

2 AIR RESCUE GROUP



MISSION

LINEAGE

2 Emergency Rescue Squadron constituted, Nov 1943
Activated, 15 Dec 1943
Redesignated 2 Rescue Squadron
Redesignated 2 Air Rescue Squadron, 10 Aug 1950
Redesignated 2 Air Rescue Group, 14 Nov 1952
Inactivated, 24 Jun 1958

STATIONS

Hamilton Fld, CA
Gulfport AAF, MS, Feb 1944
Mokmer Airdrome, Biak Island, New Guinea
Sorido Strip on Biak
Morotai Island
Kadena, Okinawa, 31 Mar 1947-4 May 1950
Clark AFB, Philippines, 4 May 1950-7 Nov 1955
Wheeler AFB, HI, Nov 1955

ASSIGNMENTS

Fourth Air Force
AAF Eastern Technical Training Command
Fifth Air Force

V Bomber Command
Thirteenth Air Force
301 Fighter Wing
Air Rescue Service, Apr 1949

WEAPON SYSTEMS

AT-11
B-17
C-47
L-5
OA-10
R-6

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

At Hamilton field, California, the Second Emergency Rescue Squadron was activated, the 15 December 1943. The original cadre consisted of eleven officers and ten enlisted men, who were assigned on the 22 December 1943.

Major Bussell L. Redman, A. assumed, command of the organization and first Sergeant Edward Selan assumed the first sergeant's duties.

On the 23 December 1943, this organization was attached to the 46th A.B. CAS Detachment for rations only, from the 23 December 1943 to the 27 December 1941. its strength increased to seventeen Officers and ten enlisted men and on the 27 December, it was relieved from attached, for rations only, 46th A.B. CAS Detachment and attached to the 59th A.A.A. Brigade for rations only. A total of 3 Officers and 212 enlisted men were assigned to this organization on the 29 December 1943. On the 30 December 1943, Major Russell L. Redman was relieved of command and in his stead Major Jim McCall assumed command of the organization. This post was held by Major McCall until the 24 January 1944 at which time he was relieved and transferred. Upon the

transfer of Major McCall, Major Russell L. Redman resumed command.

The Squadron was entrained from the 8 February 1944 to the 12 February 1944, the date of arrival at Gulfport Field, Mississippi. Upon arrival the squadron was attached, for rations and quarters, to the Hq. & Hq. Detachment, 26th Technical School Group. The organization was assigned PBYs (OA-10) and proceeded to complete its flying schedule. On the 23 February 1944, Major Russell L. Redman was relieved of command. and Major Dwight F. Lewis was assigned and assumed command of the organization.

The squadron was transferred to Keesler Field, Mississippi on the 1 Apr 1944. This movement was accomplished by motor vehicle because of the short distance between field.

The 2 Emergency Rescue Squadron was the first of the Emergency Rescue School graduate units to see combat when it arrived on Biak Island off the coast of New Guinea, in July of 1944.

2 Emergency Rescue Squadron worked jointly with Naval and Marine air and surface units to effect combat rescues of downed crewmen. The B-29 bombing campaign and Navy carrier strikes of mainland Japan and the numerous small island assaults by Naval air and surface forces produced a number of shot down crewmembers. During the first six months of 2nd Emergency Rescue Squadron operations, 300 airmen were rescued.

1 May 1949 The 2 Rescue Squadron was reassigned from the Far East Air Forces to MATS, with further assignments to Air Rescue Service.

At the outbreak of the Korean war on 28 Jun 1950, two SAR units served the Far East Air Forces; the 2 and 3 Rescue Squadrons.

Aug-Sep 1950 Rescue Squadrons were redesignated Air Rescue Squadrons.

The 2 Air Rescue Squadron, based on the Philippines and Okinawa furnished SB-29s for long-range rescue escort missions to and from the coastal ingress/egress points where aircraft crossed into enemy territory and where rescue aircraft could orbit, just off the enemy coast, while bombers carried out their missions inland.

The air rescue squadron with operational responsibility for the Korean War theater was the 3d ARS, but the 2 ARS at Clark AB also contributed to the war effort by sending SA-16s and crews on a temporary basis to augment the 3d in the theater. From Nov 1952 through May 1953, the 2d provided two aircraft and crews operating from K-3 (Pohang AB) on the southeast coast of Korea in support of the wartime mission.

Sgt Leonard J. Graf, a rescue scanner and engine mechanic assigned to the 2 ARS's Flight C, served at Kadena AB between 1949 and 1951. Sgt Graf recalled the escort work performed by Okinawa-based SB-17s in the war's first year: We were kept real busy escorting B-29s on bombing raids to North Korea & on max effort days we could see 90 B-29's go by us as we orbited Amami-O-Shima

island south of Japan. We would then go back to Oki & do our days work, then back up to Amami-O-Shima to wait until the last B-29 limped back home.

12 Apr 1953, after shooting down an eighth MiG in Korea, Captain Joseph McConnell felt his F-86 shudder and slow. After radioing for help, he ejected over the Yellow Sea. Within a few minutes, he was rescued by an H-19 from the 2 Air Rescue Squadron.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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