



920th RESCUE WING  
ALMANAC 2010

Air Force Reserve Command



# 920th Rescue Wing

Patrick Air Force Base, Fla.

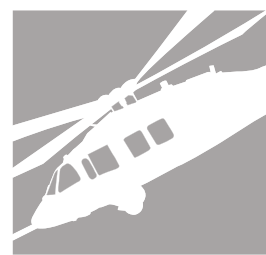
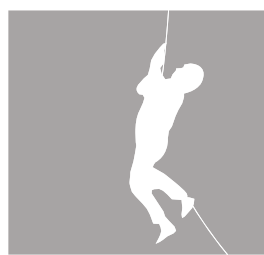






▲ AERIAL-REFUELING OVER TALIL AIR BASE, IRAQ, DURING OPERATION IRAQI FREEDOM





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*\*All photos in this publication depict 920th Rescue Wing personnel & assets unless otherwise noted*

◀ ROOFTOP RESCUE AT NEDERLAND, TEXAS, 14 HOURS AFTER HURRICANE IKE MADE LANDFALL

● HH-60G FLIGHT ENGINEER  
OPERATION IRAQI FREEDOM





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

**B**ased at Patrick Air Force Base, Fla., the 920th Rescue Wing is an Air Force Reserve Command combat-search-and-rescue unit. Commanded by Col. Robert L. Dunn, the wing trains and equips approximately 1,500 Airmen to search for, locate and recover U.S. Armed Forces personnel during military operations. In addition, the 920th also provides rescue support for all NASA space shuttle and rocket missions, including safety and security surveillance of the Eastern Range during all launches from Cape Canaveral Air Force Station and Kennedy Space Center.

The 920th 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 are to provide search-and-rescue support for civilians in distress at sea, in the desert or high in the mountains. The wing also provides worldwide humanitarian relief, supporting rescue efforts in the aftermath of disasters such as hurricanes, floods, earthquakes.

The 920th Rescue Wing is comprised of 23 subordinate groups and squadrons, including two geographically-separated units—one at Davis-Monthan Air Force Base, Ariz., the other at Portland, Ore. The 920th was originally the 301st Rescue Squadron, which was activated in 1956, becoming the Air Force Reserve's first 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, Fla. The following year, the wing began a long relationship with NASA and the U.S. space program, providing rescue-contingency operations for the first Mercury launch. The wing mobilized to Afghanistan in 2005 for Operation Enduring Freedom, making 54 combat rescues, including Navy SEAL Marcus Luttrell, who documented his ordeal in the best-selling novel, "Lone Survivor." Again, the wing mobilized in 2008-10 and flew 2,700 medical evacuation missions and saved 650 lives. The rescue wing has also been a mainstay in humanitarian relief, rescuing 137 South Florida residents during the 18 days following Hurricane Andrew (1992); saving 93 elderly residents from rising flood waters at their Tampa-area retirement community (1993); rescuing more than 200 people after Hurricane Floyd (1999); pulling 1,043 people from ravaged New Orleans and the Gulf Coast after Hurricanes Katrina and Rita (2005); saving 17 lives from the aftermath of Hurricane Ike in Texas; and most recently saving over 200 people after multiple avalanches hit Salang Pass, the major mountain pass that connects northern Afghanistan and Kabul province.



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**COLONEL ROBERT L. DUNN**

Wing Commander

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**C**olonel Robert L. Dunn is commander of the 920th Rescue Wing. The wing is equipped with five HC-130P/N tanker aircraft and 15 HH-60G Pave Hawk helicopters to support worldwide combat-rescue operations, NASA'S space shuttle program and the 45th Space Wing's range-clearing missions.

The wing has 1,500 personnel assigned to four groups, 10 squadrons, four flights, a headquarters section and two geographically-separated units—one in Arizona, and one in Oregon. Colonel Dunn provides leadership, management and supervision and is responsible for the organization, training and equipping of the wing. During wartime, the wing's assets are assigned to Air Combat Command.

Colonel Dunn was commissioned through ROTC in 1978. He is a command pilot with more than 5,500 flying hours, including worldwide duty in Air Force Systems command, Pacific Air Forces, Tactical Air Command, Air Combat Command, Air Force Special Operations Command and Headquarters Tenth Air Force as a unit training officer, instructor pilot, flight examiner, flight commander, operations officer and director of safety. He is an Air Reserve Technician, a full-time federal civil service employee serving in a selected position within a military unit.

**EDUCATION**

- 1975 Associate of Arts, Indian River Community College, Ft. Pierce, Fla.
- 1978 Bachelor of Science in Aerospace Engineering, Kent State University, Ohio
- 1984 Squadron Officers School, Maxwell AFB, Ala.
- 1997 Air Command and Staff College, by correspondence
- 2004 Air War College, by correspondence

**ASSIGNMENTS**

- 1. Aug. 1978 - Feb. 1981, Air-to-Air Missile Engineer, Air Force Armament and Test Laboratory, Eglin Air Force Base, Fla.
- 2. March 1981-Dec. 1981, Student Undergraduate Pilot Training, 47 Student Squadron Laughlin, AFB, Texas.
- 3. Jan. 1982 - Aug. 1982, fighter lead-in/A-10A training, Davis-Monthan AFB, Ariz.
- 4. Sept. 1982 - Aug. 1983, A-10 pilot, 25 TFS, Suwon AB, South Korea
- 5. Sept. 1983-Aug. 1986, A-10 instructor pilot/flight commander, 75 TFS, England AFB.
- 6. Sept. 1986-May 1989, A-10 RTU instructor pilot/examiner/flight commander, 333TFS, Davis-Monthan AFB, Ariz.
- 7. June 1990-Sept. 1994, HH-3E pilot 71SOS, Davis-Monthan AFB, Ariz.

- 8. Oct. 1995-Feb. 2004, HH-60G instructor/examiner, 71SOS/305RQS, Davis-Monthan AFB, Ariz.
- 9. March 2004-Oct 2006, Director of Safety, HQ 1-AF, For. Worth JRB, Texas
- 10. Nov. 2006-April 2006, Deputy Commander for Operations, 305 Rescue Squadron, Davis-Monthan AFB, Ariz.
- 11. April 2006 - Present, 920th Rescue Wing Commander, Patrick AFB, Fla.

**FLIGHT INFORMATION**

Rating: Command Pilot  
Flight hours: More than 5,500 flying hours  
Aircraft flown: T-37, T-38A/B, A-10A, UH-1H, HH-3E, HH-60G

**MAJOR AWARDS AND DECORATIONS**

- Meritorious Service Medal with two oak leaf clusters
- Air Medal with one oak leaf cluster
- Aerial Achievement Medal
- Air Force Commendation Medal with two oak leaf clusters
- Air Force Achievement Medal
- Air Force Outstanding Unit Award six oak leaf clusters
- Combat Readiness Medal ten oak leaf clusters
- National Defense Service Medal
- Global War of Terrorism Service Medal
- Humanitarian Service Medal
- Air Force Overseas Ribbon Short
- Air Force Expeditionary Service Ribbon with Gold Border with one oak leaf cluster
- Air Force Longevity Service with five oak leaf clusters
- Armed Forces Reserve Medal with two oak leaf clusters
- Small arms Expert Marksmanship Ribbon with one oak leaf cluster
- Air Force Training Ribbon

**EFFECTIVE DATES OF PROMOTION**

- Second Lieutenant - May 31, 1978
- First Lieutenant - August 20, 1980
- Captain - August 20, 1982
- Major - June 10, 1992
- Lieutenant Colonel - June 10, 1999
- Colonel - April 1, 2006



**COLONEL PHILIP MANNING**  
Vice Commander

Colonel Philip J. Manning is the vice commander of the 920th Rescue Wing. Colonel Manning provides leadership, management and supervision and is responsible for the organization, training and equipping of the wing. During wartime, the 920th Rescue Wing's assets are assigned to Air Force Air Combat Command and Air Mobility Command.

After graduating from the University of Connecticut in 1980, Colonel Manning attended Officer Training School and was commissioned in early 1981. His assignments include duties as a mechanical engineer, F-15 instructor pilot, operational test and evaluation pilot, test program officer, HH-60G Pave Hawk pilot, flight commander, squadron commander, and deputy operations group commander. In his civilian occupation, he flies as first officer for a major U.S. airline.

In 2003, Colonel Manning led the 301st Rescue Squadron as it prepared to deploy to Al Jabar Air Base, Kuwait, prior to the initiation of Operation Iraqi Freedom. The 301st became the first Air Force squadron to move into Iraq and operate from a captured enemy airfield. Colonel Manning led the first successful combat rescue when his flight of two HH-60G's picked up a seven-man Marine Force Recon Team whose position had been compromised.

#### **FLIGHT INFORMATION**

Rating: Command Pilot  
Flight Hours: More than 2,500 hours  
Aircraft Flown: HH-60G, HC-130, UH-1, F-15, F-16, F-4, B727, MD-11, B767, B757

#### **EFFECTIVE DATES OF PROMOTION**

Second Lieutenant February 4, 1981  
First Lieutenant February 4, 1983  
Captain February 4, 1985  
Major February 4, 1995  
Lieutenant Colonel February 4, 2002  
Colonel July 1, 2006



**CHIEF MASTER SERGEANT GERALD DELEBREAU**  
Command Chief Master Sergeant

Chief Master Sergeant Gerald J. Delebreau is the Command Chief Master Sergeant of the 920th Rescue Wing. As the wing's highest ranking enlisted member, he advises the commander on matters concerning the morale, health, welfare, effective use, training, and progress of the enlisted corp of the 920th Rescue Wing, including its geographically separated units, the 943rd Rescue Group at Davis-Monthan Air Force Base in Tucson, Ariz., and the 304th Rescue Squadron at Portland International Airport, Ore. He also serves as the commander's representative to numerous committees, councils, boards and military and civilian functions.

Chief Delebreau was born in Green Bay, Wis., in 1962 and graduated from Bay Port High School in 1981. He entered the Air Force in August 1983. A career security forces member, his assignments include bases at Mather Air Force Base, Calif.; Kelly AFB, Texas; Peterson AFB, Colo.; and Patrick AFB, Fla.

Chief Delebreau has mobilized five times during his career and volunteered to augment the active duty security forces for the last 10 years due to security forces career shortfalls to include a deployment to Eskan Village Air Base, Kingdom of Saudi Arabia, as the security forces manager. He was also deployed to Ali Air Base, Iraq as the Group Superintendent, and most recently Haiti, as Command Chief after the 8.8 earthquake.

#### **EDUCATION**

1985 NCO Preparatory Course, Kelly Air Force Base, Texas  
1989 NCO Leadership School, Sheppard AFB, Texas  
1991 NCO Academy, Tyndall AFB, Fla.  
1995 USAF Senior NCO Academy, Maxwell AFB, Ala.  
2003 Associate Degree in Criminal Justice, Columbia College, Mo.  
2004 Bachelor of Arts in Criminal Justice, Columbia College, Mo.  
2006 Master of Arts in Public Admin. Webster University Mo.

#### **EFFECTIVE DATES OF PROMOTION**

Airman First Class November 1983  
Senior Airman (below the zone) July 1985  
Sergeant July 1986  
Staff Sergeant November 1988  
Technical Sergeant March 1990  
Master Sergeant March 1992  
Senior Master Sergeant September 1996  
Chief Master Sergeant November 2003



**COLONEL CHRISTOPHER P. HANNON** 920th Operations Group

Colonel Hannon has four squadrons under his command: the 39th Rescue Squadron, 301st Rescue Squadron, 308th Rescue Squadron and 920th Operations Support Squadron, for which he provides overall management, policy formulation, standardization, planning and coordination for the operation, training and support. The 920th Operations Group is dedicated to combat search and rescue and is responsible for the overall combat training and readiness of nearly 300 aircrew, pararescue specialists and support personnel, employing HH-60G Pave Hawk Helicopters and specially modified HC-130P/N Hercules aircraft. Colonel Hannon maintains tactical-formation night-vision goggle, aerial-refueling and night water-operations flying currencies in the HH-60G and HC-130P/N weapons systems and is a combat-mission-ready aircraft commander and flight lead. Commissioned in 1984, he is a command pilot and HH-60G flight examiner/flight lead with more than 5,400 flying hours, including over 95 combat/combat support sorties.

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**COLONEL EROKROTOS (ERIC) SHIAKALLIS** 920th Mission Support Group

Colonel Shiakallis is responsible for managing a variety of functions supporting the wing's flying operations. These functions include: information management, disaster preparedness, services, civil engineering, personnel, plans, security police, communications, supply and transportation. He also oversees command and control, planning, strategies, policy formulation and interface required by the group's subordinate units. Shiakallis was born in Larnaca, Cyprus, immigrating to the United States in 1956. He started his Air Force career in March 1969. In 1974 entered the Air Reserve Technician (ART) program with the 928th Airlift Group, Chicago, Illinois, where he served as the Plans Superintendent. In December 1980, he graduated with honors from Northeastern Illinois University. He was commissioned in December 1981. His career in the Air Force has spanned from the Vietnam War, through Operation Desert Storm/Shield, to the present.

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**COLONEL CHARLENE N. NELSON** 920th Maintenance Group

Colonel Nelson provides aircraft maintenance for Air Force Reserve Command's busiest wing. The maintenance group is responsible for worldwide rapid deployment and employment of combat-ready/mission-capable HH-60G Pave Hawk and HC-130P/N Hercules aircraft in support of Air Combat Command deployments, civilian search and rescue missions, and NASA launch support. Colonel Nelson entered the Air Force in 1980 and was commissioned in 1989. She separated from active duty in 1992 and joined the Air Force Reserve where she is now an Air Force Reserve Technician (ART), a full-time federal civil service employee serving in a selected position within a military unit.

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**COLONEL HAROLD L. "MAX" MAXWELL** 943rd Rescue Group

Colonel Maxwell directs the activities of the group's subordinate organizations, which include a flying squadron of six HH-60G Pave Hawk helicopters; two Guardian Angel "Pararescue" squadrons, one of which is geographically separated and assigned to Portland Air National Guard Base, Ore., a maintenance squadron, mission support flight, operations support flight, and a medical flight. He has served as the Air Force Reserve Advisor to the Commander, U.S. Air Forces in Europe and Deputy Commander for Operations, 305th Rescue Squadron, Davis-Monthan AFB, Ariz. Col. Maxwell has also served as Vice Commander 402nd Air Base (Operation Iraqi Freedom deployed) and deployed commander for rescue forces at Operation Provide Comfort, Operation Northern Watch and Operation Southern Watch. He has flown nearly 5,000 hours in HH-3, HH-53 and HH-60 helicopters. The group's mission is to provide leadership, management, policy formulation, planning and standardization for operations, training and support for the group.

# 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 night-vision, forward-looking infrared, 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 and 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. Provides rescue support for NASA space-shuttle program and conducts range-clearing mission prior to all 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.

## AEROSPACE MEDICINE

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

Wing medical personnel work to preserve and provide welfare to U.S. servicemembers worldwide. They are flight surgeons, medical techni-

cians 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 resuscitation and surgery. The squadron is also home to mental health 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  
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.

## 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.



## PARARESCUE

### Mission

Air Force Special Operations Command's pararescuemen, also 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.

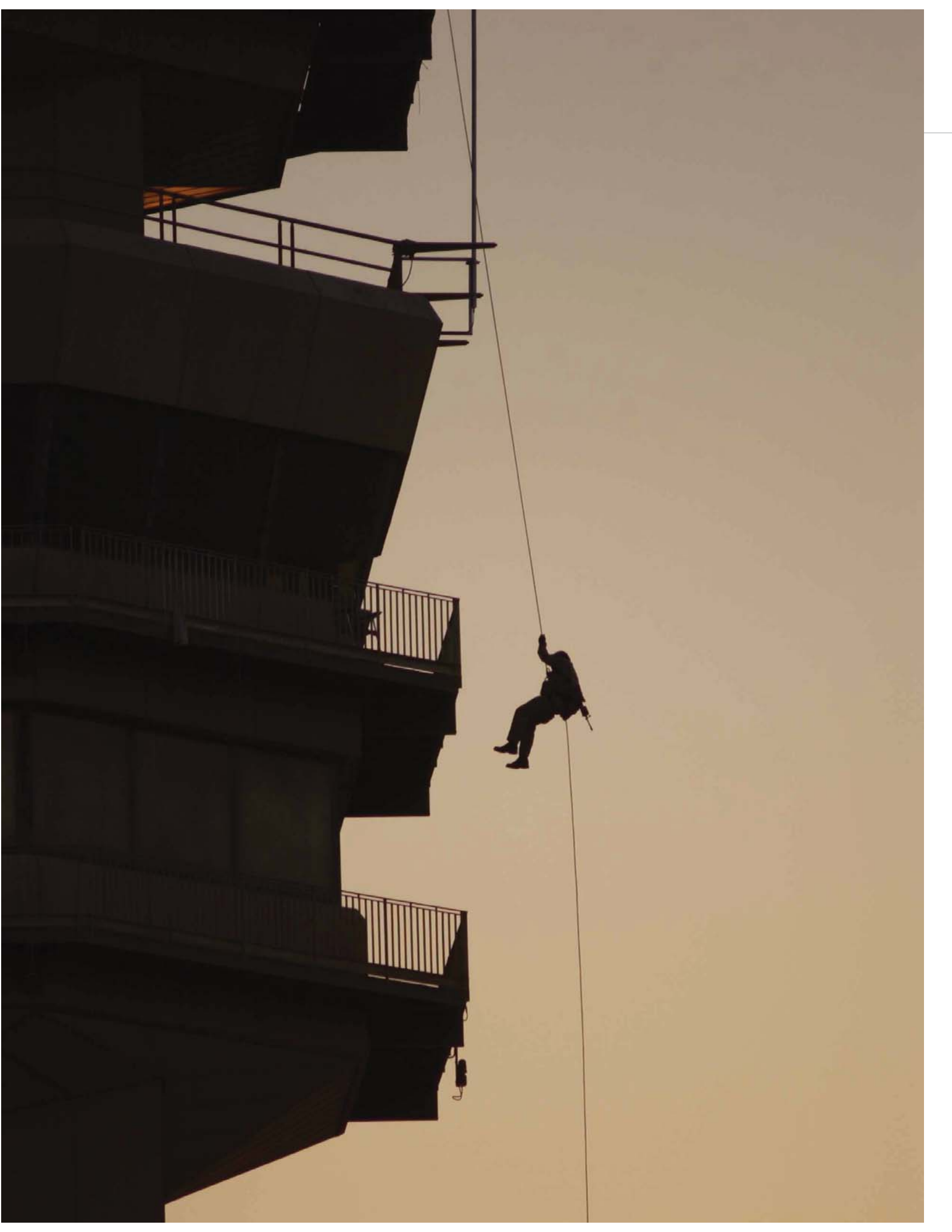
**Paramedic Course, Kirtland AFB, N.M.** -- This 22-week course teaches how to manage trauma patients prior to evacuation and provide emergency medical treatment. Upon graduation, an EMT-Paramedic certification is awarded through the National Registry.

**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.

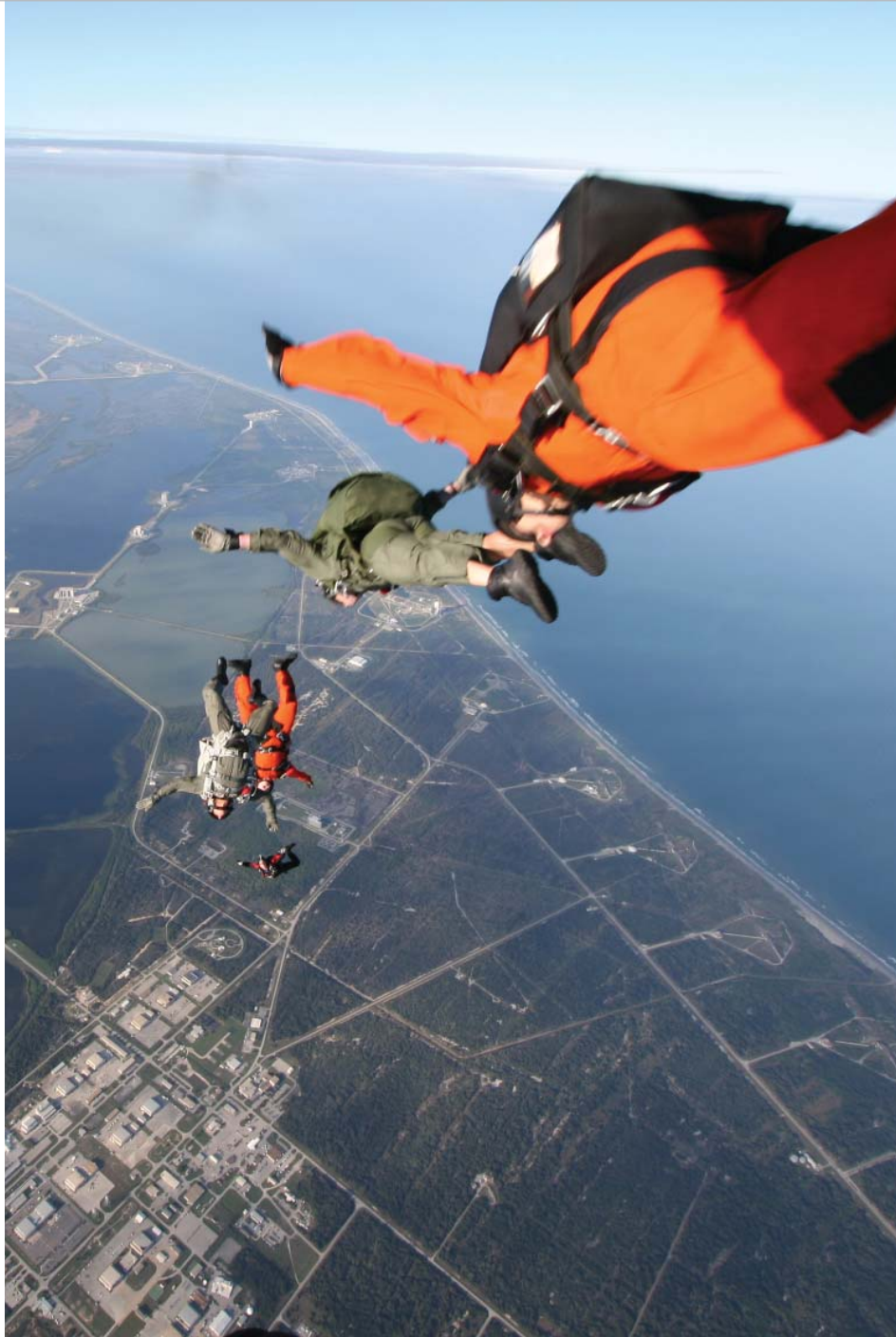
### History

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.









▲ HIGH-ALTITUDE, LOW-OPENING JUMP OVER KENNEDY SPACE CENTER, FLA.

◀ RAPPEL EXERCISE AT BAGHDAD INTERNATIONAL AIRPORT, IRAQ

## HH-60G PAVE HAWK

### 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 CSAR coverage for coalition forces in western Iraq, coastal Kuwait, the Persian Gulf and Saudi Arabia. They also provided emergency evacuation coverage for 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.

In the aircraft's humanitarian relief missions, three Pave Hawk crews deployed in March 2000 to Mozambique, Africa, to support international flood relief operations. The HH-60s flew 240 missions in 17 days and delivered more than 160 tons of humanitarian relief supplies.

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 rescue 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.

Today, Pave Hawks continue to deploy in support of Operations Enduring Freedom and Iraqi Freedom in Afghanistan and Iraq. HH-60G crews have logged hundreds of American, coalition and foreign national saves conducting CSAR 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





AERIAL REFUELING DURING SEARCH & RESCUE FOR MISSING PILOT  
AND DOWNED AIRCRAFT NEAR BIMINI ISLANDS, BAHAMAS ▲

OPEN-WATER RECOVERY TRAINING ▶  
OFF THE COAST OF PATRICK AFB, FLA.



## HC-130P/N HERCULES

### Mission

The HC-130P/N 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

Combat Air Forces HC-130 aircraft are undergoing extensive modifications. Ongoing modifications include night vision goggle-compatible interior and exterior lighting, a personnel locator system compatible with aircrew survival radios, forward-looking infrared systems and advanced integrated radios.

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-130P/N 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 102nd RQS and 210th RQS in the Air National Guard, and the 39th RQS in the Air Force Reserve Command operate the aircraft.

First flown in 1964, the aircraft has served many roles and missions. It was initially modified to conduct



rescue 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 continental U.S. search and rescue mission was transferred back to Air Combat Command at Langley AFB, Virginia. 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 and Iraqi Freedom. HC-130s also support continuous alert commitments in Alaska, Iceland and Japan, and provide rescue coverage for space shuttle operations in Florida.

#### 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)

**Armament:** Countermeasures/flares, chaff

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

**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).









▲ ON THE FLIGHTLINE AT PATRICK AIR FORCE BASE, FLA.

◀ PERFORMING A SIMULATED AERIAL-REFUELING  
AT THE FLORIDA AIR & SEA SHOW



Master Sgt. Harley Doubet holds his son Breydon while responding to media queries after returning from a rescue at sea. (Photo by 2nd Lt. Eric Badger)

# Patrick troops rescue F-16 pilot in Turkey

Three hours after the crash of a U.S. F-16 fighter jet in Eastern Turkey, pararescue airmen from the 920th Rescue Group here radioed us their coordinates, and a civilian operator helped us, too." The PJs jumped from the aircraft at 3,500 feet with medical gear, communications equipment and a Rigged Alternate Method (RAMZ) package. They met the pilot and sustained serious injuries. The pilot was rescued by a HH-60G Pave Hawk helicopter, like this one, which was used for the rescue in Turkey. (Air Force photo)

Two HH-60G and two HC-130 crews responded to the crash of the F-16. The HH-60G recovered the pilot, who was ultimately flown to and flown to Incirlik on an HC-130 rescue mission because of our capabilities at the fighter air base.



# PJs brave Atlantic to save sailor

By Lt. Col. K.E. Warren  
920TH RQGW PUBLIC AFFAIRS

Members of Patrick's 920th Rescue Group rendered emergency medical care to a sailor 1,300 miles from shore. The rescue was a "great feeling knowing you helped save someone and made it possible for him to see his friends and family again."

-Tech. Sgt. John Shiman

"...It's a great feeling knowing you helped save someone and made it possible for him to see his friends and family again."

-Tech. Sgt. John Shiman

The vessel — the Super Servant F1 used to ferry yachts. "Finding it wasn't a problem," said Maj. Hannold, aircraft commander. He radioed us their coordinates, and Nelson Guadalupe, a civilian operator helped us, too." The PJs jumped from the aircraft at 3,500 feet with medical gear, communications equipment and a Rigged Alternate Method (RAMZ) package. They met the pilot and sustained serious injuries. The pilot was rescued by a HH-60G Pave Hawk helicopter, like this one, which was used for the rescue in Turkey. (Air Force photo)



# DoD-led exercise simulates shuttle bailout

By Airman David Dobson  
45th SW Public Affairs Department

personnel conducted an exercise in search and rescue operations May 20 to ensure their readiness for support upcoming Space Shuttle launches.

The exercise, known as Mode VIII, the NASA designation for an astronaut bailout of the space shuttle, simulated the bailout of seven astronauts into the Atlantic Ocean 275 nautical miles from the Kennedy Space Center launch site.

There are eight contingency modes for the space shuttle. Modes I-VII are led by NASA with support from the Department of Defense forces. Mode VIII is led by the Department of Defense since it relies heavily on the capabilities of DoD forces.



HSFS chief of helicopters, while the 106th Rescue Wing based at Gabreski Airport in New York provided an HC-130 aircraft. The Marine Corps provided a KC-130 tanker aircraft for the helicopters. U.S. Navy water survival instructors were provided by Detachment 2 of the 66th Training Squadron based in Pensacola, and the Coast Guard furnished an HU-25 Falcon jet, as well as the cutter Shrike.

While HSFS organized the exercise, the U.S. Northern Command Joint Task Force headed command and control during the search, the first time NORTHCOM has done so, said Colonel Youngs.

After the "survivors" were plucked from the ocean, they were taken to Halifax Hospital in Daytona and Shands Hospital in Jacksonville. There, civilian medical workers reviewed the procedures for aiding people in the suits and astronaut wear. Each survivor carried a card describing the injuries they'd received.

"It was a great success," said James Sea-

# Mourners honor heroic airman

Friends recall Eccleston as man who fought for job to save others

By John McCarthy  
FLORIDA TODAY

SATELLITE BEACH — Several hundred people crowded the sand at Pelican Beach Park on Tuesday to remember a Patrick Air Force Base airman killed Friday during a humanitarian mission.

Staff Sgt. Doug Eccleston, a pararescue specialist with the 920th Rescue Group, was killed after giving medical aid to a critically ill woman aboard a supertanker near Bermuda. He died when his inflatable boat capsized.

Eccleston was a 4-foot-10-inch-tall, 150-pound man with a buzz cut and long, dark hair. He was a high jumper and a surfer, and he had two passions. Surfing and fishing.



# Patrick airmen fly 7 Marines to safety

By R. Norman Moody  
FLORIDA TODAY

PATRICK AIR FORCE BASE — An elite group of combat rescuers from Patrick Air Force Base went deep into Iraq to help seven Marines in trouble and

chick said. "He was pre-stoked, his adrenaline pumping. He hadn't slept for about 48 hours." Tarchick said he could release few details about the rescue mission because it was classified.

"Our guys did a great job," he



# Patrick unit helps save 17 in Iraq

Morale high among airmen of 920th Rescue Wing

By R. Norman Moody  
FLORIDA TODAY

Members of the 920th Rescue Wing from Patrick Air Force Base rescued at least 17 troops last week.

8 July 26, 2002 Missileer



War with Iraq 2 PAGES INSIDE

920th went in with HH-60G Pave Hawk helicopters and a C-130 to rescue the 10 shot down by a Saddam Hussein air missile in the Baghdad airport.

to fly a little bit he was shot at,"

men were in- rescue of the then they helped nes safely out of

# 920th RQG saves coastie at-sea

By Lt. Col. K.E. Warren  
920TH RQGW PUBLIC AFFAIRS

A 920th Rescue Group aircrew diverted from aerial patrols in conjunction with safeguarding Vice President Dick Cheney Tuesday to save an ailing Coast Guard sailor's life.

While about 40 miles off the coast of Cape Canaveral, the 920th Rescue Group crew — on an HH-60G Pave Hawk — was radioed by a Coast Guard cutter to assist a 275 nautical miles from the Kennedy Space Center.



They climbed on board and treated the stricken man. After he was stabilized, they placed him on the litter and he was hoisted up to the helicopter.

"He was having severe chest pains, had a fast heart rate and rapid respirations," said Bradshaw, combat rescue officer.

It was about a 12-minute flight to Melbourne where they landed on a field near Holmes Regional Medical Center.

The patient was transferred to paramedics

On April 8, members of the



A U.S. soldier holds one of several men accused of attempting to ambush U.S. troops.

More inside

Marines capture Tikrit; fighting winds down

Saddam Hussein's hometown of Tikrit falls with unexpectedly light resistance, the last Iraqi city to succumb to overpowering U.S.-led ground and air forces, 4A.

Vets compare Baghdad joy to fall of Berlin decades ago

World War II veterans compare the jubilation in the streets of Baghdad to the celebrations signaling the end of the Nazi regime in Berlin 60 years ago, 5A.

Continuing coverage online

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# TRUE STORIES



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**

Navy SEALs (Sea, Air, Land) in Afghanistan. From left to right: Matthew G. Axelson, Daniel R. Healy, James Suh, Marcus Luttrell, Eric S. Patton, Michael P. Murphy.



# 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

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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."



# In the blink of an eye

In the search and rescue business,  
the difference between life and death  
can sometimes be measured in milliseconds

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If Staff Sgt. Bruce Slamin had blinked at the wrong time, John Burkhalter might not be alive today.

That was the consensus from reservists at the 920th Rescue Wing after Mr. John Burkhalter was rescued Sept. 20 from his disabled boat, adrift two days in the Gulf of Mexico.

Mr. Burkhalter, 54, and his 37-year-old nephew Chris, set out Sept. 18 from a marina in Steinhatchee, Fla. The boat's engine failed while the two were still close to shore, but a strong current and steady wind took the craft out to sea.

Chris Burkhalter's spouse phoned the Coast Guard the next day around midnight to report the men missing, and an official search-and-rescue began the following morning.

However, as often happens during ocean rescues, the weather was threatening to become a factor. A tropical depression was nearing the search area, and Coast Guard officials decided to bring in reinforcements. They placed a call for help to the 920th Rescue Wing, and at approximately 12:15 p.m. one of the unit's HC-130P/N Hercules aircraft—referred to as a 'King' in rescue lingo—lifted off the runway at Patrick Air Force Base en route to the Gulf.

Once there, the aircrew began a standard search-and-rescue pattern—the pilots held the King at an altitude of 750 feet and airspeed of 120 knots (roughly 140 mph) while six crewmembers scanned the waters—three from the left side of the aircraft, two from the cockpit and one from the back. But the rough seas from the impending storm made for a difficult search.

"We knew we were looking for a blue-and-white, 19-foot boat, but there were so many whitecaps that everything began to look like a boat," said Staff Sgt. Jennifer Drake, the aircraft's radio operator.

Hours later, there was still no sign of the boat, and the crew was fighting the inevitable fatigue that sets in after staring for long stretches into an endless sea.

"Your eyes get tired," said Staff Sgt. Bruce Slamin, loadmaster on the flight. "You try not to look at one spot. I was tired but stayed positive—I never gave up hope."

With the storm closing in, there wasn't much time remaining, and the aircraft would soon have to break off the search. That's when something caught Sergeant Slamin's eye.

He'd been scanning the choppy water through a window in one of the aircraft's rear doors when he thought he saw a small boat amid the waves.

At first he did nothing—sure that someone up front had seen the boat. From his position in the back of the aircraft, he would be the last to see anything that passed below. But after a few moments passed with no chatter on the intercom, Sergeant Slamin began shouting excitedly into his radio.

"Boat ... mark, mark, mark" he yelled, prompting another crewmember to release a flare from the aircraft that pinpointed the boat's location.

The Hercules immediately circled back—flying just 200 feet above the choppy waters below ... and there he was. Standing in the small, blue-and-white boat, holding an oar and waving his arms, was John Burkhalter.

"I was ecstatic," said Sergeant Drake. "It was a miraculous find ... a needle in a haystack."

More like a needle in a needlestack. To illustrate how easy it would've been to **not** see the tiny ship, imagine standing on the roof of a seven-story building while trying to spot a dime on the gray sidewalk below. Now imagine the sidewalk moving past at 100 mph.

If Sergeant Slamin had simply blinked, yawned, rubbed his eyes, even shifted his weight at the moment the aircraft overflew the tiny, blue-and-white boat, John Burkhalter would likely never have been found.

"I was lucky to catch him," said Sergeant Slamin. "I said a prayer about 30 minutes prior. I said, 'God, this guy has a family.' I even made a little ditty out of my prayer to stay focused. About a half hour later I spotted him."

"Sergeant Slamin was (Mr. Burkhalter's) last hope," said Sergeant Drake. "We were going to be the last aircraft in that search area, and the storm was about 20 minutes away."

In order to make sure they stayed clear of that storm, the crew quickly radioed the 347th Rescue Group at nearby Moody Air Force Base, Ga., for helicopter support to complete the rescue. Twenty minutes later, three HH-60G Pave Hawks arrived and two pararescuemen (PJs) leapt into the rolling sea.

But the same vicious current that pulled the Burkhalter's boat so far from shore now took hold of the PJs. After 10 minutes of thrashing against the relentless waves, they had made little progress and had to be hoisted back into the helicopter.

In order to execute the rescue, they would have to lower a PJ directly into the boat—no small feat considering the conditions. Wind, waves and rotor wash—the immense cyclone of sea water sent airborne by the furious downdraft of the Pave Hawk's rotors—made the maneuver exceedingly difficult.

Carefully, the pilot held the 11-ton helicopter in a hover while a PJ rode the hoist down to the little ship, which was bobbing like a cork in the rough surf.

"(It) was amazing to witness," said Sergeant Drake. "It took incredible finesse and precision—it was really windy, and it was a small space to get into."

But any elation from executing such a difficult rescue was overshadowed when it became clear there was only one man on the boat.

"When we realized the nephew wasn't onboard, we were a bit stricken," Sergeant Drake said.

According to John Burkhalter, his nephew decided to swim to a buoy approximately 24 hours into the ordeal—while the boat was still near land. He took a GPS and jumped overboard wearing two life jackets and using a cooler top as a flotation device.

Tragically, Chris Burkhalter was never found. The Coast Guard suspended their search for him three days later.

After being pulled safely onboard the helicopter, John Burkhalter was airlifted to Shands Hospital in Gainesville, Fla., where he was treated for dehydration and mild hypothermia.

Incredibly, the Airman who spotted him that day was the one with the least experience in the rescue business—it was Sergeant Slamin's first official rescue mission.

But afterward, the 920th loadmaster's attention wasn't so much on himself as it was the man he saved.

"I'm glad he was able to get back to his family," he said.



# Never say die

A 920th Rescue Wing nurse plays a critical role  
in one of the most remarkable cases  
to come out of the war in Iraq

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**W**hen wing Reservist Capt. Patricia Hayden's pager went off, she had no idea what was in store for her. It was the day before Independence Day 2007. She was at Balad Air Base, Iraq, halfway through her first deployment, serving on the Critical Care Air Transport (CCAT) team there.

A CCAT is a flying, intensive-care unit, strictly for patient care, consisting of a nurse, a doctor and a respiratory therapist. They are a group of highly-specialized nurses, physicians, medical technicians and respiratory therapists charged with the responsibility of patient care during medical flying missions.

When Captain Hayden, a registered nurse in her civilian career, got the call, she and her CCAT team grabbed their "go" bags—24-hours worth of clothing, toiletries, snacks, etc., that could sustain them should they have to remain off base.

The team had several patients that day. One was a young man with a penetrating gunshot wound to the neck, which was touchy because the wound involved the carotid artery. The other was U.S. Army Sgt. Dan Powers.

Sergeant Powers was a squad leader with the 118th Military Police Company (Airborne) from Fort Bragg, N.C. Just 30 minutes prior to his arrival at Balad, Sergeant Powers was stabbed in the head with a 9-inch knife by an insurgent on the streets of Baghdad.

Astonishingly, Sergeant Powers had no idea he'd been stabbed, or that he had a 9-inch knife protruding from his temple. What's even more incredible is what he did after being stabbed, which was to forcefully subdue the man who stabbed him.

The reason Sergeant Powers didn't know what happened to him is that, although the brain regulates pain receptors for the rest of the body, it has no pain receptors for itself and therefore cannot feel pain. It took someone else to tell the Army sergeant he was hurt.

And so, after Sergeant Powers had flung his attacker to the ground, a medic in his squad carefully explained to him why he needed immediate medical attention.

At the Balad Air Base Hospital, he was assessed and immediately moved to the operating room. Once in surgery, the team pulled out the knife but there was excessive bleeding.

Through the technology available in theater, images were sent via telemedicine to the Neurosurgery Department at Bethesda Naval Hospital, Md. After neurosurgeons at Bethesda reviewed his condition, they determined that Sergeant Powers, once stabilized, needed to be transported to the Naval hospital for treatment and care as soon as possible.

And so, the aeromedical evacuation system was activated and the miracle flight began. Captain Hayden's CCAT team brought Sergeant Powers and roughly 800 pounds of medical supplies on board the C-17 and were soon en route to Maryland.

A normal mission for critical care patients is to first stop at Landstuhl Regional Medical Center, Germany, before being flown to a stateside facility—a relatively short trip.

"Most of our missions to Germany are only five hours," said Captain Hayden. "This one was fourteen."

Neurosurgeons at Balad had removed the knife, rendering Sergeant Powers somewhat stable, but he'd lost two liters of blood—nearly half his total volume. It was a situation, not unlike others in combat, where personal feelings can become overwhelming.

"You start to get emotional, but you have to turn the switch off until after the mission," she said. "There were plenty of missions that tug so badly at your heart that, post-mission you just break down and cry.

"It's not about you—it's about those boys and getting them home to their families."

The flight to Bethesda went smoothly until the aerial refueling. That's when Sergeant Powers started 'crashing.'

As a KC-10 Extender hooked up with the C-17 over the Atlantic Ocean, Sergeant Powers developed hypertension and his intercranial blood pressure skyrocketed. To make matters worse, a furious thunderstorm began tossing the aircraft around, rattling the passengers inside. It was all Captain Hayden could do to pull Sergeant Powers through.

"At 25,000 feet, so many things can go wrong," she said. "I adjusted his meds and prayed."

In spite of all the challenges, the Globemaster landed safely and Sergeant Powers received life-saving care, completing a truly remarkable course of events. In less than 24 hours after being viciously attacked on a dusty street in Baghdad, Sergeant Powers was being operated on by a neurosurgeon at Bethesda Naval Hospital.

Incredibly, Sergeant Powers recovered from his ordeal with no significant side effects, a fact easily attributable to the efforts of all people involved that day.

The mission was made possible through the hard work and expert coordination of a wide team of specialists, which was comprised of Reserve, Guard and active duty servicemembers from four of the five U.S. military branches.

As for Captain Hayden, the lasting emotion evoked by her time overseas is humility she feels for even getting the opportunity to help.

"It's an amazing privilege to take care of them and get them home safely," she said. "It's the best job in the world."



U.S. Army Sgt. Dan Powers with 920th Rescue Wing reservist Capt. Patricia Hayden, who kept him alive during the marathon, 14-hour flight back to Bethesda Naval Hospital in Maryland. Amazingly, Sergeant Powers suffered no lasting effects from the knife attack he sustained while deployed to Baghdad in 2007. (courtesy photo)



# The heart of freedom

Just four weeks after deploying to Iraq, a member of the 920th Rescue Wing became only the fifth woman in the history of the Air Force Reserve to be wounded in combat

It wasn't until she tasted blood in her mouth that she realized she'd been injured.

Senior Airman Diane Lopes, a security forces specialist with the 920th Rescue Wing, had been walking quietly through the evening darkness at Kirkuk Air Base, Iraq. She'd been at the base only a short time—barely a month into a six-month deployment—and was on her way to the dining hall after finishing her shift. All of a sudden a 80 mm rocket tore through the darkness over the perimeter fence and slammed into the earth just 25 feet from her.

"I can picture it like it was yesterday," she said. "I started to turn, then I heard the blast on my right side—it was the loudest thing I've ever heard. All I saw were sparks and a flash. The flash went through me—I thought I was on fire."

The 'flash' she saw was a blast wave, a wall of high pressure that radiates outward at high speed from a powerful explosion. In Airman Lopes case, the wave carried a hail of razor-sharp shrapnel. Yet for the first few moments, she didn't know she was hurt. Not until she tasted the blood.

"I didn't feel the shrapnel go in, I didn't feel anything cut me," she said. "I didn't feel anything until I came to on the ground and spit the blood out of my mouth—and *kept* spitting it out because it kept bleeding. Within a second, it hit me—I've just been bombed."

Though Airman Lopes initially felt no pain, her wounds were substantial. Shrapnel from the massive explosion snapped the tibia and fibula of her left leg, slashed 80 percent of the tendons in her right wrist, collapsed one of her lungs, burned her legs, perforated her right eardrum and peppered her body with shrapnel.

When the numbness began to fade and the first shock of pain took hold of her, so did a cold, deep fear that she may not make it home alive. At that moment, Airman Lopes said, she felt something within her push back—*defiantly*—against the fear. As she described how her instincts took over, her clear, firm voice began to tremble and crack under the weight of her emotion.

"I said, 'Hell no, I'm not dying here today. No way.'"

And so, resolved not to die, Airman Lopes fought to sway the odds of survival in her favor. Knowing she was hidden by the darkness and low clouds of smoke from the blast, she screamed for help until someone found her. When base medical personnel arrived, she latched onto the stretcher and dragged herself on before the medics could take hold of her.

Next, she focused on lowering her heart rate by slowing down her breathing. By slowing her heart rate, she reasoned, she would lose less blood from her numerous wounds. Then, once inside the medical center, she began chanting her blood type to one of the technicians, saying "I'm O positive, I'm O positive" again and again to ensure she would get the right transfusion.

"I wasn't going to sit there and die," she said.

Airman Lopes had done everything in her ability to keep herself alive. But she'd lost a lot of blood and needed surgery, which could only happen at the other end of a 100-mile helicopter ride to Balad Air Base. While the smoke from the explosion dissipated in the evening air, the medical team at Kirkuk Air Base worked frantically to stabilize Airman Lopes.

As Autumn began to descend on Washington D.C., the city's abundance of trees became resplendent in jackets of fall color. Red oaks, American elms, sugar maples and honey locusts spend the days shedding their leaves into the brisk October wind, and the grounds of Walter Reed Army Medical Center were covered

daily by a fresh blanket of vivid reds, fiery oranges and bright yellows.

On the southeast edge of the medical center's expansive lot sat a gabled, red-brick building with a facade resembling a Greek temple. Named after a former Walter Reed commander, the Mologne House was intended to provide short-term lodging for servicemembers and families visiting Walter Reed, and serve as a first-class hotel for active and retired military. Now it's home to 300 battle-wounded troops convalescing and rehabilitating a myriad of injuries to include amputations, post-traumatic stress, severe head trauma and third-degree burns.

And in room 257, an Airman with a cast on her broken left leg, stitches on the reattached tendons in her right wrist, bandages covering a constellation of shrapnel wounds, breathing with her re-expanded lung said five little words: "I'm lucky to be alive."

Originally from Connecticut, the 37-year-old now calls Tampa home. Her easy smile and genial nature belie an underlying toughness. Once a corrections officer, she had just completed training to become a Tampa police officer before leaving for Kirkuk. She joined the 920th two years ago and wanted to stay despite the attack.

"It's not going to keep me from doing this," she said of her job as an Air Force reservist.

After being airlifted to Balad for the first of two surgeries, she passed through Landstuhl Regional Medical Center, Germany, then to Walter Reed, where doctors gave her a sunny forecast.

"They said I should make a full recovery," she said. "But I have a lot of physical therapy ahead of me."

Ten weeks to be exact, during which time she'll spend countless grueling hours straining to teach the damaged parts of her body to work again.

"It's painful," said Airman Lopes. "But I have to do it if I want to get better. I know it's only temporary, so I just deal with it."

Most days, her mind wanders back to that night at Kirkuk, and she still can't speak for long about it without shedding tears. Understanding, she said, is her key to handling the stress.

"I know I'm going to have good days and bad days," she said. "I knew I was going to have nightmares. I knew I was going to get depressed. If you know what you're going to go through, it's easier to deal with."

She's comforted by her many visitors—family, friends, fellow-wounded and hospital staff; she's met a handful of generals ("all really funny, down-to-earth people") and a celebrity (Gary Sinise, aka Lieutenant Dan from *Forest Gump*).

"Everywhere I've been people have been coming to see me ... people I don't even know. It's so nice to have so many people care," she said.

Through her actions and instincts, Airman Lopes is a former survivor. She's also a realist, clearly evident in her reaction after Air Force Reserve Commander Lt. Gen. John Bradley pinned a Purple Heart Medal to her shirt, making her just the fifth woman in Air Force Reserve history to earn one.

"I'm just happy I was present for that ceremony," she said.



# Open water

The 920th Rescue Wing spends a day at sea training for one of NASA's worst-case space shuttle launch scenarios

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**A**ccording to NASA, the term "Mode VIII" refers to the worst-case, survivable shuttle-launch scenario involving an open-water bailout. In short, the shuttle encountered a problem during liftoff and doesn't have the means to make it to a landing site, which means the crew must parachute from the disabled craft into the Atlantic Ocean.

On May 31, the reservists of the 920th Rescue Wing, along with NASA, the Army, Coast Guard, Marines and Navy, participated in an exercise that simulated just such a scenario.

As part of its peacetime mission, the 920th provides NASA with rescue services every time the Space Shuttle lifts off from Kennedy Space Center (KSC). So the exercise was an opportunity to hone the art of locating and retrieving downed astronauts, then delivering them to a local medical facility.

At 4:30 a.m. on the day of the exercise, NASA's solid rocket booster recovery ship, the Freedom Star, and the U.S. Coast Guard Cutter Shrike motored some 40 miles off the coast from Port Canaveral.

Once there, the astronauts were driven to their "drop zones" on the back of personal watercraft driven by 920th pararescuemen. The astronauts were placed in a "string," a line stretching six miles from end to end, simulating the random, linear spacing of a crew who parachuted from a falling shuttle.

Once the astronauts were in place, the simulation had begun. Monitors at the 45th Space Wing's Human Spaceflight Support office displayed a recording of an actual shuttle launch, beginning 30 minutes prior to liftoff. A few minutes after liftoff, the call came that all was not well with the shuttle, that the crew would be initiating an open-water bailout and that the 920th was needed to bring them home. The Mode VIII was on.

Looking for a person floating in the world's second-largest ocean is roughly like searching for a basketball in the Sahara Desert. Yet the 920th Rescue Wing's contract with NASA says they must locate all astronauts within three hours and deliver them to a hospital within six, according to Lt. Col. Tony "T.C." Cunha, chief of training for the 39th Rescue Squadron, home of the 920th's HC-130P/N Hercules long-range, search and rescue refueling aircraft.

Colonel Cunha was the "air boss" for the Mode VIII—the on-scene commander in charge of every participating search-and-rescue asset. Affable and lively, the colonel explained through a broad smile how well the 920th has fared against NASA's tight time constraints.

"I've been doing this fifteen years, and the standard has been two hours to the hospital," he said.

Search-and-rescue (SAR) teams utilize several items and tactics to produce such impressive numbers. First, they have a good idea where the astronauts will land and position themselves accordingly. On launch days, you'll find a 920th HC-130 turning slow circles over the Atlantic about 175 nautical miles from KSC. By using the launch azimuth, or path, as a guide, SAR teams can potentially eliminate time en route to the astronauts.

"It's a good, wet-finger guess as to the place they'll need help," said Tech. Sgt. Robert Grande, airborne communications and electronics systems specialist for the 920th. During a SAR, Sergeant Grande oversees radio operations onboard an HC-130 and utilizes

equipment that help take some of the guesswork out of locating people in need of rescue.

Once the call for help comes, the aircraft begins its search by assuming a SAR configuration.

According to Sergeant Grande, they'll drop to an altitude of 3,000 feet, set the aircraft's flaps out for low airspeed and post look-outs, or "scanners," at each window.

Then they'll fly a sector search, painstakingly covering all the airspace in a given sector, overlapping the previous path on each pass—like mowing a lawn—until every bit is searched.

Even if the search takes all day, the astronauts are prepared for a wait. The survival suits they wear during takeoff and landing are designed to sustain a conscious person for 24 hours and an unconscious one for 6, according to Ketan Chhipwadia, part of the team that oversees the critical job of testing and designing those suits for NASA.

"Everyone understands how critical it is," he said. "We are the owners and leaders of spacecraft survival ... we need to be the best at what we do. We can't sleep at night unless we know we've done the right thing."

Part of the equipment his team provides is a survival radio called the AN/PRC-112. Typically, it takes a SAR crew 20 to 30 minutes to make radio contact with a downed astronaut. Once they make contact, the crew can find the astronaut by following the radio signal. However, during this particular Mode VIII exercise, NASA tested a new version of the radio—the 112G, which boasts substantial upgrades to the old model, including a GPS feature that allowed the SAR team to pinpoint an astronaut in record time.

"I found him in twenty seconds," said Sergeant Grande, who then used the GPS identifier emitting from the astronaut's radio to mark the exact point the astronaut was floating when they made contact.

While waiting for help to arrive, one astronaut reflected on just how isolated and exposed one can feel bobbing in the surf 40 miles from dry land.

"It's an eerie feeling," said Joe Acaba, one of the astronauts pulled from the water that day. "You're bobbing up and down and you're wondering what's bumping into you—a wave or a shark."

As each astronaut was located, the HC-130 crew passed the information to the units helicopters, HH-60G Pave Hawks, who then sped toward the relayed coordinates. When the Pave Hawks arrived, the pararescuemen (also called *PJs*) leaped into action—*literally*, out the doors of the helicopters and into the sea, where they assessed the astronauts' conditions and helped hoist the orange-suited crew members to safety.

"Those PJs were very impressive," said Mr. Acaba, a biology specialist who once taught at Melbourne High School here. "It was seamless ... those guys were very smooth. It's a testament to the training and what they do every day."

"We're grateful to have them."

Colonel Cunha stressed the authenticity and depth of the training scenario and conditions of the exercise.

"Every piece of our combat capability is used in this exercise," he said. "The skills we employ during a Mode VIII are skills we use in combat ... the only difference is, we're not getting shot at."



# Angels over New Orleans

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The Hurricane Katrina Relief Mission

In August 2005, a small tropical storm formed over the Atlantic Ocean just southeast of Miami. It was the 11th named storm of 2005.

It would grow into the third-strongest and third-deadliest hurricane ever to make landfall in the United States.

Six days after it was born, Hurricane Katrina would strike New Orleans.

Roughly one million people fled the city in the days before the storm. But no less than 20,000 people stayed behind to ride it out. Some stayed by choice. But many were simply too ill, too poor or too frail to leave. All they could do was wait for Katrina to pass and hope for the best.

Early morning, August 29. The massive storm cuts a deep path through the eastern edge of New Orleans, pushing a churning wall of water over the city's aging levees.

By the time Katrina is done, 80 percent of the city was under water, some areas covered to a depth of 20 feet.

In the days that followed, people in local shelters were evacuated to safe zones outside the city. But thousands remained trapped in their homes with dwindling supplies, cut off by mountains of debris and toxic flood waters.

Again, they were left to wait, and hope...

While Hurricane Katrina raged through New Orleans, Airmen from the 920th Rescue Wing at Patrick Air Force Base, Florida, quietly readied themselves for the largest rescue operation in U.S. Air Force history.

Incredibly, they had returned from a deployment to Afghanistan just two weeks prior—barely enough time to unpack and begin reconnecting with loved ones.

Yet soon after the storm subsided, three of the unit's HH-60G Pave Hawk rescue helicopters lifted off the flightline at Patrick, bound for the devastated Gulf Region.

In the days and weeks that followed, 920th rescue teams worked around-the-clock to reach the scores of people stranded in the wreckage of New Orleans.

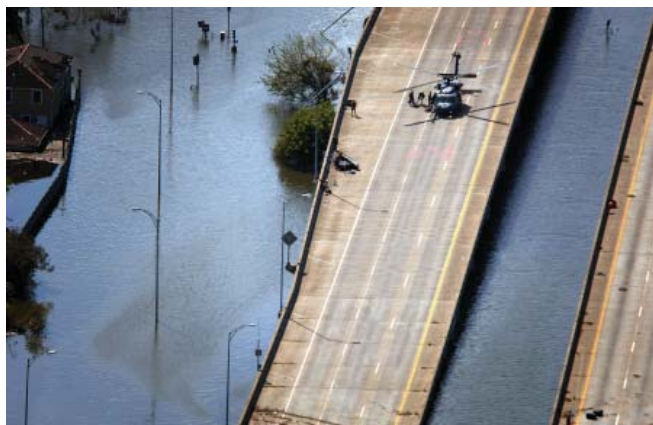
By the time they were through, they had saved the lives of 1,043 people, more than the combined number of rescues in the unit's distinguished 51-year history.

In all, the Airmen, Soldiers, Sailors, Marines and Coastguardsmen of Joint Task Force Katrina successfully evacuated roughly 66,000 people from the communities ravaged by the deadly storm.

For their heroism and meritorious achievement, each of the 32 Airmen from the 920th Rescue Wing who took part in the Katrina rescue mission received an Air Medal, the fourth-highest Air Force award.

They represent the heart of the Air Force Reserve, the soul of the 920th Rescue Wing, and the selfless spirit of a Guardian Angel.

The impact of their brave and tireless service will be felt throughout New Orleans and America's Gulf Coast for generations to come.



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

### CURRENT STRENGTH

- More than 1,500 personnel (1,000 at Patrick AFB)

### 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** - 920th Rescue Wing Activated on April 1  
Operation Iraqi Freedom - 26 Combat Saves  
Joins Air Force Special Operations Command
- 2005** - 305th Rescue Squadron converts to 943rd Rescue Group  
Operation Enduring Freedom (SWA) - 54 Combat Saves  
Hurricane Katrina - 1,043 Saves
- 2007** - Operations Iraqi & Enduring Freedom (Iraq/Afghanistan)
- 2008** - Operation Enduring Freedom (Afghanistan) - 350 Saves  
Hurricane Ike - 17 Saves
- 2009** - Operation Enduring Freedom/Horn of Africa - 100 Saves
- 2010** - Operation Enduring Freedom - 250 Saves

### UNIT AWARDS

- 1999, 2002, 2004, 2005, 2006 - Air Force Outstanding Unit 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 (FY09)

Unit Payroll	\$82,648,568
Unit Expenditures	\$20,440,616
Value of Jobs Created	\$15,668,640
<b>Total Impact</b>	<b>\$118,757,824</b>

## AIR FORCE RESERVE

### RESERVE BASICS

- **Established:** April 14, 1948
- **Designated as major command (AFRC):** Feb. 17, 1997
- **Selected Reserve Strength (FY09):** 67,400
- **Command Structure:** 33 flying wings, 7 flying groups, 1 space group with 10 space associated units and 620 mission-support units.

**AF Reservists mobilized since Sept. 11:** 30,996

### KEY LEADERS

- |                              |                           |
|------------------------------|---------------------------|
| • AF Secretary               | Michael Donley            |
| • AF Chief of Staff          | Gen Norton Schwartz       |
| • AF Vice Chief of Staff     | Gen William M. Fraser III |
| • Chief Master Sgt of the AF | CMSgt Rodney McKinley     |
| • Commander, AFRC            | Lt Gen Charles Stenner Jr |
| • AFRC Command Chief         | CMSgt Troy McIntosh       |

### BUDGET - FISCAL YEAR 2009

- |                                 |                   |
|---------------------------------|-------------------|
| • Ops and Maintenance           | \$3,026 million   |
| • Military Personnel            | \$1,425.6 million |
| • Nat'l Guard/Reserve Equipment | \$37.4 million    |
| • Military Construction         | \$37 million      |

### RESERVE MISSION CAPABILITY

Aerial Spray	100%
Weather Reconnaissance	100%
Port Mortuary Affairs	75%
Aeromedical Evacuation	60%
Combat Flight Inspection	50%
*Strategic Airlift	46%
Aerial Fire Fighting	25%

### PERSONNEL RECOVERY **23%**

Tanker	23%
Intel	19%

### AIR FORCE RESERVE FACILITY FOOTPRINT

#### Locations: 63

- 5 Air Reserve Bases
- 4 Air Reserve Stations
- 1 Navy Tenant Location
- 1 Air National Guard Tenant Location
- 44 Air Force Tenant Locations
- 8 Miscellaneous Locations
- 3 Ranges

#### Facilities: 2,890 (1,250 Buildings)

- 13.916 million square feet
- Average age - 27.7 years

\* The 920th Rescue Wing is the only Personnel Recovery unit in the Air Force Reserve



# publicaffairsoffice

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**NAME:** Cathleen Snow  
**RANK:** Captain  
**TITLE:** Chief of Public Affairs  
**STATUS:** Air Reserve Technician  
**TIME IN SERVICE:** 24 years **DEPLOYMENTS:** Deployed to an undisclosed location in Southwest Asia from Dec. 2009-July 2010 to provide public affairs support for ongoing combat operations in Iraq, Afghanistan and Joint-Task-Force Horn of Africa.  
**EDUCATION:** Bachelor's degree in communications (cum laude), Robert Morris University, Pgh., Pa. (Communications Student of the Year); Academy of Military Science, McGhee Tyson Air National Guard Base, Tenn.  
**ACHIEVEMENTS:** 2010, while deployed earned company grade officer of the month for the 380th Air Expeditionary wing; 2000 Air Force Reserve Command Series Writer of the Year; 2000 AFRC Public Affairs Specialist of the Year (NCO); member of 1997 Joint Armed Services Presidential Inaugural Committee, Washington, D.C.

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**NAME:** Leslie Kraushaar  
**RANK:** Staff Sergeant  
**TITLE:** Assistant Chief of Public Affairs  
**STATUS:** Air Reserve Technician  
**TIME IN SERVICE:** 6 years **DEPLOYMENTS:** U.S. Coast Guard Cutter Eagle  
**EDUCATION:** Bachelor's degree in communications from the University of Nevada, Las Vegas  
**ACHIEVEMENTS:** 2009 AFRC Feature Photo; Member of 2000 Armed Forces Inaugural Committee, Washington D.C.

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**NAME:** Bryan Ripple  
**RANK:** Master Sergeant  
**TITLE:** Noncommissioned Officer in Charge (NCOIC) of Public Affairs  
**STATUS:** Traditional Reservist  
**TIME IN SERVICE:** 24 years **DEPLOYMENTS:** Operation Iraqi Freedom, Balad AB, Iraq  
**ACHIEVEMENTS:** 2000 Air Force Reserve Command News Article of the Year; 1997-99 AFRC Outstanding Contribution to PA Programs Award; 1997 AFRC Stand-Alone Photo of the Year  
**CIVILIAN JOB:** Chief of Public Affairs, Defense Equal Opportunity Management Institute (DEOMI), Patrick Air Force Base, Fla.

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**NAME:** Heather Kelly  
**RANK:** Tech. Sergeant  
**TITLE:** Staff writer/photographer  
**STATUS:** Traditional Reservist  
**TIME IN SERVICE:** 14 years  
**EDUCATION:** Bachelor's degree in political science from the University of Central Florida, Orlando  
**ACHIEVEMENTS:** 2003 AFRC News Article of the Year; 2004 AFRC News Article of the Year  
**CIVILIAN JOB:** Media Relations Manager, Lockheed Martin Corporation

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## 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 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.



### MODE 8 (VIII)

NASA term for a worst-case, survivable, shuttle launch during which astronauts must bail out into the Atlantic Ocean.



### PJ

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.



### RAMZ

#### *Rigging Alternate Method Zodiac*

A system of folding and packing an inflatable 14-foot Zodiac watercraft so that it may be fitted with a parachute

and dropped from an HC-130 Hercules aircraft safely into open water. RAMZ packages, which include air tanks to inflate the Zodiac, 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 RAMZ, which has chemical lightsticks attached to its parachute rigging for better visibility. Once their canopies open, the PJs will steer themselves toward the RAMZ, following it into the water below, where they will secure, unpack and inflate the Zodiac, 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



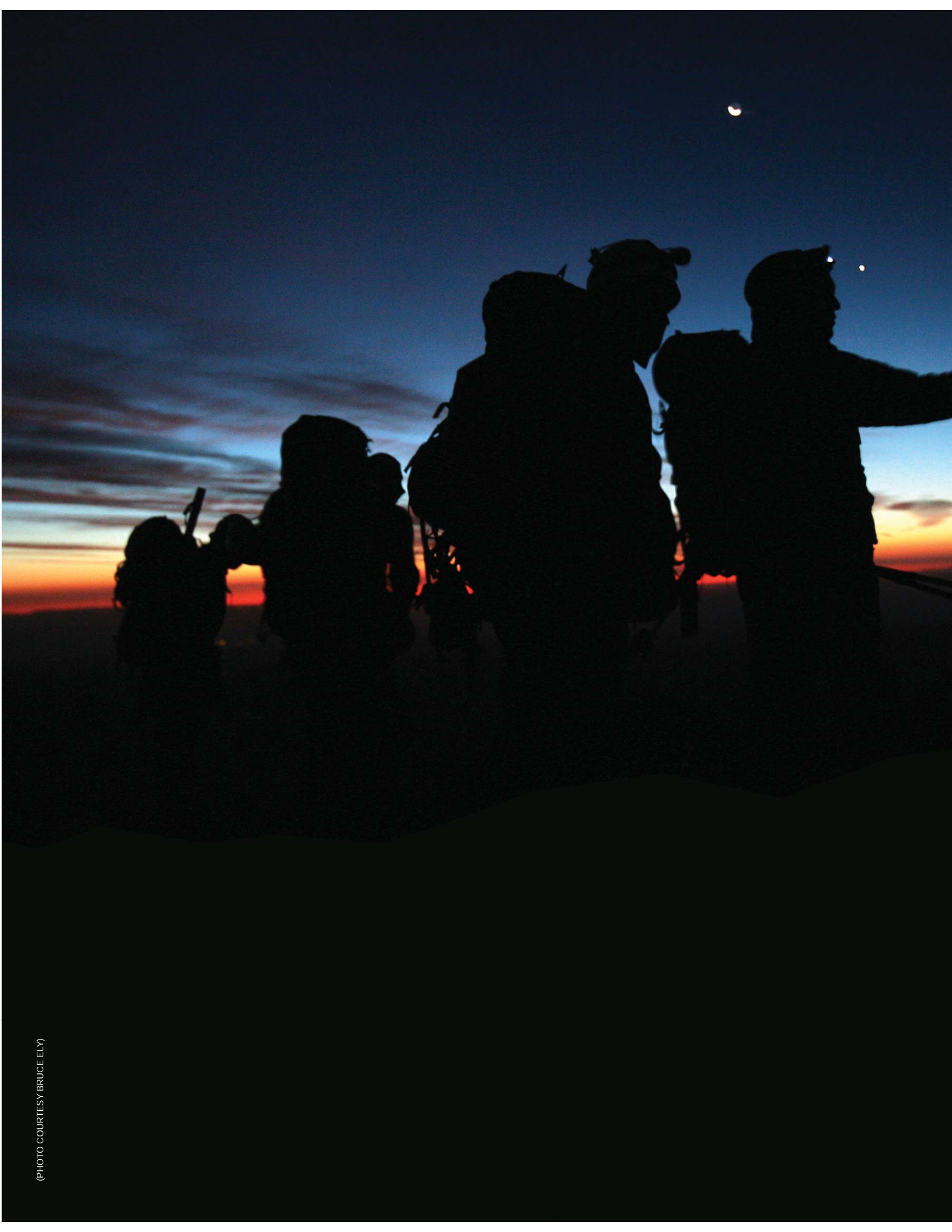
Major General / O-8



Lieutenant General / O-9



General / O-10



(PHOTO COURTESY BRUCE ELY)

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

WING COMMANDER  
Col. Robert L. Dunn

VICE COMMANDER  
Col. Philip J. Manning

COMMAND CHIEF MASTER SERGEANT  
Chief Master Sgt. Gerald Delebreaux

EXECUTIVE OFFICER  
Maj. M. Douglas Knight

EXECUTIVE ASSISTANT  
Mrs. DeAnn Houck

ADMINISTRATION  
Master Sgt. Victoria Ashley-Manning

PUBLIC AFFAIRS CHIEF  
Capt. Cathleen Snow

RESERVE ASSISTANT DIRECTOR OF PUBLIC AFFAIRS  
Vacant

RESERVE NON-COMMISSIONED OFFICER IN CHARGE OF PUBLIC AFFAIRS  
Master Sgt. Bryan Ripple

ASSISTANT DIRECTOR OF PUBLIC AFFAIRS &  
EDITOR, ANGEL'S WINGS MAGAZINE  
Staff Sgt. Leslie Kraushaar

STAFF WRITER / PHOTOGRAPHER  
Tech. Sgt. Heather Kelly  
Senior Airman Terrance Hanley

943<sup>RD</sup> RESCUE GROUP PUBLIC AFFAIRS  
Master Sgt. Ruby Zarzyczny

304<sup>TH</sup> RESCUE SQUADRON PUBLIC AFFAIRS  
Senior Airman Adam Hoffman

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PARARESCUE RECRUITING  
Chief Master Sgt. Peter Callina  
321.494.6891

Master Sgt. Eric Tolson  
321.494.1962





▲ PARARESCUE SWIFTWATER TRAINING, WEST VIRGINIA



## **THE AIRMAN'S CREED**

**I AM AN AMERICAN AIRMAN  
I AM A WARRIOR  
I HAVE ANSWERED MY NATION'S 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 NATION'S 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 NEVER FALTER  
AND I WILL NOT FAIL**