covert infiltration/exfiltration and transload operations. To enhance the probability of mission success and survivability near populated areas, crews employ tactics that include incorporating no external lighting or communications, and avoiding radar and weapons detection.



Drop zone objectives are done via personnel drops and equipment drops. Rescue bundles include illumination flares, marker smokes and rescue kits. Helicopter air-to-air refueling can be conducted at night, with blacked out communication with up to two simultaneous helicopters. Additionally, forward area refueling point operations can be executed to support a variety of joint and coalition partners.

### Background

The HC-130J is a result of the HC/MC-130 recapitalization program and replaces Air Combat Command's aging HC-130P/N fleet as the dedicated fixed-wing personnel recovery platform in the Air Force inventory. The 71st and 79th Rescue Squadrons in Air Combat Command, the 550th Special Operations Squadron in Air Education and Training Command, the 920th Rescue Group in Air Force Reserve Command and the 106th Rescue Wing, 129th RQW and 176th Wing in the Air National Guard will operate the aircraft.

First flight was 29 July 2010, and the aircraft will serve the many roles and missions of the HC-130P/Ns. It is a modified KC-130J aircraft designed to conduct personnel recovery missions, provide a command and control platform, in-flight-refuel helicopters and carry supplemental fuel for extending range or air refueling.

In April 2006, the personnel recovery mission was transferred back to Air Combat Command at Langley AFB, Va. From 2003 to 2006, the mission was under the Air Force Special Operations Command at Hurlburt Field, Fla. Previously, HC-130s were assigned to ACC from 1992 to 2003. They were first assigned to the Air Rescue Service as part of Military Airlift Command.

### GENERAL CHARACTERISTICS

**Primary function:** Fixed-wing Personnel Recovery platform

**Contractor:** Lockheed Aircraft Corp.

**Power Plant:** Four Rolls Royce AE2100D3 turboprop engines

**Thrust:** 4,591 Propeller Shaft Horsepower, each engine

**Wingspan:** 132 feet, 7 inches (40.4 meters)

**Length:** 97 feet, 9 inches (29.57 meters)

**Height:** 38 feet, 9 inches (11.58 meters)

**Operating Weight:** 89,000 pounds (40,369 kilograms)

**Maximum Takeoff Weight:** 164,000 pounds (74,389 kilograms)

**Fuel Capacity:** 61,360 pounds (9,024 gallons)

**Payload:** 35,000 pounds (15,875 kilograms)

**Speed:** 316 knots indicated air speed at sea level

**Range:** beyond 4,000 miles (3,478 nautical miles)

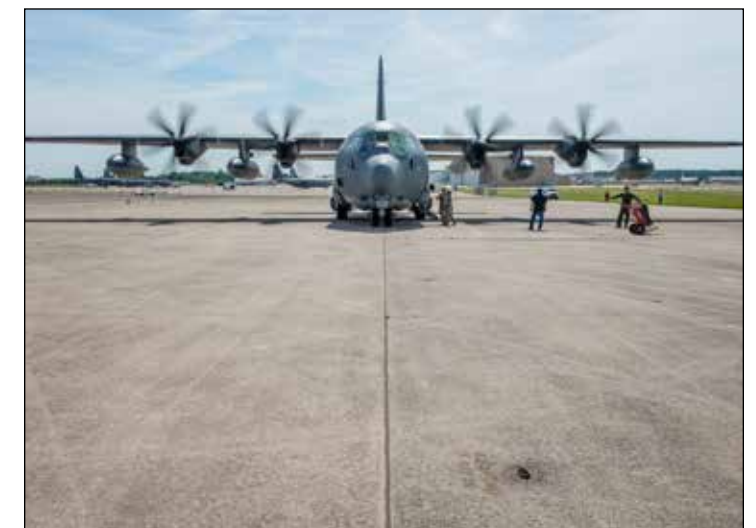
**Ceiling:** 33,000 feet (10,000 meters)

**Armament:** countermeasures/flares, chaff

**Basic Crew:** Three officers (pilot, co-pilot, combat system officer) and two enlisted loadmasters

**Unit Cost:** \$66 million (fiscal 2010 replacement cost)

**Initial operating capability:** 2013





## GUARDIAN ANGELS



### Mission

Guardian Angel is uniquely designed and dedicated to conduct Personnel Recovery across the full range of military operations and during all phases of joint, coalition, and combined operations. Its most fundamental mission tasks are: 1) to recover personnel who may be isolated or become missing while participating in U.S. government sanctioned military activities (or missions in uncertain or hostile environments), 2) to conduct rescue operations during peacetime and war, and 3) to lead reintegration operations after a recovery. Guardian Angel may be visualized as the ground element of the USAF Rescue triad, and commonly functions in conjunction with USAF HH-60 helicopters and HC-130 aircraft. When tasked separate from the triad, Guardian Angel may work autonomously or be integrated with joint or coalition forces, including: Special Operations Forces, vertical lift, airdrop, command and control, resupply, close air support, and ground mobility assets.



### Features

Guardian Angel delivers military and civilian leaders eight foundational capabilities across the Personnel Recovery continuum: 1) preparation of potential isolated personnel; 2) completion of Personnel Recovery mission planning; 3) insertion of recovery forces; 4) tactical movement to an objective area; 5) execution of actions on the objective (tactical, technical, and medical problem resolution); 6) extraction of recovery forces, friendly forces, and isolated personnel; 7) reintegration of isolated personnel (conducting debriefings and providing the support necessary to return the isolated personnel to their pre-isolation status); and 8) adaptation and application of lessons learned following any operations. All missions may be characterized by time constraints, uncertainty, high operational risk, and changing conditions. Guardian Angel responds to these challenges and can deliver these eight capabilities anytime and anywhere.



### Background

Guardian Angel is comprised of Combat Rescue Officers, Pararescuemen, Survival, Evasion, Resistance, and Escape (SERE) Specialists and uniquely trained support personnel dedicated to the Air Force core function of Personnel Recovery. Together, these warriors are the soul of a non-aircraft, equipment-based, human weapon system.

The elite warriors that comprise Guardian Angel have conducted over 12,000 lifesaving, combat rescue missions since September 11th, 2001. Additionally, because of their unique capabilities, they have been called upon to lead the rescue of over 5000 civilians worldwide during catastrophic natural disasters and other humanitarian responses over that same period. They've trained over 200,000 Department of Defense Personnel in SERE techniques and conducted over 240 reintegrations.

### GENERAL CHARACTERISTICS

The desired Guardian Angel operational effect is to quickly return friendly forces to duty while denying adversaries a source of intelligence and political exploitation. The effect is achieved across the range of military operations. As such, Guardian Angel may engage in Combat Search and Rescue operations in a contested military environment, participate in Building Partnership Capacity and Irregular Warfare before conventional hostilities begin, and conduct humanitarian operations in support of our allies during peacetime. Non-combat responsibilities are met by applying strategic intent and the universal desire to conduct operations that mitigate human suffering and save human lives.





# PARARESCUE

**Mission**  
Air Force pararescuemen, otherwise known as PJs, are the only Department of Defense specialty specifically trained and equipped to conduct conventional or unconventional rescue operations. These Battlefield Airmen are the ideal force for personnel recovery and combat search and rescue.

A pararescueman's primary function is a personnel recovery specialist with emergency medical capabilities in humanitarian and combat environments. They deploy in any available manner, to include air-land-sea tactics, into restricted environments to authenticate, extract, treat, stabilize and evacuate injured personnel, while acting in an enemy-evading, recovery role. PJs participate in search and rescue, combat search and rescue, recovery support for NASA and conduct other operations as appropriate.

**Pararescuemen**  
Pararescuemen are among the most highly trained emergency trauma specialists in the U.S. military. They must maintain an emergency medical technician-paramedic qualification throughout their careers. With this medical and rescue expertise, along with their deployment capabilities, PJs are able to perform life-saving missions in the world's most remote areas.

Their motto "That Others May Live" reaffirms the pararescueman's commitment to saving lives and self-sacrifice. Without PJs, thousands of service members and civilians would have been unnecessarily lost in past conflicts and natural disasters.

**Training**  
Pararescuemen endure some of the toughest training offered in the U.S. military. Their training, as well as their unique mission, earns them the right to wear the maroon beret. They complete the same technical training as EMT-Paramedics, plus the following physical and specialized training.

**Pararescue Preparatory Course, Lackland AFB, Texas --** This two-week course provides physical training under the oversight of sports physiologists and swimming trainers to familiarize and teach the trainees the required skills to succeed in the Indoctrination course to follow.

**Indoctrination Course, Lackland AFB, Texas --** This 10-week course recruits, selects and trains future PJs through extensive physical conditioning. Training accomplished at this course includes physiological training, obstacle course, marches, dive physics, dive tables, metric manipulations, medical terminology, cardiopulmonary resuscitation,



weapons qualifications, PJ history and leadership reaction course.

**U.S. Army Airborne School, Fort Benning, Ga. --** Trainees learn the basic parachuting skills required to infiltrate an objective area by static line airdrop in a three-week course.

**U.S. Air Force Combat Diver School, Panama City, Fla. --** Trainees become combat divers, learning to use scuba and closed-circuit diving equipment to covertly infiltrate denied areas, conduct sub-surface searches and basic recovery operations. The six-week course provides training to depths of 130 feet, stressing development of maximum underwater mobility under various operating conditions.

**U.S. Navy Underwater Egress Training, Pensacola Naval Air Station, Fla. --** This course teaches how to safely escape from an aircraft that has ditched in the water. The one-day instruction includes principles, procedures and techniques necessary to get out of a sinking aircraft.

**U.S. Air Force Basic Survival School, Fairchild AFB, Wash.** This two and a half-week course teaches basic survival techniques for remote areas. Instruction includes principles, procedures, equipment and techniques, which enable individuals to survive, regardless of climatic conditions or unfriendly environments and return home.

**U.S. Army Military Free Fall Parachutist School, Fort Bragg, N.C., and Yuma Proving Grounds, Ariz. --** This course instructs trainees in free fall parachuting procedures. The five-week course provides wind tunnel training, in-air instruction focusing on student stability, aerial maneuvers, air sense and parachute opening procedures.

**Paramedic Course, Kirtland AFB, N.M. --** This 22-week course teaches how to manage trauma patients prior to evacuation and provide emergency medical treatment. Upon graduation, an EMT-Paramedic certification is awarded through the National Registry.

**Pararescue Recovery Specialist Course, Kirtland AFB, N.M. --** Qualifies airmen as pararescue recovery specialists for assignment to any pararescue unit worldwide. The 24-week training includes field medical care and extrication basics, field tactics, mountaineering, combat tactics, advanced parachuting and helicopter insertion/extraction.

**History**  
The first medical corpsmen were airdropped in 1943 to a downed aircrew in a remote location on the China-Burma border. Pararescuemen, known at the time as para-jumpers or PJs, responded to the need for a highly trained rescue force. PJs began to integrate scuba techniques into their tactics, jumping with more than 170 pounds of equipment. PJs proved to be the premier rescue force rescuing downed pilots in the Vietnam War. They also recovered Gemini mission astronauts in the 1960s and San Francisco earthquake victims in 1989.







Mission

The primary mission of the HH-60G Pave Hawk helicopter is to conduct day or night combat search and rescue, or CSAR, operations into hostile environments to recover downed aircrew or other isolated personnel during war. Because of its versatility, the HH-60G is also tasked to perform military operations other than war. These tasks include civil search and rescue, emergency aeromedical evacuation, disaster relief, international aid, counterdrug activities and NASA launch support.

Features

The Pave Hawk is a highly modified version of the Army Black Hawk helicopter which features an upgraded communications and navigation suite that includes integrated inertial navigation/global positioning/Doppler navigation systems, satellite communications, secure voice, and Have Quick communications.

All HH-60Gs have an automatic flight control system, night vision goggles with lighting and forward looking infrared system that greatly enhances night low-level operations. Additionally, Pave Hawks have color weather radar and an engine/rotor blade anti-ice system that gives the HH-60G an adverse weather capability.

Pave Hawk mission equipment includes a retractable in-flight refueling probe, internal auxiliary fuel tanks, two crew-served 7.62mm or .50 caliber machine guns, and an 8,000-pound (3,600 kilograms) capacity cargo hook. To improve air transportability and shipboard operations, all HH-60Gs have folding rotor blades.

Pave Hawk combat enhancements include a radar warning receiver, infrared jammer and a flare/chaff

countermeasure dispensing system.

HH-60G rescue equipment includes a hoist capable of lifting a 600-pound load (270 kilograms) from a hover height of 200 feet (60.7 meters), and a personnel locating system that is compatible with the PRC-112 survival radio and provides range and bearing information to a survivor's location. A limited number of Pave Hawks are equipped with an over-the-horizon tactical data receiver that is capable of receiving near real-time mission update information.

Background

The Pave Hawk is a twin-engine medium-lift helicopter operated by Air Combat Command, Pacific Air Forces, Air Education and Training Command, U.S. Air Forces in Europe, Air National Guard and Air Force Reserve Command.

Pave Hawks have a long history of use in contingencies, starting in Operation Just Cause. During Operation Desert Storm they provided combat search and rescue coverage for coalition forces in western Iraq, coastal Kuwait, the Persian Gulf and Saudi Arabia. They also provided emergency evacuation coverage for U.S. Navy SEAL teams penetrating the Kuwaiti coast before the invasion.

During Operation Allied Force, Pave Hawk crews provided continuous combat search and rescue coverage for NATO air forces, and successfully recovered two Air Force pilots who were isolated behind enemy lines.

After Hurricane Katrina in September 2005, more than 20 active-duty, Reserve, and National Guard Pave

Hawks were deployed to Jackson, Miss., in support of recovery operations in New Orleans and surrounding areas. Pave Hawk crews flew 24-hour operations for nearly a month, saving more than 4,300 Americans from the post-hurricane devastation. Within 24 hours of the earthquake and tsunami in Japan, HH-60Gs deployed to support Operation Tomodachi providing search and rescue capability to the disaster relief effort.

Today, Pave Hawks continue to deploy in support of operations in Afghanistan, Iraq and Libya. HH-60 crews have aided hundreds of American, coalition, and foreign-national personnel by conducting personnel recovery and medical evacuations or MEDEVAC missions under low visibility, low illumination conditions at all altitudes.

GENERAL CHARACTERISTICS

- Primary Function:** Combat search and rescue and military operations other than war in day, night or marginal weather conditions.
- Contractor:** United Technologies/Sikorsky Aircraft Company
- Power Plant:** Two General Electric T700-GE-700 or T700-GE-701C engines
- Thrust:** 1,560-1,940 shaft horsepower, each engine
- Rotor Diameter:** 53 feet, 7 inches (14.1 meters)
- Length:** 64 feet, 8 inches (17.1 meters)
- Height:** 16 feet, 8 inches (4.4 meters)
- Weight:** 22,000 pounds (9,900 kilograms)
- Maximum Takeoff Weight:** 22,000 pounds (9,900 kilograms)
- Fuel Capacity:** 4,500 pounds (2,041 kilograms)
- Payload:** Depends upon mission
- Speed:** 184 mph (159 knots)
- Range:** 504 nautical miles
- Ceiling:** 14,000 feet (4,267 meters)
- Armament:** Two 7.62mm or .50 caliber machine guns
- Crew:** Two pilots, one flight engineer and one gunner
- Unit Cost:** \$9.3 million (fiscal 1998 constant dollars)
- Initial operating capability:** 1982
- Inventory:** Active force, 64; ANG, 18; Reserve, 23







PARARESCUEMEN FROM THE 304TH RESCUE SQUADRON, PORTLAND INTERNATIONAL AIRPORT, OREGON, PRACTICE MILITARY FREEFALL TRAINING AFTER JUMPING FROM AN HC-130P/N KING OVER BEAVER OAKS, OREGON.



A 920TH AEROSPACE MEDICINE FLIGHT LABORATORY TECHNICIAN TAKES A BLOOD SAMPLE AT A GEOGRAPHICALLY SEPARATED UNIT LOCATED AT JOINT BASE LANGLEY-EUSTIS, VIRGINIA.





# LEGENDS & HEROES

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A brief glimpse  
at some of the  
incredibly heroic,  
absurdly dangerous,  
truly noble missions  
carried out by the  
dedicated Air Force Reservists  
of the **920<sup>TH</sup> RESCUE WING**





# Jolly 51

Approximately 1,500 people from across the country joined together to pay tribute to Master Sgt. William Posch and Staff Sgt. Carl Enis during a memorial service March 27, 2018 at Patrick Air Force Base, Florida. The pararescuemen assigned to the 308th Rescue Squadron were two of the seven Airmen killed in an HH-60 Pave Hawk helicopter crash in Anbar Province, Iraq, March 15, 2018.

It was a roller coaster of emotions for the approximately 1,500 people who joined together from across the globe to pay tribute to pararescuemen Master Sgt. William Posch and Staff Sgt. Carl Enis March 27, 2018 in aircraft Hangar 750.

The pararescuemen assigned to the 308th Rescue Squadron were two of the seven Airmen killed in an HH-60G Pave Hawk helicopter crash in Anbar Province, Iraq, March 15, 2018. "Today is a day in which we should remember the joy, the laughter, the magnanimous life of Bill and Carl and the entire crew of Jolly 51," said Lt. Col. Timothy Hanks, 308th RQS commander. "Today is another day in our healing process for family, friends, teammates, and the community. It is a day in which we recognize the pain is real and still raw, but it is also the day we celebrate the lives of our fallen heroes."

All eyes were on the families of the fallen as their 60-vehicle motorcade of military and civilian police, SWAT teams and veteran motorcyclists arrived at the hangar. The crowd of predominately camouflage uniforms became still at the presentation of the colors followed by a steel-guitar solo performance of the National Anthem by pararescueman retired Chief Master Sgt. Robert Disney.

"You may be asking yourselves why the multicam and field uniforms for this ceremony," said 1st Lt. Dan Warren, 212th Rescue Squadron combat rescue officer and master of ceremonies. "It's our way of honoring warriors killed in action. Most of the 308th Rescue Squadron is still deployed to a combat theater on alert every day unable to attend their own teammates' memorial. They can't wear blues and Bill's and Carl's funerals will be the place where we honor their legacy in dress blues and pushups. This is a celebration of the lives and legacies of these fallen heroes."

The brotherly love of the Guardian Angel community was at the forefront of the ceremony as fellow PJs and combat rescue officers traveled from as far as England, Alaska, Oregon, Arizona, and Georgia among other locations to show their support for the families. The maroon sea of their maroon berets filling the seats directly behind the family and the entire right side of the hangar was a visual statement of their support. Guardian Angel is comprised of CROs; PJs; survival, evasion, resistance, and escape specialists and uniquely trained support personnel dedicated to the Air Force core function of personnel recovery.

"Over the past week I've had the honor and the privilege to be with our gold star families and hear their stories how they as wives, mothers, sisters, brothers, family and friends remember Bill and Carl," Hanks said. "You have paid the ultimate sacrifice as well. Please know with this loss you've also gained 1,000 sons, brothers, uncles, sisters and fathers. You can call anywhere around the world and mention who you are and any of these men amongst you will drop everything to meet your request."

The lives deeply touched by the two American heroes was evident as speaker after speaker took to the podium sharing sentimental memories and hilarious tales of embarrassing blunders, adrenaline-fueled adventures and the good times.

"I've known Bill and Carl for an incredibly long time," said Staff Sgt. Joshua Langley, 308th RQS pararescueman who met Posch through lifeguarding as a teenager and Enis in college at Florida State University. "We are all better for knowing these two. They taught us so much about life and they have made the world such an entertaining place. We should always celebrate the great times, the rescues, the laughter and the memories."

Posch was raised in Jacksonville Beach, Florida, where he spent much of his teenage years lifeguarding for the Jacksonville Beach Ocean Rescue. In 2000, he enlisted into the Air Force and graduated from the Pararescue Apprentice Course in 2003. After leaving active duty, Posch became a traditional reservist at the 308th RQS. In 2010, he began working full time at the unit. He was a combat veteran who participated in numerous joint special operations missions and tactical deployments. He supported major military operations at home and abroad including Iraqi Freedom and Enduring Freedom, Joint Task Force Katrina, JTF NASA Space Shuttle launch and recovery, and JTF Harvey, where he and his fellow rescue warriors saved 235 hurricane victims in Texas. In 2013, Posch was named one of the Air Force's 12 Outstanding Airmen of the Year.

But of all his accomplishments, each person to take the podium noted that Posch's proudest moments came with fatherhood.

"Every time I spoke with him, that's what he talked about – how much he loved his boys and how much he loved being a father," said Senior Master Sgt. Ivan Ruiz, 57th Rescue Squadron pararescueman and Posch's close friend of more than a decade. "He would always send me pictures. He kept Kai and Jackson at his side as much as possible. He was a great father."

Enis didn't pursue his dream of becoming a pararescueman until after graduating from Florida State University in 2008. He graduated from the Pararescue Apprentice Course in 2012 and was assigned to the 308th RQS shortly thereafter. He deployed with the unit multiple times, supporting combat operations throughout the Horn of Africa and most recently in Iraq. In 2013, Sergeant Enis was named 920th Rescue Wing Airman of the Year and Air Force Reserve Command Pararescueman of the Year.

Within both his civilian and military circles, Enis was known for his passion of the outdoors and his expert hunting, fishing, and diving skills. Several of his best friends and hunting buddies shared tales of adventures around the world from taking down large game and wrestling crocodiles to spear hunting giant fish.

"Carl and I shared a mutual love for the outdoors and became quick friends," said Dan Sherraden, Enis' close friend since college. "He was the most talented and athletic individual I have ever met in my entire life. He was fearless and he was one hell of a diver and spear fisherman."

Sherraden spoke to Enis' natural ability to excel at anything thrown his way as well as his humble nature.

"We have learned of a lot of his accomplishments from all of you here," he said, "not from Carl because he didn't feel the need to brag about the things that he accomplished because that's the way that Carl was, and that's unusual."

During the ceremony it was noted that both men were posthumously awarded the Meritorious Service Medal as well as the Commendation Medal with Combat Device.

The tribute closed with a three-volley gun salute by Guardian Angels with the 38th Rescue Squadron, followed by the playing of Taps by a trumpeter, Amazing Grace by bagpipe and drum ensemble, and the time honored pararescue tradition of each Guardian Angel in attendance pounding the flash from his beret into a commemorative board to be placed on display in the 308th RQS.



Staff Sgt. Carl Enis



Master Sgt. William Posch





# Missing in action

The 39th Rescue Squadron honors fellow rescue aviator who was finally returned home from Vietnam after being missing in action for more than 50 years.

Six Air Force Reserve aviators sailed over the nation's capital in a military propeller-driven aircraft as gray as the slightly overcast sky surrounding them, and nearly as wide as the eight-lane beltway below them. They flew with intensity for what was about to unfold, May 29, 2019.

Due to the efforts of the 39th Rescue Squadron crew, flying in what's known as the country's busiest air space in the nation, was halted so they could honor a war hero on National Vietnam War Veteran's Day. With precision and planning, they swept over the funeral of Air Force Colonel Rick A. Kibbey, a fellow rescue aviator who was brought home from Vietnam after being missing in action for more than 50 years, allowing his family to lay him to rest.

After maneuvering the aircraft from a holding pattern, the Airmen opened the aircraft's ramp filling the cargo bay with light revealing the loadmaster gripping a cotton 5 X 9-foot American Flag. As they flew over the Potomac River, the Pentagon, and finally Arlington National Cemetery, the loadmaster wrapped the corners of the flag around his hands unfurling it to wave out of the back of the aircraft for those gathered below at the colonel's long-overdue burial.

Colonel Kibbey's three grown sons and daughter took in the sights and sounds of full military honors that were rendered on the ground and in the sky for their father's heroism. Their mother died in 1979 from what they say was a broken heart after losing her husband. They were children when their father left for Vietnam, now they were surrounded by fifty family members, from grandkids to second cousins.

Rick, the eldest son, was 12 years old when Air Force officials came to the door and delivered the tragic news of his father's fate. "I didn't really understand. My mom would be crying when I walked by her door. I didn't really understand that. The Kibbeys share a special bond with the aviators. Rick, now a retired Air Force colonel himself, and his wife Liz, both work at Patrick Air Force Base, Florida, where the 39th Airmen serve within the 920th Rescue Wing, a combat-rescue-unit that shares the same mission that their father was a part of.

"You truly can't define 'these things we do, that others may live' (their motto) without understanding the gravity of what the family endured. Colonel Kibbey gave all to his country," said Lt. Col. Casey Sreenan, HC-130N aircraft commander, 39th Rescue Squadron, saying it was a career highlight to be able to perform a flyover for him at Arlington.

Colonel Kibbey was a captain and member of Detachment 5, 35th Aerospace Rescue and Recovery Squadron. He was the copilot of an HH-3E Jolly Green Giant helicopter, call sign Jolly Green 05, that was on a mission over North Vietnam during the war in 1967. After rescuing a downed pilot, Col. Kibbey's helicopter was hit by enemy ground fire resulting in an internal explosion and crash. He was killed in the crash and his remains could not be recovered due to a hostile presence in the area. All other crew members perished as well, except for one, Duane Hackney, a pararescueman who went on to become the most decorated enlisted man in U.S. Air Force history and a member of the squadron Colonel Kibbey's son Rick commanded years later just before Hackney retired.

While Col. Kibbey and his crew were originally reported missing in action, later their status was amended to deceased. He was

posthumously promoted to the rank of Lieutenant Colonel then Colonel and awarded the Silver Star and Purple Heart.

"My mom's family was there. My dad's family was there. It was quite amazing!" said Rick. "My youngest uncle was a Marine and he told us that he wasn't going to cry, but I saw him tearing up a couple times."

"It was an honor to have your folks (39th RQS Airmen) be part of the ceremony," said Rick in an email to 920th leadership thanking them. "I wish I could shake all of their hands. I couldn't think of a better organization to do it. Thank you, Thank you, Thank you!" he said.

The 39th RQS crew that piloted the HC-130N King aircraft over Col. Kibbey's burial service is as follows: Aircraft Commander, Lt Col Casey Sreenan; Copilot, Capt Elizabeth Holloway; Navigator, Capt Mark Creager; Flight Engineer, SMSgt Michael Decker; Radio Operator, SMSgt Kevin Zimmerman, and Loadmaster, MSgt Dean Scalise.

On April 9, Rick and his wife Liz, went to visit the Rescue Airmen and shook the hands of the crew and were presented with two flags, one they flew out the back during the Arlington flyover and another that rested near the flight controls of the aircraft during flight.



Air Force Colonel Rick A. Kibbey's U.S. flag sits in the cockpit of a 39th Rescue Squadron HC-130N combat-search-and-rescue aircraft. Kibbey, a fellow rescue aviator, was brought home from Vietnam after being missing in action for more than 50 years allowing his family to lay him to rest. The aircrew presented two flags to Kibbey's eldest son and daughter in-law.





# Lone survivor

After the other members of his team were killed in a brutal firefight with the Taliban, Navy SEAL Marcus Luttrell's only job was to find a way to stay alive until the 920th Rescue Wing could save him

Courtesy of R. Norman Moody  
Florida Today

A laser beam from a fighter jet shot through the clouds into the pitch dark, momentarily illuminating the narrow ledge in a terraced Afghan village 7,000 feet up a mountainside.

There, the lone U.S. survivor of an ambush deep in al-Qaida territory in northeastern Afghanistan was waiting, injured and weary, penned in by armed Taliban fighters moving in on the village that had served as refuge.

A team of Reservists from the 920th Rescue Wing from Patrick Air Force Base, Fla., and other troops were engaged in one of the largest combat rescue operations since the Vietnam War, a heroic maneuver on the eve of July 4, 2005, that until now has been shielded in relative secrecy for much of the past two years.

Evading enemy fire under the cover of darkness, with the help of ground forces, the troops plucked Navy SEAL Marcus Luttrell to safety, and two days later returned to the hostile territory to recover the bodies of his comrades.

"I could see the A-10 come down and strafe the ridge and pull up in front of me," recalled Col. Jeffrey Macrander, former Operations Group commander for the 920th Rescue Wing, who circled the village as another helicopter swooped in for the rescue.

"We got our Fourth of July fireworks provided by Uncle Sam."

Much of the information about the operation had been kept under wraps as is generally the case with special operations forces. But now, the brutal battle that led to the rescue generated buzz thanks to the publication of "Lone Survivor," a book by Luttrell.

"Luttrell was one of those names that they didn't talk about publicly," said Macrander, who lives in Melbourne, Fla., "Now that the book is out, it's opened up."

Luttrell said in a telephone interview with Florida Today that he will forever be grateful to his rescuers. Taliban fighters had encircled the Afghan village when, in the distance, he spotted the helicopters coming for him.

"It was a huge risk for them to come in like that," the 31-year-old Texan said.

In June 2005, the U.S. Navy dropped an elite four-man SEAL team deep into northeastern Afghanistan. Their mission, dubbed Operation Redwing, was to capture or kill the Taliban warrior who commanded the burgeoning new force of Osama bin Laden's army.

But the mission was compromised.

Some 150 al-Qaida and Taliban mountain fighters attacked the four SEALs in what escalated into a brutal battle. For nearly three hours, the fighting raged.

A Chinook helicopter flying in reinforcements was shot down, killing all 16 people onboard.

By the end, only one from the four-man SEAL team—Luttrell—survived. Lt. Michael Murphy and Petty Officers Matthew Axelson and Danny Diets were killed.

Almost 100 Taliban were also killed.

Badly injured with a gunshot wound to his leg, the 6-foot-5 Luttrell hiked through the mountain with the help of villagers.

Back at his deployed base in Kandahar in southern Afghanistan, Macrander was getting ready to return home when the rescue order came in.

The crews knew only that a Chinook helicopter had been shot down and they were headed into the same area.

"Oh, God, please don't let me screw up," Macrander recalled thinking. "Please make sure we get everybody out."

The two helicopter crews, led by Macrander, and an A-10 fighter jet searched under the cover of night, while a ground crew, including Pararescuemen from the 920th Rescue Wing, hiked through a mountain pass littered with enemy fighters.

"It was pretty emotional for me that I was able to do that," said rescue pilot Lt. Col. Paul Nevius, a former Navy pilot. "I was pretty antsy about getting into the fight."

The pilots believed the survivor or survivors must have been seriously injured or otherwise unable to communicate. Later they found out the antenna on Luttrell's transmitter was broken off, so he could hear them but couldn't transmit.

"I could see the helicopters the whole time," Luttrell said. "They never gave up."

As they searched, the team continued hearing radio noise. Was it the survivors or an enemy trying to lure them into an ambush?

Hovering to listen more closely to the radio noise could expose them to more enemy fire. Daylight also gave the enemy an advantage. Not wanting to give up, the crews stayed about two hours after sunrise on the first day, Macrander said.

"We would say, 'give us a double click for a yes,'" Macrander said.

Later, word came through an Afghan that Luttrell was being cared for in a nearby village. Plans were made. Ground forces, helicopter crews and the fighter jet set out.

As Macrander circled overhead and an A-10 strafed the mountainside nearby, helicopter pilot Maj. Jeff Peterson swept down to pick up Luttrell.

"We're ready, we train for this every day, but there are a lot of unknowns," said Peterson, who is based in Tucson with the 305th Rescue Squadron, part of the 920th Rescue Wing headquartered at Patrick Air Force Base.

Heart pounding, excited about the mission but still terrified, Peterson precariously lowered the helicopter as the dust and darkness blinded him.

"I don't know how I landed on that ledge and held it there," he said. "I wouldn't land there even during the day."

In just 45 seconds, they had picked up Luttrell and an Afghan who was helping him and were back in the air, speeding down canyons and out of reach of the enemy.

"I haven't had a chance to thank any of these guys," Luttrell said. "They saved my life. I will forever be in their debt."

With Luttrell safe, the crews had to return July 5, 2005, to recover the bodies of Luttrell's comrades.

In their helicopters, they carried two American flags that would be draped over the body bags of those recovered. The third SEAL was recovered later by ground forces.

One of the flags was presented to the Navy SEAL Museum in Fort Pierce. The rescue crew wanted the other to go to Luttrell.

"That was one flown on the Fourth of July," Nevius said. "I couldn't think of anybody better to give this flag to but Marcus."





# Day into night

Rescue Airmen save two German citizens at sea on long-range rescue mission

In a concerted effort throughout July 7, 2017 and into the early hours of July 8, approximately 80 Citizen Airmen and four aircraft from the 920th Rescue Wing successfully rescued 2 German citizens whose vessel caught fire approximately 500 nautical miles off the east coast of Cape Canaveral, Florida.

At the request of the U.S. Coast Guard's Seventh District in Miami, the 920th RQW was alerted by the Air Force Rescue Coordination Center at Tyndall Air Force Base, Florida, to assist in the long-range search and rescue.

"The rescue was a culmination of skill and teamwork that involved many throughout the 920th RQW, the Coast Guard, The AFRCC and the 45th Space Wing, who provided critical support to allow our aircraft to launch and recover," said Col. Kurt Matthews, 920th RQW Commander.

"The specific capability with our Guardian Angel Airmen, combined with our air refueling and extended-range airlift makes us uniquely able to accomplish this mission where few others in the world can. I'm very humbled and glad to be a part of this noble mission," said the commander.

Aircraft maintainers launched an HC-130P/N "King" fixed-wing combat rescue aircraft piloted by eight Airmen at approximately 2:30 p.m. transporting six GA Airmen who specialize in all types of rescue.

It was discovered during the planning stages that only one of the German victims spoke broken English, but was badly burned, therefore Master Sgt. Isabelle Kleirgraham, 920th RQW Equal Opportunity noncommissioned officer, was tasked to join the team due to her ability to speak fluent German.

The team arrived on scene two hours later and orbited overhead while King Ops (39th Rescue Squadron) at Patrick communicated with the ship below, the Nord Nightingale.

"We had the life boat in the water and the freighter was about 2 miles away," said Captain Dan Morgese, aircraft commander. Finally, five pararescuem plunged into the Ocean.

"Anytime you are putting someone out over the Atlantic, it's concerning," said Morgese. "We train for this, it all worked out just fine. If there was a day to do it, it was today; the weather was perfect."

At the scene, the Nightingale motored a small boat

toward the victims which allowed the pararescuers to hoist the 48-year-old and 66-year-old father-son duo onboard while several of the other Rescue Airmen zoomed over to pick up the parabundles of medical equipment that splashed down just after them.

Around the same time the HC-130 arrived on scene, 500 miles away at Patrick AFB two HH-60G Pave Hawk helicopters departed with full tanks of gas to retrieve everyone and transport the victims to Orlando Regional Medical Center.

According to an Air Force fact sheet, an Air Force Pave Hawk can fly approximately 500 miles on one tank of gas, the approximate distance to the scene. To top off their gas tanks, the helos met up with the HC-130 on its return to Patrick for aerial refueling.

About an hour later, an additional HC-130 took off from Patrick to serve as fuel reserve for the helicopter's return trip.

In the Atlantic Ocean, the pararescuemen came upon the stranded men. "They had been in their life boat for quite a long time waiting for help to arrive. They were dehydrated and son was lying down in a lot pain, but they were happy to see us," said Maj. Cody Atchison, combat rescue officer.

At approximately 8:20 p.m., the two Pave Hawk crews hoisted and recovered the pararescuemen and the two survivors and journeyed back to Central Florida where they landed on an Orlando High School football field at 1:30 a.m. and handed off the patients to the Orlando Fire Department to get the patients to their final destination, the Orlando Regional Medical Center.

When it was all said and done, there were many to thank for their expertise, "Kudos to maintenance for getting us airborne," said Morgese. "They (the HC-130s) are 93 models; our maintainers work hard."

"When you actually get to do something you train for; it's really satisfying," said Morgese. "Excellent communication and planning among all involved, made the mission successful."







# Invisible wounds

Air Force widow vows to bring awareness to post-traumatic stress disorder

**A**ir Force veteran Stacey Pavenski, 46, of Palm Bay, Florida, has post-traumatic stress disorder, but she didn't get it from serving in combat. It came from her husband's combat struggles that drove him to take his own life in their bedroom, Sept. 18, 2017, while she was in the kitchen. He was 45.

That fateful day has led her on a journey to bring awareness to PTSD and traumatic brain injury disorders that lead 22 veterans a day to take their own lives. During PTSD awareness month, she has joined forces with several non-profit organizations that provide assistance to those suffering with PTSD and has vowed to share her story and get the resources out there to help others.

Wearing shorts and a T-shirt with the words 'Not All Wounds are Visible' broadcasting her new mantra, she shares glimpses into her life as a military spouse and living with PTSD.

She met her husband, Master Sgt. Pete Pavenski, at Moron Air Base, Spain, where she was stationed in 2002. They fell in love and she left the service to be with him. They were married in 2010.

"He was such a good man," said Stacey describing her husband as her best friend and a selfless servicemember who saved lives as part of an Air Force Reserve rescue unit.

With 10 years serving on active duty and another 10 serving in the Air Force Reserve as an aerial gunner, Pete saw a lot of action. He performed duties in the back of a combat-search-and-rescue helicopter where he took part in dangerous rescue missions on the battlefield, saving the lives of an untold amount of injured servicemembers. But the missions got to him.

He was plagued with PTSD and sought help. Stacey even went with him to counseling to try to understand his plight.

That dark September night after a seemingly normal argument, Pete calmly walked past Stacey. A few minutes later he yelled to Stacey, "This is going to be loud!" He then pulled the trigger and shot himself.

"What I heard, what I saw and what I continue to relive in my head daily is why I have PTSD. It never goes away."

"Pete got rid of his pain, but now everyone has pain," said Stacey, referring to the couple's entire family.

"I don't want anyone else to have to die."

Pete's death also came as a shock to his squadron members, a very tight-knit group of helicopter aircrew personnel. Known as the unit jokester, no one saw Pete's suicide coming. "We had no idea and that's what was unnerving for us," said Chief Master Sgt. Randolph Wells, 301st RQS Chief Enlisted Manager.

The chief recalls one particular mission that really got to Pete when he and his crew were flying in the "hotly contested" Helmand Province, Afghanistan, Oct. 31, 2011. "While on the ground performing casualty evacuations, bullets from an enemy sniper entered the cabin area narrowly missing him."

Stacey hails her husband as a hero.

As a veteran herself, she describes being an Air Force spouse as "way more difficult" than serving.

"When you have to function in everyday life and worry about your spouse; when they call from a far you have to be upbeat. You have to put that face on for them."

"When he came back, I started to notice the irritability. I noticed the isolation. He was always tired. He didn't want to play his guitar anymore. There was a little more drinking than normal. And he woke up with nightmares, just agitated, irritable," his wife Stacey Pavenski recalled.

"Even though it was difficult for me, living with it as the spouse, I was not going to be a statistic. Meaning, I wasn't going to divorce him. I was going to stick through it, thick and thin. But it became a statistic in another way," she said.

Now Stacey's mission is to get the resources out about PTSD and to "talk about it."

For Stacey, PTSD came with myriad symptoms, one of them being nightmares that continued to haunt her until relief finally came in the form of a 67-pound service dog named Memphis Belle who rests at her feet while she talks nervously in a soft voice that reveals her fragility.

Midnight Sun Service Dogs in Alaska learned about Stacey's difficulties through Pete's squadron, the 301st Rescue Squadron, and gifted her the jet black Labradoodle two months ago. They train and place service dogs with wounded military members and veterans and pride themselves on specializing in PTSD therapy dogs.

Now when Stacey experiences nightmares, Memphis Belle's training kicks in and Stacey finds herself face-to-face with a wet nose and tongue nudging her awake. Memphis Belle is trained to detect when her handler is struggling with difficult emotions that erupt unforeseen.

Stacey explains that Memphis Belle can also detect her uneasiness with crowds, another one of her symptoms, and shields Stacey by leaning against her legs to let her know 'she's got this.'

Not only does Memphis Belle protect her from potentially stressful situations, but she soothes her when she detects Stacey's emotions heightening by placing her heart-shaped velvety football-sized head on Stacey's lap.

"Suicide does not discriminate," said Stacey pointing to the recent news of celebrity suicides, Anthony Bourdain and Kate Spade.

"PTSD sucks. Suicide is real."

Not only does Memphis Belle help Stacey, but Stacey regularly sees a therapist at the local Veterans Administration, takes medication and leans on her tight circle of friends and family for support.

"My focus is my purpose," she said deliberately.

She wants those who are hurting and may be contemplating suicide to have access to the resources and she wants them to know they are not alone. She said PTSD does not have to mean suicide.

"The epidemic has to stop."





# Remembering Rooster 73

Three 920th Rescue Wing pararescuemen earn a place on the Mackay Trophy for their actions during a heroic mission in South Sudan

In the Smithsonian Institution's National Air and Space Museum, in the same exhibit hall with Charles Lindbergh's Spirit of St. Louis and the Wright Brothers' 1903 flyer, under a case of protective glass, stands a massive silver cup, lined in gold, atop a three-tiered mahogany pedestal.

The pedestal is adorned with dozens of small, silver medallions inscribed with the names of U.S. Air Force Airmen in recognition of their surpassing acts of valor, bravery and patriotism—names like Capt. Charles E. “Chuck” Yeager, pioneer of supersonic flight; World War I ace fighter pilot Capt. Edward “Eddie” Rickenbacker; and Lt. James H. “Jimmy” Doolittle, who planned and led the pivotal, maiden air attack on Japan during World War II, among many others.

Since 1912, the Mackay Trophy has been given annually in honor of the most meritorious flight of the year by an Air Force Airman, Airmen or organization. It is the oldest and most esteemed award of its kind in Air Force history.

In November 2014, the names of three 920th Rescue Wing pararescuemen, along with twelve Airmen from the 8th Special Operations Squadron at Hurlburt Field, Fla., were added to the Mackay Trophy in recognition of their actions during a mission that took place Dec. 21, 2013 in South Sudan.

Tech. Sgt. Jason D. Broline, Tech. Sgt. Daniel C. Warren (now a combat rescue officer with the 212th Rescue Squadron, Alaska Air National Guard) and Staff Sgt. Lee R. Von Hack-Prestinary were part of the crews of Rooster 73, 74 and 75—three CV-22 Ospreys sent by the U.S. State Department to evacuate the American Embassy and other U.S. citizens from in and around the town of Bor in South Sudan, which was quickly destabilizing into civil war.

Upon reaching a U.N. airfield at Bor, all three aircraft took heavy surface-to-air fire. Four Rooster 73 crewmembers were critically wounded during the attack, and all three Ospreys sustained major damage. Yet the nearest location from which to safely meet medical support aircraft was at the Ugandan coastal city of Entebbe—roughly 450 miles due south of Bor.

The aircraft had been badly damaged. According to the battle damage assessment performed by flight crews following the attack, the Ospreys had sustained, “...flight control failures, hydraulic failures and punctured fuel tanks resulting in massive uncontrollable fuel leaks, and damage to multiple essential structural components.”

It would be an incredible achievement for the aircrews just to keep the crippled planes flying. But it would be another thing entirely to make it to Entebbe in time to save the lives of the wounded crewmembers, who were deteriorating quickly.

To make things worse, the wounded were onboard Rooster 73, and the 920th pararescuemen were on Rooster 74, with no possibility of landing until Entebbe.

Cut off from the wounded but determined to help, Broline, Warren and Von Hack-Prestinary began looking for unconventional methods. What they found was an ingenious solution that resulted in every single crewmember returning home alive.

Their solution: a “flying blood bank.”

Time would be critical, they reasoned, once they finally touched down in Entebbe. The wounded needed blood desperately, and any delay could result in death for any or all of them.

So, the reservists got on the radio and retrieved the blood types of the wounded troops, after which they began drawing blood from

matching healthy aircrew members.

As a result, they were able to transfuse fresh, lifesaving blood to the wounded mere moments after touching down at the medical rendezvous point at Entebbe.

At the ceremony honoring this year's Mackay Trophy recipients, Air Force Chief of Staff Gen. Mark A. Welsh III praised the aircrew members of Rooster 73, 74 and 75, and spoke of the impact of their actions upon the Air Force in full.

“Their dedication to duty, professionalism, bravery, courage and airmanship was on display during the aerial flight supporting a non-combatant evacuation order in the vicinity of Bor, South Sudan,” said General Welsh. “The distinctive accomplishments of Rooster 73 Flight reflect greatly on the caliber of our United States Air Force Airmen.”



The Mackay Trophy, manufactured by renowned American jeweler and design house Tiffany and Co. in 1911, stands 42" high and consists of a massive silver cup, lined in gold, with four winged angels holding Wright military flyers, atop a three-tiered mahogany base. The base is adorned with silver medallions engraved with the names of legendary U.S. Air Force Airmen and organizations. (Courtesy photo)





# High-altitude Rescue atop Mount Rainier

Air Force Reserve Guardian Angel members from the 304th Rescue Squadron, Portland, Oregon, combined forces with a U.S. Army Reserve CH-47 Chinook helicopter unit, out of Joint Base Lewis McCord to rescue a stranded climber June 1, 2017.

According to the National Park Service, the experienced mountaineer, who is also a member of Canada's national police force, was rescued by the Army helicopter along with 304th RQS GA members, 24 hours after he separated from his climbing party near the summit of Mount Rainier.

The request for assistance came in from the National Park Service to the Air Force Rescue Coordination Center, for an Army CH-47 rescue helicopter and 304th RQS capability. The 304th RQS notified their alert team and began prepping for the mountain rescue.

"We were alerted of the potential mission in the morning,

briefed and started loading our mountaineering gear," said Staff Sgt. Kevin, 304th RQS pararescuer.

Once prepped, the GA team of two 304th RQS pararescuemen, Kevin and Staff Sgt. Ross and one 304th RQS combat rescue officer, Capt. Zachery, linked up with the CH-47 crew and made their way toward Gibraltar Rock, near the summit of Mount Rainier.

"I was very impressed with the coordination and execution of the mission," said Kevin. "From years of experience navigating the region, the helicopter crew knew the remote parts of the mountainous terrain so well, they had no trouble navigating through the unfavorable weather system rolling in."

The joint rescue team loitered for approximately 10 minutes near the climber's location, waiting for a break in the weather, Kevin said. Once the cloud layers opened slightly, the team was able to spot the climber's headlamp, positively identifying his location.

The Army Reserve pilots positioned the helicopter over Gibraltar Rock and hoisted the pararescue team leader, Ross, down to the stranded climber. The man was identified as a 27-year-old constable in the Royal Canadian Mounted Police. After recovering the climber, Ross and Kevin provided medical treatment enroute to Madigan Army Medical Center.

According to Senior Master Sgt. Josiah, 304th RQS pararescuer, this rescue was unique in that it was the very first joint mission between the 304th Rescue Squadron, the Army Reserve helicopter unit and the National Park Service on Mount Rainier.

"There was lack of an organic hoist capability inside the National Park Service on Mount Rainier," Josiah said. "We reached out to the Army Reserve CH-47 unit and the National Park Service and formed a very synergistic relationship."

"This was an outstanding opportunity to make a positive impact in our local community and build joint service partnerships," Josiah continued. "It's what we love to do."

The U.S. Army Reserve unit already had a Memorandum of Understanding with the National Park Service to fly in the National Park restricted airspace; now the 304th Rescue Squadron has a similar MOU and Operational Plan to work together with the Army Reserve helicopter unit.

"The rescue was extremely rewarding because of its unique nature," said Kevin. "It's a reminder of why we train so hard and believe so strongly in our rescue motto, 'That Others May Live.'"

The 304th RQS is a 920th Rescue Wing geographically separated unit. The Wing has three GSUs to include the 943rd Rescue Group, Davis-Monthan Air Force Base, Arizona; the 304th Rescue Squadron, Portland Air National Guard Base, Oregon; and the 920th Aerospace Medicine Squadron, Joint Base Langley-Eustis, Virginia



# Recovery on Mount Hood

In the morning hours of Jan. 30, 2019, the 304th Rescue Squadron, Portland, Ore., supported a rescue operation on Mt. Hood after a downed aircraft was spotted earlier this week.

Twelve personnel from the 304th Rescue Squadron, Air Force Reserve, participated in the rescue efforts. During the course of the operation it was discovered that there were no survivors and they would be assisting in the recovery.

The Hood River Crag Rats and the Oregon Air National Guard's 125th Special Tactics Squadron were also called to recover the body of George Regis, whose plane wreckage was found on Tuesday.

A Combat Rescue Officer (CRO) from the 304th Rescue Squadron said the recovery went very well.

"The incident was pretty far up the mountain," said the CRO. "With these civilian search and rescue missions the Hood River Crag Rats were the primary, so we up there to support them."

Members from the 304th Rescue Squadron left Portland Air National Guard base Wednesday at 4:30 am.

Once arriving to Mount Hood, "we pushed up the Mountain from 6,000 feet up to 9,000 feet" said the CRO.



Once recovered, the team began their trek back down the mountain. "We skied Regis down the glacier until we hit a ridge-line" said the CRO. The ridge required the team to traverse 500 feet up, using a mechanical advantage rope system.

The team quickly set up the system and raised Regis to continue the movement down the mountain. The CRO said "in total we moved about six miles."

"It was some pretty tricky terrain," said the CRO. "I've been on several crash recoveries; you always learn a lot from conducting real-world missions."

The 304th Rescue Squadron supplements civilian rescue operations when the mission requirements are beyond their capabilities.

"The civilian agency really needed us there for the extra manpower and support because it was such a tricky mission." The CRO said "We really appreciate the 920th Rescue Wing and 943rd Rescue Group's support in this recovery mission."





# Human spaceflight returns

The 920th RQW remains ready to support the needs of NASA's unique, evolving space exploration missions

To prepare for the upcoming arrival of human spaceflight tests, the 920th Rescue Wing along with the DoD Human Space Flight Support (HSFS) Office, NASA and SpaceX personnel joined forces to plan and execute a realistic medical evacuation exercise at Kennedy Space Center in Florida on Oct. 25.

Their mission was to respond to a simulated emergency incident that required DoD support and expertise. The exercise included twelve participants role-playing various injuries after a launch pad emergency. The DoD HSFS Office planned and coordinated 920th RQW assets which included two HH-60G helicopters from the 301st Rescue Squadron, four pararescuemen (PJ) from the 308th RQS and two flight surgeons from the DoD HSFS Office.

This exercise revalidated the response time of the Reserve Rescue Airmen and aircraft from Patrick Air Force Base, to Kennedy Space Center in the event of a catastrophic, life-threatening occurrence within the capsule of a human spaceflight launch. This was also the first time that the DoD, NASA and commercial providers have exercised this type of event utilizing live patients and the full array of air assets according to HSFS.

"With our partners at NASA, these exercises are important in developing a foundational understanding of our capabilities and integrating our procedures to better the mission. While today's exercise was generic, we will continue to build into more advanced rescue scenarios," said Staff Sgt. Gregg Forshaw, 308th Rescue Squadron pararescueman.

"Today is a great example of how we, as Citizen Airmen, provide our expertise, while reflecting on our long history of supporting the NASA. Any chance we can take in highlighting our tactical skills is valuable. Today's mission focused on getting from the base to the scene, rapidly providing advanced medical support while keeping our patients stable, which is key in preparing for when this mission becomes real. This exercise was vital in determining time management and the treatments that we were able to perform on the casualties."

Pararescuemen hold a unique position in combat-search-and-rescue missions. Each PJ is trained and equipped to conduct both conventional and unconventional recovery missions. Their motto, That Others May Live, and their trauma medicine capabilities combined with battlefield skills make them special even within the special operations community.

Since the inception of the National Aeronautics and Space Act of 1958, the DoD has provided Human Space Flight Support to NASA.

"The HSFS Office has provided support to NASA's Mercury, Gemini, Apollo, and Space Shuttle programs," explained Brent

Maney, HSFS Space Medical Contingency Specialist. "It continues to provide support for Soyuz, Orion, and commercial crew programs (CCPs) because we're the principle liaison for human spaceflight support operations."

Maney explained that the DoD HSFS Office assists CCPs with unique DoD capabilities ensuring the global rescue and recovery of NASA and NASA-sponsored astronauts.

"It's a unique orchestra between NASA, the Air Force Reserve and active duty; to see everything come together," Lt. Col. Dave Mahan, DoD HSFS CCP Division Chief said. "The 920th has supported human spaceflight for the last 50 years and we look forward to continuing those trusted relationships long into the future."

For every human mission launching from Kennedy Space Center for the next fiscal year, 920th RQW Reserve Citizen Airmen will be present to not only clear the range, but also remain on standby in the event of a mishap.

"Our hope is to not ever be needed," said Lt. Col. Paul Carpenter, 301st Rescue Squadron pilot. "But we're ready to respond if something were to happen during any launch."

Carpenter explained that aircraft and crews as well as teams of pararescuemen will be prepositioned, ready and waiting should something happen that necessitates rescue operations.

"I know that NASA has had a long relationship with the 920th and 45th Space Wing when we were operating shuttle here and we're looking forward to working with them again," said Kjell Lindgren, NASA astronaut. "Being able to rely on their assets, people and professionalism really puts our minds at ease that we are all on the same team as we are continuing to march forward with human space exploration."

When the final mission of the American Space Shuttle Program, Space Transportation System (STS) - 135, launched in July 2011, it marked the end of an era not only for NASA but also for the 920th Rescue Wing Reserve Citizen Airmen who had served as guardians of the NASA astronauts for five decades. That seven-year hiatus will come to an end next summer explained Lt. Col. Mahan.

Patrick is being used as the primary staging location due to its vicinity to Kennedy Space Center and the support provided by Patrick Air Force Base. While rescue is the primary mission of the rescue forces, they can be called on for MEDEVAC if the need arises. The exercise was proof of concept.

With highly trained rescue personnel, the 920th RQW remains ready to support the next era of human spaceflight, willing to meet the needs of NASA's unique, evolving missions.





# Harvey's Heroes

90 Airmen deploy to Texas to assist with hurricane relief efforts following the devastating Category 4 storm

One of the biggest natural disasters in U.S. history, Hurricane Harvey, a Category 4 storm, devastated Texas in a matter of hours on Aug. 25, 2017. With flood waters surging and families and pets trapped in homes, buildings, and vehicles, the 920th Rescue Wing was called into action.

"We carry a lot of unique skillsets and experience that made our crews a critical part of the rescue effort," said Col. Michael LoForti, 920th Operations Group commander. "Some of our folks participated with Hurricane Katrina relief in 2005, where we rescued 1043 people. That experience, along with our night rescue capability provided a niche that most local and state officials did not possess."

Roughly 90 Airmen, two HC-130Ns King aerial refueling aircraft and three HH-60 Pave Hawk helicopters deployed to Texas Aug. 28, and began flying missions out of the Easterwood Airport, College Station, Texas, the following day.

"Launching operations within two hours from arriving to a deployment is just incredible," said LoForti. "Within 45 minutes after launching, the 301st Rescue Squadron was hoisting survivors to safety."

Within four days, the helicopter and Guardian Angel teams rescued 200 people, 21 dogs and 5 cats, while the 39th RQS crews transported 35 hurricane victims from Beaumont to Dallas, conducted 20 helicopter air-to-air refuelings that enabled helicopter and GA crews to remain on scene longer, and served as the airborne mission commander coordinating 16 rescue assets from six different agencies and providing sole direct communication for vital 911 calls.

"The work our team put forth is remarkable," said LoForti. "What they accomplished doesn't just happen. That happens because of the people who believe in what they do and work hard to stay current and qualified to perform the mission. You also need a support structure at home station to get us out the door. I'm so proud of everyone."

Lt. Col. Michael Walsh, 301st RQS commander, noted that while the entire rescue effort was one for the books, watching the night crews overcome so many obstacles with much success was especially impressive. The 301st RQS was the only helicopter unit based out of College Station flying 24-hour operations.

From heights up to 180 feet above, "imagine low visibility, rain, 15-20-knot gusts, power lines everywhere and working the hoist, wearing night vision goggles for 10 hours straight," said Walsh. "Despite the odds against them, they still made tons of rescues. This speaks to the high level of skill and experience we have on our team."

The 308th RQS pararescuemen also found their recent swift-water training was invaluable as they fought surging flood water during many of their rescues. While most of their searches ended in success, some circumstances proved grave.

On one of the night crew's first shifts, they spent roughly two hours searching for two amateur boat rescuers who overturned when they hit a bridge in the surging flood waters.

"The police officer told us that on a normal day you look down from the bridge and it's a good 45 feet to the top of the water," recalled Joe Montero, 301st RQS special mission aviator, "at that point it was so high it was slapping the side of the bridge. There were four boaters in all. One made it onto the bridge, one got caught in a tree and unfortunately we were never able to locate the other two."

With a diminishing gas tank and others in need of rescue, the crew was thanked for their effort and cleared to help other hurricane victims.

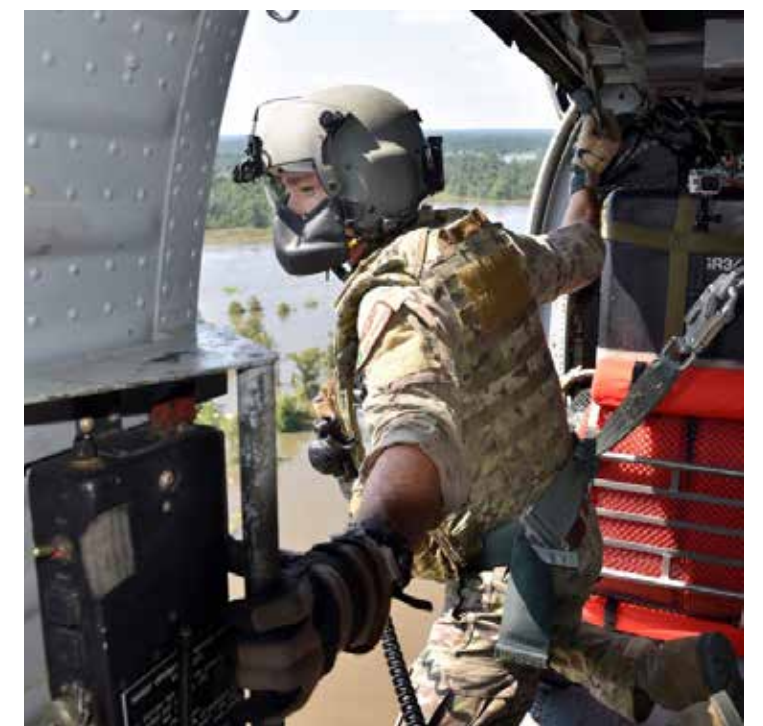
Montero, like many members of the Harvey team is a full timer; however, a portion of the team was made up of traditional reservists, whose civilian employers were understanding enough to let them take off of work on short notice with orders that reflected up to 30 days.

Chief Joseph LaSata, Rockledge Fire Department and Police Department public safety director, said he was proud of the work that one of his firefighters, Senior Airman Davy Brinkmann, 301st RQS SMA, did during Hurricane Harvey.

"We're extremely proud of Davy both for his efforts to keep our city safe as a fireman, but also when he's called upon to serve our country in situations such as Harvey," LaSata said. "It did us all proud to see him rescuing people from rooftops and just reaffirms what kind of quality employees we have here in the city."

With a final day on alert status at College Station, the group headed home Sept. 3 only to find Hurricane Irma, a category 5 storm, headed their way.

"To roll from Harvey to Hurricane Evacuation to Irma operations is even more amazing," said LoForti. "I'm honored to be a part of the 920th Rescue team."







# Rescue Amputee Wins Battle to Serve

Greene, a healthcare management technician with the 920th Aerometical Staging Squadron is the first and only Air Force Reserve amputee to serve at Patrick AFB

For most, an amputation would be the greatest challenge they have ever faced in life, but for one Citizen Airman, the real struggle came when he fought to keep serving. Separation from the service he loved so much was never an option for Senior Airman Kevin Greene, a healthcare management technician with the 920th Aeromedical Staging Squadron, and after a two-and-a-half-year fight, including three rejection letters and an in-person medical evaluation board, he is once again wearing his Air Force blues and loving every minute of it.

"I remember the night of the accident vividly," he said. "I was coming home from work and was stopped at a red light when I looked to my right and see the lady in the vehicle next to me point to her window. As I look to see what she's pointing at, 'Boom!'"

"Next thing I know, I'm waking up in the hospital," he recalled. "I hear people in the background crying hysterically, family praying and then the doctor walks in. He said I got into a pretty severe motorcycle accident. He said my brain was fine; there was no spinal damage; however, my left foot was just too severely broken to save and they had to amputate it."

Greene ended up going through several more surgeries, after his initial amputation on Dec. 17, 2014, as the same leg became infected multiple times. His last surgery in February 2015, left him with three quarters of his left leg.

During his roughly two-month stay at the hospital, Kevin recalled always being surrounded by family, friends and co-workers.

"I definitely felt loved in the hospital," said the Brooklyn, New York, native. "My immediate family was always there of course, but my Air Force Reserve family surprised me. I knew people in the unit cared, but there was no mistaking it on the drill weekends when I'd have like 40 people coming to visit me. The staff didn't even know what to do with that many visitors. The love and camaraderie I felt within my unit is the driving factor in my wanting to continue to serve."

Greene said the support and mentorship he received from the squadron's health services superintendent, Chief Master Sgt. Dorlen Martin, was especially meaningful.

"I remember Chief Martin visiting me often and just putting me at ease," he said. "I felt like her energy and positivity was at the root of my support system as she motivated others to rally around me."

Martin said she will never forget that first hospital visit.

"It takes a lot to make me cry," she said. "He's just such a jokester. He's always making light of everything."

"When he told me they took his leg, I thought he was joking. I said 'Kevin that's not funny.' When he pulled back the covers I had to walk out of the room."

Martin said she couldn't let Greene see her cry because he would have focused on her, when he should be focusing on himself.

"Airman Greene has always been one of our shiny pennies," she recalled thinking back to when he first joined the 920th ASTS in June 2012. "He definitely lives the core values and is always pushing himself to new limits and stepping up to challenges. Even in the hospital, the first thing he wanted to know was when he could come back to work."

Unfortunately, Greene found out the hard way that donning the Air Force uniform again wasn't an easy feat. During his first year of recovery, he had a lot of work ahead of him to get back into top physical shape.

"I went into the hospital at 182 pounds and I left at 120 pounds," he said. "I was in my wheelchair a lot those first few months, and I wasn't eating."

After getting fitted with his first prosthetic in March 2015, he decided the road to recovery was best walked.

"It was a tough first few months out of the hospital," he said. "I knew I needed a change of scenery and to really test out my leg, so a good friend of mine took me on a road trip to my hometown, Brooklyn. We just walked the streets of New York for a week straight. It was exactly what I needed."

After returning to Florida, Greene decided it was time to get a job again, while he continued to physically ready himself for military service. He followed his passion of working with kids at a local recreation center and coaching youth basketball at a nearby high school.

"Coaching and traveling with the team to different camps that summer was a blessing," he said. "I was able to stop focusing on my problems and focus on developing and training the guys to not only be better athletes, but people and to value their time. I used myself as the example of how to not take things for granted."

After a year in recovery, Greene's unit submitted his first participation waiver to Air Force Reserve Command to be able join them on drill weekends. It was denied. He then faced an initial review in lieu of board in January 2016, which was also denied. But Greene refused to quit.

"Pushing through the boards, we encouraged him not to give up," Martin said. "If you want to serve, fight it. If they say no, challenge it. Just keep fighting, and he did, every single board."

Greene's next step was to submit a world-wide duty request in the spring, which was again denied by AFRC.

"It was discouraging at times; I'm not even gonna lie," he said. "But I knew I was meant to be a Reservist. There are opportunities to be had in the Air Force that you just can't get anywhere else. I was thriving in the Reserve before my accident, and I just wanted that sense of purpose and pride that comes with the uniform back again."

While Greene continued to fight to serve his country, he discovered another calling along the way – helping autistic children.

"I was interning at the Educational Center of Brevard over the summer as a coach working with autistic children, and I just fell in love with it," he recalled. "I've always enjoyed working with youth, but working with children who really, deeply needed help just spoke to me."

That September, Greene applied for a position at Kaleidoscope Interventions, where he works with lower functioning, non-verbal autistic children ages 3-8.

"Kevin's worked here a little over a year, and we absolutely love him," said Pamela Holz, owner and co-founder of Kaleidoscope Interventions. "I remember last summer one of our non-verbal children had noticed that Mr. Kevin's leg was a little different than everyone else's and instead of being embarrassed, he owned it."

"He took off his leg and showed the child that this is what Kevin has," she continued. "He explained that he didn't let it stop him. He does that with every single child. He tells them that nothing's going to stop you. I don't see your disability as something that's going to hinder you. We're going to work hard and make you stronger. Just like he's done in his own life."

Losing steam in a more than two-year battle, but never giving up, Greene faced his final stepping stone back to military service April 2017 when he traveled to Joint Base San Antonio-Randolph, Texas, to face a medical evaluation board. In addition to talking with board members, he had to pass the Air Force physical fitness test.

"I was pretty confident going into the test," he said. "I was ready to prove myself once and for all."

He did well on the waist measurement, push-up and sit-up portions of the assessment, and then came the run.

"I was just so excited to be in the Air Force uniform again that I sprinted those first two laps, which was a mistake," he said. "Because the third lap I was little slower, and the fourth lap slower. I picked it up a little in the fifth and that's when an Air Force officer who just happened to be running on the track on his off day started running with me, pacing me and motivating me. I finished at about 13 minutes, and I thank him for that. He said I inspired him, but he inspired me. Just another testament to the Air Force family."

On his flight home from San Antonio, Greene received word that he passed the board and was being reinstated into the Air Force Reserve.

"Words can't begin to describe the emotions I felt when I got that phone call from the lawyer," he said. "This whole process and my accident has given me a new outlook on life. I just tell people to appreciate every moment; cherish every day."

This year Greene became a father to a baby girl named Gianna. He said he wants to inspire her to achieve her goals.

"She's going to be a fighter just like her daddy," he said. "You can bet I'm going to teach her to follow her dreams and to never give up."



# Profiles in Leadership

The Air Force Reserve Command selects 16 leaders from across the command who make significant contributions to the Air Force Reserve legacy for a display at the Pentagon for one year. The display is intended as a lasting testament to the proud tradition of excellence and service by America's Reserve Citizen



## SSgt Davey Brinkmann

A firefighter paramedic and special missions aviator, Staff Sgt. Davey Brinkmann embodies the mission of combat rescue – “These Things We Do That Others May Live.” As a Reserve Citizen Airman, Brinkmann serves his country with the 301st Rescue Squadron, Patrick Air Force Base, Florida, while also serving his community with the Rockledge, Florida, fire station. “If I didn’t have the support of my wife, Kenya, I wouldn’t be able to do both of these demanding jobs, which require abundant hours of training.” In the wake of Hurricane Harvey, his training and team would be tested with the rescue of 235 citizens.

Hovering 180 feet above the flood-ravaged streets of Houston, Texas, combating low visibility, rain, wind and threading through power lines, Brinkmann and his team worked long hours hoisting people and pets to safety aboard the HH-60G Pave Hawk helicopter. One save that stood out was a family of four whose home was filled with waist-deep water. “The grandfather, a double amputee on dialysis, was in a powered wheelchair in the living room with his adult daughter, her husband and infant.” He recalled. The team brought the husband to the Pave Hawk first so that he could assist with the remaining family members. “As we hoisted the mother and baby, a gust of wind forced the helicopter and hoist to briefly sway; hooking them under the roof,” he said. Brinkmann reacted instantly, rapidly lowering the hoist and avoiding the worst. The team safely loaded the mother and child before sending the basket down once more to bring the grandfather to safety. “It’s humbling to have the honor to be there for somebody at their greatest time of need and is the reason I do what I do.”



## TSgt Nick Torres

Technical Sgt. Nick Torres, a 308th RQS pararescueman, led the medical intervention to three coalition partners while his team was under attack in Kandahar Province, Afghanistan. Although another pararescueman initially was supposed to be attached to the Afghan National Special Operations Force instead of him, Torres volunteered and his actions ultimately led to all three lives saved. The first person wounded was located two miles away from Torres, but as soon as he reached the wounded soldier by foot, he stabilized the patient and requested an aeromedical evacuation.

Torres stopped the arterial bleed and administered blood and medication to the patient. Through his advanced life-saving techniques, he was able to successfully evacuate the wounded to a higher level of care. Soon after, his team was ambushed and started taking on small arms fire and a second coalition partner was wounded. While providing effective fire, Torres was able to reach the wounded and provide life-saving medical care. According to Torres, the injured soldier had multiple gunshot wounds to include one to the chest. The bullet perforated his lung and shattered his humerus. Since Torres works with coalition partners from Afghanistan as a medical advisor when he is not wearing his uniform, he knew his training was going to be put to good use. Once more Torres saved the third wounded by placing his leg in a tourniquet and administering blood to stop the devastation of the patient's gunshot wounds. Thanks to the leadership and effective medical support provided by Torres, the team was able to complete their mission, which led to the capture of nine detainees, 39 enemy killed in action and the eradication of three Improvised Explosive Devices.





# Mrs Lisa Fernandez

Key Spouse Lisa Fernandez has made significant contributions to the 308th Rescue Squadron, the 920th Rescue Wing and the Air Force Reserve Command. She explained that one of the most important things she does in her role is keep in constant contact with spouses and loved ones, especially during 2018's combat deployment which saw nearly every member from the 308th RQS deployed across three separate geographic locations.

"Families are the foundation to the success of the unit and our unit operates in a high tempo environment. We not only need our families to know they are supported, but it also eases the mind of the unit member to know there is someone available for their loved one to call in a time of need." In addition to phone calls, she coordinated multiple events every month to bring everyone together, keep morale high and forge a foundation of trust. Additionally, Fernandez helped organize a five-day, all-expense paid vacation for several returning unit members and their loved ones to help them re-adjust to life back home. Further, she helped organize a fundraising effort which paid for Post-Traumatic Stress Disorder counseling sessions for five veterans in need. Her concern for the well-being of troops and their families also extended to those who were impacted by the destruction of Hurricane Michael which devastated Tyndall Air Force Base in October 2018. Her initiative to lead a donation drive provided more than 1,000 families in need more than 4 tons of supplies in less than one week.



# Maj Chris Ferrara

Maj. Chris Ferrara, HC-130N Combat King evaluator pilot, 39th Rescue Squadron, led the refueling efforts of a technical rescue from Patrick Air Force Base, Florida approximately 500 nautical miles off the east coast of Cape Canaveral, Florida. He and approximately 80 Reserve Citizen Airmen and four aircraft from the 920th Rescue Wing successfully rescued 2 German citizens whose vessel caught fire. The 920th RQW was alerted to fly a long-range search and rescue mission for the two men. One was reportedly burned from the waist down, and neither spoke fluent English.

Ferrara and his team immediately went to work planning the mission ensuring they could deliver a team of Guardian Angel Airmen to conduct life-saving care in the middle of the ocean with little time to spare. Upon arriving on scene the teams began orbiting overhead to deploy a lifeboat, a team of five pararescuemen and several bundles containing medical equipment into the ocean. Simultaneously, a freighter on the scene below motored a small boat toward the victims which allowed the pararescuemen to hoist the survivors on board the freighter while several of the others zoomed over to pick up the bundles of medical equipment that splashed down just after them. Ferrara and the rest of the HC-130 crew immediately turned around to air-to-air refuel the helicopters, allowing them to make the trip. Four aerial refuelings later, two on the way out to sea and two on the way back to Patrick Air Force Base, logging 1,000-miles per aircraft, and launching an additional tanker as a backup, the mission was complete--the victims were treated and transported to Orlando Regional Medical Center. Without Ferrara's leadership, critical thinking skills and calm under pressure the mission would have been hampered.





# Lt Col Asan Bui

Born on a U.S. naval carrier at the end of the Vietnam War in 1975, Lt. Col. Asan Bui’s life has always been intertwined with the military. His family escaped Vietnam and the advancing North Vietnamese Army and Viet Cong on a fishing boat, which was found drifting in the South China Sea. They were eventually transferred to a refugee staging area, Camp Asan, Guam. Over the years, Bui looked to his father for direction, who he attributes his military success to.

“This country will provide you with opportunities, but you have to take ownership and responsibility. Then you have to run with it; my father ran with it,” said the Reserve Citizen Airman. Bui seized opportunities, earning a bachelor’s degree in Computer Science and then a master’s in Business Administration. As a young officer, Bui was assigned to Joint Special Operations Command and forward deployed in support of counter terrorism operations in Iraq and Afghanistan. Currently, he serves as the 920th Communications Flight commander at Patrick Air Force Base, Florida, a combat-search-and-rescue unit that stands firmly to its motto “These Things We Do That Others May Live.” Bui has served 19 years in the Air Force, with experience in several fields including acquisitions, cyber and special operations, all while spending countless hours volunteering for his church and community and yet, Bui insists he wants to do more. “We started out very poor and experienced discrimination early on, but my father had faith, never quit and always led from the front. These qualities were essential to our survival and have been with me throughout my career.”

## facts&figures

### 920<sup>TH</sup> RESCUE WING

#### CURRENT STRENGTH

- More than 1,880 personnel

#### UNIT TIMELINE

- 1956** - Activated at Miami Intl Airport (first Reserve rescue unit)
- 1957** - Unit records first save
- 1960** - Relocated to Homestead Air Force Base, Fla
- 1992** - Hurricane Andrew destroys Homestead  
Unit relocates to Patrick Air Force Base
- 1992** - Operation Southern Watch (Kuwait)
- 1994** - Operation Southern Watch (Kuwait)
- 1997** - 920th Rescue Group Activated
- 1998** - Operation Northern Watch (Turkey)
- 1999** - Icelandic Rotation for Humanitarian Assistance  
Hurricane Floyd - 217 Saves
- 2000** - Operation Northern Watch (Turkey)
- 2001** - Operation Southern Watch
- 2002** - Operation Enduring Freedom (Southwest Asia)  
Joint Task Force Olympics (Salt Lake City)
- 2003** - Operation Iraqi Freedom - 26 Combat Saves
- 2005** - 305th Rescue Squadron converts to 943rd Rescue Group  
Operation Enduring Freedom - 54 Combat Saves  
Hurricane Katrina - 1,043 Saves
- 2007** - Operations Iraqi & Enduring Freedom  
Joint Task Force - Horn of Africa (JTF-HOA)
- 2008** - Operation Enduring Freedom - 350 Saves  
Hurricane Ike - 17 Saves
- 2009** - Operation Enduring Freedom/JTF-HOA - 100 Saves
- 2010** - OEF - 250 Saves
- 2011/12** - OEF/JTF-HOA - 800+ Saves
- 2013** - OEF/JTF-HOA
- 2014 - 2015** - JTF-HOA
- 2017** - Operation Freedom Sentinel/JTF-HOA/  
Operation Inherent Reseolve  
Hurricane Harvey - 135 Saves
- 2018** - OFS
- 2019** - OIR/ JTF-HOA

#### UNIT AWARDS

- 2018 - Power and Vigilance Award
- 2018 - Public Affairs Champion Award
- 2018 - Melbourne Chamber Valor Awards
- 2018 - Air Force Association Outstanding Unit Award
- 2018 - Medal of Honor on Ribbon for Rescue Missions at Sea in Gold
- 2017 - Jolly Green Association Rescue Mission of the Year
- 1999, 2002, 2004, 2005, 2006, 2016 - Air Force Outstanding Unit
- 2013 - Mackay Trophy (Rooster 73)
- 2013 - National VFW Gold Medal Award
- 2005 - Jimmy Doolittle Fellow Award for Outstanding Contributions to Search and Rescue

- 2003 - Maj Gen Tom Marchbanks Heroism Award (Iraq)
- 2003 - Jolly Green Association for Rescue of the Year (Iraq)
- 1998 - Maj Gen Tom Marchbanks Heroism Award
- 1998 - Jolly Green Association for Rescue of the Year
- 1998 - American Helicopter Society Capt William Kossler Award
- 1998 - Aviation Week Operations “Laureate”
- 1998 - Air Force Association President’s Award
- 1993 - Maj Gen Tom Marchbanks Heroism Award (93 saves)

#### IMPACT ON LOCAL ECONOMY (FY18)

Unit Payroll	\$61,063,548
Unit Expenditures	\$32,109,960
Value of Jobs Created	\$18,398,016
Total Impact	<b>\$111,571,524</b>

### AIR FORCE RESERVE

#### RESERVE BASICS

- **Established:** April 14, 1948
- **Designated as major command (AFRC):** Feb. 17, 1997
- **Selected Reserve Strength (FY18):** 69,200
- **Command Structure:** 35 flying wings, 12 flying groups, 1 space wing
- **AF Reservists Currently Activated:** Over 2,900

#### KEY LEADERS

• AF Secretary	Heather Wilson
• AF Chief of Staff	Gen David Goldfein
• AF Vice Chief of Staff	Gen Stephen Wilson
• Chief Master Sgt of the AF	CMSgt Kaleth Wright
• Commander, AFRC	Lt Gen Richard Scobee
• AFRC Command Chief	CMSgt Timothy White, Jr.
• Commander, 10th Air Force	Maj Gen Brian Borgan
• 10th Air Force Command Chief	CMSgt James Loper

#### BUDGET REQUEST - FISCAL YEAR 2018

• Ops and Maintenance	\$3,014.3 million
• Military Personnel	\$1,672.3 million
• Military Construction	\$49.5 million

#### AIR FORCE RESERVE FACILITY FOOTPRINT

##### Locations: 66

- 5 Air Reserve Bases
- 4 Air Reserve Stations
- 3 Navy tenant locations
- 4 Army tenant locations
- 1 Air National Guard tenant location
- 42 Air Force tenant locations
- 3 Miscellaneous locations
- 4 Ranges

##### Facilities: 2,741

- 13 million square feet (includes tenant locations)
- 14 Million Square Yards of Pavements
- Plant Replacement Value: \$5.9 billion



COMMON ACRONYMS & AIR FORCE JARGON



**AFRC**  
*Air Force Reserve Command*  
AFRC provides the Air Force approximately 20 percent of their capability at four percent of the total Air Force budget. The Air Force Reserve performs two missions no other military service does: fixed-wing, aerial-spray missions and hurricane forecasting. AFRC also supports the space program, flight test, special operations, aerial port operations, civil engineer, security forces, intelligence, military training, communications, mobility support, transportation and services missions.

**AGR** *Active Guard Reserve*  
National Guard and Reserve members who are on voluntary active duty providing full-time support to National Guard, Reserve, and Active Component organizations for the purpose of organizing, administering, recruiting, instructing, or training the Reserve Components.

**ART** *Air Reserve Technician*  
A full-time Department of Defense civilian who is required, as a condition of employment, to be an Air Force reservist and perform the same duties as a civilian as he/she does during monthly Reserve training.

**AT** *Annual Training*  
The minimum period of Active Duty Training or Annual Field Training the Reserve member must perform every year to satisfy annual training requirements.



**CRO**  
*Combat Rescue Officer*  
Before 2000, there were no officers in pararescue. The first to become CROs were 920th pararescuemen Capt. Greg Lowdermilk and Capt. Rusty Bradshaw.

**CSAR** *Combat Search and Rescue*  
The Air Force’s preferred mechanism for personnel recovery in uncertain or hostile environments and denied areas.

**DRILL**  
The required, two-day, monthly training period of reservists, scheduled for the first or second weekend of each month.

**JOLLY**  
Nickname/call sign of any CSAR helicopter. The term originated during the Vietnam War, in reference to the helicopters used by combat rescue personnel Sikorsky HH-3E and the “foot print” it left on the ground. Troops began calling the large, green aircraft, “Jolly Green Giants,” and the nickname stuck.

**GREEN FEET**  
Common in the rescue community, green feet represent the “footprints” of a Jolly Green Giant helicopter, the aircraft used for combat search and rescue. The logo is embraced and displayed both by pararescuemen and helicopter pilots & crewmembers. Typically, feet with five toes represent helicopter crew, while those with four toes represent pararescuemen.



**KING**  
Nickname/call sign of the HC-130P/N (soon J) Hercules aircraft the extended-range combat-rescue version of the C-130 Hercules. The King logo features a large letter ‘K’ adorned by a crown.



**HALO** *High Altitude - Low Opening*  
Jump missions that begin by exiting an aircraft at altitudes up to 35,000 feet, then freefalling to about 2,500 feet before opening the canopy.

**HOSE & DROGUE**  
The hose is a flexible, retractable tube that trails from an aircraft during aerial-refueling. The drogue, a small parachute, stabilizes the hose during flight and acts as a ‘funnel’ for the probe of the aircraft being refueled. The HC-130s used by the 920th have two hoses each and can aerially-refuel two helicopters simultaneously.



**EASTERN RANGE**  
70-mile long by 10-mile wide swath of ocean extending east from Kennedy Space Center that must be cleared of all air & marine traffic prior to every launch.



**PJ**  
Air Force Pararescueman.



**PROBE**  
Retractable, 14-foot refueling tube attached to the front of an HH-60G Pave Hawk helicopter. The probe is inserted into the hose of a HC-130P/N tanker during flight, allowing helicopters to refuel without landing.



**RAMB**  
*Rigging Alternate Method Boat*  
A system of folding and packing an inflatable 14-foot watercraft so that it may be fitted with a parachute and dropped from an HC-130 Hercules aircraft safely into open water. RAMB packages, which include air tanks to inflate the boat, are strapped to the aircraft’s cargo ramp. After the HC-130 reaches an altitude of 2,500 feet, the package is pushed out of the aircraft. Seconds later, pararescuemen jump from the aircraft, deploy their parachutes and attempt to make visual contact with the RAMB, which has chemical lightsticks attached to its parachute rigging for better visibility. Once their canopies open, the PJs will steer themselves toward the RAMB, following it into the water below, where they will secure, unpack and inflate the boat, then proceed with their mission.



**SERE**  
*Survival Evasion Resistance and Escape*  
The Air Force SERE program enables military, civilian, contractor and other designated personnel to return to friendly control after isolation due to enemy actions, aircraft emergency, or other unforeseen events. The goal of the program is to prepare personnel to return with honor, regardless of the circumstances of isolation. The course highlights techniques designed to ensure a servicemember’s health, mobility, safety and honor in anticipation of or preparation for their return to friendly control.

**Traditional Reservist**  
Airmen who work and perform readiness training with their Reserve unit one weekend per month (24 days), plus an additional two-weeks of active-duty training per year. TRs at the 920th Rescue Wing, most of whom also have full-time civilian jobs, average nearly 70 days of Reserve duty per year. Reservists are also sometimes referred to as “Citizen Airmen.”

AIR FORCE RANK & INSIGNIA

ENLISTED / NCOs

- no insignia-  
Airman Basic / E-1
- Airman / E-2
- Airman 1st Class / E-3
- Senior Airman / E-4
- Staff Sergeant / E-5
- Tech. Sergeant / E-6
- Master Sergeant / E-7
- Senior Master Sergeant / E-8
- Chief Master Sergeant / E-9
- Command Chief Master Sergeant

OFFICERS

- 2nd Lieutenant / O-1
- 1st Lieutenant / O-2
- Captain / O-3
- Major / O-4
- Lieutenant Colonel / O-5
- Colonel / O-6
- Brigadier General / O-7
- Major General / O-8
- Lieutenant General / O-9
- General / O-10





▲ RESCUE PERSONNEL TRANSLOAD ONTO AN HC-130J COMBAT KING II DURING A MISSION AS PART OF RED FLAG-RESCUE 18-2 NEAR DAVIS-MONTHAN AIR FORCE BASE, ARIZONA.

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 [www.instagram.com/920th\\_rescuewing](https://www.instagram.com/920th_rescuewing)

 [www.youtube.com/920RQW](https://www.youtube.com/920RQW)



I AM AN AMERICAN AIRMAN  
I AM A WARRIOR. I HAVE ANSWERED  
MY NATIONS CALL. I AM AN  
AMERICAN AIRMAN. MY MISSION  
IS TO FLY FIGHT AND WIN. I AM  
FAITHFUL TO A PROUD HERITAGE  
A TRADITION OF HONOR AND  
A LEGACY OF VALOR. I AM AN  
AMERICAN AIRMAN. GUARDIAN OF  
FREEDOM AND JUSTICE. MY  
NATIONS SWORD AND SHIELD  
ITS SENTRY AND AVENGER.  
I DEFEND MY COUNTRY WITH  
MY LIFE. I AM AN AMERICAN  
AIRMAN. WINGMAN LEADER  
WARRIOR. I WILL NEVER LEAVE  
AN AIRMAN BEHIND. I WILL NOT  
FAULTER AND I WILL NOT  
FAIL

