



Combat Search And Rescue

**United States. Department of the
Army**



Combat Search And Rescue:

Leave No Man Behind George Galdorisi, Thomas Phillips, 2009-01-16 Beginning with the birth of combat aircraft in World War I and the early attempts to rescue warriors trapped behind enemy lines *Leave No Man Behind* chronicles in depth nearly one hundred years of combat search and rescue CSAR All major U S combat operations from World War II to the early years of the Iraq War are covered including previously classified missions and several Medal of Honor winning operations Authors George Galdorisi and Tom Phillips both veteran U S Navy helicopter pilots highlight individual acts of heroism while telling the big picture story of the creation and development of modern CSAR Although individual missions have their successes and failures CSAR as an institution would seem beyond reproach an obvious necessity The organizational history of CSAR however is not entirely positive The armed services particularly the U S Air Force and Navy have a tendency to cut CSAR at the end of a conflict leaving no infrastructure prepared for the next time that the brave men and women of our armed forces find themselves behind enemy lines The final chapter has not yet been written for U S combat search and rescue but in view of the life saving potential of these forces an open and forthright review of U S military CSAR plans and policies is long overdue Beyond the exciting stories of heroic victories and heartrending defeats *Leave No Man Behind* stimulates debate on this important subject

USAF Combat Search and Rescue (CSAR) U. S. Military, Department of Defense (DoD), U. S. Air Force (USAF), U. S. Government, 2018-02-28 This military report discusses using CSAR forces in new ways for the war on terrorism Expending every effort to recover distressed personnel from harm s way is an American tradition and one of the nation s highest priorities during conflict The Air Force maintains a fleet of HH 60G helicopters and HC 130P aircraft along with a contingent of pararescue specialists dedicated to the recovery of personnel isolated on the battlefield The traditional training organizing and equipping focus of this force is the recovery of downed aircrews This focus stems from doctrine that draws from lessons learned in past contingencies particularly the Vietnam War where the Air Force experienced a large number of downed aircrew incidents A robust capability dedicated exclusively to the combat search and rescue mission area was essential to ensure every effort was made to safely recover and return our aircrews to fight again While maintaining the capability to recover our aircrews remains sacrosanct for the Air Force Colonel dePalo argues in this study that the capability exists to go beyond dedicating these forces exclusively to the combat search and rescue mission The United States ability to quickly and decisively win a major combat operation creates a situation where we can expect to operate more often in diverse and complex nonlinear battlespace particularly in the long term global war on terrorism GWOT The changing nature of the battlespace creates an environment much different from traditional combat operations where the Air Force s at risk population primarily consisted of combat aircrews The study draws from Colonel dePalo s extensive experience supporting combat rescue operations in the GWOT to demonstrate that the missions flown by USAF combat rescue crews in the GWOT are far different from the traditional rescue of aircrews behind enemy lines seen in more

conventional conflicts In fact he points out that the Air Force assets have flown missions almost exclusively in support of other components requirements since air component downed aircrew incidents are virtually nonexistent Colonel dePalo challenges theater planners to reevaluate the effectiveness of keeping a capable force tied exclusively to a rarely executed mission when their combat power could be used to support other joint force commander objectives in addition to providing combat rescue support Colonel dePalo believes that better application of the doctrinal tenets of airpower is needed for more effective and efficient utilization of USAF combat rescue forces He uses the tenets of flexibility concentration and persistence to demonstrate that the current force can transform to more effectively support the global war on terrorism and adapt to new roles and missions leading to a more agile multifaceted personnel recovery capability worldwide This force can ably support USAF combat search and rescue requirements while also supporting broader personnel recovery requirements for both the military and civilians The potential exists to expand even beyond personnel recovery to support other missions such as the infiltration and exfiltration of battlefield Airmen He argues that it is important to define the force as a war fighting capability instead of as an executable function Better integration of the force into strategic planning will facilitate matching this capability to desired effects leading to a force able to execute a broad range of missions in varying environments

USAF Combat Search and Rescue LEE K. DEPALO,2025-05-22 This paper will provide background information on how CSAR forces are currently utilized in GWOT and highlight the need for better application of three doctrinal air and space power tenets leading to more effective and efficient utilization of the force It will finish with recommendations on how to better employ these forces to support a broader range of mission areas in this new era that requires rapid response to unexpected threats and crisis at home and abroad USAF CSAR can be a more agile multifaceted capability able to rapidly respond to unexpected or emerging crisis across the spectrum of conflict This work has been selected by scholars as being culturally important and is part of the knowledge base of civilization as we know it This work was reproduced from the original artifact and remains as true to the original work as possible Therefore you will see the original copyright references library stamps as most of these works have been housed in our most important libraries around the world and other notations in the work This work is in the public domain in the United States of America and possibly other nations Within the United States you may freely copy and distribute this work as no entity individual or corporate has a copyright on the body of the work As a reproduction of a historical artifact this work may contain missing or blurred pages poor pictures errant marks etc Scholars believe and we concur that this work is important enough to be preserved reproduced and made generally available to the public We appreciate your support of the preservation process and thank you for being an important part of keeping this knowledge alive and relevant

Doctrine for Joint Combat Search and Rescue United States. Joint Chiefs of Staff,1994

Joint Combat Search and Rescue - Operational Necessity Or Afterthought ,1998 Military and civilian leaders recognize the need to assign a greater priority to combat search and rescue CSAR Today a combat rescue has political and

military implications that range from the tactical to strategic level Public concern over casualties can intensify a situation that involves even one American life into a major crisis Current joint doctrine stresses individual service CSAR that allows a joint effort when service capabilities are exceeded Although service capabilities are being maintained the Armed Forces emphasize joint planning coordination and execution of such missions as the norm not the exception Current doctrine should be revised to furnish reliable and flexible joint CSAR support to both CINCs and other joint force commanders JFCs The military has conducted a range of operations occasionally combat in recent decades Public support for committing forces has been difficult to achieve and maintain Airpower is often perceived as a low cost way of demonstrating national will with lower risk than deploying forces on the ground While the real danger to airmen who most commonly precipitate CSAR may appear low manportable and larger surface to air missiles have proliferated

The Future of USAF Combat Search and Rescue
Timothy J Leahy, 2025-05-22

The genesis of this paper is based on the following concept The need to recover isolated personnel quickly and reliability raises many policy issues about U S combat air search and rescue forces not the least of which relate to the suitability of their aircraft fleet Along these lines this study asks the question of whether the USAF should be satisfied with its helicopter based CSAR force for the indefinite future or whether it should make definite plans to replace those helicopters expeditiously with tiltrotor aircraft probably the Bell Boeing V 22 Osprey The first part of this paper analyses the role CSAR has played in the Air Force s past and the current and future requirements of USAF CSAR forces The conclusions reached are that both historically in times of conflict and in today s operational environment a requirement existed and will continue to exist for CSAR capabilities Additionally the need to react quickly over greater distances will impact the structure of tomorrow s CSAR forces The second part of the paper analyses the impact of speed range and survivability on the success or failure of rescue operations through the use of three case studies The case studies indicate that in varying degrees both the planning and probability of success of rescue missions are influenced by the effects of speed range and survivability From a strict operational viewpoint an aircraft that has increased speed range and survivability would be more flexible and capable in the CSAR mission This work has been selected by scholars as being culturally important and is part of the knowledge base of civilization as we know it This work was reproduced from the original artifact and remains as true to the original work as possible Therefore you will see the original copyright references library stamps as most of these works have been housed in our most important libraries around the world and other notations in the work This work is in the public domain in the United States of America and possibly other nations Within the United States you may freely copy and distribute this work as no entity individual or corporate has a copyright on the body of the work As a reproduction of a historical artifact this work may contain missing or blurred pages poor pictures errant marks etc Scholars believe and we concur that this work is important enough to be preserved reproduced and made generally available to the public We appreciate your support of the preservation process and thank you for being an important part of keeping this knowledge

alive and relevant Combat Search and Rescue in Desert Storm Darrel D. Whitcomb, 2006 Budgetary political and organizational changes left the USAF unprepared for the combat search and rescue CSAR mission going into Desert Storm Colonel Whitcomb relates his and others' experiences from CSAR in Southeast Asia and examines the organization that was established to provide CSAR services in the Iraq Kuwait theater of operations He traces each incident from beginning to end along with the tactical and sometimes strategic implications Scores of interviews e mails and published works provide a compendium of lessons learned and recommendations gleaned from those who flew the missions and made the decisions in Iraq *Combat Search and Rescue (CSAR)* Russell M. Ziegler, Naval War College (U.S.), 1993 *Special Ops: Search and Rescue Operations* Carol Hand, 2014-12-15 The heroic combat search and rescue work of the United States Air Force's pararescue jumpers or PJs is something worth knowing about After all these courageous PJs are the first in line to find and rescue fallen soldiers and civilians in the most dangerous of war zones often risking their own lives in the process In these pages the basic principles history and structure of American combat search and rescue teams is thoroughly covered with particular focus on true stories of PJ rescue missions and the equipment vehicles and weapons they use CSAR United States. Department of the Army, 1991 **Combat Search and Rescue** Don Dunaway, 2019-11-13 A first hand look at the way Combat Search And Rescue was conducted when it really came into its own during the Vietnam War as seen through the eyes of a fixed wing pilot who volunteered for the job of employing and supporting the Jolly Green helicopters in their efforts And since not every day resulted in a shoot down of friendly aircrews a look at how the rest of the one year tour of duty was occupied when rescues were not imminent plus some of the more entertaining diversions pilots can conjure up when allowed to exercise their innate talents for such Because of the mission manning and reputation of the 602nd Fighter Squadron Commando the fixed wing portion of the Rescue Force that went after downed aircrews in Southeast Asia the author volunteered to join and served with that unit from June 1968 to June 1969 Six months after completing his tour and returning stateside he retired from Active Duty to the family cattle ranch where his wife and children stayed during his combat tour His youngest son insisted that he write of his experiences during that tour and this book is the result that evolved over the years The author lives in Northern Oklahoma with his wife of 65 years and is doing research for another unrelated book *USAF Combat Search and Rescue. Untapped Combat Power (Maxwell Paper, Number 35)*. , 2005 In the early morning hours of 20 April 2004 the 64th Expeditionary Rescue Squadron ERQS operating from a base inside Iraq launched two HH 60G Pave Hawk helicopters to rescue the five man crew of a US Army CH 47 Chinook helicopter reported shot down in the vicinity of Baqubah Iraq The mission went smoothly with the combat search and rescue CSAR crew members and pararescue specialists PJs formerly pararescue jumpers conducting the operation exactly as they had trained This CSAR mission was the second successful recovery of a Chinook crew in four days and the unit's 11th combat mission since arriving in early December 2003 to support Operation Iraqi Freedom OIF While this was not the most harrowing mission the unit executed it was still

very significant since it was the unit's last combat mission tasking for the next eight months. These low density high demand LD HD forces whose members had rotated in support of the global war on terrorism GWOT continuously since the GWOT began spent more than 200 straight days after executing the above mission without performing any missions other than training in the Iraqi theater.

Combat Search and Rescue Darren T. Hansen, Naval War College (U.S.), 2001. The genesis of this paper is based on the hypothesis that combat search and rescue CSAR is best optimized for the operational commander by being joint. With an increased emphasis on personnel recovery and a reduced force structure the unique capabilities of the services should be combined to maximize effectiveness. Through a series of historical perspectives and a current assessment of CSAR capabilities a joint structure is identified as necessary and desirable.

U.S. Navy Helicopters in Combat Search and Rescue Dennis James Rowley, 1982. Research was conducted to examine the validity of the employment of U S Navy helicopters for the combat search and rescue CSAR mission. It is proposed that the Navy does not currently have the capability to conduct CSAR operations in an opposed environment with an acceptable loss rate. A mission description is offered including mission essentials phases and profile. Current Battle Group helicopter assets are presented. Training and equipment shortfalls are noted. A discussion of resource management includes dollar political and psychological costs. A proposal is offered to initiate a viable CSAR capability that recognizes the need for CSAR and makes its tactical development a matter of CNO policy. Develops an appreciation for the fact that this is a TACAIR problem and suggests a measured approach to solving the problem. Finally a decision matrix is presented to assist the Battle Group Commander in the employment of his helicopter assets in the pursuit of a CSAR mission.

Author **Combat Search and Rescue** Darren T. Hansen, 2001. The genesis of this paper is based on the hypothesis that combat search and rescue CSAR is best optimized for the operational commander by being joint. With an increased emphasis on personnel recovery and a reduced force structure the unique capabilities of the services should be combined to maximize effectiveness. Through a series of historical perspectives and a current assessment of CSAR capabilities a joint structure is identified as necessary and desirable.

Combat Search and Rescue Policy for the United States Navy Bryan P. Murphy, AIR COMMAND AND STAFF COLL MAXWELL AFB AL., Air University (U.S.). Air Command and Staff College, 1988. The US Navy does not possess dedicated active duty combat search and rescue CSAR capability. Currently the Navy draws CSAR support for planned peacetime contingencies from various sources but during a crisis or in the early stages of a war it may have no alternative but Navy helicopters organic to the carrier battle group CVBG. These airframes and their pilots are ill equipped to fly the overland CSAR mission. The Navy hopes to correct this situation by improving training and developing CSAR kits with which to retrofit carrier helicopters if necessary. However history has shown that the Navy's reliance on the CVBG's helicopters to fly CSAR has not worked. The author recommends that the Navy develop an active duty CSAR capability by either 1 making HCS 4 and HCS 5 dual active duty reserve squadrons 2 assign responsibility to HC 16 3 attach an active component to the Naval reserve

CSAR squadron who will deploy with the CVBG *Combat Search and Rescue in Desert Storm* Retired, Darrel D. Whitcomb,, Darrel D Whitcomb , USAFR, Retired,2011-08-01 As a third class cadet at the US Air Force Academy in July of 1970 I saw the war in Vietnam as a major determinant of my future I just did not know then what part I might play in the conflict and felt a youthful impatient need to decide on my Air Force career so I could see myself in what looked like the war of my generation I found my calling on a beautiful California afternoon when 22 of us cadets were treated to a ride in an HH 53C Super Jolly Green Giant of the Air Rescue and Recovery Service a part of the Military Airlift Command I enjoyed the ride I sat beside a pararescueman or PJ looking out at the treetops as we skimmed along Turns were exciting with the crew windows open up front and the wind flowing through the cabin Unlike the rides I had taken in fighters and bombers I was not breathing through a rubber mask and I felt like I was in touch with the world below a participant instead of a spectator Afterwards TSgt Stu Stanaland the PJ explained that the pilot Maj Marty Donohue was one of the best in the rescue business Months later back in school we were all captivated by news of the attempt to rescue US prisoners of war POW at Son Tay in North Vietnam When I learned that the raid had been conducted using rescue helicopters I read all I could find about the mission President Nixon later decorated the mission leaders saying they had performed flawlessly and fought courageously without losing a man and the mission had not succeeded only because of bad intelligence the POWs had been moved from the Son Tay camp As I watched the presentation on television I spotted Major Donohue among the honorees Now I was hooked I made a career decision to fly helicopters get into rescue and join those guys for life That resolution held up through my senior year when the commandant of cadets told all us prospective helicopter pilots we were making a mistake that would deny us a rewarding career If you become helicopter pilots you will not be in my Air Force he said Still it was what I wanted most to do and what I did While in HH 53 transition the most respected instructor pilot an Air Force Cross recipient named Ben Orrell told me rescue was a job to be proud of and that it would be sufficient in itself to make a career rewarding Soon after and still a second lieutenant I flew my first combat mission the Mayaguez recovery in 1975 We flew as wingman to another HH 53 which included Sergeant Stanaland among its crew members I had joined those rescue guys The years between then and now have seen many changes but almost nothing new The rescue men and now also women are called to enter dangerous territory flying low and slow going where a usually faster less vulnerable aircraft has recently been shot down Instead of having a couple of days time to prepare and entering the mission into the air tasking order ATO several days prior to execution the rescue folks go there from a cold start launch from alert status They could enhance their preparation by reading the ATO and plotting where the danger areas for shoot downs might be but a large complex air campaign may cover an entire country As you may deduce from this book a major lesson learned from Desert Storm is that making the command and control arrangements murky and time consuming further complicates the task of air rescue Also they may not be adequately equipped for the mission yet the demand for immediate must succeed operations remains During the first Gulf

War of 1991 air rescue was in a state of transition and largely performed by aircraft and crews assigned to special operations units

Combat Search and Rescue Brandon T. Losacker, 2017 This research paper analyzes historical data from Southeast Asia Operation Desert Storm and Operation Allied Force to find combat search and rescue CSAR helicopter shortfalls that endanger viable personnel recovery in a major theater war It identifies still relevant survivability requirements and suggests a helicopter fleet size based on historic asset density ratios A comparative mission planning analysis reframes the benefit of increased helicopter speed in terms of reduced fighter and tanker requirements for long range CSAR This analysis of historical and contemporary issues informs a four phase proposal to equip and organize the CSAR helicopter force for future relevance The phased proposal leverages existing solutions such as vectored thrust ducted propeller VTDP technology to upgrade the forthcoming HH 60W at a significant cost and time advantage over other potential vertical lift CSAR solutions Implementing the proposed upgrades to the HH 60W will produce 200 210 knot helicopters well suited for CSAR Light Attack Support and Strike Control This multi role utilization provides operational value and is aligned with Air Force precedent and existing roles and missions agreements This paper assumes major war is markedly possible in the next ten years but absent such a war still seek to postures Air Force combat helicopters as an airpower contributor for lower intensity conflict Viable and effective CSAR is an asymmetric advantage during attritional air warfare it is also a moral obligation The current and planned CSAR helicopter fleet is not adequate to fulfill the Air Force s sacred assurance that it will not leave its warriors behind Change is required and time may be short

Abstract Combat Search and Rescue Victor E. Renuart, Bryan D. Brown, Army War College (U.S.), 1992 Combat search and rescue CSAR was born during World War II as attempts to rescue airmen returning from bombing raids in Germany proved viable In every war since then rescue forces have proven invaluable as they have saved thousands of American lives The problem has always been the manning and training of rescue forces after the completion of a conflict Attempts to increase the force structure and the budget have routinely failed due to a lack of interest in peacetime search and rescue and failure to document the capability in wartime Following the U S return from Vietnam the Aerial Rescue Service ARS was mission capable During the subsequent draw down of the services it was again gutted Its nadir was recently when it could not meet the requirements for deployment to Desert Storm The problems include a lack of force structure and training Additionally many of the assets are in the reserve component and are very difficult to deploy on short notice Most modernized rescue assets have been transferred to the Special Operations Command including the HH53 helicopters and the HC 130 refuelers This command currently has the capability to perform CSAR but not the mission The Air Staff has recommended four options to solve the problems of rescue in the future The authors have recommended a fifth option that would transfer command of the ARS from Military Airlift Command and align it with the Air Combat Command the principal user

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