1958

HISTORY OF THE 20TH HELICOPTER SQUADRON



1958

History of the 20 Helicopter
Squadron (Support)

Numbered Air Force: 9th

Location: Sewart AFB, TN.

Wing: 314th Troop Carrier Wing (Medium)

Type Aircraft: H-21

Hours : 2772 (Incomplete)

Sorties: UNK Combat Sorties: UNK Ammo: UNK rds.

Commander: Major Gregg D. Hartley/ Lt. Col. Oscar N. Tibbetts

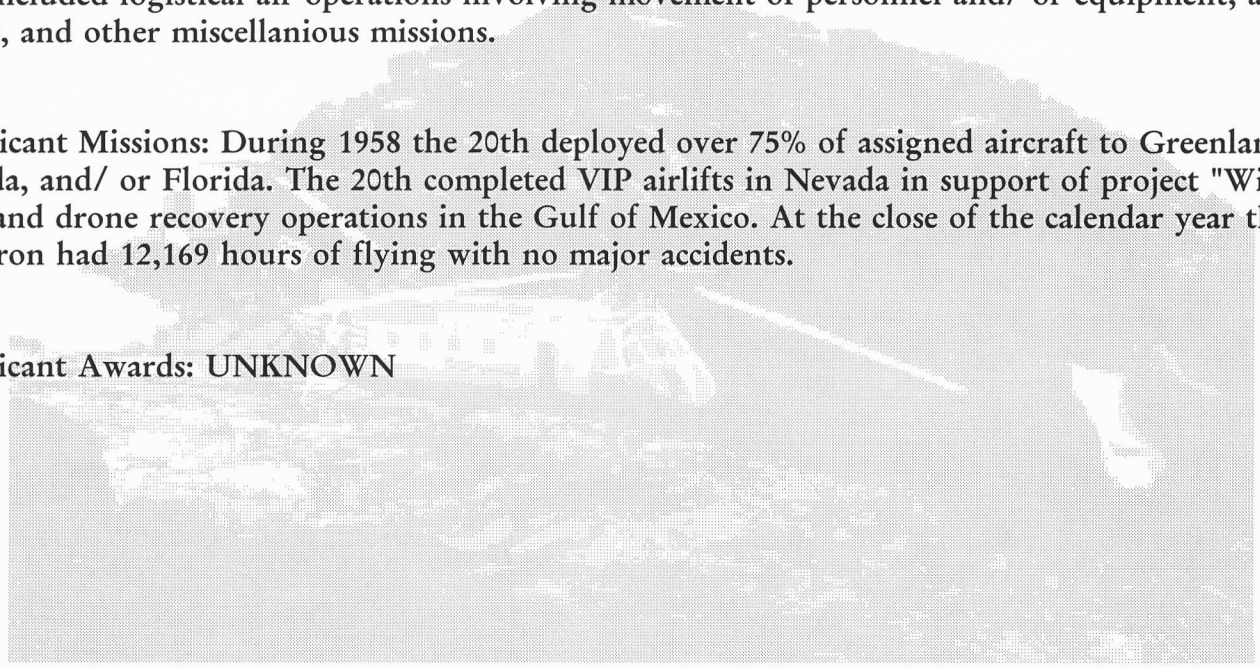
Senior Enlisted: MSgt John K. Bolin

Personnel Strength (Min/Max): 41/35 Officers 124/109 Enlisted

Commentary: The 20th Helicopter Squadron mission statement changed considerably in 1958. It now included logistical air operations involving movement of personnel and/ or equipment, air rescue, and other miscellanious missions.

Significant Missions: During 1958 the 20th deployed over 75% of assigned aircraft to Greenland, Nevada, and/ or Florida. The 20th completed VIP airlifts in Nevada in support of project "William Tell" and drone recovery operations in the Gulf of Mexico. At the close of the calendar year the squadron had 12,169 hours of flying with no major accidents.

Significant Awards: UNKNOWN



MEMORANDUM

Date: 27 Dec 94

From: 20 SOS/CCX

To: WHOM IT MAY CONCERN

Subject: DOCUMENT CLASSIFICATION

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1. The documents contained herein are portions of the 1ST/16TH SOW histories for the dates shown on each document. The SOW histories as a whole are classified for the most part.

2. The documents in this binder are a compilation of materials from varied sources and have all been declassified if necessary. Sheets showing declassification are all posted in the last document protector for each respective binder.

3. Any materials you feel may be of questionable classification you are encouraged to bring to my attention and I will endeavor to alleviate your apprehensions.

SQUADRON HISTORIAN

(Unclassified) History of the 20th Helicopter Squadron

Sewart Air Force Base, Tennessee

1 July - 31 December 1958

(RCS: AU-D5)

JAMES C. THOMAS
1st Lt., USAF
Historian

OSCAR N. TIBBETTS
Lt. Col., USAF
Commander

(NINTH AIR FORCE, TACTICAL AIR COMMAND)

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I ORGANIZATION

The 20th Helicopter Squadron, an O/T organization of the Ninth Air Force, and assigned (ATCHD) to the 314th Troop Carrier Wing (Medium) for logistical and administrative support and operational control has continued to operate under O/T 1875, 30 June 1956, with an authorized strength of 41 officers and 124 airmen until 1 October 1958. Effective 1 October 1958, the 20th Helicopter Squadron was reorganized under O/T R-3155, 1 May 1958 with a manning document authorization of 41 officers and 124 airmen through 31 December 1958. The authority for this action was General Order number 58, Headquarters Tactical Air Command, dated 2 September 1958. The Squadron orderly room is located in building number 516. The Squadron consists of the following major sections:

COMMAND

PERSONNEL OPERATIONS MAINTENANCE COMMUNICATIONS SUPPLY

II MISSION

The mission of the 20th Helicopter Squadron is to perform air logistical air operations involving movement of personnel and or material, air rescue operations when required, and such other miscellaneous support and operational missions as directed. Some of the functions of the 20th Helicopter Squadron are as follows:

A. Implement emergency war plans and operating instructions as directed.

B. Maintain proficiency in techniques of helicopter air rescue, escape and evasion, and evacuation of personnel from overseas combat zones.

C. Provide airlift for logistical support of remote radar and radio relay sites in the ZI and overseas areas, including siting, evacuation of medical cases, laying of heavy communication cable, and other logistical requirements as directed.

D. Provide such other airlift essential to internal operations, movements and supply of Air Force units to which assigned as cannot be effectively performed by theater or Zone of Interior airlift forces.

E. Provide liaison courier and aeromedical evacuation as may be required.

F. Participate in joint exercises and maneuvers, including support of Air Force personnel in the joint exercise headquarters, and conduct other exercises and maneuvers as directed.

G. Provide firefighting standby on troop carrier assault strips during major assault airlift operations.

This history is written in an attempt to document the degree to which this Squadron has been utilized in fulfilling its mission as stated, and the outstanding manner in which the wide variety of needs have been met.

III PERSONNEL

Lieutenant Colonel Oscar N Tibbetts assumed command of the Squadron on 7 October 1958, replacing Major Gregg D Hartley who is now the Operations Officer.

Assigned strength of the Squadron as of 1 July 1958 was 37 officers and 111 airmen. Assigned strength as of 31 December was 35 officers and 109 airmen. The gains and losses that took place during the period of this report are shown in attachment 3.

Shortages and overages, by officers and airmen career fields, are shown in attachment 4.

During the month of October a frame type office building was relocated in the Squadron Operations and Flight Line Maintenance area, replacing three (3) tents of the six being used. The building houses Squadron Operations, Briefing and Locker Room, and Flight Line Maintenance Office. This has aided greatly to the morale of the personnel assigned to work in these two (2) sections.

The following named airmen were selected as Squadron Airmen of the Month for the month indicated. Eventho none of our airmen were selected as the Wing Airman of the Month, the competition was very keen and we are very proud of these airmen.

A/2C David A Dorsey	July
A/2C Richard B King	August
A/1C Loyd W Elmore	September
A/2C James R Ozmar	October
A/2C Ronald G Coco	November
A/1C Bobby L West	December

A roster of key personnel as of 31 December 1958 is as follows:

Lt Col Oscar N Tibbetts	Commander
Major Gregg D Hartley	Operations Officer
Major Curtis E Parkins	Maintenance Officer
1st Lt Buel W Woolverton	Asst Maintenance Officer
1st Lt Dale E McDonald	Administrative Officer
1st Lt James M Kalbfleisch	Asst Administrative Officer
Capt Robert H Stapleton	Supply Officer
1st Lt Hugh D Rogers	Asst Supply Officer
1st Lt James C Thomas	Communications Officer
1st Lt John R Huss	Tool Crib Officer
T/Sgt Henry M Gilley	First Sergeant
M/Sgt John K Bolin	Line Chief
S/Sgt Everett E Eaton	Supply Sergeant
S/Sgt Jerry E Gill	NCOIC Communications Section

During the reporting period the Squadron has discharged 10 airmen, three of whom reenlisted, giving the Squadron a reenlistment rate of 30%. The following named airmen reenlisted:

M/Sgt Thomas L Savage
M/Sgt James R Foster
A/2C James A Davenport

There was one case of AWOL during the period. This airman was court martialed.

The promotion of airmen during the reporting period is as following:

To A/2C Ronald G Coco

At the end of the reporting period there were 8 airmen on OJT, as reflected in attachment 5.

The wives of the officers contributed home baked goods and candies for a Christmas Party. The party was held in the Day Room and it was a treat for those men who were unable to go home for the holidays.

A roster of personnel of the Squadron as of 31 December 1958 is given in attachment 6.

IV OPERATIONS:

At the beginning of this reporting period, Major Thomas H. Kemp remained as the Operations Officer, and he continued to serve in that capacity until 4 October 1958. On that date, Lt. Col. Oscar N. Tibbetts assumed command of the Squadron, Major Gregg D. Hartley, previously the Squadron Commander, became the Operations Officer, and Major Kemp was reassigned to Headquarters, 314th Troop Carrier Wing. Master Sergeant William V. Laseur has continued as the Air Operations Supervisor and Form 5 clerk.

This has been a period of change, of progress and of significant accomplishments. The Operations Section, previously housed in a tent, was moved into a semi-permanent type building recently erected in the tent area.

During this period, considerable pilot up-grading has been accomplished. This has resulted in the checkout of one new Instructor Pilot, four new Tactical First Pilots, and six new First Pilots. During this same period, three pilots of the Squadron, Capt. Fred M. Liebert, 1/Lt John J. Lavin and 1/Lt John R. Huss, have passed the 1000 hour mark in H-21 aircraft flying. These are the first to achieve this experience level at this base since the original assignment of this type aircraft at Sewart Air Force Base four years ago.

As this period began, a record was in the process of being set by two aircraft and crews of this Squadron. On a mission to Hamilton AFB, California, these two aircraft were flown a combined total of 167 hours in the short span of 24 days. This exceeded, by a considerable amount, the total amount of time flown on any two aircraft of this Squadron in a thirty day period.

On 4 July 1958, two helicopters and thirteen personnel of the Squadron were transported to Sondrestrom AB, Greenland to begin work in support of the construction of Dye 1, a site on the eastern extension of the DEW Line. During the month of August, two additional helicopters and additional personnel were transported to Sondrestrom to fulfill flying requirements far exceeding those anticipated prior to the onset of the mission. On this mission, which lasted from 4 July through 16 November 1958, four helicopters of this Squadron accomplished approximately 500 hours of accident-free flying, airlifted 2038 passengers and 294,495 pounds of cargo for a total of 702,095 pounds airlifted in support of the mission. The extremely hazardous circumstances under which this task was accomplished point out the superior quality of maintenance and the outstandingly professional pilot abilities which have become a trademark of the 20th Helicopter Squadron.

The Squadron completed 10,000 hours of accident-free flying during this period, only to have the record marred by a minor accident incurred shortly thereafter when a blade struck the fuselage of an aircraft following a practice touchdown autorotation. Two engine failures occurred during the month of August. There were no personnel injuries and no aircraft damage was incurred in either resultant forced landing. At the close of the calendar year, the Squadron had completed 12,169 hours of flying without a major accident.

The month of October found 14 of our 17 possessed aircraft being engaged in Ninth Air Force directed missions in Greenland, Nevada and Florida. These missions involved support of the DEW Line in Greenland, radiological safety monitoring surveys at Indian Springs AFB, Nevada, VIP airlift during Project William Tell at Nellis AFB, Nevada, and the recovery

of Ryan Firebee drones from the Gulf of Mexico during the Interceptor Phase of Project William Tell.

The following comparison of accomplishments during this period to those of the same period in 1957 will reveal the extent of growth and increased capability which this Squadron has experienced during the past year:

	1 Jul - 31 Dec 57	1 Jul - 31 Dec 58
Cargo Airlifted	98,241	352,701
Passengers Airlifted	1,810	4,718
Total Weight Airlifted	427,491	1,296,401
Hours Flown	1647:15	2772:00

It is not possible to visualize the wide variety of circumstances under which the Squadron has operated nor the countless special problems which have arisen and been successfully dealt with during this period. The following extract from a Narrative Mission Progress Report on Ninth Air Force Mission 7-5-2 may serve to stir the imagination of the reader.

"On 14 Sept 58 we started to remove the cargo from the upper site. Four trips had been made by two aircraft. On the fifth trip I, Capt. Liebert, landed at the upper site and got out to see what cargo was left, while Lt. Buck idled the engine at 1500 RPM. There were very thin scattered clouds in the area at this time. When I tried to take off normal power was applied and a loud noise was heard and a strong vertical 1 to 1 was felt. The rotors were shut down and about 3/4 inch of ice was found on the blades. Before the blades could be cleaned the mountain socked in. The blades and aircraft were tied down and a small electrical heater directed at the oil tank. The next day and night we were socked in and the aircraft continued

to collect rime ice. Attempts were made to keep the aircraft clear of ice, but by the morning of the 16th, when it started to clear, there were ice whiskers about six inches long on the blades, blade tie down ropes were coated with four inches of ice and the fuselage was covered with 3/4 inch of ice. The temperature was 3° and the wind was blowing about 50 or 60 kts when we started cleaning the blades and aircraft. A heater and battery were requested from the lower camp. At noon a helicopter was able to get to the upper site and brought a heater, battery and small APU. At 1715 the aircraft was thawed out and flown to the lower camp. The remainder of the cargo was slung off the upper site on the 19th."

This period closed with yet another record being written: a total of 2772 aircraft hours flown, 490 hours more than the previous record flown during any comparable period since the activation of the 20th Helicopter Squadron. Standardization and flying safety have been the keynote of this accomplishment, with all directed missions being completed in an outstanding manner. This fact is clearly established in a number of letters included as a separate attachment to this history. A comprehensive breakdown of activities of the Operations Section is given in other attachments to this section.

V MAINTENANCE:

During the period 1 July through 31 December 1958, Major Curtis E. Parkins has continued to serve as the Maintenance Officer. Due to numerous extended missions in progress at various distant locations during this period, it has been necessary to utilize five different officers of this Squadron as Assistant Maintenance Officer for short periods of time. At the close of the year, 1/Lt Buel W. Woolverton was performing that duty. Master Sergeant Savage continued as the Line Chief throughout the reporting period.

The heavy flying commitment during the past six months has presented a great challenge to the Maintenance Section. In addition to the problem of performing routine maintenance to provide in commission aircraft for an average of 462 aircraft hours per month, certain situations and incidents have served to complicate an already difficult task.

The troublesome non-availability of some aircraft parts continues to be a significant hindrance. This condition has been further complicated by the problem of furnishing spare and replacement parts for as many as fourteen aircraft engaged in extended missions at four widely separated locations away from the home base. This has necessitated a constant shuffling of maintanance personnel, a maximum utilization of all available parts and equipment, and many man hours of work performed at night, on week ends and on what would normally be official holidays.

The month of July began with the disassembly of aircraft 55-5131 and 53-4356 for shipment to Sondrestrom AB, Greenland via C-124. These aircraft and crews departed Sewart AFB on the afternoon of 4 July enroute to Sondrestrom. Two additional aircraft, 54-4000 and 53-4344, departed

Sewart AFB during the first week in August to augment the aircraft and crews already on location at Sondrestrom. The breakdown and re-assembly of these four aircraft was no small task in itself. This task was repeated during the months of October and November when the aircraft were returned to Sewart.

Two engine failures (both later determined to be due to internal materiel failure) occurred during the month of August. Both instances required that engine changes be effected at remote sites away from the home station. One of these failures occurred in the mountains in Greenland and required that all necessary equipment and maintenance personnel be transported by helicopter to the forced landing site at the 2300 foot level on a mountainside. This included a cargo sling load of 2500 pounds in the form of a built up R-1820-103 engine. The manner in which personnel of the Maintenance Section overcame extremely adverse circumstances to accomplish this engine change is a lasting tribute to the quality of men assigned to this section. It is this quality which has made it possible to fulfill all flying commitments during cold weather operation in Greenland, desert and mountain operation in Nevada, and operation over the Gulf of Mexico in the recovery of drones on Project William Tell. These are but a few of the many problems which have been encountered during this period.

The most troublesome AOCP items have been generators, clutch actuators and flight control hydraulic actuators. A study of these items presented at the H-21 Weapons Phasing Meeting held 21 November indicates that these will continue to be a problem until March 1959. The delay is due to shortage of parts for overhauling these units. The generator problem has been temporarily overcome by extending the operating time of the generator by 10%

in accordance with T. O. 00-20A-1. The problem with the flight control actuators is excessive leakage. T. O. 1H-21-18 does not authorize field level maintenance on these actuators. Aircraft 52-8692 has been AOCP for a generator since 18 September 1958 and we have an estimated delivery date of 31 - 60 days as of 18 November 1958.

Our IRAN schedule for the first quarter of fiscal year 1959 was cancelled and is to be replaced with a modernization program, the start of which is still unknown at this time. Discussion with the personnel at Middletown Air Materiel Area on 21 November indicates that a contract for this project has not been let and implementation date is still unknown.

Replacement of frayed aft control cables continues to be a problem with the replacement of an average of two control cables each Periodic Inspection. We have been getting excellent support from the 314th CAM Squadron in local manufacture of these items so that no parts delay has been experienced. However, considerable additional Periodic Inspection time has resulted from these required cable changes.

Flying commitments for the first quarter of the calendar year 1959 indicates no decrease in the heavy work load in the Maintenance Section.

A maintenance statistics summary and a monthly summary of personnel strength by AFSC are included as separate attachments hereto.

VI COMMUNICATIONS:

On 10 June 1958, Part 2A of OT 1875 dated 30 June 1956 became effective and a large portion of the electronic equipment assigned to the Communications Section was declared excess and turned in through supply channels. This included that equipment installed on a bench mock-up of the following equipment used in the H-21B:

AN/ARC-27	Transceiver, used for in-flight communication between pilot and tower
AN/AIC-10	Intercommunication set
R - 11A	Low frequency range receiver used as a navigational aid

At the beginning of the period covered by this report, the personnel strength of this section was one radio repairman. During the month of September, the one remaining radio repairman was transferred from the Squadron. On 16 September, 1st Lt James C. Thomas was assigned additional duty as the Air Electronics Officer, replacing 1st Lt James E. Clarke who was reassigned to Harmon AFB, Newfoundland. At this time, there were no radio repairman assigned to the section and no test equipment or mock-ups were on hand.

On 4 October, S/Sgt Jerry E. Gill was assigned to the Squadron as an Aircraft Radio Equipment General Repairman. During the month of August, that equipment previously declared excess and turned in was again authorized for issue to the Squadron and was ordered through normal supply channels. As of 31 December 1958, only a very small portion of that equipment had been received by the Communications Section. At that time, S/Sgt Gill remained as the only radio repairman assigned to the section.

As a result of this large reduction in personnel and equipment assigned to the section, it has been necessary to rely upon the Consolidated Maintenance Squadron of this base to perform the bulk of radio maintenance required on the equipment installed in aircraft assigned to this Squadron. With the return of needed test equipment in progress and the anticipated assignment of additional radio repairmen to the Communications Section, this section is gradually returning to a useful state.

VII SUPPLY:

The period from 1 July through 31 December 1958 has been an eventful one for the 20th Helicopter Squadron Supply Section. Personnel changes, support of Squadron missions, the adoption of a new Unit Emergency Kit, and the revision of the Squadron Unit Authorization List have all added to the routine supply functions.

Captain Robert H. Stapleton replaced 1st Lt. Ferdinand W. Van Deursen Jr. on 6 August 1958 as Squadron Supply Officer. Lt. Van Deursen then assumed duties as Technical Supply Officer. A/1C Joseph R. Morris was transferred to Shaw AFB, South Carolina on 5 August, and was eventually replaced by A/1C Ralph L. Davis on 21 November. A/1C Robinson joined the section on 2 September following an enlistment in the United States Navy. It was necessary to enroll Airman Robinson in the Supply School to learn USAF supply procedures. T/Sgt. Shepherd D. Mims was transferred to the 62nd Troop Carrier Squadron on 6 November and was replaced as NCOIC by S/Sgt. Everett E. Eaton. A/3C John P. Higgins was transferred to Alaska Air Command on 24 November 1958. Airman Higgin's replacement, A/2C Carl L. Roberts, joined the section a week previous to this date, thereby allowing a short indoctrination period for Roberts in Technical Supply duties. This section has an authorization for 9 personnel and has 6 assigned. In addition, it is authorized 4 Personal Equipment Specialists and has 1 assigned. A positional chart for the Supply Section is included as a separate attachment to this history.

One of the major Squadron activities from the Supply standpoint has been the 7 support missions in California, Greenland, Michigan, Massachusetts, Nevada (2 missions) and Florida. Although the mission at Hamilton AFB, California began in June, it was not completed until 9 July 1958. Before the completion of that mission, this Squadron was directed to send two aircraft and necessary personnel to Sondrestrom Air Base, Greenland in support of United States Army Engineers. A short time later, a request for two additional aircraft and crews was received and fulfilled. These aircraft were TDY for a period of 6 months and it was necessary to rotate crews. Since this Squadron is not authorized such items as Arctic clothing, life vests, rafts, etc., most of the equipment needed for our personnel had to be obtained by loan from other organizations. In addition, as our crews would be flying over Arctic waters, it was necessary to order Mark IV Anti-Exposure clothing on an emergency requisition. These suits and component parts were not available locally and had to be requested from three different depots, requiring additional time and the necessity of requesting fixed wing aircraft for pilot pick-up of this equipment from the depots. The rotation of crews entailed a constant turnover of personal custody receipts at the Greenland site, as personnel arriving had to assume custody of all equipment belonging to departing crews. The "trading" of custody receipts among new and rotating personnel at the mission site served to aggravate an already confused situation caused by requisitioning from several different sources.

Another problem was the shipping of equipment via MATS. This Squadron was unable to obtain fixed wing aircraft support from the parent Wing because of the world situation, and it was necessary to return equipment from Greenland by MATS, with off-loading at Dover AFB, Delaware. This resulted in the loss (or mis-shipment) of one AN/ARC-27 radio, requiring a Report of Survey for this $1568.00 item.

On 1 August, this organization received a new Unit Authorization List. Prior to that time we had been operating under a "split" UAL which provided for a headquarters and 8 aircraft at one base, and a detachment and 8 aircraft at another base. The detachment was provided for in Part II of this UAL. With the arrival of the new UAL, which provided for one headquarters and 16 aircraft all at one base, Part II of the "split" UAL was declared excess. Since that time 165 line items with a value of $16,939.58 have been turned in to Base Supply. This project was given precedence over many others, and required considerable time to accomplish, as extensive research was required.

During the month of September, it was concluded that our present Unit Emergency Kit was inadequate to support the current type of mission. Therefore, plans for a new Emergency Kit were drawn up and approved. We immediately began work on this new kit. It was decided that this kit would be split into 4 parts; parts 1, 2 and 3 would each be sufficient to support 2 aircraft for a period of 15 to 30 days. Part 4 would be used to support 4 aircraft for 90 days. Parts 1, 2 and 3 contain 111 line items each, and part 4 contains 166 line items. In this way 4 separate missions consisting of ten aircraft can be run simultaneously.

These kits were then designed so that the items would be easily identified, readily accessible and compact enough to allow airlifting by helicopter. As of 31 December the kit is approximately 80% complete.

From past experience it was concluded that the diversified type of mission and the locations of mission sites utilized by this organization, a combination rescue/survival kit was needed, primarily for use in the Zone of Interior. Therefore, the Supply Section prepared plans for a minimum of 8 of these kits. At present, the wooden cases are being built and all necessary items are on order. When completed (2 of these kits will be complete for the projected mission to Minnesota on 26 January 1959) these kits will contain:

3 O.D. blankets	1 URC-4 radio and battery
5 yellow and 5 purple flares	1 signal mirror
9 IF-8 food rations	1 Sterno stove
3 cans of Sterno	6 cans of water
4 packs of matches	1 survival booklet

These items are to be packed in a small wooden box measuring approximately 15" x 18" x 18" in order to minimize weight and space. These kits are designed primarily for flights in the United States, as accepted survival kits are available for flights in the Arctic and in tropic areas. In the past, when our aircraft were forced to land at remote areas because of weather or the nature of the mission, crews sometimes went without food or water for as long as 18 hours. In the event of crash rescue or evacuation, litters are also available and considered a necessary part of this kit. It is felt that these rescue/survival kits will prove to be exceedingly useful in the future.

An inspection in October revealed that the AF Forms 538 and 538a were considered unsatisfactory, and that individual ECL tool kit listings were posted as a line item on the AF Form 538, but were being maintained by the Maintenance Section Tool Crib. These were the only two discrepancies found and have been corrected in the following manner: All AF Forms 538 and 538a have been reaccomplished, checked by the personnel concerned and signed by the persons concerned. They are now considered to be satisfactory. Maintaining the ECL tool kit listings along with the AF Forms 538 presented more of a problem, but was solved when we decided to issue all tools on standard tool kit ECL's from the Supply room instead of the Tool Crib. This move revealed another situation which was subsequently corrected. In many instances, Tool Crib personnel had ordered replacement or initial issues of tools for our mechanics. These tools had been received by Supply and turned over to the Tool Crib, but had not been issued to the men for whom they were ordered. Consequently, this section now has conplete control of tools listed on standard ECL's, and has managed to issue a great many tools to personnel who were without, thereby allowing these mechanics to perform their jobs in a better manner.

In summation, this reporting period has been one of great activity and considerable improvement for the Supply Section. It must be noted that this Squadron possessed 66.66% of the authorized UME items on 30 June 1958, and that as of 31 December 1958, the percentage had grown to 83.12% of authorized UME items. Although there have been trouble spots, all major difficulties have been overcome. A primary concern is the handling of Squadron property while away from the home station. On

extended missions, (i.e. Sondrestrom AB, Greenland) this problem can be alleviated by sending a supply specialist on the mission. This specialist could then be responsible for clothing, survival kits, the Unit Emergency Kit and all similar property.

9AF DIRECTED MISSIONS (1 July - 31 Nov 58)

9AF Mission Number	Date of Operations	Number of Aircraft	Location of Mission	Number Passengers Carried	Cargo Airlifted (Pounds)	Description of Mission
6-17-7	16 Jun - 9 Jul	2	Hamilton AFB, Calif	81	800	Support 252nd Comm Grp, Washington ANG and 162nd TAC Control Gp, Calif ANG During summer encampment at Fort Cronkite Calif
7-5-2	4 Jul - 16 Nov	4	Sondrestrom AB, Greenland	2038	294,495	Airlift personnel and equipment in support of construction of Dye One DEW Line Site.
8-2-1	31 Jul - 15 Aug	2	Otis AFB, Mass	129	1650	Support 152nd Radio Relay Group during 2 weeks active duty training
8-2-4	17 Jul - 29 Aug	2	Phelps-Collisn Apt, Mich	36	1200	Base and Gunnery Range rescue for Ohio, Michigan, Indiana National Guard Units
9-9-12	10 Sep - 4 Nov	2	Indian Springs AFB, Nev	79	3420	Radiological safety monitoring surveys
10-1-1	30 Sep - 21 Oct	4	Nellis AFB, Nev	337	2020	Project William Tell - VIP airlift
10-1-1	30 Sep - 29 Oct	4	Tyndall AFB, Fla	71	21,600	Project William Tell - Drone recovery from gulf
TOTAL		20		2771	325,185	

SUPPORT MISSIONS (Grand Total - 72)

Personnel Airlift

3 Jul Huntsville, Ala
8 Aug Camp Campbell, Ky
8 Aug AEDC, Tenn
11 Aug Center Hill *
12 Aug Center Hill
13 Aug Center Hill
14 Aug Center Hill
15 Aug Center Hill
18 Aug Center Hill
19 Aug Center Hill
20 Aug Center Hill
21 Aug Center Hill
22 Aug Center Hill
26 Aug McGhee-Tyson AFB, Tenn
23 Sep Berry Field, Tenn
2 Oct Redstone Arsenal, Ala
4 Oct Camp Campbell, Ky
28 Oct Camp Campbell, Ky
29 Oct AEDC, Tenn
4 Nov Camp Campbell, Ky
6 Nov Muscle Shoals, Ala
7 Nov Muscle Shoals, Ala
17 Nov McGhee-Tyson AFB, Tenn
19 Nov Ardmore AFB, Okla
1 Dec Camp Campbell, Ky
5 Dec Maxwell AFB, Ala
5 Dec Mansfield, Ohio
12 Dec Maxwell AFB, Ala
16 Dec Camp Campbell, Ky
17 Dec Camp Campbell, Ky
18 Dec Dale Hollow Lake, Tenn
22 Dec Camp Campbell, Ky

TOTAL MISSIONS - 32

* CAP airlift to survival school

Logistics

2 Jul Warner Robins AFB, Ga
10 Jul Warner Robins AFB, Ga
16 Jul Cleveland, Ohio
17 Jul Scott AFB, Ill
24 Jul Scott AFB, Ill
25 Jul Warner Robins AFB, Ga
1 Aug Godman Fld, Ky
6 Aug Dobbins AFB, Ga
27 Aug Memphis, Tenn
25 Sep Dobbins AFB, Ga
1 Dec Dobbins AFB, Ga
9 Dec Camp Campbell, Ky
22 Dec Bowling Green, Ky
22 Dec Patterson AFB, Ohio

TOTAL MISSIONS - 14

IRAN Missions

3 Jul Olmsted AFB, Penn
14 Aug Olmsted AFB, Penn
26 Aug Olmsted AFB, Penn

TOTAL MISSIONS - 3

Static Displays

16 Aug Berry Fld, Tenn
18 Aug Sandusky, Ohio
19 Aug Sewart AFB, Tenn
16 Sep Sewart AFB, Tenn
20 Sep Sewart AFB, Tenn
27 Sep Sewart AFB, Tenn
8 Nov Sewart AFB, Tenn
15 Nov Sewart AFB, Tenn
22 Nov Sewart AFB, Tenn
4 Dec Sewart AFB, Tenn
10 Dec Sewart AFB, Tenn
19 Dec Sewart AFB, Tenn
29 Dec Sewart AFB, Tenn

TOTAL MISSIONS - (2 flig')

Prisoner Pick-up

1 Jul Godman Fld, Ky
10 Jul Godman Fld, Ky
10 Nov Godman Fld, Ky
24 Nov Godman Fld, Ky
1 Dec Godman Fld, Ky
31 Dec Godman Fld, Ky

TOTAL MISSIONS - 6

Orientation Rides

9 Jul CAP
10 Jul CAP
14 Jul CAP
15 Jul CAP
16 Jul CAP
17 Jul CAP

TOTAL MISSIONS - 6

Support Tennessee Fish and Game Commission

12 Jul Dale Hollow Lake, Tenn
4 Nov Lake Moultrie, S C
6 Nov Lake Moultrie, S C
7 Nov Kentucky Lake, Ky
8 Nov Kentucky Lake, Ky

TOTAL MISSIONS - 5

Aero Medical

23 Jul McGhee-Tyson AFB, Tenn
29 Nov Greenville, Tenn
19 Dec Tri-Cities Apt, Tenn

TOTAL MISSIONS - 3

Administrative Flights

7 Jul Morten, Pa

TOTAL MISSIONS - 1