

210th RESCUE SQUADRON



LINEAGE

Officially recognized as the 210th Air Rescue Squadron, 4 Apr 1990

Activated 11 Aug 1990

Redesignated 210th Rescue Squadron, 15 Mar 1992

STATIONS

Kulis ANGB, Anchorage, AK

Elmendorf AFB, AK

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

MH-60G, 1990

HH-60G, 1992

HC-130H, 1990

HC-130N, 1990

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

HH-60Gs

88-26105

88-26107

88-26109

HC-130H(N)

88-2101

88-2102

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

LTC John K. Jacobs

LTC Timothy O'Brien

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

The military mission of the 210th was Combat Search and Rescue picking up downed aircrew members during wartime. Beyond that, the 210th had an important peacetime mission: to stand on constant 24-hour alert, ready to rescue military personnel and civilians stranded in Alaska's unpredictable wilderness.

In 1987, the Air Force announced that Elmendorf's 71st Aerospace Rescue and Recovery Squadron was being inactivated. Sen. Ted Stevens, the senior member of Alaska's congressional delegation, asked Alaska Air National Guard leaders if they were interested in taking over the mission. Interest was high, and the answer to Stevens' query was a resounding "yes."

In early 1989 the new unit began hiring its first full-time personnel.

From Apr through Jun of 1990 the maintenance and operations personnel trained on a UH-60A on loan from the National Guard Bureau.

The 210th became the first U.S. based rescue unit to receive the new MH-60G when its first one arrived in Jun 1990. Three others arrived by August. Organizational work continued, and in Nov and Dec the first of the 210th's new HC-130Ns arrived. These airborne tankers were equipped to supply the Pave Hawks with aerial refueling. They were also able to serve as airborne search vehicles and as platforms for pararescue and equipment airdrops. After its first year of operation,

the 210th Rescue Squadron was given credit for saving 72 lives and assisting in the rescue of 20 more. For operations in Alaska, the HH-60Gs are fitted with skis.

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Between Jan and Mar 1991, the 210th rescuers rolled into action, initially sharing the 24-hour Alaska Theater helicopter alert duties with the inactivating 71st. They received credit for their first four saves January 18, rescuing survivors of a light plane crash near Cordova. In Apr they mounted their first high-altitude rescue, plucking two climbers from the 8,000-foot level of Mt. Jarvis. The next month the squadron saved a climber stranded at the 14,400-foot level of Mt. McKinley.

1 Apr 1991. The 210th Rescue Squadron, Alaska Air Guard, began performing rescue alert duties at Kulis Air National Guard Base.

In Jun, responding to a request from the U.S. Coast Guard, the unit flew its first long-range mission over water to rescue an injured mariner whose boat was beyond the unrefueled range of the Coast Guard's helicopters.

In late Oct the Alaska Air National Guard received an urgent request to help rescue the freezing survivors of the crash of a Canadian C-130 on Ellsmere Island, 430 miles from the North Pole. An HC-130 was dispatched to the site while maintenance crews at Kulis worked frantically to partially disassemble two Pave Hawks and load them aboard a waiting C-5. Arriving in Greenland shortly after midnight, the crews worked feverishly to reassemble the aircraft. The helicopters were put back together and in the air in less than seven hours; together with the HC-130, they were credited with 13 saves.

210th Rescue Squadron and Russian in the first SAREX, Apr 1993

210th Rescue Squadron deployed first members to Operation Southern Watch, Jun 1993

On 1 Jan 1994, Detachment 1 of the 210 RQS was activated at Eielson AFB. Det. 1 provides an HH-60 and aircrew on alert primarily during duty hours on weekdays, while additionally providing range support to the surrounding USAF gunnery/bombing ranges.

In 1994, the last contingent of Alaska Air National Guard members returned home from their second overseas rotation to Kuwait. For a period of five months, some 60 members rotated through there on 60-day schedules, while rescuers from the 210th operated two helicopters out of the desert kingdom in support of U.S. fighters patrolling the southern no-fly zone over Iraq.

In early 1996, the 210 RQS received new HC-130(H)N from the Lockheed Factory and transferred its original C-130's to the New York ANG.

Gen Michael Ryan, the Air Force Chief of Staff, presented five members of the Alaska Air Guard's

210th Rescue Squadron with the 1999 MacKay Trophy, the service's highest award for meritorious flying, for their daring 27 May 1998 mountaintop rescue of six people trapped in a crashed Cessna 207. The rescue with their Pavehawk helicopter took nearly seven hours due primarily to strong winds and thick swirling clouds above the 10,500-foot level of Mount Torbert 70 miles east of Anchorage where the crash victims were stranded. 21 Sep 1999.

10-11 Jul 2002. Air Guardsmen from Alaska's 210th Rescue Squadron, operating with an HC-130 and an HH-60, rescued a Filipino sailor who was stricken with a case of appendicitis 1,000 miles at sea and delivered him to a hospital at Kodiak. The entire mission lasted about 26 hours.

2005 10 Sep Five pararescuemen assigned to the 210th Rescue Squadron, Alaska ANG, returned to home station at Kulis.

25 Sep The ANG deployed fifty-two pararescue personnel to support Hurricane Rita relief operations in Louisiana, Texas, Florida, and Mississippi. Pararescue personnel came from the 123^d Special Tactics Squadron, Kentucky ANG; 125th Special Tactics Squadron, Oregon ANG; 106th Rescue Wing, New York ANG, and the 210th Rescue Squadron, Alaska ANG.



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