

## 305 RESCUE SQUADRON



### MISSION

The 305 RQS trains personnel, with equipment, to achieve and maintain the capability to perform day/night combat rescue missions; search for, locate and recover United States Air Force and other Department of Defense personnel involved with United States defense activities; provide search and rescue support of civilians as directed by the Air Force Rescue Coordination Center; and provide humanitarian and disaster. The 305 is a flying unit consisting of aircrew members (pilots, flight engineers, and pararescue specialists), and support personnel in maintenance, operations, and administration. The 305 is assigned the HH-60G Sikorsky Pave Hawk twin-engine helicopter.

### LINEAGE

305 Air Rescue Squadron constituted, 16 Jan 1958  
Activated in the Reserve, 8 Feb 1958  
Redesignated 305 Aerospace Rescue and Recovery Squadron, 18 Jan 1966  
Ordered to Active Service, 26 Jan 1968  
Relieved from Active Duty, 19 Jun 1969  
Redesignated 305 Air Rescue Squadron, 1 Apr 1990  
Redesignated 305 Rescue Squadron, 1 Feb 1992  
Inactivated, 1 Sep 1992  
Activated in the Reserve, 1 Oct 1993

### STATIONS

Selfridge AFB (later ANGB), MI, 8 Feb 1958-1 Sep 1992

Davis-Monthan AFB, AZ, 1 Oct 1993

### **ASSIGNMENTS**

2242 Air Reserve Flying Center, 8 Feb 1958

Tenth Air Force, 8 Apr 1958

2467 Air Reserve Flying Center, 1 Jun 1958

Tenth Air Force, 20 May 1960

Fifth Air Force Reserve Region, 1 Sep 1960

Aerospace Rescue and Recovery Service, 26 Jan 1968

Fifth Air Force Reserve Region, 19 Jun 1969

Central Air Force Reserve Region, 31 Dec 1969

Eastern Air Force Reserve Region, 1 Jul 1971

Western Air Force Reserve Region, 1 Jan 1972

403 Aerospace Rescue and Recovery (later, 403 Aerospace Rescue and Weather  
Reconnaissance) Wing, 15 Mar 1976

939 Aerospace Rescue and Recovery Group (later, 939 Air Rescue Wing), 1 Oct 1987

939 Operations Group, 1 Aug-1 Sep 1992

939 Operations Group, 1 Oct 1993

### **WEAPON SYSTEMS**

SA(later, HU)-16, 1958-1965

HC-97, 1965-1972

HC-130, 1972-1992

CH-3, 1976-1980, 1987-1992

HH-3, 1976-1992

HH-60, 1993

### **COMMANDERS**

Maj Dodson B. Graybeal, 8 Apr 1958

Maj Dragi C. Lazin, May 1959

Maj Charles D. Kilpatrick, Mar 1960

Maj Harry R. Stowell, 12 Jun 1964

Lt Col John C. Riley, 16 Sep 1964

Lt Col James S. Brown, 29 Jun 1969

Lt Col Charles E. Day, 31 Dec 1971

Lt Col Ralph T. Carlson, 27 Nov 1972

Lt Col Robert E. Dotson, 22 Jul 1974

Lt Col Robert C. Metzger, c. 9 May 1976

Lt Col Robert H. Troshynski, 12 Dec 1977

Col George G. McLaughlin, 1978

Col Gerard J. Braun, by Oct 1981

Col Charles F. Srull, 15 Jul 1982

Lt Col Jon E. Hannan, 1 Sep 1983

Lt Col Dennis W. Thompson, 31 Aug 1985

Lt Col Gene J. Lambert, 2 Aug 1987  
Lt Col Thomas F. Spencer, 22 Oct 1989  
Unkn, 9 Jan-23 Mar 1991  
Lt Col Paul R. Davis, 24 Mar 1991  
Maj Michael G. Shook, 5 Aug 1991  
Maj Robert D. Blough, Jr., 23 Feb-1 Sep 1992  
Col Paul R. Davis, 1 Oct 1993  
Col William D. Peden, 1 Jun 1994  
Lt Col Kent D. Clark, 5 May 1996  
Col Michael G. Shook, 25 Aug 2002  
Lt Col Clifton Shuman, 12 Feb 2005  
Lt Col Steven White  
Lt Col Brett Howard

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Air Force Outstanding Unit Awards

26 Jan 1968-26 Jan 1969

1 Jul 1977-31 Dec 1978

1 Jul 1984-30 Jun 1986

[1 Oct] 1993-31 Aug 1995

1 Sep 1997-31 Aug 1999

1 Sep 1999-31 Aug 2001

1 Sep 2001-31 Aug 2002

1 Oct 2002-30 Sep 2004

1 Oct 2004-30 Sep 2005

1 Oct 2005-30 Sep 2006

Republic of Vietnam Gallantry Cross with Palm

26 Jan 1968-18 Jun 1969

## **EMBLEM**



The emblem is symbolic of the squadron. The background of blue denotes the sky, the primary theater of Air Force operations. The color yellow represents the excellence of Air Force personnel in their assigned duties and the yellow vertical stripe edged black the ARRS aircraft markings. The black horizontal stripe edged in yellow represents MAC aircraft service markings on aircraft, i.e., Rescue, Weather, MAC. The globe is symbolic of assistance to all people of the world in the rescue mission of the squadron. **SIGNIFICANCE:** In the top of a medium blue disc a black horizontal band throughout fimbriated yellow surmounted by to the dexter side a yellow vertical band throughout fimbriated black; to the sinister side of the disc a white sphere with vertical axis, gridlined and rimmed black, the disc within a narrow yellow bordure. Attached above the disc a white scroll edged yellow inscribed "Anytime Anywhere" in black letters. Below the disc a blank white scroll edged yellow.

305th Aerospace Rescue and Recovery Squadron The emblem is symbolic of the squadron. The background of blue denotes the sky, the primary theater of Air Force Operations. The color

yellow represents the excellence of Air Force personnel in their assigned duties and the yellow vertical strip edged in black represent the former ARRS aircraft color markings. The black horizontal stripe edged in yellow represents former Military Airlift Command (MAC) aircraft service markings on aircraft, i.e, Rescue, Weather, MAC. The globe is symbolic of assistance to all people of the world in rescue missions.



Approved, 16 Aug 1967

We request approval to establish a new unit patch for the 305th Rescue Squadron. The current patch assigned to the 305 RQS is not truly representative of our rescue helicopter squadron. It is evident in the original patch significance statement that it was designed and approved to be representative of a peacetime, daylight Military Airlift Command helicopter rescue unit, see attachment 1. Consideration should be given to the fact that the designation of the 305th Rescue Squadron takes its lineage from the 71st Special Operations Squadron not Military Airlift Command (sic). This part of the unit's history should be taken into account in all aspects of its representation. Additionally the new 305 RQS mission does not mirror the old 305 ARRS, it has changed to include a night combat search and rescue mission, assisting civilian agencies with counter-drug deterrence, night water-hoist operations, and shipboard operations. Members of an Air Force squadron who live through a conversion of missions need to have an opportunity to express their pride in not only a new squadron designation and mission but in the past squadron in which they were so dedicated. Having served in Desert Storm as the 71st Special Operations Squadron, these men and women forged a dedication and an esprit de corps that most units develop under the refiner's fire of war. The new patch melds the proud tradition of Special Operations and a new dedication toward saving lives as embodied in the Combat Search and Rescue mission. This new design allows all unit members a measure of pride in both the past and the future of this squadron. Enclosed please find our recommendation for a new patch with its significance and description, it is an appropriate representation of the 305th Rescue Squadron's evolution from the 71st Special Operations Squadron (sic). Please reconsider this patch for replacement of our existing patch.

The new emblem features a knight who represents the aircrew of the 305th and a steed that represents the aircraft, which they fly. In times long ago the knight in shining armor was the symbol of all that was good and right. Defending his country and rescuing those in distress, a knight in shining armor upon his trusty steed was respected and revered throughout the land. It was not uncommon for a knight to put his own life in danger to protect the lives of others. Such is the mission of the 305th Rescue Squadron. The knight and steed are shown in silver which stand for purity and charity. The knight is shown with his sword raised depicting pride and courage.

Opposite the knight is a blue and black checkered background representing the Day/Night capability of the 305th Rescue Squadron. Blue represents the daytime sky and the primary theater of the Air Force. Black represents the night time mission which is often required. The Fleur-de-lis shown within one of the checkers represents the long and noble history of the 305th. Its yellow designation represents the sun and signifies the excellence required of all Air Force personnel. Like the pararescue jumpers of the 305th, the unit emblem is capped with a maroon "Berea" containing the unit designation and motto. Maroon also represents the blood of life, boldness and valor.

**305 AEROSPACE RESCUE AND RECOVERY SQUADRON** The emblem is symbolic of the squadron. The background of blue denotes the sky, the primary theater of Air Force operations. The color yellow represents the excellence of Air Force personnel in their assigned duties and the yellow vertical stripe edged black the ARR3 aircraft color markings. The black horizontal stripe edged in yellow represents MAC aircraft service markings on aircraft, i.e., Rescue, Weather, MAC. The globe is symbolic of assistance to all people of the world in the rescue mission of the squadron. **SIGNIFICANCE:** In the top of a medium blue disc a black horizontal band throughout fimbriated yellow surmounted by to the dexter side a yellow vertical band throughout fimbriated black; to the sinister side of the disc a white sphere with vertical axis, gridlined and rimmed black, the disc within a narrow yellow bordure. Attached above the disc a white scroll edged yellow inscribed "Anytime Anywhere" in black letters. Below the disc a blank white scroll edged yellow.

With the reactivation of the 305th Rescue Squadron the emblem of the 305th has evolved into a proud & noble symbol. In keeping with the unit history the emblem maintains the original units motto of "ANYTIME ANYWHERE" signifying the units ability to support activities around the world in a moment's notice. The knight represents the air crew of the 305th and the steed represents the aircraft which they fly. In times long ago the knight in shining armor was the symbol of all that was good and right. Defending his country and rescuing those in distress; a knight in shining armor upon his trusty steed was respected & revered throughout the land. It was not uncommon for a knight to endanger his own life to protect the lives of others. The knight is shown with a raised sword depicting pride & courage. A checkered background represents the day / night capability of the 305th RQS. The Fleur-de-lis shown within one of the checkers represents long and noble history of the 305th Rescue Squadron. Like the Para-Rescue Jumpers of the 305th, the Unit emblem is capped with a red "Beret" containing the unit designation & motto. The knight & steed are shown in silver which stands for charity & purity. A checkered background represents the day & night capability in which the 305th can operate.

Blue for the day time sky which represents the primary theater of Air Force operations, and Black for the night time mission which is often required. The Yellow of the Fleur-de-lis represents the sun & excellence for which the squadron has always been associated with. The Unit designation and motto are laid upon a red background which stands for the blood of life, boldness & valor.

## **MOTTO**

ANYTIME ANYWHERE

## **OPERATIONS**

The 305th Air Rescue Squadron was established at Selfridge Air Force Base, Michigan, in April 1958 with four SA-16A Albatross aircraft and 90 personnel. Its mission was to conduct search and rescue operations in the area assigned by gaining command. Military Air Transport Service, through Air Rescue Service. From 1958 through 1965, the 305th supported numerous search and rescue missions.

Augment active duty aerospace rescue and recovery forces to permit conduct of rescue operations within assigned vehicle capabilities in either a wartime or contingency environment; and, provide necessary capabilities in support of USAF/US agencies and requirements as directed by Hq. Military Airlift Command/Aerospace Rescue and Recovery Service.

When the Air Reserve Technician (ART) program was put into effect 1 October 1959, the unit's initial manning was five officers, 33 airmen, one civilian. At this time the 305th had four SA-16A aircraft. In November 1961, two aircraft and support personnel supported the USAF Thunderbirds on their tour of Central and South America. The first HC-97 arrived at the unit on 23 April 1966, with the 305th later receiving a total of nine HC-97s; the manning figures rose to 43 officers, 162 airmen and 5 civilians. The last SA-16A (redesignated HU-16) departed the unit on 3 May 1966. The squadron supported Operation HI CAT in Puerto Rico, England, Alaska and Panama during 1966-67.

The 305th was recalled to active duty, January 1968 to 18 June 1969, with its aircrews supporting missions around the world, including Spain, North Africa, Greece, Germany, Italy, England, Iceland, Azores, Panama, Hawaii, Philippines, Okinawa, Japan, Iwo Jima and Korea.

In April 1969, the aircraft stationed at Okinawa participated in the search for a Navy EC-121 shot down by the North Koreans over the Sea of Japan. One of the 305's aircraft flew primarily night search missions on which it operated as the communication controller and flare dropper. On one of these night missions, a flare whipped back into the aircraft and landed near a stack of the devices. Sergeant William C. Smolinski, a pararescueman, grabbed the errant flare and threw it from the plane. Then he wrapped his glove around some smoldering magnesium that remained and threw it out too, preventing the probable destruction of the airplane.

Deployed personnel worldwide to support active duty forces, including to the Far East following the USS Pueblo incident, Jan 1968-Jun 1969, to Keflavik, Iceland, during and after the Gulf War.

The mobilized 305 Aerospace Rescue and Recovery Squadron augmented the Aerospace Rescue and Recovery Service around the globe, deploying its HC-97s in one- and two-ship elements to such widely scattered places as Iceland, Spain, Okinawa, Libya, and the Philippines. The reserve rescue crews stood alert and flew rescue missions as required, flying at least 849 sorties on search and rescue and airlift missions as they increased the Aerospace Rescue and Recovery Service's fixed-wing capability in the United States by a third and worldwide by 8 percent.

The 305 placed two aircraft and crews each on temporary duty at Wheelus AB, Libya, and Keflavik Air Station, Iceland. At Wheelus, the 305 supported the 58th Aerospace Rescue and Recovery Squadron while it transitioned from HU-16s to HH-3s. The Wheelus mission terminated on November 15 after the reserve crews had conducted eight search missions. The squadron placed single aircraft at Hickam AFB, Hawaii, and Hamilton AFB, California, during the July-September 1968 quarter. On October 22, 1968, Squadron Commander Lt. Col. John C. Riley took two planes to Naha AB, Okinawa, to augment the 33d Aerospace Rescue and Recovery Squadron while it too converted from HU-15s to HH-3s.

By the time the squadron's Iceland detachment left in May 1969, it had expended nearly 400 hours on 79 actual search and rescue missions. As practitioners of such missions attest, search and rescue is mostly search and very little rescue, but on March 25, 1968, a deployed crew of the 305 was instrumental in saving the life of a downed Air Force pilot. While flying a precautionary orbit off the coast of Iceland in support of an Air Defense Command mission, Capt. John F. Wood and his crew heard an F-102 pilot declare a flameout emergency. Captain Wood established visual and radio contact with the ejected pilot 15 minutes after he had landed on a riverbank. The pilot was unharmed and declined paradrop assistance because of gusty winds. Captain Wood remained on the scene and directed a Navy H-34 helicopter into the area. The helicopter required escort around mountains into the river valley pickup point. Wood and his crew thereafter escorted the H-34 back to the base through periodic rain showers and winds gusting to 45 knots.<sup>77</sup> About a year later, on March 6, 1969, Capt. Charles M. Srull's aircraft escorted a Navy helicopter carrying firemen and a medic 60 miles to sea to aid a burning ship. With the help thus afforded, all but five of the ship's crew could be saved.

Headquarters Military Airlift Command released the 82d, 86th, and 83<sup>rd</sup> Aerial Port Squadrons from extended active duty on December 12, 1968, and the C-124 units on June 1, 1969. Finally, on June 18, 1969, the Military Airlift Command released the 34th Aeromedical Evacuation Squadron, the 52d Medical Service Squadron, and the 305 Aerospace Rescue and Recovery Squadron. On the same day, the Tactical Air Command released the 930th Special Operations Group, its maintenance squadron and aerial port flight, and the 71st Special Operations Squadron. These actions meant that the 305 Aerospace Rescue and Recovery Squadron had served the longest stint on extended active duty: it was mobilized on January 26, 1968, and released on June 18, 1969.

26 Jan 68-18 Jun 1969 As a result of the seizure of the USS PUEBLO by North Korea on 23 January, the 305 ARR Squadron (AFRES) was called to active duty, effective on 26 January. The



HC-97 aircraft and aircrews of the 305 augmented the resources of other ARRS units for 18 months.

In July 1972, the 303d and 305 Aerospace Rescue and Recovery Squadrons converted from HC-97s to HC-130Hs at March AFB, California, and Selfridge Air National Guard Base (ANGB), Michigan. In June and July 1971 the 301st and 304th converted to the HH-34J helicopter, and in July 1974 the 301st added HH-3Es.

In 1972, the 305th retired their HC-97's and conversion began to the HC-130. By 1977, the squadron possessed five HC-130's and three H-3 helicopters to support the worldwide search and rescue mission. During the period 1972 through 1991, the 305th continued its support of local peacetime rescue while maintaining combat deployable status. Its accomplishments included: the dramatic recovery of 11 seamen from a sinking Canadian freighter in Lake Erie; transport of 14 workers critically injured from a factory accident; successful participation in foreign training exercises with Brazil, Honduras and Venezuela; Qualification Test and Evaluation of the Air Force C-130 Self-Contained Navigation System; space shuttle support; and, search and rescue standby alert at Keflavik, Iceland.

Two spectacular operations occurred in 1980. Situated in the wilderness of Washington State, but near recreation and logging interests, the Mount Saint Helens volcano had lain dormant for 125 years. When it erupted on May 18, 1980, the 304th Aerospace Rescue and Recovery Squadron at Portland, Oregon, was in the midst of a monthly training session. Unbidden, the unit responded to the emergency, and within minutes its helicopters were en route to the mountain. On that first day, the 304th rescued 51 persons on 32 sorties. In all, at the end of ten days, the 304th had flown 111 sorties and saved 61 lives. Also participating in the rescue operations were the 304th's sister rescue squadrons, the 303d from March AFB and the 305 from Selfridge; maintenance men from all over the Air Force Reserve; and the 129th Aerospace Rescue and Recovery Group of the California Air National Guard.

6 Apr 79 The 305 ARR Squadron, AFRES, saved 11 persons from a distressed vessel in Lake Erie.

303rd and 305 replaced theirs with HC-97s in 1966 which, though incapable of water landings, were faster, able to carry more equipment, and stay on station longer. For its finale as an Air Force Reserve rescue aircraft, an HU-16B of the 304th ARRS was instrumental in saving the life of an injured seaman aboard a vessel 600 miles off the Oregon coast. Three PJs jumped from the Albatross into the ocean and were taken aboard the PECHENGA. This was the first paradrop ever made in Pacific Northwest waters. The last Air Force Albatross (S/N 51-5282), a Reserve aircraft, was retired to the Air Force Museum, but not before it completed a world record altitude flight on July 4, 1973, in the hands of a 301st ARRS crew.

Lt. Col. James H. Barnard, (Retired) (former 304th ARRS Commander) stated AFRES originally had targeted four of the five HU-16 units for conversion to the HH-34J. The 301st, 302nd, 304th and 305 ARRS were all to have 8 UE each, and the number 32 filled that requirement. It is believed that 26 of the aircraft were removed from storage and the remaining 6 came from the

Navy straight to NARF Pensacola for modification. The 305 ARRS was removed from that plan, going instead to HC-97's, but the timing of that change did not alter the H-34's from being transferred to AFRES. LT. Col. Barnard AFRES (Retired) confirmed that a pilot school program did not exist and that the crews got all of their HH-34J training at home station. The lesser known fact that the 305 ARRS dropped out of the picture so early on, never receiving any HH-34J's, helps to explain why looking back at only 3 units was creating so much difficulty in identifying what the fleet size was and how it came to be.

The 305 continued its support of local peacetime rescue while maintaining combat deployable status to include the following accomplishments: the dramatic recovery of 11 seamen from a sinking Canadian freighter in Lake Erie; transport of 14 workers critically injured from a factory accident; successful participation in foreign training exercises with Brazil, Honduras and Venezuela; Qualification Test and Evaluation of the Air Force C-130 Self-Contained Navigation System; space shuttle support; and search and rescue standby at Keflavik, Iceland.

In 1985, a 305 helicopter crew earned the Korean Kolligan, Jr. Trophy, the highest safety award in the Air Force, for successfully landing their severely disabled H-3 helicopter after one of the engines exploded.

In 1991, pararescue personnel deployed to the Persian Gulf to support the Liberation of Kuwait. In 1992, with the draw down of active and reserve forces, the squadron's HC-130 aircraft were transferred to active duty and the H-3 helicopters were retired. The 305 Rescue Squadron was inactivated September 30, 1992.

Trained for combat search and rescue and performed SAR operations primarily in the southwestern U.S., 1993.

The 305 assumed all personnel and assets of the 71st upon its inactivation and return from a 6-month tasking at Operation Provide Comfort II. The squadron was tasked to support Operation Provide Comfort II, 10 months after beginning the conversion to HH-60G Pave Hawk helicopters. The squadron deployed three HH-60G Pave Hawks and 95 personnel and accomplished 315 combat sorties.

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In 1991, the squadron was tasked by Forces Command to aid the nation's counter-narcotic efforts. Also that year, pararescue personnel deployed to the Persian Gulf to support the Liberation of Kuwait.

In 1992, with the drawdown of active and reserve forces, the squadron's HC-130 aircraft were transferred to active duty and the H-3 helicopters were retired. The 305th Rescue Squadron was inactivated 30 September 1992.

On June 30, 1994, two aircrews received the 1993 Reserve Officers Association Major General Tom E. Marchbanks, Jr. Memorial Award for their heroic efforts in providing security for a British Harrier which crashed in the northern no-fly zone of Iraq on November 23, 1993, while deployed in support of Operation Provide Comfort II.

On May 19, 1994, the 305 RQS was credited with their first save. The crew completed a daring night rescue using night vision goggles and a stokes litter to hoist an injured Army specialist from a sixty degree mountain slope surrounded by forty- to sixty- foot trees. The 305th continues to support local peacetime rescues while maintaining combat deployable status. During the performance of 17 rescue missions from May 1994 to September 1996, the squadron was credited with saving 10 lives and assisting with an eleventh.

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Since its activation, the squadron continues to lead the way in combat search and rescue. The 305 Rescue Squadron was the first and only Reserve helicopter unit to achieve a shipboard operations capability; The unit has been presented three Air Force Outstanding Unit Awards for the time periods June 1, 1992 to May 31, 1994; October 1, 1993 to August 31, 1995; and September 1, 1997 to August 31, 1999.

In 2002 the 305 Rescue Squadron was activated for one year under the partial mobilization order to participate in Operations Enduring Freedom and Southern Watch, at Al Jaber AB in Kuwait.

The 305 Rescue Squadron continues to support Air Expeditionary Force Five and Six by rotating personnel and equipment through the various contingencies throughout the world including Operation Northern Watch and Southern Watch.

The 943rd Rescue Group became Air Force Reserve Command's newest unit when it was officially activated at Davis-Monthan Air Force Base, Ariz., Feb. 12. The Air Force activated the rescue group "to allow for better management efficiency of Air Force resources," said AFRC officials. They said the Air Force will continue to look for better ways to organize units and use new technologies. The group belongs to the 920th Rescue Wing at Patrick AFB, Fla., and Air Force Special Operations Command is the gaining major command. Col. Michael Shook commands the group. He previously commanded the 305 Rescue Squadron, which is now part of the group. The 305 flies HH-60 Blackhawk helicopters. Also in the group is the newly formed 306th RQS, which is made up of pararescue specialists who are commonly known as PJs. Other units at Davis-Monthan are the 943rd Maintenance Squadron, 943rd Mission Support Flight, 943rd Operations Support Flight and 943rd Aeromedical Flight. Another squadron of PJs is in Portland, Ore. The 304th RQS previously reported to the 920th RQW at Patrick. "As the 305 Rescue Squadron grows to become part of the 943rd Rescue Group, our Citizen Airmen will continue to provide the capability of performing day and night combat rescues in hostile territories," Colonel Shook said. "When available, our combat rescue organization will offer the same local rescue support the citizens of Arizona have relied on for more than 20 years. The 943rd RQG traces its roots to the 943rd Tactical Airlift Group, which inactivated in June 1993 at March AFB, Calif. 2005

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USAF Unit Histories  
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#### Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.  
Air Force News. Air Force Public Affairs Agency.