

Evolution of USAF "Air Rescue"

Mar 1946	Established as Air Rescue Service (ARS), assigned to Air Transport Command (ATC)
Jun 1948	Relieved from ATC, assigned to Military Air Transport Service (MATS)
1956	ARS owned 12 wings (11 active, 1 reserve), highest number ever
Jan 1966	MATS redesignated Military Airlift Command (MAC)
Jan 1966	ARS redesignated Aerospace Rescue and Recovery Service (ARRS)
1966	ARRS owned 6 wings (5 active, 1 reserve), highest number during 1960s
1970-71	ARRS owned <i>5 wings</i> (4 active, 1 reserve), highest number during 1970s
1980s	ARRS fluctuated between 2-3 wings for most of the decade
Mar 1983	ARRS relieved from MAC, assigned to Twenty-Third Air Force (23 AF), MAC
1989	ARRS/ARS reduced to <i>2 wings</i> (1 active, 1 reserve)
Aug 1989	ARRS redesignated Air Rescue Service (ARS); concurrently, relieved from 23 AF, assigned to MAC
Jun 1992	ARS relieved from MAC, assigned to Air Mobility Command (AMC)
1993	ARS/Rescue reduced to 1 reserve wing
Feb 1993	ARS relieved from AMC, assigned to Air Combat Command (ACC)
Jul 1993	ARS redesignated USAF Combat Rescue School; relieved from ACC, assigned to 57th Wing
1995	Rescue increased to 2 wings (1 active, 1 reserve)
July 1995	USAF Combat Rescue School inactivated
1998	Rescue increased to 3 wings (2 active, 1 reserve)

Events Pertaining to USAF CSAR Policy

Apr 80 Desert One debacle focuses attention on SOF inadequacies

Dec 82-Jan 83 9 x HH-60A assigned to 55 ARRS (in 1985, 10 x HH-60s)

1 Mar 83 23 AF activates; includes ARRS & 2nd AD

Apr 83 MG Mall, 23AF/CC, tells Congress that Rescue needs H-60D

Jul 83-Jan 84 Tests reveal HH-60's greatest limitation is range: 150nm

20 Mar or Apr 84 AF Council scales back purchase of HH-60s from 155 to 99, also cuts much of Pave avionics package (high cost: \$22M per a/c)

22 May 84 USA-USAF MOA (Initiative 17) recommends transfer of USAF rotary-wing SOF assets to USA (9xHH-53H)

Oct-Nov 84 Two Class A mishaps involving USAF HH-53Hs (now 7 H)

Aug or Nov 84 Planned HH-60 purchase cut from 99 to 90

Dec 84-Jan 85 Planned transfer of HH-53s from USAF to USA is shelved

Apr 85 Planned HH-60 purchase reduced to 87 (20 in FY87, 30 in FY88, 37 in FY89)

20 Jun 85 Dpty SecDef informs USA/USAF Chiefs of Staff that revitalization long-range rotary-wing SOF capability is "high priority"

Jul 85 Heightened interest in SOF throughout USG follows several terror attacks

7 Aug 85 CINCMAC proposes to CINCUSAFE that all USAF H-5s be transferred to SOF and Pave Low III-modified

11 Aug 85 Darkest Day for AF Rescue; AF Council kills HH-60 purchase to make cuts in USAF FY87 budget, leaving future of Combat Rescue in doubt (program had been cancelled 5X & modified 48X)

Jan 87 Lt Gen McPeak, HQ USAF Deputy CoS, Programs and Resources, puts a key AF/SOF program on hold while examining rescue forces

Feb 87 McPeak proposes additional 59 x H-60s, modified as HH-60Gs to be programmed for FY89 and beyond for rescue duties; at Spring 87 Corona Conf., Gen Cassidy, CINCMAC, champions this initiative; approval granted to add approx 10 x HH60Gs into USAF inventory per year

14 Oct 88 Concerned over loss of operational control of rescue helicopters in Pacific theater to the newly-created sub-unified SOC, Gen McPeak, CINT, PAC AF, writes Gen Welch, CSAF, recommending 23 AF rescue units (some were programmed to redesignate as SO units) be reassigned to a reconstituted ARS reporting directly to MAC. Would place theater-assigned rescue units under MAC's command with operational control by PACAF

CY88 Two ARRS squadrons (^{55th}, ^{67th}) subdivide into four SO squadrons. (55th 9th 67th, 21st) (activate/redesignate); 39th ARRWg redesignated 39th SgWg

late Feb 89 **Beginning of re-vitalization of AF CSAR:** at Corona, Generals Welch, Cassidy, McPeak, and Russ agree to a separate ARS under MAC

1 Aug 89 HQ ARS stands-up at McClellan AFB; 23 AF under SO concentrate most PJs reassigned to ARS (180), some under 23 AF (90)

1990 ARS has four active duty Combat Rescue helo squadrons (33rd ^{138th} /56th/71st ARS), all flying H-3 at start of year; prep. for 66th ARS activation in 1991 (MH-60G); ARS deploys 102 personnel in support of Desert Shield (but no a/c)

Feb 90 38 ARS receives 4 x HH-60Gs, the first active duty ARS unit to convert

1 Mar 91 First new CONUS ARSq activates at Nellis AFB (^{66th} ARS), assigned 5 x HH-60Gs

1 Oct 91 39th ARS activates at Misawa AB with 5 x HH-60Gs

Jun 92 Joint CSAR Tactics PIT #2 held at NAS North Is. CA

late Jan 93 66th/71st ARS, 741st CAMS deploy to SWA in support of OSW. 1st deployment of a Combat Rescue helo unit (661n) took 4 x HH-60s; 146 consecutive days of CR coverage; standard procedures are now to go in in low-level, at night, using NVGs

1 Feb 93 HQ ARS transfers from AMC to ACC; field units now under operational control of host-base ops groups.

2 Jul 93 HQ ARS redesignated USAF Combat Rescue School (CRQS)

1993 33rd/41st ARS the only H-3 ARS squadrons

Spring 94	Office of SecDef orders Joint CSAR Feasibility Study (J-CSAR); 9-month study due in 1995
Aug-Dec 94	CRQS validation courses; aircraft inadequacies, short-staffed
8 Jun 95	DoD approves charter for J-CSAR JT&E
7 Jul 95	CRSQ merges its HH-60G functions into USAF Weapons School and 57 th Test Gp
1996	Active testing of JCSAR JT&E begins under DoD direct GREEN FLAG 96-3, BLUE FLAG; sig. problems noted (K417.073 , Jan-Dec 27-28)