1970

HISTORY OF THE 20th SPECIAL OPERATIONS SQUADRON





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

principal purpose of all the messages were to appeal to the target group in such a way that they would rally to the cause of the legally constituted government of the Republic of Vietnam.[59]

(U) During this quarter a new flight was added to the 9SOS. "D" Flight was established at Phan Rang for the command and control of the 7AF Theater Indoctrination School and assigned aircraft (2 O-2B and 1 C-47). There were two officers and seven enlisted personnel assigned.[60]

(U) The two main problem areas in personnel manning were in the administrative and maintenance field. No replacements had yet been identified for four 702XO's programmed to be rotated to the CONUS. The maintenance UDL had a deficit of three, and the initial replacements for 30 programmed loses had been diverted. Eight maintenance specialists were reassigned to Phan Rang to support the C-47 phase inspections.[61]

(U) Maintenance was hampered by a supply problem for the first half of the quarter. This was caused in part by almost all of the O-2B engine mounts having to be replaced, and an abnormally large number of O-2B's going into periodic inspection during the same period. This put an extra load on the supply system and caused excessive "Non Operationally Ready, supply (NORS) conditions." The C-47 was also hampered by a now normal shortage of parts. By the end of the quarter most of these problems had been solved and the flying hour rate was returning to normal.[62]

SPECIAL OPERATIONS

(U) Three units, the 15SOS, 20SOS and 1st Flight Detachment were under the control of the Deputy Commander for Special Operations, Colonel Milton Fuerst. The Deputy Commander for Special Operations is a position unique to

the 14SOW with the three units operating highly classified missions which preclude a detailed description of their activities.

15TH SPECIAL OPERATIONS SQUADRON

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20TH SPECIAL OPERATIONS SQUADRON

(U) On 3 January 1970 Lt Colonel Alexander G. Edgar assumed command from Lt Colonel Stephen Von Phul.[68]

(S) The mission of the 20SOS was unconventional warfare, reconnaissance, base defense, SAW training, psychological warfare, and logistical support of USAF units and US-sponsored activities. The 20SOS UH-1P helicopter gunships continued to provide support for the Army helicopters which carried the long range reconnaissance patrols of the 5th Special Forces.[69]

(S) The squadron continued to have difficulty in checking out incoming pilots to gun mission qualified due to the shortage of aircraft and a low incommission rate. Of the 39 assigned pilots only 13 were gun mission qualified as of 31 March.[70]

(U) Inadequate Base Supply stockage continued to plague maintenance efforts. Major items such as rotor blades, rotor hubs and transmissions continued to be in short supply. Supply disipline improved and the DIFM (Due in for maintenance) problem previously experienced was no longer a factor.[71]

(S) On 4 March UH-1P, SN 64-15491, crashed at Duc Lap, RVN, due to suspected enemy ground fire. The pilot was a fatality, the instructor pilot received broken bones in one foot and lacerations, and both gunners sustained major injuries. An Army helicopter transported the injured

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to Cam ranh Bay, where they were air evacuated back to the U.S.[72]

(U) On 19 March UH-1P, SN 65-7944, was shot down southeast of Ban Me Thout, RVN, killing the instructor pilot, pilot and one gunner. The second gunner was thrown clear and survived. He was picked up by the second aircraft of the flight and transported to the Special Forces camp Hospital at Ban Me Thout East.[73]

(U) The largest single problem, which has still not been resolved, was the erratic UH-1P IRAN schedule. Lack of coordination resulted in removing aircraft from incommission status for preparation for shipment prematurely, thereby reducing the number of aircraft available for the mission.[79]

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HISTORICAL REPORT
20TH SPECIAL OPERATIONS SQUADRON
1 JANUARY - 31 MARCH 1970

APPROVED BY:

Alexander G. Edgar
ALEXANDER G. EDGAR, Lt Colonel, USAF
Commander

Donald E. McGregor
DONALD E. MCGREGOR, Captain
USAF
Historical Officer

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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20505.70-021

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RCS: 8100

HISTORICAL DATA RECORD	REPORTING PERIOD FROM	TO	REPORTS CONTROL SYMBOL
	1 JANUARY 70	31 MARCH 70	AU-DS

FROM: (NAME AND LOCATION OF UNIT SUBMITTING THIS REPORT)	TO:
20TH SPECIAL OPERATIONS SQUADRON 14TH SPECIAL OPERATIONS WING APO S.F. 96316	14TH SPECIAL OPERATIONS WING (DXI)

IF MORE SPACE IS NEEDED FOR ANY ITEM, ATTACH ADDITIONAL SHEETS INDICATING APPLICABLE ITEM NUMBER.

SECTION I — ASSIGNMENT

MAJOR AIR COMMAND	NUMBERED AIR FORCE	AIR DIVISION	WING	GROUP
PACAF	7TH AIR FORCE		14TH SPECIAL OPERATIONS WING	

SECTION II — SUBORDINATE UNITS

SECTION III — MISSIONS

A. PRIMARY

The present mission of the 20th SOS is unconventional warfare, reconnaissance, base defense, SAW training, psychological warfare, and logistical support of USAF units and US-sponsored activities.

B. SECONDARY (OR OTHER)

SECTION IV — PERSONNEL

STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	45	100	-	145
AUTHORIZED	45	119		
ATTACHED	-	-	-	-

SECTION V — EQUIPMENT

A. AIRCRAFT

UH-1P
Possessed 12
IRAN 3

B. WEAPONS (INCLUDING MISSILES)

Miniguns (7.62mm)	17
Rocket Launchers	30
M-60 (7.62mm)	5
XM-174	1

C. ELECTRONICS

D. OTHER

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(Security Classification - If classified)

PACAF - Tuy Hoa AB, RVN

Bibliography:

Source:	Location:
1. Interview with 20th SOS Commander Lt Colonel Alexander G. Edgar	
2. Reports of Major Aircraft Accidents for 64-15491 and 65-7944	2. 20th SOS Operations Office
3. Aircraft Incident Reports 64-15476 and 65-7927	3. 20th SOS Operations Office
4. Interview with 20th SOS Maintenance Officer Major Francis H. Walls	
5. 20th SOS Awards and Decorations	5. 20th SOS Awards and Decorations Section
6. Interview with 20th SOS Civics Actions Officer Captain Maurice A. Lange	

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1. (S) The 20th SOS gunships continue to provide support for the Army helicopters which carry the long range reconnaissance patrols of the 5th Special Forces - CCS.

(U) On 3 Jan 70 Lt Col Alexander G. Edgar assumed command of the squadron from Lt Col Stephen Von Phul.

(U) AM-2 matting has been laid over the entire parking ramp at Ban Me Thuot East Special Forces camp and eight new revetments in the final stages of completion. Construction continues on the maintenance building on south east corner of the parking ramp.

(S) The squadron continues to have great difficulty in checking out incoming pilots to Gun Mission Qualified status due to the shortage of aircraft and a low incommission rate. Of the 39 assigned pilots, 13 were Gun Mission Qualified at the end of the reporting period.

(U) The 20th SOS Hangar/Operations building was completed during the quarter. Central air conditioning services administration and operations offices, lounge, life support section and tail rotor shop. The squadron now enjoys the best facilities it has ever occupied.

(U) On 13 February 1970 General Joseph J. Nazzaro CINPACAF and his staff conducted a tour of the 20th SOS facilities and received a briefing from Colonel Clyde S. Cherry, Commander, 14th SOW.

(U) On 15 March 1970 the squadron received a field grade maintenance officer PCS from 14th SOW. He had been TDY with the squadron since 15 November 1969.

(U) On 30 March 1970 the Chief of Staff of the Royal Thai Army, General Surakij Mayalarp and his staff of three other generals visited the 20th SOS to see and receive a briefing on the XM-93 pintle mounted minigun weapons system.

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2. Aircraft Accidents:

(U) 14 March 1970: Duc Lap, RVN, 64-15491. A UH-1P Gunship flying in support of a long range reconnaissance patrol crashed in the jungle due to suspected enemy ground fire. The aircraft was destroyed. The IP sustained broken bones in one foot and facial lacerations. The pilot was a fatality. Both gunners incurred major injuries. An Army Slick also on the operation landed near the crash and transported the injured to the hospital at Cam Ranh Bay. The three crew members were subsequently air evaced to the States.

IP	Captain Marvin K. Loper	Injured
FP	Captain Dana A. Dilley	Killed
AG	SSgt John A. Thorburn	Injured
AG	AlC David A. Carpenter	Injured

(U) 19 March 1970: Ban Me Thuot, RVN, 65-7944. The lead ship of a flight of two on a training flight in the free-fire area south east of BMT was shot down by enemy ground fire and was destroyed by the resulting fire. The IP, a pilot and one gunner were killed. The left gunner was thrown clear on impact and suffered back injury and a badly cut leg. He was picked up by the other gunship and flown to the Special Forces Camp Hospital at BMT East.

IP	Captain Clyde W. Underle	Killed
FP	Captain Carlos A. Estrada, Jr.	Killed
AG	TSgt James L. Greenwood	Killed
AG	AlC John L. Visnesky	Injured

3. Airoraft Incidents:

(U) 8 February 1970: Freefire area BMT East, RVN, 64-15476. Aircraft was on a gun training mission when the oil pressure light came on. The oil

[redacted]

pressure gauge read zero. The aircraft was autorotated into a clear field with no damage. The Nf went to zero in in the flare as the power turbine froze. The aircraft was hooked back to P.T Last the same day by an Army CH-47.

(C) 19 March 1970: 65-7927. Aircraft was supporting a long range recon patrol out of Duc Lap when a severe vibration started suddenly. Aircraft was flown back to Duc Lap with power and RPM adjusted to a level of minimum vibration. A slideon landing was performed. A hanger bearing just forward of the 42o gear box had disintegrated.

4. Maintenance:

(U) Crew Chiefs that were also aerial gunners have been removed from maintenance and placed under operations to insure adequate crew rest. They now serve as aerial gunners and perform servicing and minor maintenance required at the sub-FOL.

(U) A crew chief and an assistant crew chief have been assigned to each aircraft. When the aircraft goes to the FOL, both the crew chief and the asst crew chief go with the aircraft. When the aircraft is at home station the crew chief works day shift and the Asst crew chief works night shift giving around the clock coverage.

(U) Inadequate Base Supply stockage continues to plague maintenance efforts. However, bench stock, an increase in Fill rate has been realized from a low of 54% to a high of 85%. Major items such as rotor blades, rotor hubs and transmissions continue to be in short supply.

(U) Supply dicipline continues to improve and the DIFM (Due In For Maintenance) problem previously experienced is no longer a factor.

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(U) TCTO (1H-1(U)-501) on UH-1P USAF 2.75 FFAR system has been complied with on all possessed aircraft. It has proven very effective with a minimum of maintenance.

(U) All aircraft except three have the KY-28 Seek Silent system installed. The remaining three require depot maintenance.

(U) The largest single problem, not resolved to date, is the erratic UH-1P IRAN scheduling. Lack of coordination has resulted in removing aircraft from incommission status into preparation for shipment status prematurely resulting in a loss of aircraft available to the mission.

Establishment of an FCF section under the supervision of maintenance has been extremely effective and has improved the quality of FCFs 100%.

(U) Maintenance Statistics:

	JAN	FEB	MAR
C/R Rate:	70.0%	69.3%	66.0%
Aircraft Utilization Rate (Hours per Aircraft)	43.6	55.6	40.577
Aircraft Utilization Rate Authorized	60.0 hrs per assigned	60.0	60.0
Aircraft Possessed	12.6	12	12.083
Aircraft Authorized	21	21	21
Aircraft Assigned	17	17	15
NORS Rate	3.8%	1.9%	3.4%
NORM Rate	26.2%	28.8%	30.6%

(U) 20th SOS Operational Statistics:

	JAN	FEB	MAR
Missions Flown	158	149	100
Missions Fragged	173	149	100
Sorties Flown	575	707	644

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	JAN	FEB	MAR
Passengers	5	16	25
Cargo (Tons)	½ Ton	1.5 Tons	200 lbs
Ordnance Expended	173,000 243	518,800 992	268,000 ammo 573 rockets

Flying Hours

	JAN	FEB	MAR
Flown	560.1	545.[illegible]	477.2
Programmed	720	720	720

5. (U) Awards:

Distinguished Flying Cross	10
Air Man's Medal	10
Bronze Star Medal	2
Air Medal	171
Air Force Commendation Medal	4

6. (U) Civic Actions: [illegible] bags of cement (19,800 pounds), 6500 square feet of corrugated roofing (1[illegible],[illegible]0 pounds) and two screen doors were procurred for a three room addition to the present one room school serving the relocated hamlet of Buon Ea Niaeh, [illegible] miles north east of Ban Me Thuot East. These materials are presently located at Phan Rang AB awaiting airlift to Ban Me Thuot East. The 20th SOS delivered 350 pounds of large nails, 21 claw hammers, 288 dental care kits and a case of laundry soap to the village. 25 haircuts were given to men and boys and 10 combs were given to girls at Duc Co.

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SPECIAL OPERATIONS

(U) Three units, the 15SOS, 1st Flight Detachment and 20SOS were under the control of the Deputy Commander for Special Operations. Colonel Milton Fuerst. The Deputy Commander for Special Operations is a position unique to the 14SOW. The three units operated highly classified and sensitive missions which preclude a detailed description of their activities.

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[redacted].[72]

20TH SPECIAL OPERATIONS SQUADRON

(U) Lt Colonel Alexander G. Edgar continued to command the 20SOS throughout the period.

(S) The mission of the 20SOS was unconventional warfare, reconnaissance, base defense, SAW training, psychological warfare, and logistical support of USAF units and U.S. sponsored activities. The 20SOS UH-1P helicopter gunships continued to provide support for the Army helicopters which carried the long range reconnaissance patrols of the 5th Special Forces.[73]

(U) The 20SOS was presented the Air Force Outstanding Unit Award by Major General Earle G. Hardin in May.[74]

(S) Personnel manning became an important factor during the quarter when the pipeline for replacement weapon mechanic gunner (AFSC A462X0) became non-existent. The flow of helicopter mechanics (AFSC 431X0) was also reduced and resulted in the squadron being only 60% manned in this field. Assistance was requested through 7AF and TDY personnel were obtained through Palace Dog 10 and 10A. There are now sufficient personnel to operate through October, at which time additional assistance will be required. Manning requirements have been submitted through 7AF.[75]

(S) From 1 to 6 May the 20SOS provided gunship support in conjunction with the VNAF King Bees (H-34) in the initial push into Cambodia. Additional gunship cover was provided throughout May and June in the Cambodian Campaign.[76]

(S) Five aircraft were received during the quarter, two on 17 June from Hurlburt Field and three on 30 June from Howard AFB, C.Z. This brought the total assigned aircraft to 20, five of which were in RAN.[77]

HISTORICAL REPORT
20TH SPECIAL OPERATIONS SQUADRON
1 April - 30 June 1970

PROJECT CORONA HARVEST
DO NOT DESTROY
CATALOGED
CATALOGED
0345298

APPROVED BY:

JACK H. WENNING, Lt Colonel, USAF
Commander

MICHAEL W. COLE, Captain
USAF
Historical Officer

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Cy 1 of 5
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HISTORICAL DATA RECORD

REPORTING PERIOD		REPORTS CONTROL SYMBOL
FROM: 1 APRIL 70	TO: 30 JUNE 70	AU-DS

FROM: (NAME AND LOCATION OF UNIT SUBMITTING THIS REPORT)
20TH SPECIAL OPERATIONS SQUADRON
14TH SPECIAL OPERATIONS WING
APO S.F. 96316

TO:
14TH SPECIAL OPERATIONS WING (DXI)

IF MORE SPACE IS NEEDED FOR ANY ITEM, ATTACH ADDITIONAL SHEETS INDICATING APPLICABLE ITEM NUMBER.

SECTION I — ASSIGNMENT

MAJOR AIR COMMAND	NUMBERED AIR FORCE	AIR DIVISION	WING	GROUP
PACAF	7TH AIR FORCE		14TH SPECIAL OPERATIONS WING	

SECTION II — SUBORDINATE UNITS

SECTION III — MISSIONS

A. PRIMARY

The present mission of the 20th SOS is unconventional warfare, reconnaissance base defense, SAW training, psychological warfare, and logistical support of USAF units and US-sponsored activities.

B. SECONDARY (OR OTHER)

SECTION IV — PERSONNEL

STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	42	90		132
AUTHORIZED	45	127		172
ATTACHED	0	42		42

SECTION V — EQUIPMENT

A. AIRCRAFT
UH-1P
Possessed 15
IRAN 5

B. WEAPONS (INCLUDING MISSILES)

Minigun Systems (7.62mm)	18
Rocket Launcher Systems	15
M-60 (7.62mm)	14
XM-174	4

C. ELECTRONICS

D. OTHER

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

(Security classification - if classified)
PACAF - Tuy Hoa AB, RVN

Bibliography:	Location:
Source:	
1. Interview with 20th SOS Operations Officer Lt Colonel Jack H. Wenning	
2. Reports of Major Aircraft Accidents	2. 20th SOS Operations Office
3. Aircraft Incident Reports	3. 20th SOS Operations Office
4. Interview with 20th SOS Maintenance Officer Major Francis H. Wall	
5. 20th SOS Awards and Decorations	5. 20th SOS Awards and Decorations Section
6. Interview with 20th SOS Civics Actions Officer Major Robert J. Ellinger	

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

1. GENERAL HISTORY:

(S) As of 30 June 70 the 20th Special Operations Gunships continued to provide support for the Army helicopters which carry the long range patrols of the 5th Special Forces - CCS.

(S) The 20th SOS provided gunship support in conjunction with the VNAV King Bees (H-34) in the initial push into Cambodia 1-6 May operating out of Duc Co. Gunship cover was provided throughout May and June in the Cambodia Campaign until the June 30 cut off as approved by the President.

(U) There was a considerable increase in training activity during the quarter in anticipation of regaining the slick portion of the mission. Of the 39 assigned pilots, 14 were gun mission qualified and 3 slick mission qualified. Extensive training was being given to both phases of the operation. Two of the pilots who arrived during the quarter had not attended Phase II training at Hurlburt Field, Florida (Eglin Aux Fld #9).

(U) The 20th SOS was presented the Outstanding Unit Award by General Hardin, 7th Air Force, in May.

(U) The first 31 TFW Foreign Object Damage Incentive Award was presented to the squadron for the month of June.

(S) XM-174 Program: Received four weapons from the Security Police with instructions to run Combat Evaluation for sixty days (5 Apr-5 Jun). A report was submitted to 7th AF on 1 June which was favorable. It recommended assigning eight weapons, and this action is pending.

(U) There was significant improvement of facilities during the quarter at Ban Me Thuot East. The following facilities were completed: a 280 square foot work shop; a 280 square foot supply room; a 96 square foot Maintenance Officers Office; also ten revetments were completed, and all AM 2 matting was laid for the parking apron and runway/taxiway. Ammunition and rocket storage facilities were moved and improved. A washrack was installed but not completed pending receipt and installation of a pressure pump. All BOQ/BAQ's were completely renovated and greatly improved.

2. AIRCRAFT ACCIDENTS: Negative reply

3. AIRCRAFT INCIDENTS: Negative reply

4. MAINTENANCE:

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

(U) Two new Maintenance Officers were assigned in the month of April - Captain James A. Ball on April 18th and Captain Ronald Walks on April 22nd.

(U) Bench Stock support steadily improved during the quarter. Presently there are 488 line items.

(U) MSET Inspection was performed 6-13 May with the squadron placing highest on Tuy Hoa in test scores.

(U) A 180 Day Inspection was performed with squadron maintenance receiving the compliment from the team as being "The Finest on Tuy Hoa" and rated highly in

7th Air Force. Favorable comments were also received from the office of the DM of the 31st TFW.

(U) Maintenance was rated satisfactory on the 7AF IG Inspection conducted 27-31 May.

(U) Colonel Powell, DCM of the 14 SOW visited the squadron 20 June. He had favorable comments for the activity.

(S) Received two aircraft from Hurlburt Field, Florida (Eglin Aux #9) on 17 June. Placed two others in IRAN for a total of five in IRAN.

(U) Base CBPO performed a Wing Training Inspection on 20 June. The squadron program was rated "Excellent" and the OJT supervison complimented.

(S) Received three airplanes from Panama on 30 June for a total of twenty assigned to the 20th.

(U) PACAF raised the manning criteria for UH-1P from 10 to 24.1 manhours/flying hours based on the 20th SOS maintenance data collected.

(S) An summary of the five aircraft received this quarter is as follows:

(S) 17 June received two aircraft from Hurlburt Field, (Eglin Aux #9) 64-15484, 65-7928. A resume of discrepancies was prepared and submitted to 14th SOW. (Ref: 20th SOS Ltr dated 1 Jul 70, Subj: Transferred Helicopter Condition Reports)

(S) 30 June received three aircraft from Howard AFB, C.Z., 64-15486, 65-7926, 65-7948. Due to the condition of the aircraft and the fact that they hadn't been to IRAN, two of these were sent to IRAN in lieu of two others previously scheduled. An estimiated 1000 man-hours each is required to clear up discrepancies (Ref: 20th SOS Ltr's, dated 1 July and 10 July 70, Subj: Transferred Helicopter Condition Report).

(S) Maintenance Statistics:

	APRIL	MAY	JUNE
O/R Rate:	77.8	78.1	81.2
Aircraft Utilization Rate (hours per aircraft):	40.2	42.4	54.7
Aircraft Utilization Rate Authorized:	75.0	75.0	75.0
Aircraft Possessed:	12	12	15
Aircraft Authorized:	21	21	21
Aircraft Assigned:	15	15	20
NORS Rate:	.9	4.9	4.7
NORM Rate:	21.3	17.0	14.1

(S) 20th SOS Operational Statistics:

Missions Flown:	120	122	114
Missions Fragged:	120	124	120
Sorties Flown:	522	569	454
Passengers:	16	23	15
Cargo (lbs):	700	1,250	4,350

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
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Ordinance Expended:	7.62mm	291,600	220,900	518,600
	Rockets	566	413	850
Flying Hours Flown:		463.4	567.7	622.6
Flying Hours Programmed:		720	720	720

5. (U) AWARDS:

Silver Star:	2
Distinguished Flying Cross:	25
Airman Medal:	3
Bronze Star Medal:	2
Air Medal:	149
Air Force Commendation:	9
Purple Heart:	4

6. (U) CIVIC ACTIONS:

Continued work is being accomplished on the school serving the relocated hamlet of Buon Ba Niaeh, six miles Northeast of Ban Me Thout East.

7. (S) COMMANDER'S COMMENTS:

Personnel manning became an important factor during this quarter. The pipeline for replacement A462XO's weapon mechanic gunner, became non-existent so that by August we would be unable to man the mission. The flow of 431XO's helicopter mechanics, was also reduced so that we were only 60% manned. Assistance was requested through 7th AF and TDY personnel were obtained through Palace Dog 10 and 10A.

Sixteen A462XO's were assigned TDY for 60 days. Though all were trained weapons mechanics only two had prior helicopter and mission experience. 60 days was not considered enough time to train and utilize the men on the mission. The two with previous experience were requalified immediately. The remainder were ask to volunteer to extend their TDY to 150 days or remain PCS. Four requested PCS, two requested 150 days, and seven did not volunteer and were transfered to Phan Rang AB where they were utilized as C-119 Gunners for the remainder of their TDY. For these seven we are to receive five PCS volunteers by 30 June, and thus far we have received three. We now have a total of 17, sufficient to man the mission through October. 31 TDY personnel, 431XO's, have been assigned and will be here for 120 days or through October. This made us 103% manned, however, we will again need further manning in October. We have submitted through 7th AF additional manning requirements. Though we have received additional aircraft, we are still flying only the gun mission. The future mission is some-what unknown at this time due to the presidential edict allowing no Americans into Cambodia. Also we are faced with an impending move with the closure of Tuy Hoa scheduled for this fall.

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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SPECIAL OPERATIONS

(U) Three units, the 15SOS, 1st Flight Detachment and 20SOS were under the control of the Deputy Commander for Special Operations, Colonel Joe Schiele. The Deputy Commander for Special Operations is a position unique to the 14SOW. The three units operated highly classified and sensitive missions which preclude a detailed description of their activities.

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20TH SPECIAL OPERATIONS SQUADRON

(U) Lt Colonel Alexander G. Edgar continued to command the 20SOS throughout the period.

(S) The mission of the 20SOS was unconventional warfare, reconnaissance, base defense, SAW training, psychological warfare, and logistical support of USAF units and U.S. sponsored activities. The 20SOS UH-1P helicopter gunships continued to provide support for the Army helicopters which carried the long range reconnaissance patrols of the 5th Special Forces.

(S) As of 30 September 70 the 20th Special Operations Squadron's Gunship's continue to provide support for the King Bee (H-34) helicopters which carry the long range reconnaissance patrols operating under command and control of the 5th Special Forces - CCS. The Sub-Forward Operating Location (FOL) was moved to Duc Lap during this quarter.[67]

(U) On 25 September 70 the 20th Special Operations Squadron closed down all activities at Tuy Hoa Air Base, RVN and moved to Cam Ranh Bay, RVN. This was after countless hours of planning and coordination and

extensive hours devoted to the manual labor required. A Movement Control Office was established to handle the overall control of all aspects of the move with noteworthy success. The mission continued throughout the move and was supported as fragged.[68]

(U) Many actions for the move had to be reaccomplished because the move was held in abeyance at one point and later reactivated, but all time schedules were met as originally drawn up. A temporary Operations building and a temporary maintenance facility was available by the 25th of September. Construction has been approved for modification of existing facilities to house both functions.[69]

(S) 29 Jul 70: Area "E" Tuy Hoa, RVN, 65-7930 a UH-1P Gunship Flying local gun training auto-rotated into the trees. Recovery of the aircraft indicated numerous bullet holes and possible engine failure. Reported as a combat loss. The aircraft will not be returned to service due to the damage sustained. The IP received a triple fracture of his hand. The pilot and one gunner received small lacerations. A second gunner received facial fractures and lacerations on both legs. The third gunner received back injuries. The IP was subsequently returned to the United States.[70]

(S) 25 Sep 70: Duc Lap, RVN, 64-15484. The lead UH-1P Gunship of a flight of two on a combat mission hit trees while turning to avoid a mid-air collision with a VNAF CH-34, and subsequently caught fire after it came to rest, destroying the aircraft. The IP and one gunner were killed. The pilot and the other gunner were injured in the impact. A third helicopter which was transport configured and in the general area

was called in, recovered the two crew members and evacuated them to Duc Lap, RVN for medical treatment. They were later transported to Cam Ranh Bay, RVN dispensary.[71]

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HISTORICAL DATA RECORD

REPORTING PERIOD: FROM July 1970 TO 30 September 1970

REPORTS CONTROL SYMBOL: AU-DS

FROM: (NAME AND LOCATION OF UNIT SUBMITTING THIS REPORT)

20th Special Operations Squadron
14th Special Operations Wing
APO SF 96326

TO:

14th Special Operations Wing (2XI)

IF MORE SPACE IS NEEDED FOR ANY ITEM, ATTACH ADDITIONAL SHEETS INDICATING APPLICABLE ITEM NUMBER.

SECTION I — ASSIGNMENT

MAJOR AIR COMMAND	NUMBERED AIR FORCE	AIR DIVISION	WING	GROUP
PACAF	7th Air Force		14th Special Operations Wing	

SECTION II — SUBORDINATE UNITS

SECTION III — MISSIONS

A. PRIMARY

The present mission of the 20th SOS is unconventional warfare, reconnaissance, base defense, SAW training, psychological warfare, and logistic support of USAF units and US-sponsored activities.

B. SECONDARY (OR OTHER)

SECTION IV — PERSONNEL

STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	40	82	-	122
AUTHORIZED	56	142	-	198
ATTACHED TDY	0	18	-	18

SECTION V — EQUIPMENT

A. AIRCRAFT

UH-1P
Possessed-16
TRAN - 4

B. WEAPONS (INCLUDING MISSILES)

Minigun Systems (7.62mm) 17
Rocket Launcher Systems 14
M-60 (7.62mm) 14
XM-174

C. ELECTRONICS

D. OTHER

~~SECRET~~ (security classification - if classified)

PACAF - Tuy Hoa AB, RVN

[redacted]

Bibliography:

Source:	Location
(1) Interview with L/C Jack H. Wenning 20th Operations Offic	
(2) Reports of Major Aircraft Accidents	(2) 20th SOS Operations Office
(3) Aircraft Incident Reports	(3) 20th SOS Operations Office
(4) Interview with 20th SOS Maintenance Officer Capt James A. Ball	
(5) 20th SOS Awards and Decorations	(5) 20th SOS Awards and Decorations Section
(6) Interview with 20th S Civics Actions Office Major Dwayne Z Decker	
(7) Interview with 20th SOS Commander L/C Alexander G. Edgar And L/C Harmon Brotnov	

[redacted]

I. General History

(S) As of 30 September 70 the 20th Special Operations Squadron's Gunship's continue to provide support for the King Bee (H-34) helicopters which carry the long range reconnaissance patrols operating under command and control of the 5th Special Forces-C . The Sub-Forward Operating Location (FOL) was moved to Duc Lap during this quarter.

(U) There was a considerable increase in the training activity during the initial portion of the quarter in anticipation of regaining the slick portion of the mission. This emphasis was shifted as a greater need developed for training gunship pilots and changes in mission requirements and anticipated requirements.

(U) Four of the pilots arriving during the quarter had not attended Phase II training at Hurlburt Field, Cordia (Eglin Aux#9). This necessitated starting ground school and increasing the gunnery training during this period. Of the 38 assigned pilots at the end of September, 17 were gun mission qualified and 5 were dual slick mission qualified. Presently 21 others are in training.

(S) The XM174 Project was completed and results were submitted to PACAF. We are presently awaiting a final decision from PACAF on the recommendation that eight weapons be permanently assigned.

(U) On 25 September 70 the 20th Special Operations Squadron closed down all activities at Tuy Hoa Air Base, RVN and moved to Cam Ranh Bay, RVN. This was after countless hours of planning and coordination and extensive hours devoted to the manual labor required. A Movement Control Office was established to handle the overall control of all aspects of the move with noteworthy success. The mission continued throughout the move and was supported as fragged.

(U) Many actions for the move had to be reaccomplished because the move was cancelled at one point and later reactivated, but all time schedules were met as origionally drawn up. A temporary Operations building and a temporary maintenance facility was available by the 25th of September. Construction has been approved for modification of existing facilities to house both functions.

(U) Billeting of both officers and enlisted personnel is inadequate. Overcrowding exists in both areas and the enlisted billets do not have the required airconditioning for air crew members. Part of the officer billets were turned over to another squadron for temporary use until they could be relocated. This requires the officers to bunk three to a room and may eventually increase to four by the end of this quarter with the increase projected in manning.

(U) A transition training area has been established but presently no areas are available for gun/slick training. Two distant areas were proposed but were unsatisfactory due to terrain and distance. We have proposed some other areas and action is pending on them.

(U) Major planning and preparation is continuing pending receip of the UH-1N Model. All actions have been coordinated with Cam Ranh Bay to insure supply

support, AGE, special tool , and technical orders for both aircraft and engines. A field training detachment was requested to train both aircraft and engine personnel in October with action pending.

(U) L/Col Harmon Brotnov arrived on 27 Aug 70. He wi[illegible]e the new Operations Officer when L/C Jack H. Wenning departs on 6 Oct 70, and temporarily the Squadron Commander when L/C Alexander G. [illegible]gar departs 6 November 70. L/C Jack P. Becko is due to arrive in December and assume command of the 20th SOS.

(U) The manning document for the 20th SOS was changed as of 31 July 70, PCN 37075A. This was received 20 September 70. On 12 October 70 unless replacements are received the Maintenance Facility will be 49% manned and Pilot Section 68% manned.

2. Aircraft Accidents:

(C) 29 Jul 70: Area "E" Tuy Hoa, RVN, 65-7930 a UH-1P Gunship flying local gun training auto-rotated into the trees. Recovery of the aircraft indicated numerous bullet holes and possible engine failure. Reported as a combat loss. The aircra[illegible] will not be returned to service due to the damage sustained. The IP receive[illegible] triple facture of his hand. The pilot and one gunner received small lacer[illegible]ions. A second gunner received facial fractures and lacerations on both le[illegible]. The third gunner received back injuries. The IP was subsequently returned to the Unite[illegible] States.

I [illegible]apt. John R. Clapper Injured
F[illegible]/Lt Marion J. Messenger, Jr Injured
L[illegible]G SSgt Roby J. Farmer Injured
AG Sgt Ronald M. Clark Injured
AG A1C Bryan R. McGregor Injured

(C) 25 Sept 70: Duc Lap, RVN, 64-15484. The lead UH-1P Gunship of a flight of two on a combat mission hit trees while turning to avoid a mid-air collision with a VNAF [illegible]H-34, and subsequently caught fire after it came to rest, destroying the aircra[illegible] The IP and one gunner were killed. The pilot and the other gunner wer[illegible]njured in the impact. A third helicopter which was transport configured [illegible]d in the general area was called in, recovered the two crew members and evacua[illegible] them to Duc Lap, RVN for medical treatment. They were later transported to Cam Ran[illegible]ay, RVN dispensary.

IP Capt Jackie P. Heil Killed
FP Capt Henry B. Carring[illegible]on Injured
AG MSgt Gerald A. Cooper Killed
AG SSgt David J. Galvan Injured

3. Aircra[illegible] Incidents:

(C) 4 Aug [illegible]: Ban Me Thuot RVN, 65-7948. A UH-1P Gunship on return to Tuy Hoa AB, RVN ex[illegible]ienced engine failure shortly after departure from Ban Me Thuot East Field. The [illegible]illow block had failed causing the engine to fail. The low RPM warning light and horn came on with NF dropping to zero and NR dropping to 280. Autorotation was entered and a [illegible]uccessful landing was accomplished. The aircraft was airlifted t[illegible] BMT East the same [illegible]y by Army CH-47 helicopter.

[redacted]

4. Maintenance:

(U) Maintenance Officers Major Francis Walls and Capt Walks departed in September and August respectively. CMSgt Bernardi was assigned as the new Maintenance Superintendent. Capt James A. Ball assumed command of the maintenance activity

(U) Improvement in facilities at the POL continued this quarter. The wash rack was completed with a new pump being installed to provide adequate pressure. Rooms were painted and bench stock and supplies were reorganized.

(U) During this period manning was supplemented with approximately 37% TDY personnel who are scheduled for DEROS at the end of this quarter. Normal inputs are not expected to make up the deficit in personnel unless pipeline replacements increase.

(U) The IRAN program continued in full force this quarter. Two of the three aircraft received from Panama last quarter were returned to IRAN. Two additional F models (63-13160 & 64-15493) were input to IRAN for conversion to P models. This quarter aircraft 486, 926, 930, and 939 were delivered to IRAN and aircraft 150, 146, and 161 returned.

(S) Maintenance Statistics:

	July	Aug	Sept
O/R Rate:	83.4	82.5	80.6
Aircraft Utilization Rate (hours per aircraft):	32.4	30.9	Not available
Aircraft Utilization Rate Authorized:	13	15	16
Aircraft Authorized:	21	21	21
Aircraft Assigned:	20	20	20
NORS Rate:	1.3	4.5	3.6
NORM Rate:	15.3	13.0	15.8

(S) 20th SOS Operations Statistics:

		July	Aug	Sept
Missions Flown:		108	124	120
Missions Fragged:		124	124	120
Sorties Flown:		573	741	574
Passengers:		2	0	0
Ordinance Expended:	7.62 MM:	247,100	392,000	218,500
	Rockets	459	774	333
	40MM:	84	122	31
Flying Hours:	Flown:	673.8	693.3	533.1
	Programed:	900	900	900
Alert Hours:		7522	907.3	955.7

Non Applicable items:
Flares Expended, Duds, Spooker hours, T.I.C., K.B.A., Vehicles, Sampans, Secondaries, Med-Evac Support, Hoi Chanhs, Leaflets Expended, Successful Defenses.

5. Awards:

Distinguished Flying Cross:	52
Airmans Medal:	3
Bronze Star Medal:	3
Air Medal	84
Air Force Commendation Medal:	16
Purple Heart:	5

[redacted]

6. Civic Actions:

(U) Work continues on the school serving the relocated hamlet of Buon Ba Niash, six miles Northeast of Ban Me Thuot Field. A school house is available at Phan Rang but to date transport to Ban Me Thuot has not been available.

(U) 20th SOS Enlisted personnel gave haircuts and baths to children in the Duc Lap area, and provided items of clothing. Food was also donated on various occasions.

7. Commanders Comments:

(U) Comments on the move of the 20th SOS to Cam Ranh Bay: The first problem encountered was a problem not only for the 20th but for other moving outfits as well. Several units began a move to Cam Ranh at virtually the same time creating a chaos for many activities on the base. Finding room for everyone and deciding who would receive what was the order of the day. The billets were in very poor condition with no plans for cleaning or repairing them prior to occupancy. Another problem was to secure buildings and supplies against theft which was extensive in the first few days. Much of the work was done in-house by 20th advanced party personnel. Base billeting had planned no housing for personnel prior to the 30th of September with the result that we overloaded their transient quarters.

(U) The placement of the operational location underwent considerable arbitration due to the fear of "prop wash" by other flying units on Cam Ranh, and the fact that the 20th SOS was the last to move in on base. Presently both Maintenance and Operations are in temporary quarters pending renovation of existing facilities. These are estimated for completion around the first of January. Presently locations are a considerable distance from aircraft locations.

(U) As stated earlier in this report the move was cancelled at one point and had to be reinstated later. During the interum, facilities allocated were turned back and had to be reestablished. A portion of the officers billets were turned over to another unit. The first firm information on the move came on 2 August with a move date on or about 10 September. With the movement orders came another major problem-the move was classified until completed. This hampered communications and prevented supply channels from functioning properly.

(U) The need for a trim pad caused the first construction problems. The requirements for a 28 day cure on the concrete prior to use caused Base Civil Engineers to change their work priorities to handle the job within the time frame. The original plans for the operations building and maintenance facility had to be revised to cut costs.

(U) As the new movement date of 25 September approached it was evident that many actions would have to be on a do-it- yourself basis. A Movement Office was set up to handle the overall control and coordination. Cam Ranh informed the 20th that it was to bring everything it needed including bedding. Money to purchase needed supplies at Tuy Hoa was rapidly depleted and there was a time delay before credit was established at Cam Ranh, due again to the classification of the move. This was also a problem for fulfilling maintenance requirements. A further problem of the classification was getting movement orders for the squadron and flight crew orders to handle the mission requirements. Due to the unusual situation of departing one base for the mission and returning to another, filing for per diem is [illegible]

[redacted]

(U) still a problem at Cam Ranh. Everything was eventually completed but only after repeated requests and personal attention to each area. This move taught several lessons: Advanced planning with accurate details and specific tasking cannot be over-emphasized. A definite time schedule must be established with a built-in allowance for a reasonable delay. Contacts at the new base in all areas are essential to accomplish the assigned tasks.

(U) A final lesson learned was that procedures are not always handled the same way at a new base. We had to adapt our procedures of doing many things to those of the new base. By explaining in detail those peculiarities of rotary-wing aircraft we were able to modify the existing procedures to our operation.

[redacted]

in order to co-locate it with the Wing Briefing facility. For the first time a secure environment allowed the construction and use of the highest classification of briefing charts, complete with "order of battle" material. The main benefit of this move was a much more comprehensive briefing for aircrews and Wing staff personnel.

Standardization/Evaluation

(U) The Wing Stan/Eval Division revised and published as a Wing Regulation aircrew briefing procedures, assuring a complete and standard briefing for all aircrews.

(U) The Gunship Tactics Manual covering all facets of operation and implementation of the AC-119G/K gunships as a weapons system in Southeast Asia was completed and published during this quarter. Power and cruise control procedures were also developed to insure maximum time on target with subsequent arrival at the recovery base with the prescribed fuel reserves.

Life Support

(U) The Life Support Section continued to provide the aircrews with quality equipment and sought ways of making improvements that would enhance the crew members' chance of survival in an emergency situation. One such improvement was the design and manufacture of a safety strap for AC-119G/K Scanners to prevent inadvertent egress while airborne. The strap hooks onto the aircrew's parachute harness and then to designated anchor points on the aircraft.

DEPUTY COMMANDER FOR SPECIAL OPERATIONS

(U) The Deputy Commander for Special Operations supervised the multi-purpose operations of the 20th and 90th Special Operations Squadrons.

[redacted]

20th Special Operations Squadron[18]

(S) The 20th Special Operations Squadron, located at Cam Ranh Bay AB, RVN, operated out of its FOL at Ban Me Thout and its sub-FOLs at Duc Lap, Ban Don and Tieu Atar, all in the Republic of Vietnam.

(S) The gunships of the 20th Special Operations Squadron flew escort missions for VNAF King Bee (H-34) helicopters. The King Bees carry the Long Range Reconnaissance Patrols operating under control and command of the 5th Special Forces (CCS) located at Ban Me Thout.

(S) The 20th also flew missions in support of counter-insurgency operations, reconnaissance, base defense, psychological warfare, medical evacuation and logistic support of USAF units and U.S.-sponsored activities.

(S) One item of particular concern for the UH-1 pilots was the manner in which King Bee aircraft approached an LZ. Rather than approach with a GCA type approach as American piloted "Slicks" had done, the VNAF insisted on spiraling down over the LZ, thus drawing attention to themselves and the support gunships. According to the 20th Special Operations Squadron Commander, this tactic negated the principal of surprise.

(U) New and superior UH-1N gunships began to arrive in late November. The impact of this improved weapons system will not be

[redacted]

evident until these aircraft become fully operational in the next quarter.

(U) Pilot inputs from the Phase II School at Hurlburt Field, Fla., had to be retrained in the field due to the difference in terrain in Southeast Asia; i.e., the uneven jungle canopy as opposed to the relatively flat terrain in Florida.

(S) In accomplishing their various missions, pilots of the 20th Special Operations Squadron flew 352 combat sorties, logging 1,045.2 combat hours during this reporting period. Expenditures totaled 938,000 rounds of 7.62mm ammunition, 1,858 rockets and 58 rounds of 40mm ammunition.

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HISTORICAL REPORT
20TH SPECIAL OPERATIONS SQUADRON
1 OCT - 31 DECEMBER 1970

PROJECT CORONA HARVEST
DO NOT DESTROY
CATALOGED No. 0 251272 CATALOGED

APPROVED BY:

Harmon M Brotnov
HARMON M BROTNOV, Lt Colonel, USAF
Commander

Michael W. Cole
MICHAEL W. COLE, Captain, USAF
Historical Officer

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

~~SECRET~~

(Security classification - if classified)

FC: 6306

HISTORICAL DATA RECORD

REPORTING PERIOD		REPORTS CONTROL SYMBOL
FROM: 1 Oct 1970	TO: 31 Dec 70	AFO-88

FROM: (NAME AND LOCATION OF UNIT SUBMITTING THIS REPORT)

20th Special Operations Squadron
14th Special Operations Wing
APO S.F. 96326

TO:

14th Special Operations Wing(DXI)
APO S.F. 96205

IF MORE SPACE IS NEEDED FOR ANY ITEM, ATTACH ADDITIONAL SHEETS INDICATING APPLICABLE ITEM NUMBER.

SECTION I — ASSIGNMENT

MAJOR AIR COMMAND	NUMBERED AIR FORCE	AIR DIVISION	WING	GROUP
PACAF	7Air Force		14th Special Operations Wing	

SECTION II — SUBORDINATE UNITS

SECTION III — MISSIONS

A. PRIMARY

The present mission of the 20th SOS is unconventional warfare, reconnaissance, base defense, gun training, psychological warfare, and logistic support of USAF units and US-Sponsored activities.

B. SECONDARY (OR OTHER)

SECTION IV — PERSONNEL As of 31 Dec 1970

STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	52	168	0	220
AUTHORIZED	55	142	0	197
ATTACHED TDY	0	0	0	0

SECTION V — EQUIPMENT

A. AIRCRAFT

UH1P
Possessed - 16
IRAN - 4

UH1N
Possessed - 8

B. WEAPONS (INCLUDING MISSILES)

	UH1P	UH1N
Minigun Systems (7.62mm)	21	7
Rocket Launcher System	21	17
M-60 (7.62mm)	13	
XM-174	3	

C. ELECTRONICS

D. OTHER

7AF FORM APR 67 7

(Security classification - if classified)

~~SECRET~~

BIBLIOGRAPHY

SOURCE;

(i) Interview with SSgt Robert E. Wiggins, NCOIC, 20th SOS Operations Office.

(ii) Interview with Captain Charles D. Svoboda, OIC, 20th SOS Awards and Decorations.

I,II,III. Interview with 20th SOS Commander, Lt Col Harmon M. Brotnov and 20th SOS Operations Officer Major Harvey D. Gilzean.

III. Reports of Major Aircraft Accidents and Aircraft Incident Reports, 20th SOS Safety Officer, Major Bey L. Brown.

IV. See I

V. Interview with 20th SOS Training OIC, Captain Jorge A. Acosta Jr.

VI. Interview with 20th SOS Maintenance Officer, Captain James A. Ball.

VII, VIII. Interview with 20th SOS Civic Actions Coordinator, Major Dwayne Z. Decker.

IX. Interview with 20th SOS Commander Lt Colonel Harmon M Brotnov.

~~SECRET~~

~~(S)~~ MAINTENANCE STATISTICS

	OCT	NOV	DEC
OR Rate	80.8"P"	77.7*	69"N"
Aircraft Utilization Rate (hours per A/C)	Not Available		
Aircraft Utilization Rate Authorized	Not Available		
Aircraft Authorized	21]	21P	21 P
Aircraft Assigned	20]	20P + 8N	20 P + 8N
Nors Rate	5.6	10.5	16N
Norm Rate	13.4	11.8	15N

~~(S)~~ 20th SOS OPERATIONAL STATISTICS

	OCT	NOV	DEC
Missions flown (Combat)	112	116	124
Missions fragged (Combat)	124	120	124
Sorties flown (Combat)	513	486	574
Ordinance Expended (7.62mm)	360.4m	154.0m	423.9m
Rockets	642	329	887
40MM	42	14	2
Hours flown (Combat)	309.7	316.3	419.2
Hours flown (Training)	138.5	110.7	254.7
Hours flown (FCF)	48.5	27.4	70.6
Hours flown (MSN Support)	57.9	49.0	45.4
Hours Programmed	1080	1080	1080
Alert Hours	1046.6	985.0	640.8

Non Applicable Items: Flares Expended, Duds, Speaker Hours, T.I.C., K.B.A., Vehicles, Sampans, Secondaries, Med Evac Support, Hoi Chanhs, Leaflets Expended, Successful Defenses.

* "N" and "P" model rates combined for November.

~~SECRET~~

I. Background

(S) The 20th Special Operations Squadron (SOS) is located at Cam Ranh Bay AB, RVN. While performing the mission, the 20th SOS operated out of its Forward Operating Location (FOL) at Ban Me Thuot and its sub-Forward Operating Locations (sub-FOL) at Duc Lap, Ban Don, and Tieu Atar. The missions shifts operations between these three sub-FOL's. No major changes in either the mission or the structure of the chain of command occured during the quarter October 1 to December 31, 1970.

II. General

(U) The objective of this report is to summarize the major accomplishments of the 20th SOS and discuss the factors which affected the mission during the 4th quarter of calendar year 1970.

III. Mission

(S) The primary mission of the 20th SOS is the support of VNAF King Bee (H-34) helicopters which carry the Long Range Reconnaissance Patrols operating under command and control of the 5th Special Forces (CCS), located at Ban Me Thuot, RVN, Further tasks which could be levied on the unit involve counter-insurgency, reconnaissance, base defense, SAW training, psychological warfare, logistic support of USAF units and U.S. sponsored activities, civic actions, and support of Special air warfare training of U.S. Special Forces units.

(S) During the 4th quarter of 1970, the 20th SOS "Green Hornets" experienced no aircraft accidents or incidents.

(S) The language barrier between the VNAF and U.S. personnel continued to create obstacles to operations. Pilots in training had to be concerned with

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(ii) AWARDS AND DECORATIONS: (Submitted in 4th Quarter of 97)

Silver Star	2
Distinguished Flying Cross	62
Airmans Medal	0
Bronze Star Medal	1
Air Medal	119
Air Force Commendation Medal	1
Purple Hearts	0

(iii) Awards and Decorations Received during the 4th Quarter of 1970:

Silver Star	0
Distinguished Flying Cross	1
Airmans's Medal	0
Bronze Star	0
Air Medal	26
Air Force Commendation Medal	1
Purple Hearts	0

~~SECRET~~

achieving accurate understanding of and communication with the Vietnamese. This skill is never fully mastered. Higher headquarters (HHQ) continued to require the use of letter call signs instead of numbers by all concerned, although the former are harder to understand over the radio and more difficult to pronounce for the Vietnamese. The 20th SOS continued to provide an additional aircraft for rescue capability due to the inability of the H-34's to maneuver in confined spaces or maintain an extended hover, necessary for a successful rescue. The VNAF slicks insisted on spiraling down over a smoke-marked Landing Zone (LZ), thus calling unwanted attention to our presence. In the past, the American piloted slick was given a GCA like approach by the Forward Air Controller (FAC), making use of the principle of surprise.

IV. Organization: Command and Control

(U) On 6 Nov 1970, Lt Col Harmon M brotnov, assumed command of the Squadron with the departure of Lt Col Alexander G Edgar. Major Harvey D. Gilzean assumed the duties of Operations Officer from Lt Col Brotnov. Capt James A Ball continued to command the 20th SOS Maintenance Section with Capt Gerald E Karels commanding maintenance at the FOL. The Squadron was fully manned in all areas by the end of the quarter.

(U) The Mission Operations Officer (MOO) at the FOL continued to rotate among the field grade officers, with the addition of selected company grade officers when required.

(U) The Squadron required at least two Maintenance Officers due to the dual maintenance functions at the Main Operating Base (MOB) at Cam Ranh Bay and the FOL at Ban Me Thuot. Two officers have been assigned although only one was authorized. A change to the Unit Manning Document (UMD) was recieved at the end of the quarter which changed the authorization to two. Gunner

and helicopter AFSC's were undermanned at the start of the quarter and TDY personnel were assigned. In October, helicopter mechanic inputs began to reflect the impending arrival of the UH-1N. Multi-engine mechanics (C-shredout) began arriving. However, of the first 37 to arrive, only 3 had previous experience in the UH-1 (B-shredout). The big mistake here was in the procedure of assigning AFSC's. This should be done according to the make of helicopter rather than the number of engines. Added to this, only a portion of the forecast "N" models had arrived (8 of 23), so some of the mechanics had to be retrained and utilized on the older "P" models. Engine and airframe technical representatives were on station with the arrival of the aircraft.

(U) Pilot inputs from the Phase II School at Hurlburt Field, Florida, continue to arrive with limited training. The October arrivals had had Phase II training in "P" models with introductory rides in the "N" model. Four of the previously qualified IP's have been dual qualified in the "N" and "P", enabling them to teach Phase III training for the mission. At the end of the quarter, the "N" model still had not been utilized on the mission as a gunship, because not enough "N" models had arrived. Maintenance would have been unable to support both "N" training and combat operations. This created problems with the "N"-only qualified pilots.

(U) Most of the Hurlburt training remains irrelative to our operations due to the severe limitations placed on the school with respect to direction of fire, operating altitude and the lack of terrain resembling the uneven jungle canopy of South East Asia. The course, in essence, had to be retaught

in Vietnam. Changes to the Hurlburt course have been requested but procedural changes cannot be effected due to command differences.

(U) December 31st saw the Squadron still in temporary quarters for both maintenance and operations with low Base priorities for completion of permanent structures. Billeting still remains a problem. (SEE Morale).

V Training

See IV

At the end of the year, the 20th SOS had 4 Flight Examiners, 10 Aircraft Commanders (combat capable) and 26 First Pilots. The latter 26 were in various stages of upgrade training. Adequate personnel inputs arrived to fulfill the requirements of the increased UMD and normal rotation. Five new areas for gun training and one new transition training area were approved near Cam Ranh Bay, but coordination between the various controlling agencies continued to be a problem. This coordination had to be done on a daily basis and errors permitting simultaneous usage by other units continued to occur.

(U) On 31 Dec 70, only three pilots remained "slick"* mission qualified. This training was dropped when changes to the mission requirement occurred. The capability for training still exists, and the Hurlburt course continued to encompass this area. Twenty pilots were upgraded to First-Pilot in the UH-1N by the end of the year.

VI Maintenance, Supply, and Equipment:

(U) The notable success that the 20th SOS had achieved with all support units at Tuy Hoa was lost with the move to Cam Ranh Bay AB. The unit found

* Term "slick" applies to troop configured helicopter as oprossed to the gunship configuration.

that it had to start all over again to build up this support, due to a lack of understanding of the unit's priority and mission operational requirements by the host unit at Cam Ranh Bay. The procedures incident to being a tenant unit vary from base to base in their application and as the only Air Force UH-1 unit in Vietnam, new supply channels have to be opened and new procedures created with each move. It would be of great benefit to all such unique units if Base Supply units could be provided with pertinent data and procedures packages prior to arrival of new units. We had made some progress with supply until November when the UH-1N began to arrive. Unfortunately, few of the required and projected spare parts arrived with them.

(U) Five "N" models arrived on 21 Nov, followed by three on 25 Nov: 611, 612, 614, 615, 616, 617, 618, 619. The assembly time averaged three days each. Aircraft 616 was used for cannablization due to lack of parts which is indicated by December's maintenance statistics. 616 was later released by cannablizing from 618 which was grounded for lack of parts itself. Problem areas encountered in the "N" model were: engine trim, avionics malfunctions, incompatability of armament systems to the airplane, insufficient systems procured for mission requirements, lack of tech data, lack of proper tools, and lack of AGE.

(U) A 180-day Activity Inspection was performed 1-15 December with the 483rd Quality Control Branch rating Maintenance "Marginal ". This was attributed to the above mentioned handicaps of : lack of parts, lack of trained personnel, lack of adequate permanent facilities, and the backlog created by the move.

(U) The washrack was completed at the FOL which now permits Blue Card Inspections to be accomplished there. In addition to the water wash program for eliminating FOD, a program of rustlicking engines and surfacing of the sub-FOL's was completed. These actions appear to have corrected the problems of FOD previously plagueing the 20th SOS.

(U) A new system of supply for the handling of NORS-C parts of DIFM (Due In From Maintenance) assets was completed in November. It involved direct delivery from 483 Supply at Cam Ranh to the FOL utilizing C-7 aircraft. It was unsatisfactory because the C-7's did not make direct flights and parts sometimes took days to reach their destination, if at all. Also, too many personnel were involved in handling. The system was discontinued in late December.

(U) Transportation from the Officers' Billets (3/4 mile) and Airmen's quarters (1 mile) to the temporary operations facility remained a problem. Regularly scheduled Base buses were not routed to the area due to its isolation from other base functions. The temporarily loaned vehicles provided by Cam Ranh Bay were not sufficient due to the more than average time spent in maintenance by the older vehicles brought from Tuy Hoa. The assigned level of transport only equaled that of the other more conveniently located squadrons on the base. Rain and heat forced reliance on the few vehicles available and a great deal of time was wasted in waiting for transport to aircraft, billets, and Squadron Operations.

VII Major Events and Civic Actions

(U) Some of the notable visitors to Cam Ranh Bay who were briefed

[redacted]

by the 20th SOS were: October - General Jack Catton, CINCMAC, and his party; November - General John D Ryan, Chief of Staff, USAF, General Joseph J Nazzaro, CINCPACAF, Major Generals Smith and Moench, PACAF; December - Maj Gen Hardin, Vice Commander, 7th AF, Lt Gen Lavelle, Vice Commander, PACAF and his party, and Col A.F. Eaton, Commander, 14th SOW.

(U) Work was temporarily suspended on the addition to the schoolhouse at Buon Ea Niaeh, near the FOL, pending transport of a school house from Phan Rang. Numerous supplies including dental care kits, laundry soap, food and clothing were distributed by the 20th SOS personnel at the sub-FOL's. Haircuts and baths were also given.

VIII Morale

(U) At Cam Ranh Bay, some correctable detriments to morale involved the already mentioned transportation problems and housing of personnel. One additional barracks was acquired for the enlisted personnel and four rooms for the officers. However, gunners lived in open bay, non-airconditioned barracks although aircrew members are supposed to be provided with airconditioning. Three officers were assigned to each 8' X 20' room, which is below minimum Air Force space requirements. In some cases, this figure may be required to be increased to four with increases in manning if relief is not provided. Other base units are not as crowded.

[redacted]

IX. Conclusion: Commander's Comments

(U) A. The lessons learned from the experience of the 20th SOS during the last quarter of 1970 are:

(U) 1. Units should be free to develop their own tactics and make changes as their situation varies (Reference mission changes in July involving VNAF changes in tactics). The principle of surprise was disregarded.

(U) 2. No one at Squadron level was informed as to the possible future plans for employment of a unit of this type. Experienced personnel should be encouraged to make an end-of-tour report. The value of lessons learned and tactics developed in this one-of-a kind unit may be of value in future operations.

(U) 3. The language difference is increasing in importance as Vietnamization grows.

(U) 4. More lead time is needed to move a unit of this type. If this is not possible a restudy of the squadron organization to permit greater mobility is required.

(U) 5. Where possible the Main Operating Base of the squadron should be co-located with the next higher command echelon.

(U) 6. Operational training conducted at Hurlburt Field should be more closely aligned with tactical experience so that the requirement for training now conducted in the combat area can be minimized.

(U) B. The major programs conducted during the 4th quarter of calendar 1970 were: 1) Securing new training areas; 2) Establishing new operations and maintenance at Cam Ranh Bay AB, while coordinating working procedures with the host wing; 3) Phasing in of the UH-1N aircraft.

(U) 1. The securing of new training areas involved extensive coordination between the joint controlling agencies (USAF, U.S. Army, VNAF, ARVN, and ROK). Getting these agencies to coordinate and notify one another of scheduled activity remains a problem. Throughout the period we could never be sure a "friendly" would not drop ordinance all around us. This necessitated establishing extra procedures and precautions.

(U) 2. The renovation of the proposed permanent maintenance and operations facilities lagged far behind estimates due to the low priorities assigned by the host base to supplies and engineering. The Operations building is delayed 3½ months from initial estimate, and the Maintenance facility is also behind scheduled completion dates by over a month.

(U) 3. The proposed phase in of the UH-1N was delayed due to the late arrival of aircraft and partial shipment. Also, the lack of requested spare parts has hindered maintenance, coupled with the inexperience of the newly arrived mechanics. The Initial Support Supply List (ISSL) was supposed to be 90% filled or enroute but actual bench stock is 30-40%. Radios were found to be poor during testing and the additional level requested was not supplied due to improper funding. Some inlets were damaged when they arrived and certain accessories were misaligned. Supply support for the UH-1P which had to

carry the mission load due to non-receipt of the UH-1N dropped from 75% to 60% fill and the experienced UH-1P mechanics departed taking with them their skill level. Many UH-1N mechanics must now be crosstrained to the UH-1P to carry the load. A request for UH-1P mechanics was rejected by HHQ. Pilot scheduling and training remains a problem due to the uncertain future phase in of the UH-1N

(U) In spite of the problems encountered phasing in the UH-1N, it appears at this stage to be superior to the UH-1P and will enhance mission accomplishments and capability.

[redacted]

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HISTORY

OF

14TH SPECIAL OPERATIONS WING

1 JANUARY - 31 MARCH 1970

(Unclassified Title)

JAN-MAR 70

Assigned to:

Headquarters Seventh Air Force, Pacific Air Forces

T. R. C.

Stationed at:

Phan Rang Air Base, Republic of Vietnam

Grady W. Metcalf, Jr.
GRADY W. METCALF, JR., Major, USAF
Wing Historian

W. H. Fairbrother
WILLIAM H. FAIRBROTHER, Colonel, USAF
Commander

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31, 1978

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HISTORY

OF

P.R.C. 14TH SPECIAL OPERATIONS WING

1 APRIL - 30 JUNE 1970

(Unclassified Title)

Assigned to:

Headquarters Seventh Air Force, Pacific Air Forces

Stationed At:

Phan Rang Air Base, Republic of Vietnam

GRADY W. METCALF, JR., Major, USAF
Wing Historian

A. F. EATON, Colonel, USAF
Commander

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P.R.C.

14TH SPECIAL OPERATIONS WING

1 JULY - 30 SEPTEMBER 1970

(Unclassified Title)

Jul-Sep 70

Assigned to:

Headquarters Seventh Air Force, Pacific Air Forces

P.R.C.

Stationed at:

Phan Rang Air Base, Republic of Vietnam

FRED P. WHITTEN, Captain, USAF
Wing Historian

A. F. EATON, Colonel, USAF
Commander

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OF

14TH SPECIAL OPERATIONS WING

OCTOBER - DECEMBER 1970

(Unclassified Title)

P.R.C.

OCT-DEC 70

Assigned to:

7th Air Force, Pacific Air Forces

Stationed at:

Phan Rang Air Base, Republic of Vietnam

P.R.C.

DERILL R. DELK, Major, USAF
OIC, Wing History

MARK W. MAGNAN, Colonel, USAF
Commander

HAROLD E. SHAW, MSgt, USAF
Historian

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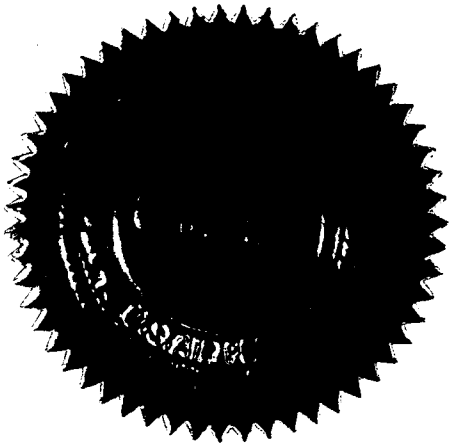
THE AIR MEDAL

(SIXTH OAK LEAF CLUSTER)

TO

LIEUTENANT COLONEL ALEXANDER G. EDGAR

Distinguished himself by meritorious achievement while participating in aerial flight over Southeast Asia on 29 July 1970 On that date, he superbly accomplished a highly intricate mission to support Free World forces that were combatting aggression. His energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. His professional skill and airmanship reflect great credit upon himself and the United States Air Force.



CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE COMMENDATION MEDAL
(FIRST OAK LEAF CLUSTER)
TO

ALEXANDER G. EDGAR

Lieutenant Colonel Alexander G. Edgar distinguished himself by meritorious service as Commander 20th Special Operations Squadron, Republic of Vietnam from 11 November 1969 to 4 November 1970. Colonel Edgar provided an example of combat leadership in the best tradition of the United States Air Force. The squadron under his command flew uniquely configured UH-1P helicopter, and compiled a notable record of accomplishments on extremely hazardous missions requiring a high degree of professionalism and discipline. The distinctive accomplishments of Colonel Edgar reflect credit upon himself and the United States Air Force.



CITATION TO ACCOMPANY THE AWARD OF

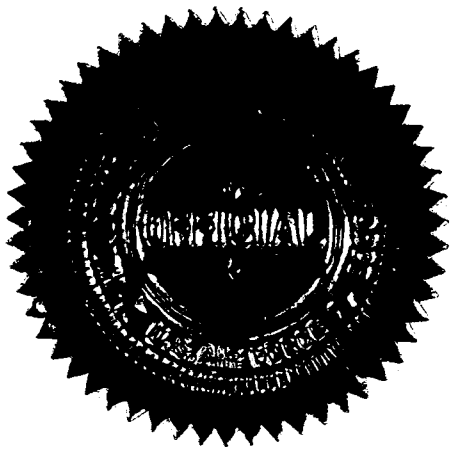
THE DISTINGUISHED FLYING CROSS

(SECOND OAK LEAF CLUSTER)

TO

ALEXANDER G. EDGAR

Lieutenant Colonel Alexander G. Edgar distinguished himself by extraordinary achievement while participating in aerial flight as a UH-1P helicopter gunship pilot in Southeast Asia on 22 August 1970. On that date, Colonel Edgar made repeated firing passes at low level to rescue a long range reconnaissance patrol which was under heavy opposing automatic weapons fire deep in hostile territory. The extremely accurate and devastating firepower from Colonel Edgar's helicopter allowed the rescue of the entire patrol. The professional competence, aerial skill, and devotion to duty displayed by Colonel Edgar reflect great credit upon himself and the United States Air Force.




EDGAR

LEFT TO RIGHT

CAPT. DEAN PERKINS
CAPT. DANA DILLEY (KIA, AFTER TWO WEEKS IN COUNTRY)
LT. COL. A. G. EDGAR
MAJ. ROBERT ELLINGER
CAPT. WALT E. WEBB

CLASS 70-03 SHEPPARD AFB 07-07-69/09-28-69
CLASS 70-05 HURLBURT FIELD FL. 10-03-69/11-04-69
REPUBLIC OF VIETNAM - TUY HOA, BAN ME THOUT


EDGAR

Ct. Col. A. G. Edgar



Col. Edgar - A 20th SOS Mission Vietnam


EDGAR

Col. Edgar Receiving A T.A.C Rotary Blade Signed by Men In The 20th S.O.S. He Was Returning To The States.