

41st RESCUE SQUADRON



MISSION

LINEAGE

41st Air Rescue Squadron constituted, 17 Oct 1952
Activated, 14 Nov 1952
Discontinued, 18 Mar 1960
Activated, 29 Dec 1961
Organized, 8 Jan 1962
Redesignated 41st Aerospace Rescue and Recovery Squadron, 8 Jan 1966
Inactivated, 30 Sep 1987
Activated, 1 Mar 1989
Redesignated 41st Air Rescue Squadron, 1 Jun 1989
Redesignated 41st Rescue Squadron, 1 Feb 1993

STATIONS

Hamilton AFB, CA, 14 Nov 1952-18 Mar 1960
Hamilton AFB, CA, 8 Jan 1962
McClellan AFB, CA, 1 Aug 1973-30 Sep 1987
Patrick AFB, FL, 1 Mar 1989

ASSIGNMENTS

4th Air Rescue Group, 14 Nov 1952
Air Rescue and Recovery Service, 8 Dec 1956-18 Mar 1960
Military Air Transport Service, 29 Dec 1961
Air (later, Aerospace) Rescue and Recovery Service, 8 Jan 1962

39th Aerospace Rescue and Recovery Wing, 1 Jan 1970
41st Rescue and Weather Reconnaissance Wing, 1 Sep 1975-30 Sep 1987
41st Rescue and Weather Reconnaissance Wing, 1 Mar 1989
Air Rescue Service, 1 Aug 1989
1st Operations Group, 1 Feb 1993
1st Rescue Group, 14 Jun 1995

ATTACHMENTS

Eastern Space and Missile Center for operational control, 1 Mar 1989

WEAPON SYSTEMS

SB-17, 1952-1953
C-82, 1952-1953
H-5, 1952-1953
SA-16, 1953-1960
SH-19, 1953-1960
SA/HU-16, 1962-1968
SH/HH-19, 1962-1963
HH-43, 1963
HC-130, 1966-1987
CH/HH-53, 1971-1973
HH-3, 1973-1976
HH-53, 1976-1987
CH/HH-3, 1989
HH-53C

COMMANDERS

Maj Thomas L. Shockley, 14 Nov 1952
LTC Frank H. Dreher, Sep 1953
LTC Robert L. Boardman, 6 Aug 1954
Maj William M. McDonald, 7 Nov 1955-unk
LTC Felix G. Brenner, unkn-11 Mar 1958
Maj John H. Mork, 11 Mar 1958-unkn
LTC Robert A. Stribling, unkn
LTC John H. Mork, unkn
LTC Robert A. Stribling, unkn-18 Mar 1960
Maj Robert E. Freshwater, 8 Jan 1962
LTC Edward Krafka, 6 Feb 1962
LTC Donald F. Karshner, 28 Sep 1964
LTC Cortez C. Brown, 5 Sep 1965
LTC Leslie E. Gamble, 27 May 1967 (acting)
LTC Maynard R. Rhoades, 10 Jul 1967
LTC Joseph P. Leonelli, 20 Jun 1968
LTC Noble L. Webster Jr., 7 Nov 1969

LTC William H. Hatfield, 1 Jun 1971
LTC Philip S. Prince, 15 May 1972
LTC James Davis, 2 Jul 1973
LTC Charles E. Trapp Jr., 1 Mar 1976
LTC Richard W. Nelson, 5 Jun 1977
LTC Jack V. Butler, 29 May 1978
LTC Jon P. Woods, 16 Jun 1980
LTC Harold O. Jones, 7 Jul 1982
LTC James E. McArdle Jr., 7 Aug 1984
LTC Allan W. Rowe, 30 Jun 1986-30 Sep 1987
LTC John K. Rehkop, 1 Mar 1989
LTC J. Michael Bergstresser, Aug 1991
LTC Robert H. Holliday, 19 Aug 1993
LTC J. Michael Scannell, 15 Sep 1995
LTC John P. Grimes Jr., 22 May 1997
LTC John D. Nelson, 7 May 1999
LTC Michael F. Korcheck, 22 Nov 2000
LTC Lee K. De Palo, 22 Aug 2002
LTC Lee J. Pera, 18 Jun 2004
LTC John V. Dallin III, Jun 2006

HONORS

Service Streamers

None

Campaign Streamers

None

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Outstanding Unit Awards

22-28 Dec 1955

1 Apr 1968-31 Mar 1970

1 Jul 1972-30 Jun 1974

1 Sep 1975-1 May 1977

16 Jul 1977-16 Jul 1979

17 Jul 1979-15 Jun 1981

1 Apr 1984-31 Mar 1986

1 Apr 1987-[30 Sep 1987]

1 Feb 1993-30 Apr 1994

1 Sep-31 Dec 1999

1 Jun 2002-31 May 2003
1 Oct 2003-31 Oct 2004
1 Nov 2004-31 Jul 2006

EMBLEM



41st Air Rescue Squadron emblem

On a Black bordered White disc, extending to border a Red curvilinear suspension bridge with Black outlined truss spanning a stylized expanse of Dark Blue water with wide White caps at top and narrower White caps toward base, the tatter half concealing a downed White plane all outlined Black. Overall above plane and Blue area of water, a stylized swooping Light Blue hawk, eyed White and with Yellow beak, feet and end of tail feathers, and with elevated wings. (Approved, 24 May 1954)

MOTTO

NICKNAME

OPERATIONS

Search and rescue, 1952-1960, 1962-1987; and 1989.

22 Dec-28 Dec 1955 The 41st AR Squadron used SA-16s and SH-19s to evacuate more than 500 persons from flooded areas of northern California, particularly Yuba City, Eureka, and Maryville. Some of these people were stranded on rooftops, automobiles, or clinging to debris.

The mission of the 41st Aerospace Rescue and Recovery Squadron was to provide the Air Force

with air rescue coverage and recovery of aerospace hardware such as instrumented space packages and manned capsules, the Aerospace Rescue and Recovery Service has squadrons strategically positioned around the globe. The 41st ARRS at Hamilton is one such unit. The primary area of operations of the 41st is Western North America extending some 1000 miles into the Pacific. Missions flown out of Hamilton AFB are precautionary in nature. These missions orbit a preplanned point roughly one quarter of the distance between California and Hawaii to provide navigational aid, relay position reports and other assistance to fighter and other single engine aircraft crossing the Pacific. The most renowned element in the squadron is the Pararescue Section. Pararescuemen are skilled parachutists specially trained as medical technicians, SCUBA divers, survival specialists, and in the use of specialized equipment. Pararescuemen of the 41st are deployed to strategic locations around the world for every manned space shot. Their training has proven invaluable in the recovery of downed pilots in Southeast Asia.

Recovered high-altitude atmospheric-sampling devices, 1962-1987.

20 Oct-21 Nov 1961 ARS participated in the Cuban Crisis by deploying HH-43, HC-54, and HU-16 aircraft to various bases in Florida. During the one month period ARS forces flew 935 hours in support of United States contingency operations in the Caribbean area. These resources were from the Eastern, Central, and Western ARCs and the 54th, 55th, 41st, and 48th AR Squadrons. Reserve forces from the 301st AR Squadron also participated.

HH-43 59-1590 27 Jun 69 41st ARRS Phan Rang SVN Pedro 92 J. Gammon W. Mcoll Pomerpleu H. Jones. Crashed during SAR for BLADE 04, F-100D, Capt J. Casper pilot recovered, white flash from helicopter, possibly due to ground fire. Minimal injuries to crew.

When the communist offensive stalled in late summer, the reduction of rescue forces resumed. Reduced rescue resources prompted a streamlining of the organization. On August 20, 1972, the entire 3d Aerospace Rescue and Recovery Group became part of the 41st Aerospace Rescue and Recovery Wing at Hickam Air Force Base, Hawaii, with the 37th, 40th, and 56th Aerospace Rescue and Recovery Squadrons, the 3d Aerospace Rescue and Recovery Group and its local base rescue detachments (including Detachment 14 with the temporarily assigned HH-3Es) coming under the command of the wing. The local base rescue units were detached from the 3d Aerospace Rescue and Recovery Group and placed under the 40th Aerospace Rescue and Recovery Squadron. In spite of the reorganization, operational control remained with Headquarters, 3d Aerospace Rescue and Recovery Group at Tan Son Nhut.

Beginning in Mar 1989, provided prelaunch security and safety surveillance of NASA launches and recovery or medical evacuation for Space Shuttle crewmembers.

The mishap aircraft, an HH-60G helicopter, SN 97-026776, call sign Jolly 83, was the lead helicopter in a two-ship formation during a Combat Search and Rescue Exercise (CSAREX) on October 14, 2001. Both helicopters are attached to the 41st Rescue Squadron, Moody Air Force

Base, Georgia. Prior to the mishap, the mishap aircraft was mechanically sound and performing normally. The mishap pilot attempted to maneuver his aircraft to put his left gunner on three civilian jet skiers in the Kissimmee River who had been identified as a simulated threat by the second helicopter. The mishap aircraft was flying at between 100 and 120 knots and between 100 and 150 feet above ground level when the mishap pilot entered a steeply banked right turn and began to descend. The rapid descent initially went unnoticed by the mishap aircrew. When the mishap pilot noticed the descent, he attempted recovery by applying full left cyclic and increased collective in an effort to arrest the descent rate. After initial control input, the pilot perceived that the cyclic was blocked and focused his attention on that issue as he called out to the copilot twice, "off of the cyclic" and glanced over to the copilot's position to insure that the copilot was not inadvertently interfering with control movement. The mishap pilot's control inputs did not arrest the rate of descent. The aircraft impacted the Kissimmee River, in powered flight at 80 knots forward travel in a right banked, nose up attitude at 1602 Eastern Standard Time (EST). The tail rotor gearbox and paddles separated from the aircraft immediately upon impact. The main rotor blades were tom off when they contacted the river. The mishap aircraft fully submerged a short time after impact. In addition to the damage to the tail and main rotors, the aircraft sustained hydroplane damage to the right stabilator, chin bubble and wind screen. The crewmembers were able to safely egress the helicopter with minor injuries. The surrounding terrain sustained no perceivable damage. I have determined by clear and convincing evidence that the accident was caused by the mishap pilot's entry into a right, steep banked turn at low altitude, which resulted in an uncontrolled descent from which he could not recover prior to impacting the river and surrounding terrain. Further, I have determined by substantial evidence that contributing factors included the mishap pilot's aggressiveness in initiating the maneuver and his general overconfidence with in his ability to fly the aircraft, coupled with his and the mishap crew's loss of situational awareness in the aircraft's building rate of decent which prevented timely corrective action.

On 12 August 2002, an HH-60G Pave Hawk helicopter, S/N 97-26779, performed an unplanned landing and rolled over to its left side shortly after takeoff in a mountainous region of southeast Afghanistan. The HH-60G, permanently assigned to the 41st Rescue Squadron, 347th Rescue Wing, Moody AFB, Georgia, was temporarily assigned to the 41st Expeditionary Rescue Squadron, 416th Air Expeditionary Group, and was deployed in support of Operation ENDURING FREEDOM. All crewmembers safely egressed the helicopter with only minor injuries. The helicopter sustained an estimated \$2,833,141 in post impact damage to the rotor blades, engines, transmissions and tail section. There was no damage to civilian property or injuries to persons on the ground. The two-ship formation had flown over 250 miles in the preceding three hours to MEDEVAC two victims of a convoy ambush. They had successfully completed their life-saving mission under very challenging circumstances, safely delivering the patients for treatment. After approximately one hour on the ground at a remote location, both aircraft took off to return to their alert base. Flight lead made an uneventful marginal power takeoff, and the mishap aircraft departed after lead from the same spot, on the same heading. The mishap aircraft's departure was slower than flight lead's, and as a result, the aircraft was engulfed in a dust cloud created from its own rotor wash, reducing external visibility to zero. The pilot attempted to climb above the dust, but got too slow to maintain level flight due to reduced

power available in the thin mountain air. Losing altitude, with no ability to climb or see, the aircraft commander elected to set the aircraft back down, but the crew had limited resources for controlling the descent due to a malfunction which left both pilots without their Vertical Symbology Display System (VSDS), the primary instrument for controlling drift in such a situation. The aircraft touched down firmly in a left, rearward drift, rebounded back into the air briefly, then impacted a sand berm while still drifting aft and left. It rolled slowly to the left and came to rest on its left side. Clear and convincing evidence indicates the primary cause of this mishap was the aircraft commander's less than optimum takeoff technique (which created conditions conducive to creating the dust-out), combined with the aircraft commander's attempt to out climb the dust-out with insufficient power. Also causal, by clear and convincing evidence, was the failure of the VSDS on both sides of the cockpit, which substantial evidence indicates was caused by one of the following: lower than normal electrical power output when the rotor speed decreased upon reaching engine power limits, or an undiagnosed electrical interruption or electrical spike in a component critical to both VSDS displays. Other factors determined by substantial evidence to have contributed to the mishap include a recent change to local terrain at the mishap site (the crew did not know that the field at the end of the takeoff area had been freshly plowed, thereby increasing the likelihood of significant dust due to rotor wash), and both pilots' lack of "hands-on" practice (in either training or operational experience) with the combination of low power margin and dust-out conditions they experienced that night.

Air Force Order of Battle

Created: 19 Nov 2010

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit history. *McClellan AFB, CA, A Pictorial History*. 1982.