

Air Rescue Association Newsletter

Vol 76 | Issue 1
Feb 2024

**2024
AIR RESCUE
ASSOCIATION
OFFICERS & BOARD
MEMBERS**

*Chris Barnett
President*

chris.barnett.c@gmail.com

*Vic Pereira
Vice President*

skiandfly97@gmail.com

*Brad Dow
Secretary*

dow_brad@hotmail.com

*Mike Tillema
Treasurer*

pavejolly37@gmail.com

*Bob Remy
Historian*

bobremey@yahoo.com

*Greg Gaunt
Plans & Programs*

greggaunt@msn.com

*Gene Manner
Public Relations*

genemanner@gmail.com

*Ritchie Adams
Member-At-Large*

ritchieadams@comcast.net

*Mandy Hutchison
Editor*

pavehawk@gmail.com



ARA Newsletter
Published by the
Air Rescue Association

8226 S Diamond H Ranch Pl
Vail, AZ 85641

Chris Barnett

Dear Air Rescue Association Friends,

Happy New Year ARA members and welcome to 2024!

The third ARA symposium was a great event! It was fantastic to see so many generations of Rescue warriors coming together to share stories and talk about the future of the Rescue ecosystem! I want to send a special thanks to all the briefers and Rescue leadership who took time out of their busy schedules and delivered great information on both what the Rescue community has been doing and what the future holds. It was also personally moving for me to stand among our Vietnam era warriors who have done so much for our country and see them recognized, and the “war stories” clearly illustrated Rescue’s impact across every conflict we have been involved in during the modern era. Again, thank you all!



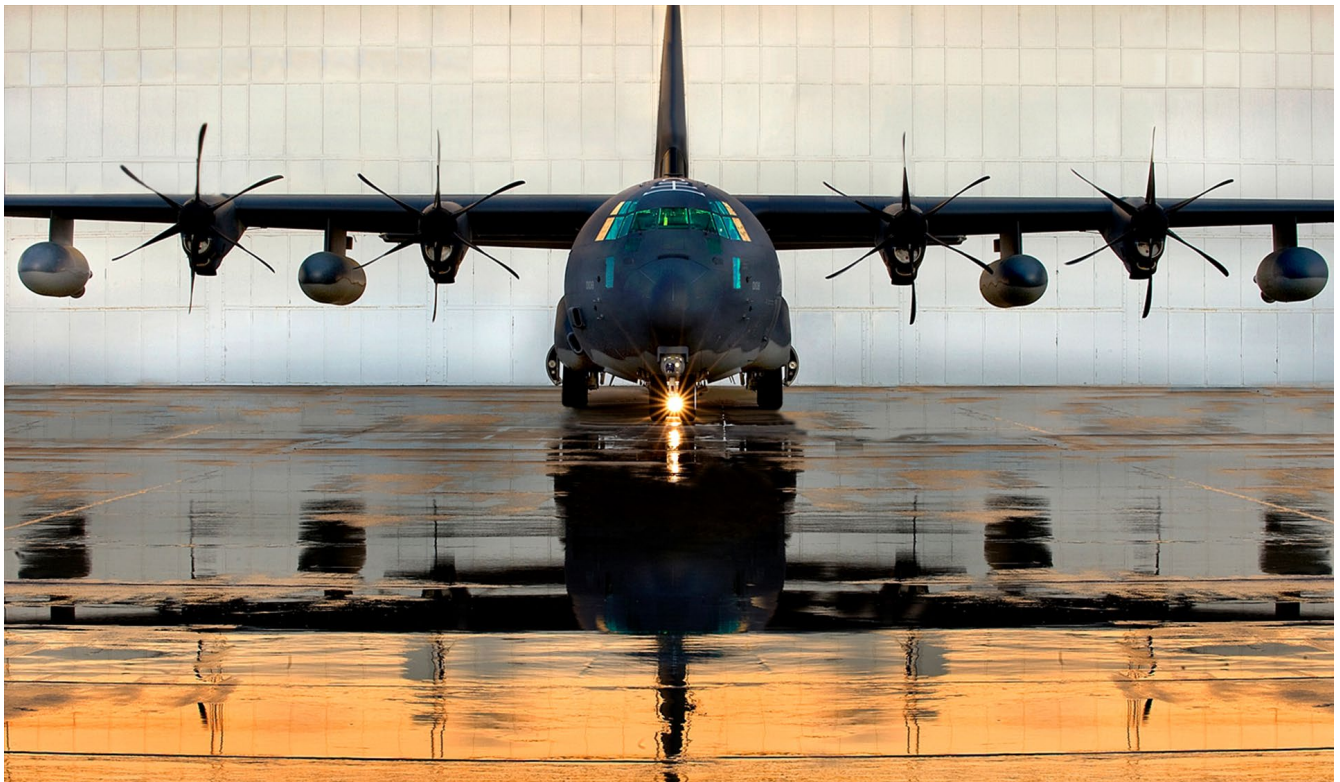
Thank you to Elroy who MC'd a great Rescue Ball event, as he always does, and now Brig Gen Creel for presiding over the award of a Distinguished Flying Cross to Major Mark Ross for leading the very last helicopter mission out of Afghanistan! The Jolly Green Mission year of the award went to Pedro 11 flight and the Para-rescue team, call sign Sheepdog, for actions during a four hour, zero illumination mission in Africa on 23 December 2022. Couldn't be prouder of you all representing my old 435th Air Expeditionary Wing! The 41st Rescue Squadron brought the TOML Rescue squadron of the year home for the first ever deployment of the HH-60W to the Horn of Africa, supporting a total of eight casualty evacuations (including the above) and saving 22 lives, and countless other Task Force support missions.

We had the honor of presenting the Kight award to Carande Gerke from the 56th Rescue Squadron, who in addition to her work throughout the year to deliver exceptional Rescue capabilities to U.S. Air Forces Europe and Air Forces Africa to support the fights against Russian and violent extremist organization aggression, saved six individuals in a harrowing rescue mission in the Alps. For all of you who have done high altitude, mountainous rescues, you know how impressive that is. This entire event was exceptional, and could not have been pulled off with the enormous support of Col. Paul Sheets, wing commander of the 23rd Wing, and Col. Scott Mills, wing commander of the 355th Wing. In particular I would like to give a shout out for the support provided by Col. Mills' now decommissioned (very sad for me) 66th Rescue Squadron, who helped out tremendously with the on-site logistics in Vegas. Could not have done it without you!

This coming year we plan to have another exceptional reunion, this time in Washington D.C. Right now we are still working with hotels to nail down the exact dates, but we are shooting for 16-20 October. More to follow, but expect the format to remain the same with a Wednesday through Saturday event. With the symposium being in D.C. we are working on a Thursday agenda that includes visits to the Vietnam and Korean War memorials and a trip to Arlington National Cemetery. This will be a great opportunity for us all to get together, enjoy each other's company, and honor those that we have lost. Look forward to seeing as many of you there as can make it!

I write this humbled and honored as the President of the Air Rescue Association. I can't thank you all enough for all you have done for your country and this organization. As always happens, we have lost some great friends and great warriors over the last year. Please keep them and their families in your prayers. But most of all, take care of yourselves, be safe, love your families and fellow warriors, and raise a toast of your choice to all who have risked everything, so that others may live!

Chris "Skip" Barnett



2023 Reunion a great success!

Las Vegas, NV

Link to photo album: <https://www.shutterfly.com/share-product/?shareid=cd457cea-ff2d-4138-a62a-e0187dba3bf2&cid=SHARPRDWEBMPRLNK>













CITATION TO ACCOMPANY THE AWARD OF
THE 2022 AIR RESCUE ASSOCIATION RICHARD T.
KIGHT AWARD
TO
STAFF SERGEANT CARANDA M. GERKE

Staff Sergeant Caranda M. Gerke distinguished herself as Non-Commissioned Officer in Charge of Weapons and Tactics, 56th Rescue Squadron, Aviano Air Base, Italy, from 1 July 2022 to 30 June 2023. During this period, Sergeant Gerke bolstered NATO's personnel recovery capabilities by leading a joint training exercise for 14 countries and 26,000 members to collaboratively combat regional aggression. Additionally, while attending the Air Zermatt Mountain Rescue Course, Sergeant Gerke saved 6 lives with various injuries from inaccessible topography. Finally, Sergeant Gerke liaised between 10 squadrons and international aid agencies to supply humanitarian aid in response to a devastating earthquake in Turkiye. The distinctive accomplishments of Staff Sergeant Caranda M. Gerke reflect credit upon herself and the United States Air Force.





CITATION TO ACCOMPANY

THE JOLLY GREEN MISSION OF THE YEAR 2021-2022
TO

PEDRO 11 FLIGHT AND SHEEPDOG

FOR SUPERIOR AIRMANSHIP EPITOMIZING THE MOTTO “THESE
THINGS WE DO... THAT OTHERS MAY LIVE”

PEDRO 11 Flight and the Pararescue team, call sign SHEEPDOG distinguished themselves on 23 December 2022 while assigned to the 303d Expeditionary Rescue Squadron and the 82d Expeditionary Rescue Squadron, 449th Air Expeditionary Group, 435th Air Expeditionary Wing, Camp Lemonnier, Republic of Djibouti. On that night, PEDRO 11 flight launched their 2 HH-60Ws on a no-notice casualty evacuation to recover two critically wounded soldiers on a four-hour mission under zero illumination conditions. Battling broken cloud decks, communication malfunctions, and a dynamic threat picture, PEDRO 11 flight conducted a sequential airland in dense vegetation. Fuel limited, they flew direct to higher level care while SHEEPDOG administered lifesaving treatment to the patients in both helicopters. The distinctive accomplishments of PEDRO 11 flight and SHEEPDOG reflect credit upon themselves and the United States Air Force.





CITATION TO ACCOMPANY THE AWARD OF
THAT OTHERS MAY LIVE FOUNDATION 2023 RESCUE SQUADRON OF
THE YEAR AWARD

41st RESCUE SQUADRON

The 41st Rescue Squadron distinguished itself while assigned to the 347th Rescue Group, 23d Wing, Moody Air Force Base, Georgia, from 1 July 2022 to 30 June 2023. During this period, the 41st Rescue Squadron drove the HH-60W's three-year, 7.8-million-dollar Initial Operational Test and Evaluation program to completion, guaranteeing on-time declaration of the initial operational capability and the first ever HH-60W deployments. While deployed, the squadron supported sixty-three combined joint task force operations in the Horn of Africa, airlifting crucial supplies to multiple combat outposts and executing eight casualty evacuation missions to save twenty-two partner force lives. The distinctive accomplishments of the 41st Rescue Squadron reflect credit upon itself and the United States Air Force.



Helicopter pilot details final days of HH-60 rescue ops in Afghanistan

Rachel S. Cohen, Air Force Times

There weren't supposed to be gunshots.

Fire rang out across a valley north of Kabul, where Air Force Maj. Mark Ross was leading a pair of HH-60G helicopters on what would become their final practice mission in Afghanistan on Aug. 1, 2021.

The airmen were trying to ensure their Pave Hawks could reach a refueling plane that was waiting across the mountains. Bagram Air Base, abandoned by the U.S. weeks earlier, lay dark as they passed overhead.

But U.S. intelligence-gathering in Afghanistan had dwindled as American forces departed. Ross didn't know that the valley — neutral territory just days earlier — had become a staging area for Taliban fighters.

A firefight ensued between the Taliban and the aviators, killing three enemy combatants, according to the citation for an Air Force Commendation Medal Ross received in April 2022. The helicopters managed to escape unscathed; the airmen returned to Kabul unharmed.

“My formation was engaged with small arms [on] three different occasions,” Ross, now a Reservist at the 305th Rescue Squadron at Arizona's Davis-Monthan Air Force Base, told Air Force Times in a recent interview. “We were very fortunate because the aircraft didn't get hit.”

The skirmish highlighted the growing unpredictability of what would prove among the most chaotic and unusual U.S. military operations in recent history: America's withdrawal from Afghanistan as the Taliban returned to power.

Ross and others from the 66th Rescue Squadron at Nellis AFB, Nevada, were dispatched to Kabul as part of a personnel recovery team tasked with rescuing troops and civilians who were stranded across Afghanistan in the waning days of America's nearly two-decade war there.

Over the course of the eight-week deployment, Ross helped plan rescue missions for those stuck behind enemy lines as the Taliban regained control of the country, and usher fleeing families to safety at Hamid Karzai International Airport.

And he orchestrated the final evacuation of three HH-60s to Pakistan on Aug. 29, 2021, for which he was awarded the Distinguished Flying Cross, the Pentagon's highest award for extraordinary aerial achievement, in September 2023.



U.S. Air Force Maj. Mark Ross (right), an HH-60G Pave Hawk pilot previously with the 66th Rescue Squadron, was awarded the Distinguished Flying Cross at Nellis Air Force Base, Nev., Sept. 23, 2023. Ross led the last U.S. Air Force HH-60G helicopters out of Afghanistan on Aug. 29, 2021.

“Ross led the last HH-60G rescue helicopters out of Afghanistan ... across hundreds of miles of hostile territory through widespread thunderstorms on a zero-illumination night to an airfield in Pakistan,” the award citation read. “The professional competence, aerial skill and devotion to duty displayed by then-Capt. Ross reflect great credit upon himself and the United States Air Force.”

Saving the stranded

Ross arrived in Kabul on July 19, 2021, to a nation in crisis and battlefield conditions that were changing by the day.

Without other helicopter crews around to hand off operations to the newcomers, Ross worked with American pararescuemen and embassy staff to understand what lay ahead.

The task force where Ross served as a helicopter flight lead fielded calls from others across Afghanistan looking for a ride out of the country. The team would also be dispatched to find any American aviators in case of an ejection or aircraft crash in Taliban-controlled areas.

The Air Force's HH-60 Pave Hawk, a cornerstone of the military's search-and-rescue enterprise since the 1980s, was the go-to airframe for the toughest recovery missions, Ross said. Pave Hawks carry enough fuel and onboard sensors to slide into areas where others would be stymied by long distances or poor visibility, Ross said.

Even with the right aircraft, weight and speed mattered. Keeping too much fuel and gear on the helicopter could cost them the mission, Ross said. Keeping too little could cost them their lives.

"A lot of those [missions] are going to be six- to 10-hour flights," Ross said. "Your fuel is your ticket home."

Then there was Afghanistan's inhospitable landscape. Its vast sands, when whipped up by helicopter rotors, can transform open air into a blinding, gritty haze. The Hindu Kush mountains that snake across much of central and eastern Afghanistan prevent low-flying aircraft from easily traversing the country.

And with enemies popping up in new places by the day and a shrinking number of friendly outposts offering places to land, time was dwindling before safe routes would become impassable.

Ross and his team relied on a map that illustrated the safest flight routes and where they might come under fire. Much of Afghanistan remained green, signaling friendly territory, Ross said. But other colors were spreading: gray, in neutral areas; and red, where insurgents had regained control.

In one case, Ross's team concocted a plan to rescue a group of six Americans and Europeans who were hiding in the Taliban-controlled town of Shindand. A dying cell phone was their lone means of communication with the outside world.

The group would sprint to a nearby soccer field and flash a special hand signal so an incoming helicopter could identify them as the stranded Westerners, Ross said. The aircraft would swoop low, troops would pull the evacuees onboard and the pilot would zip away after a scant few minutes on the ground.

But because the plan was so risky, Ross said, the U.S. opted to secret the group out of Shindand via more clandestine means — avoiding the potential civilian and military casualties that may have resulted.

Ross said his team also laid out a plan to pick up an American reporter near Mazar-e-Sharif who ultimately found a different escape route.

By early August, the helicopters had stopped flying. The Taliban were the closest they'd come to reclaiming control of the country in nearly 20 years. Ross' map gradually turned gray, then red, as each province fell into enemy hands.

“When we would go out and fly, we were getting constantly shot at because the Taliban had basically encircled Kabul,” Ross said.

Without reliable intelligence about the security situation on the ground to ensure their safety, the aviators had to stay put.

The HH-60s sat unused in Kabul for nearly a month as the Taliban toppled the capital city, sealing their return to power. Airmen periodically powered up the Pave Hawks to ensure they were still working, Ross said, but tried to stay off the airfield that had become a target.

As Ross and his teammates halted helicopter operations, they turned to another rescue effort: Operation Allies Refuge, which ushered more than 124,000 Afghans, Americans and other Westerners to safety in the largest evacuation of noncombatants in U.S. history.

When Afghan civilians and Taliban fighters overran the airfield in mid-August 2021, Ross “filled a critical shortfall by coordinating ground operations of 16 cargo aircraft” so those flights could resume, according to the citation accompanying his Air Force Commendation Medal.

Meanwhile, text messages from search-and-rescue counterparts in the Afghan military, dual citizens and others began pouring in, each seeking a way through the gates at Hamid Karzai International Airport. Ross would direct the contacts to get as close to the entrance as possible so that U.S. troops could identify the evacuees and whisk them through the mob to safety.

Ross, whose pregnant wife was waiting at home, said he was particularly struck by the plight of babies in danger of being crushed by the crowd. If families could make it to a 2-foot-long rip in the fence, he thought, the children would have a better shot at survival.

“[You're] going to hand the baby through, so the baby doesn't have to go through the violent mosh pit area, and then we're gonna get the rest of the family through,” Ross recalled telling families.

He and other troops were able to save multiple children that way, he said.

Ross himself “ensured the processing and recovery of 24 refugees, including two infants,” according to the Air Force Commendation Medal citation.

‘Pedro’ leaves Afghanistan

As the withdrawal lurched toward its Aug. 31 deadline, Ross began crafting a plan to bring his team home alive.

Rather than loading the helicopters onto C-17 cargo planes, robbing evacuees of precious space on outbound aircraft, officials decided the HH-60 crews would fly themselves out.

The nearest U.S.-run base was a 10-hour trek — potentially too far for helicopters and aircrew that hadn't warmed up for weeks. Instead, Ross said, they would head two-and-a-half hours east to Pakistan.

“We actually flew those helicopters out of there with a lot of systems that were not working — even flight control issues,” Ross said. “It was the level of risk that we were willing to accept, because the alternative was leaving the helicopter there to be destroyed.”

They lifted off under the cover of darkness on the morning of Aug. 29, 2021, with Ross' helicopter in the lead. Three Pave Hawks, packed with about two dozen troops who remained in Kabul, called in a final departure for “Pedro” — the HH-60's famed call sign in Afghanistan.

“That was kind of surreal,” Ross said. “That was probably the last time the ‘Pedro’ call sign was going to be used in Afghanistan ... since shortly after 9/11.”

Widespread thunderstorms closed in as the fleet neared the Pakistani border. Without enough gas to make it back to Kabul and no safe place to land in northwestern Pakistan, Ross radioed air traffic controllers to request entry into Islamabad.

The Pakistanis hesitated to let them in, Ross said, because the hastily planned escape had left the helicopters without the usual credentials needed to enter foreign airspace.

But someone far up the chain of command had called in a favor: President Joe Biden had secured approval from Pakistani officials for the airmen to land at an airport in Islamabad, Ross said he was told. (A White House spokesperson did not confirm whether Biden personally made the request.)

“They're like, ‘Who granted your approval?’” Ross said. “I responded with, ‘The president of Pakistan passed a verbal approval.’”

A long pause ensued.

“Then he responded back with, ‘Pedro ... continue on course,’” Ross said. “All of us took a huge, deep sigh of relief.”

More complications arose: A thick layer of clouds blocked the fleet's view of the ground. Their flight software hadn't been preloaded with maps of Pakistan that would flag potential hazards like cell towers. Terror groups like the Islamic State were camped in the mountains, making emergency landings even more treacherous.

Their best option, Ross decided, was to “scud-run” the last 25 miles to Islamabad through heavy rain. The trio of helicopters would fly just 100 feet off the ground, at less than 50 mph, without the ability to see more than 250 meters ahead, according to his award citation.

“I found a spot in the clouds [where] I could see the ground, and then we basically dove through that, down towards the treetops,” Ross said.

He led the procession on, peering into the rain to spot downed power lines so the trailing helicopters could dodge them.

They touched down at the airfield moments before the deluge would have made it impossible to land, he said.

American diplomatic staff met the airmen and brought them to the U.S. Embassy in Islamabad to sleep. Military transport planes arrived soon afterward to ferry Ross, his teammates and the Pave Hawks back to the United States.

“We knew that we were doing everything we could,” he said of the team’s role in the Afghanistan withdrawal and their own evacuation. “I’m proud that I got to be a part of it, and represent what we could do and get everything done [with] the best possible outcome.”

Two years later, Ross was awarded the Distinguished Flying Cross.

“You have set the standard in what you do,” Col. John Creel, deputy commander of Air Forces Southern, told Ross at the September ceremony, according to a release. “You didn’t leave anyone behind, and you didn’t leave any equipment behind for the Taliban to use. That is very commendable.”

It was a full-circle moment for Ross, whose grandfather — an Air Force transport and bomber pilot — earned the same honor for evacuating more than a dozen people from an airfield under fire during the Vietnam War.

“That always resonated with me,” Ross said. “It was never a question for me, what I was going to do when I grew up.”

Original Story can be found here: <https://www.airforcetimes.com/news/your-air-force/2024/01/23/helicopter-pilot-details-final-days-of-hh-60-rescue-ops-in-afghanistan/>

Meet our Newest Board Members!

Gregory Gaunt (Plans & Programs) is a retired, 38-year USAF veteran, with all but 20 months spent in Rescue Maintenance as a crew chief, QA Inspector and section chief. Greg is currently working in the DoD as a QA Specialist with the Defense Contract Management Agency in Tucson, AZ. He is also involved with the Tucson chapter of TOMLF.



Gene "Geno" Manner (Public Relations) is a recently retired Lt Col after 21+ years in the USAF. He is the lone HC-130P/N rep on the board, and served as an evaluator pilot at the 71st & 79th RQS's, 550th SOS, HAF, AFRCC, and completed his career as the Deputy Div Chief for PR at ACC. He currently works for Deloitte Consulting assisting ACC's A35 efforts.

Ritchie Adams (Member-At-Large) is a Vietnam combat veteran and a retired Senior Master Sergeant who served 6 years as an H-53 mechanic, 10 years as an H-53 flight engineer and 6 more as 1st Sergeant and Deputy Superintendent of a Family Support Center. He worked 20 years for California Department of Corrections in education and retired as Deputy Superintendent of the California Education Authority schools, under the California Department of Corrections, Division of Juvenile Justice. Current Affiliations: VFW Post 1487, Quartermaster, SIR Branch 98, Handicapper, Knights of Columbus, Event Ticket Sales, American Legion, Disabled American Veterans, Air Rescue Association.





That Others May Live Foundation

LT COL TODD BOLGER RESIGNS AS BOARD CHAIR OF THAT OTHERS MAY LIVE FOUNDATION

The Board of the **That Others May Live Foundation (TOMLF)** announced that Lt Col, USAF (Ret) Todd Bolger has resigned as Chair of the Foundation effective November 17, 2023.



Under Bolger’s stewardship, TOMLF saw significant advancements in its programs, including expanding its scholarship offerings, enhancing support for Warfighters, and reinforcing its commitment to immediate tragedy assistance and support for visible and invisible wounds.

We are grateful for Todd’s dedication to providing superior programming and support throughout the Rescue Community as they face challenges that impact the entire military family. As we look back on Todd’s time with us, many achievements made by the Foundation would not have been possible without him at the helm.

With our deepest appreciation, we wish him much success as he returns to retirement.

TOMLF Board of Directors

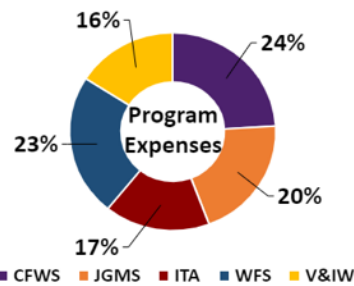
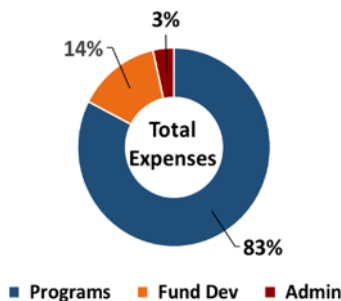
FINANCIALS – INITIAL PRE-AUDIT SUMMARY

TOMLF is proud to announce that its strong financial health and ongoing charity accountability and transparency continues to earn a four-star rating from **Charity Navigator**, **Candid’s (formerly GuideStar’s)** coveted **2024 Platinum Seal of Transparency**, and the **BBB Wise Giving Alliance** as an “Accredited Charity”.



In FY2023, TOMLF invested more than \$336K in life-changing programs for Rescue Warriors and their families.

PRE-AUDIT Summary





That Others May Live Foundation Announces New Chairman, Wade Koch

Dear TOMLF Community,

As I assume the role of Chairman of the Board, I reflect on the journey that began when I joined TOMLF over 7 years ago. It has been a path of meaningful progress and profound impact. Now, as we look to the future, I see a horizon filled with opportunities for growth as we continue to serve those who have served us.

Our foundation has always been a cornerstone of support for the families of U.S. Air Force Rescue members. As we move forward, our focus will be on not just maintaining but significantly enhancing this support. This means looking beyond our current capabilities and envisioning a future where our impact is broader, our reach is wider, and our support is even more responsive to the evolving needs of our community.



We will embark on new initiatives to strengthen our core programs, ensuring that they not only meet the immediate needs of rescue families but also support their long-term wellbeing. This includes expanding and enhancing our Scholarships, Warfighter Support, Immediate Tragedy Assistance, Visible and Invisible Wounds programs, and developing new avenues for advocacy and assistance.

Innovation will be key in our approach. We aim to leverage modern technologies and partnerships that can bring greater efficiency and effectiveness to our work. We will explore every avenue to ensure that TOMLF remains at the forefront of support to our Rescue Heroes and their families.

Our growth is not just in our programs; it is also in community and connection. Building a strong, engaged, and supportive community around our mission is vital. I encourage each member of the TOMLF community to deepen their involvement. Whether it is through volunteering, fundraising, or advocacy, your contribution is a critical part of our growth trajectory.

I am committed to leading TOMLF into this new era with a focus on sustainable growth, impactful support, and a deep sense of responsibility to our mission. Your continued support, dedication, and belief in our cause are what will propel us forward.

Together, we will strive to make a lasting difference in the lives of those we serve, ensuring that our actions today lay the foundation for a stronger, more resilient community tomorrow.

Thank you for standing with us on this journey of growth and service. Here's to a future where our collective efforts create a lasting impact in the spirit of **'These Things We Do, That Others May Live.'**

A handwritten signature in black ink that reads "Wade Koch". The signature is fluid and cursive.

Wade Koch
Chairman of the Board



That Others May Live Foundation

2ND ANNUAL TOASTING THE BOLD CA, El Dorado Hills, California



REGISTRATION IS OPEN!

Please join us as we toast and honor the USAF men and women who proudly serve in honor of defending America's Freedom.

Todd Robinson is an American screenwriter and director whose decades-long career spans drama, documentary, and live-action on television and in the movies. In "The Last Full Measure" (2020), he brought public recognition to A1C William Hart Pitsenberger, who sacrificed his life while saving 60 others, and the effort to recognize his courage with a posthumous Medal of Honor. Robinson will talk about his 20-year drive to bring this movie to the big screen.



To register: https://thatothersmaylive.ejoinme.org/TTB_CA2024

3rd ANNUAL TOASTING THE BOLD DC, Arlington, Virginia



On Thursday, April 25, 2024, TOMLF will host its third annual **Toasting The Bold D.C.** at the Army Navy Country Club in Arlington, Virginia.

This year's keynote speaker is **Senior Enlisted Advisor to the Chairman (SEAC) Ramón Colón-López**, a United States veteran who served in the Air Force for 33 years. In December 2019, he became the

fourth Senior Enlisted Advisor to the Chairman of the Joint Chiefs of Staff, the most senior enlisted service member in the U.S. armed forces. He retired in November 2023.



Prior to his appointment as the SEAC, Colon-Lopez was a Pararescueman for two decades, with a decade long experience in the famed Joint Special Operations Command (JSOC) as a Special Tactics Team Leader, Advanced Force Operations Team Leader, and as the 24th Special Tactics Squadron and 724th Special Tactics Group Senior Enlisted Advisor. After his special operations career, he went on to lead at the strategic level in several organizations in the United States, Japan, Qatar, Germany, and other locations across the globe. During his combat time, he earned two Bronze Stars Medal for Valor, the Combat Action Medal as the inaugural recipient, and several other awards.

Details Coming Soon!

Be sure to check out our social media and website to learn more about upcoming activities.
www.thatothersmaylive.org

scholarship application



2024

Photo source: <https://50skyshades.com>





We are pleased to announce the **Air Rescue Association (ARA)** and **That Others May Live Foundation (TOMLF)** will continue the **Jolly Green Legacy** by awarding Merit Scholarships for children and grandchildren of U.S. Air Force Air Rescuemen who plan to attend Trade School or College in the fall.

The **Jolly Green Merit Scholarship** is awarded to qualified students who demonstrate academic excellence and quality extra curricular achievements.

Scholarship Application Instructions	2
Submission Checklist	3
Student Information	4
Air Rescue Pedigree.....	4
High School Information	5
Post-Secondary Education	5
Extracurricular Activities	5
Essays.....	6

Contact: scholarships@thatothersmaylive.org

Deadline: **Tuesday, April 30, 2023, 5:00 pm PST**

Completed Submissions Include:

- Student Application School
- Academic Transcript(s)

IMPORTANT: To qualify for this scholarship the applicant requires the Air Rescue Pedigree on Page 4 - if you are unsure, contact us via email at the email address above.

Scholarship Application Instructions

READ THIS SECTION ON IMPORTANT TIPS BEFORE GOING ANY FURTHER

- Use the correct application. Do not use an application from a previous year.
- This application has two required parts: **Student Application** and **Academic Transcripts**.
- Print neatly or type your application as clearly as possible.
- Make sure to include city, state and zip code. Do not use abbreviations in regard to your city.
- Provide an active email address that you check frequently and phone number, including area code, where you can be reached in case of questions.
- Fill in all blanks on the application. If it does not apply to you, use N/A (not applicable).
- Make sure all required items are included. If any part is missing, including and **Academic Transcript(s)** from your school, you may be disqualified.
- If you choose to complete the application on your computer you **MUST** download the file to your computer **AND** use Adobe.
- We only accept completed **Student Applications** and **Academic Transcripts** via email.



Complete by Hand

Print the entire application and follow the **Important Tips** above. When complete, you must scan all pages of the application to your computer naming your files in this file naming structure:

YourLastName-YourFirstName-2024-JGMS-Student-Application-v1.pdf

Next create a new email and attach your application. Send email to scholarships@thatothersmaylive.org with the subject line: **NEW JGMS Student Application - YourFirstName YourLastName (Your City, Your State)**.

Complete on Computer

To complete this PDF application on your computer you **MUST** download this file to your computer. Your browser WILL NOT fully complete the application.



You need Adobe to use all the functions we've included in this application. If you need Adobe visit this link to download to your computer: <https://helpx.adobe.com/download-install/kb/acrobat-2020-downloads.html>

Rename the application using this file naming structure: **YourLastName-YourFirstName-2024-JGMS-Student-Application-v1.pdf**. Open the file in Adobe and follow the **Important Tips** from page 2 when completing the application. Save your application when finished.

To submit your application through Adobe click the **Send To Email** button on page 7 which will send your file to your email program's Draft folder. You **must go to your email Draft folder and manually send** the email.

OR

Create a new email with your attached application. Send the email to scholarships@thatothersmaylive.org with the subject line: **NEW JGMS Student Application - YourFirstName YourLastName (Your City, Your State)**.

Submission Checklist

- Be sure your completed **Student Application** file is named using this file naming structure:
YourLastName-YourFirstName-2024-JGMS-Student-Application-v1.pdf
- Send your **Academic Transcripts** to scholarships@thatothersmaylive.org. We must have these before the deadline.
- Send your completed **Student Application** to scholarships@thatothersmaylive.org before the deadline.

student application

PLEASE PRINT CLEARLY OR TYPE THE INFORMATION BELOW

Completed application materials should be received on or before April 30, 2024 at 5:00pm PST.

Student Information

Applicant Name: _____ Date of Birth: _____

Address: _____

City: _____ State: _____ Zip: _____

Mobile Phone: _____ Email Address: _____

Air Rescue Pedigree

To qualify for a Jolly Green Merit Scholarship, applicant must be a child or grandchild of a United States Air Force Air Rescueman (CRO, CSO, Flight Engineer, Gunner, Maintainer, Navigator, PJ, Pilot, RCC, SERE, Special Mission Aviator).

Please provide a summary of your parent's/grandparent's Air Rescue qualifications below.

Sponsor's Full Name: _____ Highest Rank/Grade: _____

Mobile Phone: _____ Email Address: _____

Sponsor's Air Rescue Assignment History

Assignment 1

Start Year: _____ End Year: _____

Organization Name: _____ Organization Location: _____

Air Rescue Role

- | | | | |
|--|-------------------------------------|--------------------------------|--|
| <input type="checkbox"/> CRO | <input type="checkbox"/> Gunner | <input type="checkbox"/> PJ | <input type="checkbox"/> SERE |
| <input type="checkbox"/> CSO | <input type="checkbox"/> Maintainer | <input type="checkbox"/> Pilot | <input type="checkbox"/> Special Mission Aviator |
| <input type="checkbox"/> Flight Engineer | <input type="checkbox"/> Navigator | <input type="checkbox"/> RCC | <input type="checkbox"/> Other: _____ |

Assignment 2

Start Year: _____ End Year: _____

Organization Name: _____ Organization Location: _____

Air Rescue Role

- | | | | |
|--|-------------------------------------|--------------------------------|--|
| <input type="checkbox"/> CRO | <input type="checkbox"/> Gunner | <input type="checkbox"/> PJ | <input type="checkbox"/> SERE |
| <input type="checkbox"/> CSO | <input type="checkbox"/> Maintainer | <input type="checkbox"/> Pilot | <input type="checkbox"/> Special Mission Aviator |
| <input type="checkbox"/> Flight Engineer | <input type="checkbox"/> Navigator | <input type="checkbox"/> RCC | <input type="checkbox"/> Other: _____ |

High School Information

School Name: _____ Graduation Year: _____

Address: _____

City: _____ State: _____ Zip: _____

Post-Secondary Education

(Trade School/College/University)

School 1

Institution Name: _____ Start Year: _____ End Year: _____

Major/Subject of Study: _____

School 2

Institution Name: _____ Start Year: _____ End Year: _____

Major/Subject of Study: _____

Extracurricular Activities

* Student Government, Honor Society, Sports, Public Service, Charity, Business/Employment, Etc.

Required

Activity 1*: _____ Dates: _____

Organization: _____ Position/Role: _____

Accomplishments & Awards:

Optional

Activity 2*: _____ Dates: _____

Organization: _____ Position/Role: _____

Accomplishments & Awards:

Jolly 22 Loss 10 Year Anniversary Event

Chris Obranovich



The Captain Sean M. Ruane Foundation hosted a 10-Year Anniversary event in Pittsburgh, PA over the weekend of 6-7 January 2024.

Maj Gen Mark “Slokes” Slocum drove up from Washington D.C. to give remarks and celebrate and honor the crew of Jolly 22 and around 30 Rescue members, including active duty, retired and spouses, came out from all corners of the country to remember and honor SSgt Afton Ponce, TSgt Dale Mathews, Capt Chris “BANJO” Stover and Capt Sean Ruane.

The event included a Rescue Roll-Call event, a 22-mile Memorial Ruck (in a snowstorm), lunch at Mission BBQ (generously put together by the Ruane family and friends), a tour of Sean’s High School and wall of honor, a memorial toast and dinner at Patrick’s Pub & Grill and a Sunday Church service at Holy Trinity Catholic Church. The 41 RQS also flew an HH-60W from Moody AFB and provided a static display for friends and family. It was an excellent event hosted by the Capt Sean M. Ruane Foundation and provided a meaningful reunion and time for reflection for the Rescue family.



All In a Day's Work!

Ritchie Adams

It was a warm overcast March day in 1978. The H-53 crew from McClellan's 41st ARRS Squadron was standing alert for the spring session of Red Flag exercises. The day was suppose to have moderate day time temperatures with thunderstorms predicted to move in over the area in the late afternoon.

The aircraft had been preflighted and cocked earlier that day. It was getting on into the afternoon time frame. The helicopter crew was in quarters, standing by for a call if needed. To get the call was always an exciting rush but all knew it was always at the expense of another aircraft crew. These things we do that other may live!



The call was raised and we rushed to the helicopter. An Air National Guard F-105 had experience system malfunctions and the two pilots had punched out approximately 50 miles west/southwest of Nellis Air Force Base. We were airborne is less than 30 minutes from the call. We were able to locate the first pilot approximately an hour from takeoff. He was located in a mountaineous area with low scrub trees. We deployed the PJ (pararescueman) and waited for his evaluation. Following several minutes the PJ radioed the AC (aircraft commander) that he would need a stokes litter due to the condition of the pilot. We recovered the pilot and PJ without incident and began the search for the second pilot.

The second pilot was located a couple of miles way from the first. He was spotted on a small out-cropping of rock. Small meant approximately 3 foot by 4 foot. He was also half way down the side of a steep slope which was otherwise covered in loose rock. Within the outcropping of rock was also a small bush. The weather was starting to become a factor as the winds had picked up and thunderstorms were moving in over Las Vegas proper. A stable hover was difficult to maintain due to winds and height of hover required. We were finally able to get a PJ down to the pilot's location. Following several minutes we finally learned that the pilot had suffered a broken leg, some bruised ribs and injured arm. Due to injuries the survivor did not want to ride the penetrator up for his rescue, he was requesting to be recovered with the stokes litter. Some discusson ensued between the PJ and the survivor. This discussion took several minutes and the weather was becoming increasingly worse. We watched as the sun was starting to set and the intense amount of thunderstorms and extreme amount of

lightning strikes were heading in our direction. Finally, our AC requested that the PJ put the survivor on the radio. The AC informed the survivor that the stokes litter held his AC and that he had to choose to ride the penetrator or be prepared to spend the night. Estimated overnight temperatures were predicted to be in the low 40s with rain. He was told that he had 5 minutes to make up his mind. The survivor chose to ride the penetrator. I will admit that it was not easy getting him in the door but I did. We then recovered the PJ and headed home. The ride home was a little long as we had to maneuver to avoid the intense thunder and lightning storms over the Las Vegas/ Nellis area. It was quite a day!



ARA MEMBER REQUEST! WE NEED YOUR HELP!

If you have any old copies of ARA newsletters, please send them to the ARA Historian, Bob Remey (bobremey@yahoo.com)

Especially looking for:

- ANY newsletters prior to 1990 (if they exist?)
- Also looking for 1993 & 1995 newsletters



ARA Annual Membership Meeting Minutes

23 Sep 2023

Roll Call

Christopher Barnett (President), Vic Pereira (Vice President), Mike Tillema (Treasurer) were present; Brad Dow (Secretary), Bob Remy (Historian) and Mandy Hutchison (Newsletter) were absent.

Approximately 25 members attended.

Agenda

Opening Remarks

- Skip opened the meeting by welcoming all attendance and expressing his gratitude to all those who contributed to yet another successful reunion.
- Deb Fitz was presented a plaque in recognition of her outstanding contributions to our organization in the Public Relations department.

2024 Reunion

- Washington D.C. was selected for the 2024 ARA Reunion. Exact dates TBD based on deconfliction with other events (i.e. AFA, AF Marathon), but expect the September/October timeframe. Expect a save-the-date in early 2024.

ARA 50th Anniversary

- There was debate on whether ARA was founded in 1974 or 1976. The board is researching for clarification.

Board of Directors Composition

- We are pleased to welcome Greg Gaunt, Ritchie Adams and Gene Manner to the board.
 - Greg will serve as the Plans & Programs Director (aka reunion planning)
 - Gene will serve as the Public Relations Director
 - Ritchie will serve as a Member-at-Large

Financial Status

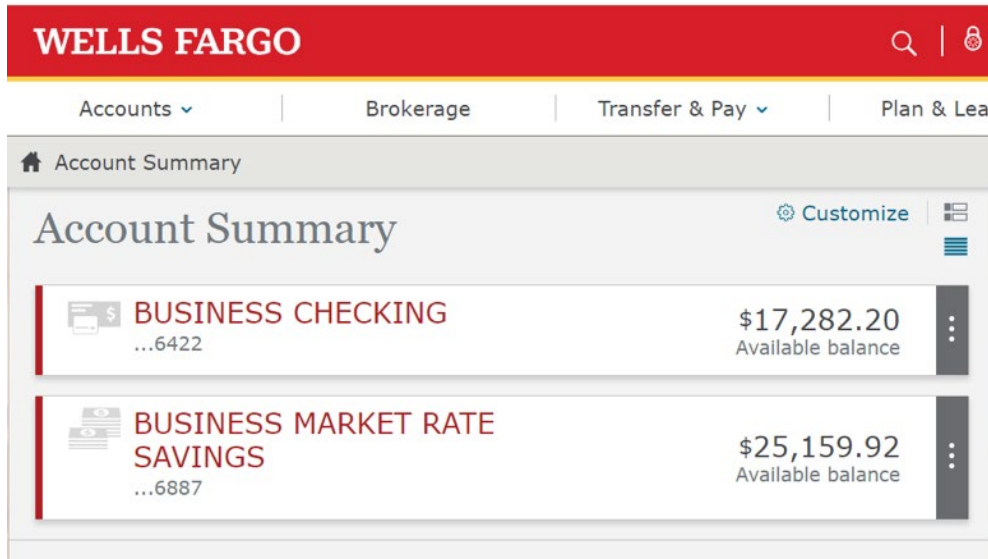
- The organization continues to be on solid fiscal grounds with \$43,000 funds available and no outstanding debt.

Membership Status

- Membership continues to be strong. Currently there are 355 total members including 243 lifetime members, 26 Annual Couple-Members and 86 Annual Single-Members. 39 members delinquent on membership dues; a reminder will be e-mailed to those delinquent.

Treasurer's Corner

Mike Tillema



Memorial Roster

We have been notified of the passing of the following members since publication of the Jun 23 Newsletter.

Editor's note: please notify the ARA Board via Gene Manner (genemanner@gmail.com) if you are aware of the passing of any ARA members. If we were able to locate an online obituary, you can view it by clicking on an underlined name below.

[Joe Callahan](#) [Joe Moretti](#) [Michael John Briody](#) [William Byrd](#) [Peg German](#)
[Vernon "Sam" Granier](#) [George "Pete" Hoffmann](#) [Earlene Irons](#) [Allyn Johnson](#) [Stuart Jordan](#)
[Roderick "Rod" Martin III](#) [Bryan McDowell](#) [Pedro Mejia](#) [Charles Noyes](#)

♥ May they rest in peace

Reunion Sites

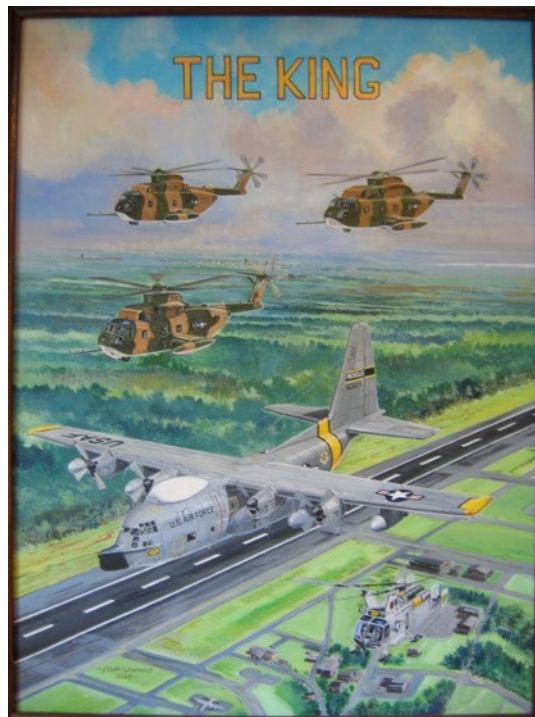
1976	Coeur D'Alene, ID	Bob & Jake Dyberg	2000	Branson, MO	Shad & Mary Shaddo
1977	Albuquerque, NM	Rich & Lou Anne McVay	2001	Las Vegas, NV	Bob & Jake Dyberg
1978	Albuquerque, NM	Dick & June Kight	2002	Atlanta, GA	Sandy Gonzalez
1979	San Diego, CA	Ed & Bobbie Ladou	2003	Dayton, OH	Dan & Jane Bigelow
1980	San Antonio, TX	Bill & Oleta Montgomery	2004	Seattle, WA	Bruce & Jan Haskins
1981	Ft. Walton Bch, FL	Glen & Nadine Sullivan	2005	Colo. Springs, CO	Dan & Martha Beatty
1982	Scottsdale, AZ	Roy & Charlotte Jacobsen	2006	Savannah, GA	Rip Powell
1983	Colo. Springs, CO	Warren & Alice Ruppert	2007	Louisville, KY	Tony & Betty Muehling
1984	Charleston, SC	Hank Tammenga	2008	San Antonio, TX	Keith Sullivan & BRAT
1985	Seattle, WA	Al & Gladys Scott	2009	Philadelphia	Ron & Peg German
1986	Williamsburg, VA	Bob & Alice Mennell	2010	Sacramento	Bill & Marcie Farnham
1987	Honolulu, HI	Bob & Jake Dyberg	2011	Branson	Gatherings Plus (Sandy G.)
1988	Dallas/Fort Worth	Bob & Dorothy Walsh	2012	Chattanooga	Walt & Mary Eleanor Hines
1989	Hyannis, MA	Vince & Ginny McGovern	2013	Fort Worth, TX	Gene & Jeanette Lewis
1990	San Francisco, CA	Verd & Fran Rasmussen	2014	Charleston, S.C.	Bill & Mary Severns
1991	Denver, CO	Lou & Dee Sacane	2015	San Diego, CA	John & Eleanor Colombo
1992	Tucson, AZ	Don & Kathleen Godbey	2016	Las Vegas, NV	Walt Hines/TOMLF
1993	Hot Springs, AR	Gene & Lou Watkins/George & Marge Luck	2017	Melbourne, FL	920 Rescue Wing/Walt Hines
1994	Portland, OR	Joe & Dory Herrmann	2018	Westhampton, NY	Walt Hines/Mike & Carla Cassels
1995	Nashville, TN	J. B. McCarley	2019	Tucson, AZ	Heidi Meisterling
1996	Orlando, FL	Sandy & Gina Gonzalez	2021	Ft Walton Beach, FL	Dan Beatty
1997	Orlando, FL	Ted & Bev Tatum	2022	Valdosta, GA	Dan Beatty
1998	Catskill Mtns, NY	Bob & Jake Dyberg	2023	Las Vegas, NV	Vic & Kristin Pereira

Kight Award Winners

2023	Caranda M. Gerke	2008	Stephen H. Thackery	1993	Keith A. Sullivan
2022	Leslie Weisz	2007	Jason E. Snyder	1992	Karen A. Pickering
2021	Matthew C. Blankenship	2006	Eric T. Trocinski	1991	Michael A. Wayt
2020	John H. Konkol	2005	Trevor J. Boyko	1990	Michael Callahan
2019	Mark E. Fraser	2004	John B. Creel	1989	Terry L. Muncy
2018	Dustin Jespersen	2003	Keith A. Sullivan	1988	Dell T. Hamilton
2017	Kevin M Rynbrandt	2002	Robert H Walker	1987	Timothy P. Malloy
2016	Maurice Muro	2001	Randall R. Nelson	1986	William H. LeRoy
2015	Brian Scott	2000	Kevin P. Mullins	1985	Carl R. Binford
2014	Brandon T Casteel	1999	John McGonagill	1984	Bruce C. Johnston
2013	Brian R. Dicks	1998	Robert G. McNeil	1983	Lee A. Roberson
2012	Jose L. Cabrera	1997	Crews of AF Rescue 206/212	1982	Joe Martinez
2011	Matthew C. Leigh	1996	Crew of AF Rescue 986	1981	Richard G. Flaherty
2010	Salvatore L. Portelli	1995	Crew of AF Rescue 26114	1980	Jay G. Jinks
2009	James E. Hangsleben, Jr.	1994	Crew of AF Rescue 811	1979	Louis DeMartino

Become an ARA Lifetime Member!

Tired of having to get reminded about annual dues? Become an ARA Lifetime Member! It's easy and just work with Gene Manner (genemanner@gmail.com) on the application. If you've paid for this year or more, we can deduct that amount off the total! Lifetime Memberships are available to those at least 70 years of age for \$100.00; for those at least 60 for \$200.00 and for all others for \$300.00. If you're at least 80, congrats because your Life Membership is free! Life Memberships also include the member's spouse! Come on in and join the ARA Lifetime Member team!



Air Rescue Association Store

If you'd like to purchase some cool USAF Rescue swag, please go check out Undaunted Apparel at <https://undauntedclothing.com/product-category/collections/air-rescue-association/>

There are great items including hats, mugs, coins and more!

