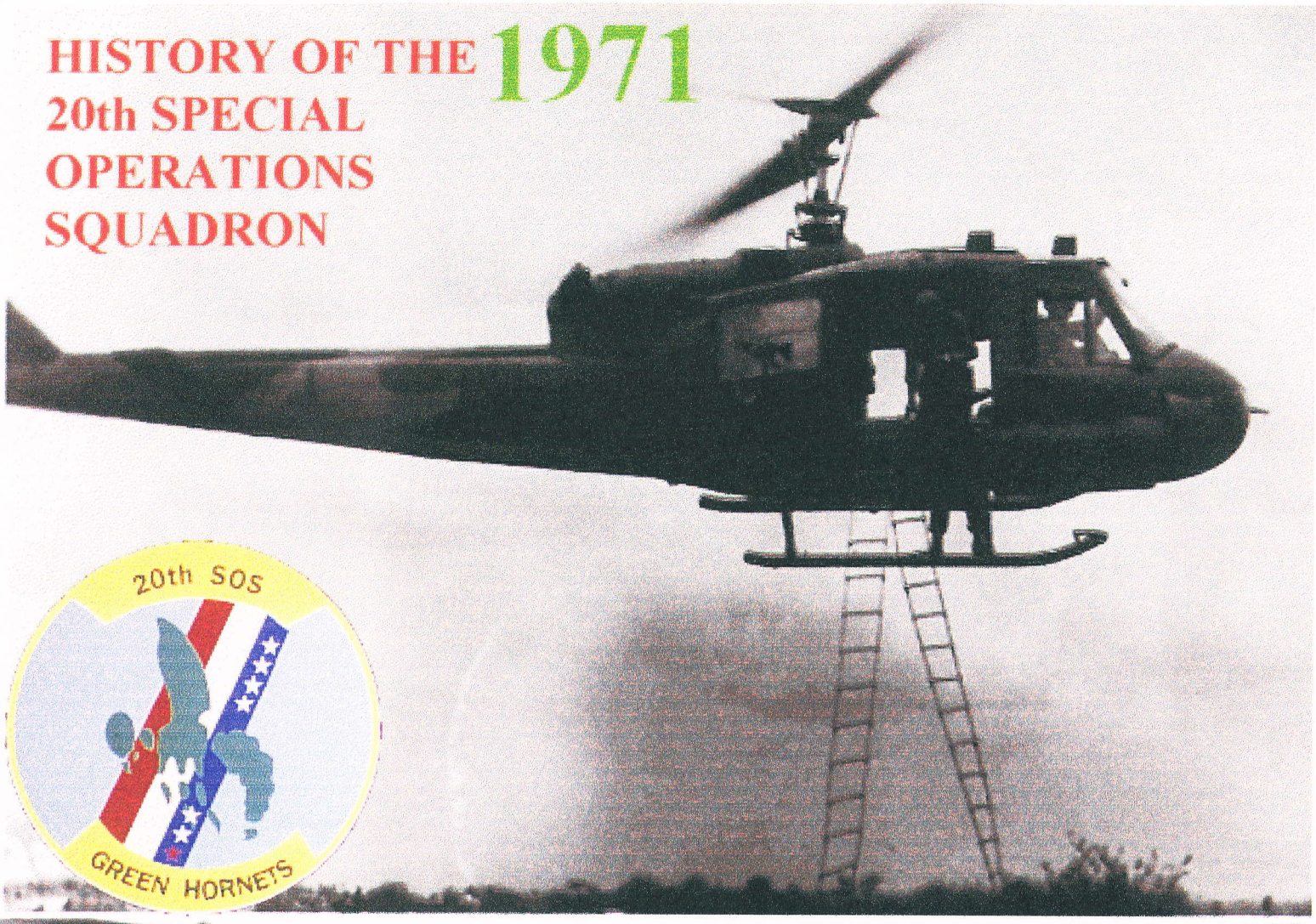
HISTORY OF THE 20th SPECIAL OPERATIONS SQUADRON 1971





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

~~SECRET~~

P.R.C. REVIEW ON 31 Mar 91

HISTORY

OF

14TH SPECIAL OPERATIONS WING

JANUARY - MARCH 1971

(Unclassified Title)

1. Viet Nam Air Force - Training
2. PSYOPS tactics
3 Psychological Warfare - SEA
4. of 2
5. C-47

Assigned to:

7th Air Force, Pacific Air Forces

Stationed at:

Phan Rang Air Base, Republic of Vietnam P.R.C.

Derrill R. Delk
DERRILL R. DELK
Major, USAF
Historical Officer

Mark W Magnan
MARK W. MAGNAN
Colonel, USAF
Commander

Harold E. Shaw
HAROLD E. SHAW
MSGT., USAF
Historian

Excluded from General Declassification Schedule

GROUP-1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND DECLASSIFICATION

Copy No. 1 of 4 Copies.

~~SECRET~~

3-6007-1

448308

[redacted]

20th Special Operations Squadron.[25]

(S) The Main Operating Base (MOB) of the 20th Special Operations Squadron is located at Cam Ranh Bay AB, RVN. Combat operations were conducted out of the FOL at Ban Me Thout East and Sub-FOLs at Duc Lap, Tiey Atar and various other locations in the RVN. Two sub-FOLs not used in the past were Quan Loi and Lac Ninh.

(S) The primary mission of the 20th Special Operations Squadron continued to be the support of VNAF King Bee (H-34) hilicopters carrying the Long Range Reconnaissance Patrols of the 5th Special Forces (CCS) at Ban Me Thout.

(S) The unit did not have any aircraft losses during this quarter. There were one explosive accident and one explosive incident, both

involving the M-93 Minigun, resulting in injury to one crew member.

(S) The conversion from UH-1P to UH-1N aircraft, initiated last quarter, was completed on 1 March 1971. The dual engine capability of the UH-1N considerably increased the morale of the pilots.

(S) Problems of billeting, maintenance supply and security arose with the opening of the temporary sub-FOL at Quan Loi. For future operations of that nature, i.e., locations too far from the FOL at Ban Me Thout, advance parties will be dispatched to help prepare adequate billeting. Plans have been implemented to use spare gunners as guards on the aircraft at night. To alleviate the maintenance supply problem, the 20th Special Operations Squadron started going through maintenance supply channels to establish a Mobility Supply Kit (MSK), which enabled the unit to operate on deployment for up to 30 days.

(C) As reported last quarter, Hurlburt-trained pilots continued to arrive with inadequate training for the mission in Southeast Asia (SEA). Recommendations were made to Seventh Air Force in hopes of resolving this problem.

(S) The 20th Special Operations Squadron flew 371 combat sorties, expending more than 1,200,000 rounds of 7.62mm ammunition, 2,280 rockets and 700 rounds of 40mm ammunition during this reporting period.

[redacted] 26

[redacted]

~~SECRET~~

20TH SPECIAL OPERATIONS SQUADRON

HISTORICAL REPORT

CALENDAR QUARTER 1 JANUARY 1971 TO 31 MARCH 1971

7 APRIL 1971

BY
CAPT LEONARD R. CARSON
AND
CAPT PAUL R. HOLSER
HISTORICAL OFFICERS

APPROVED BY:

Harmon M Brotnov

HARMON M. BROTNOV
LT COL, USAF

~~SECRET~~

B I B L I O G R A P H Y

INTERVIEWS

Lt Col Harmon M. Brotnov, Commander, 20th SOS

Lt Col Alfred G. Houston, Operations Officer, 20th SOS

Capt James D. Schuman, Squadron Training Officer, 20th SOS

Capt James A. Ball, Maintenance Officer, 20th SOS

OTHER SOURCES

Capt James W. Harrison, Awards and Decorations

Capt Robert J. Connolly, Unit Safety Officer

Capt Herbert W. Cullers, Jr., Chief, Standardization/Evaluation

SSgt Thomas H. Sanford, Operations Supervisor

LIST OF ATTACHMENTS

1. Operations Statistics
2. Maintenance Statistics
3. Awards and Decorations Statistics
4. Explosive Accident and Incident Messages
5. Search and Rescue Summary

~~SECRET~~

RCS: HAFOR-7

HISTORICAL DATA RECORD	REPORTING PERIOD FROM 1 Jan 71	TO 31 Mar 71	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 (DXI)
APO SF 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	7AF		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	58	166	0	224
AUTHORIZED	56	142	0	198
ATTACHED	0	0	0	0

SECTION V — EQUIPMENT

A. AIRCRAFT

UH-1N

POSSESSED: 22

B. WEAPONS (INCLUDING MISSILES)

MINIGUN SUBSYSTEMS: 7 SHIPSETS
ROCKET LAUNCHING SYSTEMS: 17
M-60 - 27
XM-94 - 6½ SHIP SETS

C. ELECTRONICS

D. OTHER

~~SECRET~~ (Security Classification - If classified)

PACAF - Tuy Hoa AB, RVN

I. Background:

(S) The Main Operating Base (MOB) of the 20th Special Operations Squadron is located at Cam Ranh Bay Air Base, Vietnam. Combat operations were conducted out of the Forward Operating Location (FOL) at Ban Me Thuot East and Sub-Forward Operating Locations (Sub-FOL) at Duc Lap, Tieu Atar, etc. as in the past. A new temporary Sub-FOL at Quan Loi was opened and a new Sub-FOL was put into use at Lac Ninh. The structure of the chain of command has not changed during the Quarter 1 Jan to 31 Mar 71.

II. General:

(S) 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 1st Quarter of the calendar year 1971.

III. Organization: Command and Control:

(U) Lt Col Harmon M. Brotnov continued his duties as Commander of the 20th SOS. Lt Col Alfred G. Houston assumed duties of Operations Officer from Major Harvey D. Gilzean on 10 Jan. The 20th SOS Maintenance Section Commander Capt James A. Ball, continued in his post. Capt Gerald E. Karels continued to command maintenance at the FOL.

(U) The Mission Operations Officer (MOO), functioning as a Detachment Commander at the FOL, continued to rotate among field grade officers, with the addition of selected company grade officers.

IV. Mission:

(S) The primary mission of the 20th Special Operations Squadron continued to be the support of VNAF King Bee (H-34) helicopters. The King Bees carry the Long Range Reconnaissance Patrols and operate

under the command and control of the 5th Special Forces (CCS) at Ban Me Thuot, RVN.

(S) During the first quarter of 1971, the 20th SOS "Green Hornets" reached 6 months of combat operations without an aircraft loss or accident. There was one explosive accident and one explosive incident. The accident and the incident involved the M-93 minigun. The respective reports are included in this report as attachments.

(S) The conversion of the unit to a new aircraft, the UH-1N, was completed during this quarter. More "N" models became available and the first phase began when one "N" model was used as 5th gun on 20 January. Two "N" models were used on two gun lines and the "P's" remained covering the remaining two gun lines and 5th gun on 13 February. The conversion was complete on 1 March when all five aircraft on the fragged mission were "N" models. The older "P" models were not used for training after this date. They were turned over to the Air Force Rapid Area Maintenance team, Air Force Logistics Command, to be modified and dis-assembled for shipment to other commands throughout the world.

(S) The 20th SOS began a new operation at a temporary FOL, Quan Loi, and its Sub-FOL, Loc Ninh, on the 23rd of March. The Green Hornets supported the Army there in the same capacity as they have in the past. Problems evolved from this operation in three areas. These were billeting, maintenance supply, and security.

(S) Billeting at Quan Loi was of the most austere condition. They were unrevetted, rat infested and the site was not prepared to accept aircrew members. Plans have been made to send advance parties for the

purpose of billet preparation for future operations. Deputy Commander for Special Operations will assist in our support requirements.

(S) Plans have also been made to send a BMT maintenance package into Quan Loi. It was impractical to attempt operations as such a distance from our maintenance support. A twenty to thirty minute flight from BMT to a Sub-FOL presents no problem. Quan Loi is nearly two hours from BMT. The problems were insurmountable in the area of maintenance supply and support. For example, the dust created problems with the fuel filters which were in short supply. This caused aircraft to be out-of-commission. The 20th is going forward through maintenance supply channels to establish a Mobility Supply Kit. This will enable the squadron to deploy for up to 30 day operations.

(S) Tool boxes and survival vests were stolen from the ramp area at Quan Loi. The survival vests were in locked and guarded aircraft. The tool boxes were chained and locked to revetments. Plans have been implemented to provide our own security by using spare gunners as guards on the aircraft at night and locking valuables in conexes.

V. Training:

(S) Hurlburt trained pilots continued to arrive with deficiencies. During the quarter, the Chief of Training conferred with 7AF Training in hopes of finding solutions to the training problems. It was concluded that Hurlburt is limited because of altitude restrictions. Also the terrain is different in SEA. Less transition and more gun training was suggested.

(U) All former "P" model pilots were transitioned into the "N" model. This was facilitated by the use of local IP's who had prior

helicopter time but were not GMQ.

(S) With no clear higher headquarter direction the Squadron initiated Slick (troop carrying helicopter) A/C training on 1 March. Thus, the 20th SOS readied itself for any eventuality. The Squadron has 5 Slick A/C's with 3 more programmed. Slick A/C's are also trained as Gun A/C's until the Squadron obtains a definite Slick mission.

(S) The upgrade system was revised. The 20th SOS had 57 pilots to fly a mission requiring 5 aircraft. This was not enough mission to keep all pilots qualified and proficient. There were more pilots than could be trained on the mission. A set number of A/C's was established. Mission C/P's moved into vacated A/C slots based on DEROS, prior helicopter time and IP's judgements. Once selected the C/P is given intensive training including gun rides, and IP monitored weeks on the mission.

(U) The passenger carrying qualification program was intensified. All pilots, upon achieving minimum time in the helicopter and In Country time, were given a Passenger Carrying Pilot check. This improved the Squadron's ability to conduct VIP flights and other shuttle services.

(S) Squadron pilot breakdown for the quarter is as follows: Flight Examiners 5 ; Mission IP 7 ; Local IP 4 ; Mission A/C's 33 ; First Pilots 24 .

VI. Maintenance, Supply and Equipment:

(U) The 20th Maintenance section has experienced slow but continued improvement in facilities, supply and transport. The 20th SOS moved into new maintenance facilities during the first week in January. The building was quite inadequate in all respects. Supply procedures

and liaison problems were alleviated. However, the Initial Supply Support Listing was still inadequate. In January this problem was evidenced by the high NORS rate which declined throughout the quarter. Coordination and transport problems were reduced when the Operations Branch was located next to the Maintenance hangar. The addition of more dependable vehicles improved transportation problems.

(U) The major problems undertaken were UH-1N assembly, UH-1P modification, Category 3 testing of the "N" model and "P" model packaging and shipping. A RAM Team was requested and approved to complete two ETCTO's and shipping of the "P" models to other units. The job was nearing completion at the end of the quarter. The last of the 22 "N" models arrived 27 Feb and the last was released for Functional Check Flight on 7 Mar.

(U) Two highly experienced pilots were appointed as liaisons to maintenance during the critical two month period when the "N's" were being put into commission. The pilots, with their knowledge of FCF procedures, contributed much to the commissioning program.

(U) A vigorous Cat 3 testing program was instituted by maintenance. Thirty Emergency Unsatisfactory Material Reports were submitted during the quarter. Another major undertaking, of course, was the relocation of the maintenance facilities.

(C) Problems with the aircraft were limited to two general areas; the engines and the rotor blades. Low engine oil pressure was encountered and solved by new adjustment procedures and limits. Virtually all aircraft have experienced fluctuating oil pressure and low oil pressure in the Combining Gearbox. This problem has not been

satisfactorily solved despite increased allowable operating limits and careful oil filling techniques. The Squadron experienced one engine failure on the mission. Results of the investigation are pending. Mixing of Stauffer and Shell oil of the same military specifications was found to cause foaming and curdling. Finally, related to the engine problems was the difficulty in securing water wash equipment. Vital components of the system were lost in supply for weeks. Water wash procedures were established with a substantial rise in engine performance.

(U) The 20th SOS experienced 3 blade delaminations. The problem was found to be in the manufacturing process. The process has been changed and the 20th SOS received 10 pairs of the new blades. Tapping for voids in the blades after each flight was substituted for the old blades still in service.

(S) Providing sufficient armament systems for the "N" models was a problem. It was solved by maintenance personnel. A proposal was made to WRAMA, ASD and PACAF to modify the "P" model minigun mounts to fit the "N" models. The modification took some time in being approved. Seven additonal sets of miniguns will be made available through this program. Also it was found the miniguns will work on the XM-94 pintle mounts. When work is finished, the Squadron will have 14 sets of miniguns and 5 sets of 40MM launchers.

(U) Two inspection teams visited the 20th SOS during the quarter, the USAF Safety Survey Team and the Inspector General. Maintenance was rated highly by both teams. Compliments were given to non-powered AGE and the Supply Center.

VII. Morale:

(U) Morale has improved significantly during the first quarter of 1971. The advent of the UH-1N and its twin engine dependability was a considerable factor. Former problems in the area of transportation to and from the flight line alleviated when the Operations Section moved to its new building. Co-locating the Operations Section with the Maintenance Section on the flight line decreased the transportation problem. Additionally, Operations is now within short walking distance of the Officer's Quarters.

(U) The enlisted aircrew members continue to live in open-bay non-airconditioned barracks. Crowded conditions in officer and enlisted quarters continue with no relief in sight.

VIII. Commander's Comments:

(U) The first quarter of 1971 can be characterized as one of preparation to resume the role the 20th SOS once played in SEA. Conversion to the UH-1N and the expanded check-out program on both Slicks and Guns has enabled the unit to become ready to handle increased tasking. Although the 20th SOS is now ready, there was considerable time and effort lost because of the lack of specific goals. Again, in this quarter, no one at squadron level was informed as to the possible future plans for employment of the unit.

(U) The problems encountered in the area of mobility and their solution have been adequately covered in Section IV of this report.

IX. Special Events:

(S) The 20th SOS was honored, on two occasions, to transport and escort General Creighton Abrams, Commander MACV and party to confer-

ences and inspections. The General was transported to points in the Da Nang area on 11 March. Also, on 30 March he was taken to Kontum from Pleiku. Missions were tasked from MACV through Special Operations channels. The force sent on this operation was 2 Slicks and 2 Gunships.

(Ø) The unit participated in Search and Rescue missions during the period 16 through 20 March. A total of 20 sorties were flown in an effort to find a downed F-100 pilot 45 miles NW of Can Ranh Bay. The F-100 pilot was from the 35th TFW at Phan Rang. Operations were hampered by bad weather and rough terrain. The pilot is still missing.

(U) The 20th SOS was visited by the 7AF Inspector General team on 4 and 5 March. There were no repeat write-ups. The Awards and Decorations section received special comment for procedures used in documenting points for Air Medals and other decorations.

(U) Testing was initiated on the XM-94 grenade launcher and to date the results are inconclusive. Several sorties have been flown using varied tactics. Problems encountered are: High jam rate, high recoil prohibiting accurate firing and no tracer.

(U) Notable among the distinguished officers who visited the 20th SOS and were briefed on the mission are as follows: General Nazzaro, CINCPACAF; General Clay, Commander 7AF; Lt Gen Wells, Inspector General USAF; Maj Gen Petit, DO PACAF; Maj Gen Fraser, Commander Australian Forces, Vietnam; Maj Gen Wilson, DCS OPS, 7AF; Air Commando Spurgeon, CR, RAAF Vietnam; Brig Gen DeLonga, DM, 7AF.

OPERATIONS STATISTICS

FLYING HOURS

	JAN	FEB	MAR
Flown	726.4	750.8	900.2
Programmed	1050	1050	1050
FCF	43.1	68.6	56.9
Mission Support	95.0	97.8	253.9
Training	185.6	276.9	331.1

TRAINING SORTIES

	JAN	FEB	MAR
Gun Training	51	70	71
Pilot Proficiencies	50	96	84
IP Training	14	2	10
Slick Training	6	6	46
Theater Indoctrination	6	2	3

SORTIES

	JAN	FEB	MAR
Missions Flown	126	110	135
Missions Fragged	126	108	139

GROUND ALERT

	JAN	FEB	MAR
Ground Alert Hours	814.2	784.6	1037.5

ORDNANCE EXPENDED

	JAN	FEB	MAR
7.62 MM	297.1M	529.6M	375.3M
Rockets	677	854	749
40MM	-	-	700

Atch 1

MAINTENANCE STATISTICS

	JAN P/N	FEB P/N
OR Rate	72.2%/52.5%	74.5%/80.0%
NORS Rate	7.5%/33.4%	14.9%/7.1%
NORM Rate	20.3%/14.1%	10.6%/12.9%

	JAN P/N	FEB P/N
Aircraft Utilization Rate	28.8%/13.0%	34.0%/24.6%
Authorized Utilization Rate	28.8%/23.0%	34.0%/23.0%
Aircraft Authorized	16/23	15/23
Aircraft Assigned	16/14	15/22

	JAN	FEB
N's Operational	7.9%	11.0%

Atch 2

AWARDS AND DECORATIONS

	(Submitted in 1st Quarter 1971)
Silver Star	1
Distinguished Flying Cross	42
Air Medal	130
Air Force Commendation Medal	28
Bronze Star Medal	5
Purple Heart	0

	(Received during 1st Quarter 1971)
Silver Star	0
Distinguished Flying Cross	61
Air Medal	224
Airman's Medal	1
Bronze Star Medal	0
Air Force Commendation Medal	15
Purple Heart	0

Atch 3

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

20303 (SE)

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

TYPE MSG?	BOOK	MULTI	SINGLE
		X	

PRECEDENCE

ACTION: PRIORITY

INFO:

DTG: -5 MAR 1971 07 59

SPECIAL INSTRUCTIONS

FROM: 20SOS CAM RANH BAY AB VIETNAM

TO: CSAF/AFIIS

DIR OF AEROSP SAFETY/AFIAS/NORTON AFB CA

CINCPACAF/IGY

7AF/SE/TAN SON NHUT AFLD VIETNAM

14SOW/PHAN RANG AB VIETNAM

14SOW/DCSO/NHA TRANG AB VIETNAM

AFSC/SCIZ/ANDREWS AFB MD

AFLC/MCIA-E

OOAMA/OONNTR/HILL AFB UT

ADTD/ADDS/EGLIN AFB FL

DIRECTOR, UNITED STATES ARMY BOARD FOR AVIATION RESEARCH, FORT RUCKER, AL

COMMANDER, NAVAL SAFETY CENTER, USNAS, NORFOLK, VA

UNCLAS E F T O 20SOS (SE)

FOR OFFICIAL USE ONLY.

SUBJECT: USAF XM-93/GAU 2B/A EXPLOSIVE ACCIDENT, PRELIMINARY/FINAL PROGRESS REPORT.

REFERENCE: 20SOS (CC) MSG 190845Z FEB 71. THIS IS A RETRANSMITTAL.

DATE	TIME
MONTH: MAR	YEAR: 1971
PAGE NO.: 1	NO. OF PAGES: 4

DRAFT

TYPED NAME AND TITLE | PHONE

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE: GERALD A. FABISCH, Capt, USAF, Investigating Officer

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

REGRADING INSTRUCTIONS

DD FORM 1 NOV 63 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

U. S. GOVERNMENT PRINTING OFFICE: GPO 1968 O-295-831

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET	SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION: PRIORITY			
INFO:			

1. 17 FEB 1971, 1130H, DAY.

2. HELICOPTER PARKING PAD NO. 4 AT A SUB-FOL FROM BAN ME THUOT EAST.

3. 7.62MM AUTOMATIC GUN GAU2B/A SN WR237, GENERAL ELECTRIC MANUFACTURE DATE UNKNOWN; DATE OF LAST PERIODIC INSPECTION 27 JAN 71 AT 72,700 TOTAL ROUNDS FIRED; 7.62MM AMMUNITION, LOT NO. TWL-61-1, DATE OF MANUFACTURE 1969; LENGTH OF BURST IS N/A; ONE ROUND FIRED; UH-1P HELICOPTER SN 63013161. AIRCRAFT NON-OPERATIONAL HOURS AS A RESULT OF THE MISHAP, NONE. TOTAL MANHOURS EXPENDED IN TROUBLESHOOTING AND REPAIR OF SYSTEM INVOLVED IN THE MISHAP, ONE-HALF HOUR.

4. 7AF, 14SOW, 20SOS, CAM RANH BAY AB, RVN.

5. EXPLOSIVES ACCIDENT, INADVERTENT MINI-GUN FIRING ON FLIGHTLINE INVOLVING DISABLING INJURY. TOTAL COST OF ONE 7.62MM CARTRIDGE, TEN CENTS. ROUND IMPACTED ON PSP AFTER PASSING THROUGH GUNNER'S FOOT, APPROXIMATELY THREE FEET FROM HELICOPTER. NO MATERIAL DAMAGE.

6. CLIFFORD, ROBERT F., SC USAF, PAFSC A46250, SSAN 109-42-9878, INJURED MAN. TEMPORARY TOTAL, FOR SIX WEEKS. 2.5 YEARS AS 462X0, MINI-GUN EXPERIENCE SINCE OCT 68.

7. NONE.

8. N/A.

9. N/A.

10. POST-FLIGHT CHECK, POSTLOADING INSPECTION, ARMED STRIP ALERT.

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	4	20 SOS (SE)	

SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS
UNCLASSIFIED E F T O	

DD FORM 1 NOV 63 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET	SECURITY CLASSIFICATION UNCLASSIFIED E F T O

PRECEDENCE / ACTION PRIORITY / INFO	RELEASED BY	DRAFTED BY	PHONE

11. AIRCRAFT 161 HAD JUST RETURNED FROM A COMBAT SORTIE. THE BARREL SAFEING PIN WAS INSTALLED, AND THE SAFEING SECTOR, PN 65F9807 REMAINED INSTALLED. SGT CLIFFORD PLACED TWO 7.62MM AMMUNITION CANS ON BOARD THE AIRCRAFT. TO DO SO, HE REMOVED AND REPLACED THE AMMUNITION FEEDER CHUTE, PN66B12706-1, FOR EASIER ACCESS INTO THE AIRCRAFT. AFTER THE FEEDER CHUTE WAS RECONNECTED TO THE GUN, HE RELINKED THE FEEDER CHUTE ROUNDS INTO THE MAU 56/A GUN DELINKER-FEEDER MECHANISM, PN 1170112O. SGT CLIFFORD THEN POSITIONED HIMSELF ON THE GROUND IN FRONT OF THE GUN, REMOVED THE BARREL SAFEING PIN, AND ROTATED THE BARRELS TO INSURE PROPER AMMO FEED. AT THIS POINT, ONE ROUND FIRED THROUGH SGT CLIFFORD'S RIGHT FOOT BETWEEN HIS BIG TOE AND FIRST TOE.

12. CLEAR, NOT A FACTOR.

13. PRIMARY CAUSE OF THIS ACCIDENT WAS PERSONAL FACTOR ON THE PART OF SGT CLIFFORD IN THAT HE DID NOT HEED THE BEFORE-LANDING WARNING ON PAGE 1-3 OF T.O. 1H-1(U)P-1CL-2 WHICH DESCRIBES SAFETY PRECAUTIONS FOR ROTATING THE BARREL CLUSTER. THE ROUND INADVERTENTLY REMAINED IN THE GUN AFTER THE LAST MISSION. A CONTRIBUTING CAUSE WAS A MALFUNCTION IN THE MAU 56/A GUN DELINKER FEEDER MECHANISM SOLENOID, PN 13133, IN THAT AN EXCESSIVE AMOUNT OF DUST AND GUN-FIRING RESIDUE ACCUMULATED IN AND AROUND THE SOLENOID PLUNGER. THIS RESIDUE PREVENTED THE PLUNGER FROM CLEARING THE GUN OF ALL CARTRIDGES WHEN THE TRIGGER WAS RELEASED. WORK UNIT CODE: 7511D;

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		3	4	20 SOS (SE)	

SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS
UNCLASSIFIED E F T O	

DD FORM (1 NOV 65) 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET	SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

PRECEDENCE / ACTION PRIORITY	RELEASED BY	DRAFTED BY	PHONE

HQ MAC CODE: V; PN 11701120, MAU 56/A GUN DELINKER-FEEDER MECHANISM.

14. NONE.

15. NONE.

16A. ALL GUNNERS HAVE BEEN BRIEFED ON THE PARTICULARS OF THIS ACCIDENT AND CAUTIONED TO ADHERE TO CHECKLISTS DURING ALL OPERATIONS. SGT [redacted]FFORD HAS BEEN REMOVED FROM DESTRUCTOR GUNNER STATUS. IN ADDITION, HE WILL BE REQUIRED TO ATTEND THE FORMAL LOCAL GROUND SCHOOL FOR GUNNERS AND FLY A CHECK RIDE BEFORE BEING REQUALIFIED. A ONE-TIME CHECK OF ALL SOLENOIDS HAS BEEN PERFORMED WITH NO REPEAT MALFUNCTION.

16B THROUGH 16E. N/A.

16F. NO, NONE WILL BE MADE.

16G. N/A.

16H. N/A.

[redacted]GERALD A. FABISCH, CAPT, USAF, INVESTIGATING OFFICER, 483 TAW, TEL: 961-4373/3029.

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		4	4	20 SOS (SE)	

SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS
UNCLASSIFIED E F T O	

FORM 173-1

REPLACES EDITION OF 3 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION: UNCLASSIRIED E F T O

TYPE MSG	BOOK	MULTI	SINGLE
		X	

PRECEDENCE

ACTION: PRIORITY

INFO:

DTG: S NR 1 71 07 19

FROM: 20TH SOS CAM RANH BAY AB, VIETNAM APO SF 96326

SPECIAL INSTRUCTIONS

TO: 7AF/SE/TAN SON NHUT AFLD VIETNAM

CSAF/AFIIS

DIR OF AEROSP SAFETY/AFIAS/NORTON AFB CA

CINCPACAF/ICY

7AF/SE/TAN SON NHUT AFLD VIETNAM

483TACAIRTWG/SE/CAM RANH BAY AB VIETNAM (courier)

AFLC/MCIA-E

ASD/WPAFB OHIO

OOAMA/OONN/HILL AFB UT

ADTD/ADDS/EGLIN AFB FLA

COMMANDER NAVAL SAFETY CENTER/USNAS/NORFOLK VA

DIRECTOR UNITED STATES ARMY BOARD FOR AVIATION

ACCIDENT RESEARCH/FORT RUCKER ALA

INFO: 14SOW/PHAN RANG AB, VIETNAM

14DCOS/NHA TRANG AB, VIETNAM

~~483TAW/SE/CAM RANH BAY AB, VIETNAM~~ (MSG)

DATE: 15. TIME: 1500

MONTH: Mar YEAR: 71

PAGE NO.: 1 NO. OF PAGES: 4

UNCLAS E F T O/20SOS/S

FOR OFFICIAL USE ONLY THE FOLLOWING MESSAGE 19 FEB 71 IS RETRANSMITTED FOR YOUR INFO.

DRAFTER

TYPED NAME AND TITLE: ROBERT J. CONNOLLY, Capt, USAF Unit Safety Officer

PHONE: 2010

RELEASER

SIGNATURE: Harmon Brotnov

TYPED (or stamped) NAME AND TITLE: HARMON M. BROTNOV, Lt Col, USAF Commander

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

REGRADING INSTRUCTIONS

DD FORM 1 NOV. 63 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

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ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET			SECURITY CLASSIFICATION UNCLASSIFIED E F T O
PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY	HARMON M. BROTNOV	ROBERT J. CONNOLLY	2010
INFO			

SUBJECT: USAF XM-93 EXPLOSIVE INCIDENT, PRELIMINARY/FINAL PROGRESS REPORT.

1. 17 FEB 71, 1100H, DAY

2. PARKING PAD NO CARIBOU B-3, EAST RAMP, CAM RANH BAY AIR BASE RVN.

3. 7.62 MM AUTOMATIC GUN GAU 2 A SN 2340, GENERAL ELECTRIC, MANUFACTURE DATE UNKNOWN; DATE OF LAST PERIODIC INSPECTION 8 FEB 71 AT 164, 350 TOTAL ROUNDS FIRED; 7.62 MM AMMUNITION, LOT NO TWL-61-1, DATE OF MANUFACTURE 1969; LENGTH OF BURST N/A, ONE ROUND FIRED; UH-1P HELICOPTER SN 65007926.

4. 7AF, 14 SOW, 20SOS, CAM RANH BAY AIR BASE, RVN.

5. EXPLOSIVES INCIDENT, INADVERTANT MINI-GUN FIRING ON FLIGHT LINE. ROUND IMPACTED ON CONCRETE APRON APPROXIMATELY THREE FEET FROM HELICOPTER LEAVING A CRATER SEVEN INCHES WIDE BY ONE INCH DEEP. ESTIMATE FIFTEEN MINUTES FOR REPAIR TO CONCRETE, LABOR COST TWO DOLLARS, NO FURTHER DAMAGE. TOTAL COST OR ONE 7.62 MM CARTRIDGE, TEN CENTS.

6. FILE, THOMAS E., SGT, USAF, PAFSC A43130, SSAN 219-52-0203, NONE. 2.5 YEARS AS 431X0, MINI-GUN EXPERIENCE SINCE NOV 70.

7. NONE

8. N/A

9. N/A

CONTROL NO:	TOR/TOD	PAGE NO. 2	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS

SECURITY CLASSIFICATION | REGRADING INSTRUCTIONS

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ACTION: PRIORITY	HARMON M. BROTNOV	ROBERT J. CONNOLLY	2010
INFO:			

10. POST-FLIGHT CHECK.

11. AIRCRAFT 926 HAD JUST RETURNED FROM A GUN TRAINING SORTIE. SGT FIKE, A STUDENT GUNNER, WAS ON HIS FIFTH RIDE AT CAM RANH BAY AB, AFTER GRADUATING FROM THE GUNNER' TRAINING COURSE AT HURLBERT FIELD, FL. THE OTHER STUDENT GUNNER WAS ON HIS FIRST RIDE AT CAM RANH BAY AB. CONSEQUENTLY, THE INSTRUCTOR GUNNER WAS DIRECTING HIS ATTENTION PRIMARILY TOWARD THE LATTER. SGT FIKE INADVERTANTLY REVERSED TWO CHECKLIST STEPS (8 AND 10 OF AFTER FIRING CHECKLIST, T.O. 1H-1(U)F-1) BY INSTALLING THE SAFEING SECTOR, PN 65F9807 AND THEN ROTATING THE BARRELS. A ROUND, REMAINING IN THE WEAPON FROM THE LAST GUN PASS, FIRED.

~~12. CLEAR, NOT A FACTOR.~~

13. PRIMARY CAUSE OF THIS INCIDENT IS PERSONNEL FACTOR ON THE PART OF SGT FIKE IN THAT HE DID NOT HEED THE WARNING ON PAGE N-3 OF T.O. 1H-1(U)F-1-1CL-2 WHICH DESCRIBES SAFETY PRECAUTIONS TO BE TAKEN BEFORE ROTATING THE BARRELS. CONTRIBUTING CAUSE WAS SUPERVISORY ERROR IN THAT TWO STUDENTS WERE PERMITTED TO BE SUPERVISED BY ONE INSTRUCTOR GUNNER. THE EXHIBIT GUN AND AIRCRAFT WERE RELEASED BACK INTO NORMAL/COMBAT/MAINTENANCE ACTIVITIES. A FUNCTIONAL CHECK OF THE GUN AND FEEDER MECHANISMS FAILED TO IDENTIFY ANY PROBLEMS WHICH COULD CONTRIBUTE TO THIS INCIDENT.

14. NONE

15. NONE

CONTROL NO.	TOR/TOD	PAGE NO. 3	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS

SECURITY CLASSIFICATION | REGRADING INSTRUCTIONS

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ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

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INFO:			

16A. SCT FIKE HAS BEEN REENTERED IN THE CHECK-OUT PROGRAM AT THE BEGINNING. SCHEDULING PROCEDURES HAVE BEEN CHANGED SO THAT AN INSTRUCTOR GUNNER WILL HAVE ONLY ONE STUDENT TO SUPERVISE PER FLIGHT. ALL GUNNER HAVE BEEN REBRIEFED ON REMOVING THE SAFETY SECTOR BEFORE ROTATING THE BARRELS. PILOTS HAVE BEEN BRIEFED TO PUT INCREASED EMPHASIS ON INITIATING AND COORDINATING THE GUNNERS BEFORE LANDING CHECKLIST.

16B. THROUGH 16E. N/A

16F. NO. NONE WILL BE MADE

16G. NONE

16H. REQUEST WAIVER OF FORMAL REPORT. ALL AVAILABLE DATA HAS BEEN PROVIDED IN THIS REPORT.

17. ROBERT J. CONNOLLY, CAPT, USAF, 20SOS CHIEF OF SAFETY, EXT 961-201/2878, 20SOS 71-5

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		4	4		RB

DEGRADING INSTRUCTIONS

[redacted]

25

[redacted]

26

[redacted]

20th Special Operations Squadron.[27]

(S) The primary mission of the 20th Special Operations Squadron continued to be support of the long range VNAF King Bee (H-34) heli-

[redacted]

copters. The King Bees operate under the command and control of the Training Advisory Groups (TF-3AE) CCS at Ban Me Thuot AB, RVN, and are responsible for carrying out long range reconnaissance patrols.

(S) Operations were again carried out at Quan Loa in support of King Bees. The operations and maintenance facilities though austere, were greatly improved over conditions existing during the past quarter.

(S) The 20th Special Operations Squadron dispatched two aircraft and crews and maintenance personnel to Saigon for a period of ten weeks to support training at the Long Than Special Forces Camp, 20 miles east of Saigon. The students were Nationals training to be reconnaissance team leaders and instructors. The training included parachute training, stable rig training, and visual reconnaissance in War Zone D and the Iron Triangle. A collateral mission was administrative support of Special Operations headquarters personnel at Seventh Air Force and Military Assistance Command, Vietnam.

(S) The grounding of most of the 20th Special Operations Squadron's aircraft due to low power problems was a limiting factor in the accomplishment of combat and training sorties. An assistance team from Warner Robins Air Materiel Area (WRAMA) was called in to help solve this problem. At one point, after the initial power problem occurred, there were 11 UH-1N's grounded out of 22 possessed. After the WRAMA team departed, leaving recommendations for correcting the problem, all but four of the aircraft were returned to an OR status.

(U) Aside from the shortage of engines due to the power problems and a shortage of gear boxes in June, logistical support was

adequate throughout the quarter.

(U) The 20th Special Operations Squadron was called upon to support a search and rescue mission for a downed F-100 pilot from the 35th Tactical Fighter Wing at Phan Rang AB, RVN. After the crash site was located, gunships of the 20th Special Operations Squadron flew cover for a "brite lite team" as the team searched for the pilot. Unfortunately, the pilot had been killed in the crash.

(S) The 20th Special Operations Squadron flew 2881.8 hours expending 1,463,200 rounds of 7.62mm ammunition, 3,474 rockets, and 6,699 rounds of 40mm ammunition, in the performance of their mission.

90th Special Operations Squadron.[28]

(S) The unconventional warfare operations assigned to the 90th Special Operations Squadron, under Seventh Air Force OPORD 460-70 (COMBAT SPEAR), is classified Top Secret IMDIS and will not be discussed in this history, as it has been submitted under separate cover to Seventh Air Force.

(S) The operational use of the Fulton Recovery System for in-country rescue remained unlikely because rescue helicopters can do the job more effectively. However, the 90th Special Operations Squadron continued to maintain a capability in both short range and long range recovery operations through a thorough training program. Three live pick-ups were made at Clark AB, Philippines, as part of the Jungle Survival course.

(U) Manning and logistics support from higher headquarters continued to contribute to the success of the unit's mission.

20TH SPECIAL OPERATIONS SQUADRON

HISTORICAL REPORT

CALENDAR QUARTER 1 APRIL 1971 TO 30 JUNE 1971

10 JULY 1971

BY

CAPT LEONARD R. CARSON
AND
CAPT PAUL R. HOLSER

HISTORICAL OFFICERS

APPROVED BY:

Harmon M Brotnov

HARMON M. BROTNOV
LT COL, USAF

B I B L I O G R A P H Y

INTERVIEWS

Lt Col Harmon M. Brotnov, Commander, 20th SOS

Lt Col Alfred G. Houston, Operations Officer, 20th SOS

Capt Jimmie D. Schuman, Squadron Training Officer, 20th SOS

Capt Charles D. Svoboda, Mission Operations Officer, 20th SOS

Capt Clifford J. Thompson, Maintenance Officer, 20th SOS

OTHER SOURCES

SSgt Dennis K. Keffer, Awards and Decorations

Capt Alex H. Gay, Unit Flying Safety Officer

SSgt Thomas H. Sanford, NCOIC Operations

LIST OF ATTACHMENTS

1. Operations Statistics
2. Maintenance Statistics
3. Awards and Decorations Statistics
4. Explosive Incident and Accident Messages
5. Search and Rescue Summary
6. Medical Evacuation Mission Summary
7. Assistance Team Composition

(Security Classification - If classified) SECRET

HISTORICAL DATA RECORD	REPORTING PERIOD FROM	REPORTING PERIOD TO	REPORTS CONTROL SYMBOL
	1 April 1971	30 June 1971	AU-DS

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

TO:
[redacted]
[redacted]

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
[redacted]	[redacted]		[redacted]	

SECTION II — SUBORDINATE UNITS

SECTION III — MISSIONS

A. PRIMARY

[redacted]

B. SECONDARY (OR OTHER)

SECTION IV — PERSONNEL

STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	[redacted]	[redacted]	[redacted]	[redacted]
AUTHORIZED	[redacted]	[redacted]	[redacted]	[redacted]
ATTACHED	[redacted]	[redacted]	[redacted]	[redacted]

SECTION V — EQUIPMENT

A. AIRCRAFT

[redacted]

B. WEAPONS (INCLUDING MISSILES)

[redacted]

C. ELECTRONICS

D. OTHER

(Security Classification - If classified) SECRET

I. Background:

(S) The Main Operating Base (MOB) of the 20th Special Operations Squadron is located at Cam Ranh Bay Air Base, Vietnam. Combat operations were conducted out of the Forward Operating Location (FOL) at Ban Me Thuot East and Sub-Forward Operating Locations (Sub-FOL) at Duc Lap, Tieu Atar as in the past. The Sub-FOL's at Quan Loi and Loc Ninh were used again for a limited duration. A new FOL was added at Tan Son Nhut Air Base where a combination of combat and administrative support missions were flown.

II. General:

(S) 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 second quarter of the calendar year 1971.

III. Organization: Command and Control:

(U) Lt Col Harmon M. Brotnov continued his duties as Commander of the 20th SOS. Lt Col Alfred G. Houston continued duty as Operations Officer. Early in the quarter, Captain James A. Ball was replaced by Captain Clifford J. Thompson, Jr. as 20th Maintenance Section Commander. Captain Steven T. Barry assumed duties of Assistant to the Maintenance Commander from Captain Gerald E. Karels.

(U) The Mission Operations Officer (MOO) functioning as detachment commander at the FOL's continued to rotate among field grade officers with the addition of selected company grade officers.

IV. Mission:

(S) The primary mission of the 20th Special Operations Squadron continued to be support of VNAF King Bee (H-34) helicopters. The

King Bee's carry Long Range Reconnaissance Patrols and operate under the command and control of the Training Advisory Group (TF-3AE) CCS at Ban Me Thuot, RVN.

(S) The Squadron again operated out of Quan Loi for a short time. The mission was support of ARVN King Bees.

(S) The lessons learned by both the 20th SOS and the support facility at Quan Loi last quarter were well heeded. The facilities, while austere, were adequate for both officer and enlisted personnel. Maintenance personnel were well equipped for their jobs. Arrangements were made for securing valuable equipment, both personnel and government owned.

(S) Two aircraft, crews and four maintenance personnel were sent to Saigon for a period of approximately 2½ months. These aircraft and crews supported training at the Long Than Special Forces Camp, 20 miles east of Saigon. This included parachute training, extensive stable rig training and visual reconnaissance in War Zone D and the iron triangle. Several exfils were accomplished by the 20th SOS of small teams deployed at night by parachute and recovered in the morning. The students were Nationals training to be reconnaissance team leaders and instructors. A collateral mission was administrative support for the personnel of Special Operations headquarters at 7AF and MACV. This consisted of fairly regular shuttle runs to Quan Loi and some adjacent Training Advisory Group sites. This gave good navigation and proficiency training to our pilots as well as a welcome break from the routine 20th operations.

(S) During the second quarter of 1971, the 20th SOS "Green Hornets"

continued a very hazardous three months of combat operations without an aircraft loss or accident. There was one explosive accident and two explosive incidents. The accident involved the XM-94 grenade launcher and resulted in the discontinuation of its use pending information from Rock Island Arsenal. The respective reports are included in this report as attachments.

V. Training:

(U) The second quarter of 1971 saw an increased emphasis on Slick training. The squadron received valuable experience in a number of slick missions of short duration.

(U) A number of problems have hampered training in this quarter. Because of the problems mentioned below in maintenance, training was afforded fewer and fewer aircraft during the quarter with which to do its job. A/C upgrading in both gun and slick operations suffered.

(S) During this quarter the 20th was informed that effective first quarter fiscal year 1972, the UE strength of the unit would be reduced to 15 aircraft. With the 1.25 crew ratio, the unit pilot strength would be reduced to ~~39~~ 38 pilots plus the ops officer and squadron commander for a total of ~~41~~ 40 officers. Aircrew gunners are to be reduced to 38 and a consequent reduction in size of the maintenance force. Pilots with August and September DEROS's were curtailed to July, and this necessitated the accelerated checkout program mentioned under training in this report. The training program for this quarter reflects a concentration on gunship aircraft commander checkout and IP upgrading to maintain a high experience level.

(S) In both April and May the 20th exceeded its flying hour allotment. However, in June, the figures fell short for the quarter overall because of the serious maintenance difficulties experienced in the latter part of the quarter.

(S) The large number of trained Gunship A/C's scheduled to leave in July necessitated an accelerated checkout program. The 20th SOS lost nearly all of its free fire areas in mid-June. By late June, it was rare for the squadron to obtain an area fit for the advanced stages of Gun or Slick training.

(U) More low altitude flying, stressing orientation and navigation, was initiated. This also gave more practice to the Gun A/C's.

(U) It was determined that a number of the Forward Air Controllers working with the squadron were unfamiliar with the 20th SOS combat procedures. The practice of letting them ride a Gunship on a training mission has improved coordination and given the FAC a better appreciation of the squadron mode of operation.

VI. Maintenance and Supply:

(U) The most significant problem encountered by the 20th Maintenance Section for the quarter was the low power problem. On the 27th of April, during a functional check flight, one aircraft was found to be 4% below the charted torque values found in the dash 6 CF. Shortly thereafter, there were six aircraft grounded for low power. Topping checks indicated that engines were either T-5 or Ng limited, yet they would produce 4 to 6% below the charted torque value for single engine operation. At one point, the 20th

had 11 aircraft grounded for low power.

(U) After repeated messages requesting a Warner Robbins Air Material Area (WRAMA) or Aerospace Systems Division (ASD) assistance team to be sent to Cam Ranh Bay, an assistance team did arrive on the 12th of June. Team composition is listed in attachment # 7.

(U) Initially the team flewall of our aircraft to determine if our procedures had been correct in topping, and they had much the same results as the 20th had found. They made numerous hot section inspections and found damage to the turbine buckets. The team experimented with new water wash techniques and achieved some improvement, but not much. Calibration tests on the T-5 limiter and torque controls resulted in the same conclusions that the maintenance section had drawn before the arrival of the team. We had a multiple problem that nobody could put their finger on. There appeared to be some engine deterioration not planned for and they felt that the charts used to determine topping power are optimistic. They felt that engine washes should be applied more frequently and that new washing procedures must be devised.

(U) Some of the things which they felt affected the power deterioration in this theater were dirt and dust in which the 20th must operate. The engine hot section inspections revealed turbine bucket damage apparently caused by hot starts. Deficiencies in the temperature indicating system are suspected to be one of the causes. The T-5 does not respond fast enough to the

actual starting temperatures in the engine. They discovered that it takes the ITT guage four seconds to reach 1000 degrees, whereas the temperatures could reach 1000 degrees or more in two seconds and never be reflected on the guage. Contributing to this problem is the use of battery starts. The starter generator drains off the necessary electrical power to the ITT guage and does not leave the proper voltage to be applied to the guage. Starts are now being made with power carts unless operational necessity prohibits their use.

(U) The team also left us with a new power reject chart which reduced the acceptance pow about 3 or 4% across the board. The chart is for the 20th's use only and is not good at altitude. This returned to OR status most of our downed aircraft with the exception of four.

(U) In the latter part of June, the 20th experienced 4 gearbox failures. The #5 bearing was identified as the failing component. Emergency Unsatisfactory Material Reports (EMUR) were submitted immediately. We were assured by the team that these failures would not be sudden and would always be detected by soap samples or chip lights.

(U) Category III testing officially ended in February 1971. The 20th SOS, being the only users in the field, has continued its own Cat III program. The 20th has submitted numerous EMUR's on T5 limiters, torque transmitters, MF governors and ITT indicators. An average of 30 EMUR's per month have been generated this quarter.

(U) The team also brought with them printouts on the gearbox torque metering system. These gearbox systems were known to be in error and yet no one sent the information with the original equipment

or replacements. Henceforth, the known errors in the guage are being placarded on the instrument panel so that the pilot will have a more accurate indication of actual torque output of the engines.

(U) Generally, logistic support was adequate throughout the quarter. In June, a shortage of engines and gearboxes occurred. This was due to bearing failures in the gearboxes and the low power problem. NORS rates were very low, more due to consolidation of NORS rather than supply support. The statistics in attachment #2 do not reflect the aircraft that were grounded for low power. This is because they went to a WQ status which means they were on hold, awaiting information from Air Force Logistics Command (AFLC). Thus, they do not show up on CR, NCRM or NORS.

VII. Morale:

(S) Morale continues to be good. The enlisted aircrew members have moved into new airconditioned quarters. The establishment of a FOL at Saigon had a great effect on the squadron. Hours were long and the work was hard, but it was a welcome change from the normal mission. The pilots and aircrew members gained valuable experience. The operation also afforded the accumulation of varied flying time.

(S) The tour curtailment was an obvious morale booster for those involved. It also meant more flying time and faster advancements for those left here.

VIII. Special Events:

(U) The 20th was called upon to perform Search and Rescue missions in an effort to recover a downed F-100 pilot from the 35TFW at Phan

Rang. The 20th provided slicks and gunship cover for this effort. TSgt Bruce Maine volunteered to go down to the crash site by climbing down the ladders hung from the UH-1N hovering over the site. His attempt to confirm the pilot's survival or fatality was followed by the insertion of a "brite lite team". As the team searched for the pilot or his body, gunship cover circled overhead. Unfortunately the pilot had died in the crash and his remains were recovered and returned to Phan Rang. See attachment #5.

(S) Late in the quarter, the 20th was called upon to emergency medivac a wounded soldier from Ban Me Thuot. He had received a head wound from a claymore mine and required brain surgery. Although it was night and weather conditions were bad, Captain Ray D. Ostergaard and his crew volunteered to fly direct to Cam Ranh Bay from Ban Me Thuot. See attachment #6.

IX. Commander's C ments:

(U) Throughout the quarter Higher Headquarters support was excellent. The assistance team visit and the expiditing of supply are two examples of this valuable assistance.

(U) The "Green Hornets'" tactics have proven to be the best in our Area of Operations. The 20th has attempted to maintain the capability to man the complete mission package in both slicks and guns. The experience level of the 20th has remained high because of the varied operations conducted throughout Vietnam.

(U) "Hornet" morale continued to be high and was improved by the increase in activity and by a sense of accomplishment.

OPERATIONS STATISTICS

FLYING HOURS

	APR	MAY	JUN
Flown	1094.5	1065.2	722.1
Programmed	1050	1050	1050
FCF	61.6	64.1	65.0
Mission Support	153.5	158.8	79.2
Training	306.4	202.6	181.6

TRAINING SORTIES

	APR	MAY	JUN
Gun Training	132	61	56
Pilot Proficiencies	32	40	30
IP Training	11	4	2
Slick Training	25	26	20
Theater Indoctrination	3	1	1

SORTIES

	APR	MAY	JUN
Missions Flown	233	272	165
Mission Fragged	240	277	190

GROUND ALERT

	APR	MAY	JUN
Ground Alert Hours	1238.3	1359.1	1290.6

ORDNANCE EXPENDED

	APR	MAY	JUN
7.62 MM	598.6M	455.8M	408.8M
Rockets	1589	994	891
40 MM	6249	450	0

Atch 1

MAINTENANCE STATISTICS

	APR	MAY	JUN
OR Rate	82.3%	78.4%	80.6%
NORS Rate	13.6%	18.6%	4.2%
NORM Rate	4.1%	3.0%	15.2%

Atch 2

AWARDS AND DECORATIONS

Awards Submitted 2nd Quarter 1971

Air Medals	96
Distinguished Flying Crosses	44
Bronze Stars	3
Air Force Commendation Medals	23

Awards Approved 2nd Quarter 1971

Air Medals	149
Distinguished Flying Crosses	39
Air Force Commendation Medals	12
Bronze Stars	2
Silver Stars	1

Atch 3

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

02 40

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

TYPE MSG: BOOK | MULTI | SINGLE

PRECEDENCE

ROUTINE

ROUTINE

DTG

SPECIAL INSTRUCTIONS

FROM: 20th SOS CAM RANH BAY AB, RVN

TO: CSAF

DIR OF AEROSP SAFETY/AFIAS/NORTON AFB CA

CINCPACAF (IGY)

7AF/SE/TAN SON NHUT AFLD VIETNAM

483 TACALFTWG/SE/CAM RANH BAY AB, VIETNAM

AFIS (IGYE) USAF SOWS EGLIN AFB, FLA

ASD/WAPAFB OH 7AF XPQ TANSONNUT

DIR OF MAINTMGT (MMNTR) HILL AFB UT

AFTD (ADDS) EGLIN AFB UT (USOW)

COMMANDER NAVAL SAFETY CENTER/USNAS/NORFOLK VA

DIRECTOR UNIT ED ARMY BOARD FOR AVIATION ACCIDENT RESEARCH/FOR RUCKER ALA

INFO: 14 SOW/PHAN RANG AB, VIETNAM

14 SOW/NHA TRANG AB, VIETNAM

E F T O

UNCLAS: 20SOS/SE APR 71 FOR OFFICIALUSE ONLY

SUBJ: USAF XM-94/XM-129 EXPLOSIVES INCIDENT PRELIMINARY/FINAL REPORT: 1. 1 MAY 71, 0920H, DAY

DATE: 9 | TIME: 1030

MONTH: MAY | YEAR: 1971

PAGE NO: 1 | NO OF PAGES: 4

AUTH: TYPED NAME AND TITLE: ALEX B. GAY III, Capt, USAF 2010, Explosive Safety Officer | PHONE

RELEASER: SIGNATURE | TYPED (or stamped) NAME AND TITLE: HARMON M. BROTHON, Lt Col, USAF, Commander

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION ROUTINE INFO ROUTINE	HARMON M. NOV	ALEX H. GAY III	2010

2. ALOHA MIKE GUN TRAINING AREA, CAM RANH BAY AB, RVN.

3. UH-1N, SN 69-6624, XM-129 GRENADE LAUNCHER, SN 774, SEP 70 ROCK ISLAND ARSENAL, 26 APR 71, 50 ROUNDS AS OF 30 APR 71, 40MM GRENADE LOT NR MA-339-115, MFG JUN 70, 35EC, 20 SEC.

4. PACAF, 7AF, 14SOW, 20SOS, CAM RANH BAY AB, RVN.

5. EXPLOSIVES INCIDENT, THREE ROUNDS JAMMED IN RECEIVER AND BARREL ASSY, 1.5 MHR TO DISASSEMBLE AND DEARM GRENADE LAUNCHER. BARREL ASSY PN 11697051, DESTROYED, RECEIVER ASSY, PN 1697068 GUIDE TRACKS DAMAGED, MAGNETIC SENSOR DAMAGED, SADDLE MOUNT THREADS DAMAGE COST UNKNOWN DUE TO TEST STATUS OF SYSTEM, THREE ROUNDS OF 40MM GRENADES 7.40 DOLLARS EACH, AIRCRAFT NONOPERATIONAL HOURS ZERO.

6. AERIAL GUNNER, HERRING, CHARLES H. MSGT, AFSC 170C, FR267-38-8300 NONE.

7. BLAESS, EDWARD M. CAPT, 481-52-3074FR, I.P. NONE. PARTRIDGE, JAMES H. CAPT, 037-28-8283FV, PILOT, NONE. BENYARD, BOBBY (NMI) SGT, FR427-95-4524, AG, NONE

8. N/A

9. M-94 SYSTEM TRAINING, VFR, 0900H, 1.3 HOURS.

10. HIGH LEVEL SPOOKY PATTERN (1500 FT AGL)

11. APPROXIMATELY 260 ROUNDS HAD BEEN FIRED THROUGH THE RIGHT SIDE GRENADE LAUNCHER WHEN THE JAM OCCURRED.

[redacted]

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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION ROUTINE INFO ROUTINE	HARMON M. BROTNOV	ALEX H. GAY III	2010

MISSION WAS ABORTED AND RETURNED TO CAM RANH BAY AB, DEARM AREA.

INVESTIGATION BY WEAPOSN RELEASE SHOP PERSONNEL REVEALED THAT T
TWO LIVE ROUNDS WERE JAMMED IN THE RECEIVER AND ONE LIVE ROUND WAS
JAMMED IN THE BARREL ASSY. THE PROJECTILE OF THE SECOND ROUND
INVOLVED WAS JAMMED IN THE RECEIVER AND WAS TOUCHING THE PRIMER OF
THE ROUND JAMMED IN THE BARREL ASSY. EOD RESPONDED AND THE
LAUNCHER WAS REMOVED FROM THE AIRCRAFT AND DISASSEMBLED IN ORDER
TO FACILITATE DEARMING. THE TWO LIVE ROUNDS WERE REMOVED FROM
THE RECEIVER. WHEN ATTEMPTING TO REMOVE THE LIVE ROUND FROM THE
BARREL ASSY THE BRASS SEPARATED LEAVING THE LIVE PROJECTILE LODGED
IN THE BARREL ASSY. THE BARREL AND ROUNDS WERE DESTROYED BY EOD
FOR SAFETY REASONS.

12. NOT A FACTOR

13. DAMAGE TO THE GUIDE TRACKS ON THE RECEVER INDICATES THAT THE
ROUNDS THAT LODGED IN THE BARREL ASSY WAS FED IN FRONT OF THE
GUIDE TRACKS AND ROUNDS POSITIONERS, PN 1169081. THE BARREL ASSY
MOVED AFT AND JAMMED THE ROUND INTO THE BARREL POSITIONED FORWARD
OF THE GUIDE TRACKS. THE ROUND FAILED TO BE CONTACTED BY FIRING
PIN, PN 1169042, AND DID NOT DISCHARGE. BEING OUT OF THE GUIDE
TRACKS IT DID NOT EXTRACT AND THE SUBSEQUENT ROUND FED IN BEHIND.
THE BARREL ASSY MOVED AFT JAMMING THE TWO ROUNDS TOGETHER AND
STOPPING THE LAUNCHER.

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		3	4		

SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS
UNCLASSIFIED E F T O	

DD FORM 1 NOV 65 173-1 REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED E F T O

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION: ROUTINE	HARMON M. BROTNOV	ALEXH. III	2010
INFO: ROUTINE			

14. POSSIBLE DESIGN DEFFICIENCY EXISTS IN THE RECEVIER GUIDE TRACKS. THERE IS NO PROVISION FOR PREPOSITIONING THE ROUNDS PRIOR TO THEIR ENTERING THE RECEIVER.

15. NONE.

16A. RECOMEDN USE OF XM-94 WEAPONS SYSTEM BE DISCONTINUED PENDING RESULTS OF EUR 483TAW E-71-099 AND ROCK ISLAND ARSENAL EVALUATIONS.

16B. BARREL ASSY AND THREE SUBJECT ROUNDS DESTROYED BY EOD. SADDLE AND RECEIVER ASSY HELD ASEUR EXHIBIT.

16C-D. N/A

17. ALEX H. GAY III CAPT, USAF, EXPLOSIVE SAFETY OFFICER, 20SOS

TEL: 2010

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE DENTIFICATION	INITIALS
			4		

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REGRADING INSTRUCTIONS:

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RECEIVED AUTOMATIC COMMUNICATION CENTER

JOINT MESSAGEFORM

SECURITY CLASSIFICATION
UNCLASSIFIED

TYPE OF MSG	ACTION	INFO	SINGLE
		XX	

PRECEDENCE
~~PRIORITY~~
~~PRIORITY~~

DTG

FROM: ~~20TH 30S CAM RANH BAY AB, RVN~~

TO: 7AF/SE/TAN SON NHUT AFLD VIETNAM

CSAF/AFIIS

DIR OF AEROSP SAFETY/AFLAS/NORTON AFB CA

CINCPACAF/IGY

7AF/SE/TAN SON NHUT AFLD VIETNAM

483TACAIRTWG/SE/CAM RANH BAY AB VIETNAM (COUR)

AFIC/MCIA-E

ASD/WPAFB OHIO

OCAMA/DONN/HILL AFB UT

ADTC/ADDS/EGLIN AFB FLA

COMMANDER NAVAL SAFETY CENTER/USNAS/NORFOLK VA

DIRECTOR, UNITED STATES ARMY BOARD FOR AVIATION ACCIDENT RESEARCH/FORT RUCKER ALA

INFO: 14SOW/PHAN RANG AB, VIETNAM

14SOW/NHA TRANG AB, VIETNAM

[illegible] 2103/SE APR 1971 FOR OFFICIAL USE ONLY

SPECIAL INSTRUCTIONS

DATE	TIME
	1700
MONTH: APR	YEAR: 1971
PAGE NO. 1	NO. OF PAGES 3

CLASSIFIED BY (PLAN OR TITLE): [illegible] HOLSEN, Capt, USAF, Flt Safety Officer

P 2070

RELEASER

SIGNATURE

TYPED OR STAMPED NAME, GRADE AND TITLE: HARMON M. BROTNOV, Lt Col, USAF, Commander

SECURITY CLASSIFICATION: UNCLASSIFIED

REGRADING INSTRUCTIONS:

DD FORM NOV 63 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY	HARMON V. BROTNOV	PAUL R. HOLSER	2010
INFO PRIORITY			

SUBJECT: USAF M-93/GAU 2B/A EXPLOSIVE INCIDENT, PRELIMINARY/ FINAL MESSAGE REPORT. Supplements [illegible] with additional information

1. 1 APR 71, 1535H, DAY

2. DELTA GUN TRAINING AREA, CAM RANH BAY AB, RVN

3. UH-1N SN 69-6613, GAU2B/A SN 8001, NOV 68 GENERAL ELECTRIC, 11 FEB 71, 36, 708 AS OF 1 APR 71, 7.62 LT NR 2WL 648, 7SEC, 45 SEC.

4. PACAF, 7AF, 1480W, 2080S, CAM RANH BAY AB, RVN

5. MINOR INCIDENT. GAU2B/A BARREL CLAMP bolt BROKEN DURING IN FLIGHT FIRING. 30 minutes TO REMOVE AND REPLACE BARRELS. Also operational hours 0 + 2146 per barrel, 8.13 barrel clamp, 1.0 bolt.

6. AERIAL GUNNER, BROWNLEE JAMES R. TSGT, 46270, FR 278-30-0497

NONE.

7. BRZEZINSKI, RONALD T. CAPT: 11534030 3FV: I.P. NONE, BRIDGES, [illegible] PILOT. NONE: JARVI, ALMO G. SGT FR386 [illegible] 8397 AD. NONE. MAINE, BRUCE H. MAINE TSGT, FR100308977, INSTRUCTOR GUNNER; MINOR SHRAPNEL WOUNDS IN RIGHT ARM PIT AREA, TREATED AT 483 USAF HOSPITAL AND RELEASED TO DUTY.

8. N/A

9. GUN TRAINING, VFR, 1400L, 1.5

10. LOW LEVEL FIRING PATTERN.

11. DURING A FIRING SEQUENCE ON THE ELEVENTH PASS AT A SIMULATED E [illegible] bolt MOVED POSITION T E BARREL CLAMP FOR THE GUN ON THE RIGHT STATION [illegible] barrel clamp FAILED AND MOVED FORWARD OFF THE BARRELS CREATING SCHRAPNEL WHICH ENTERED THE AIRCRAFT. NO AIRCRAFT DAMAGE OCCURED.

[redacted]

CONTROL NO.	TOR/TOD	PAGE NO. 2	NO. OF PAGES 3	MESSAGE IDENTIFICATION	INITIALS

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PRECEDENCE ACTION PRIORITY INFO PRIORITY	RELEASED BY HARMON M. DROTNOV	DRAFTED BY PAUL R. HOLSER	PHONE 2010

ONE MINOR INJURY RESULTED.

18. SUSPECT MATERIEL FAILURE. WUC 75112, HOW MAL 386; CAU 2B/A

PN 65D 9813.

14. SUSPECT MATERIEL FAILURE OF BOLT, MACHINE, PART NO 11691076,

AND/OR NUT, SPLINE, PTNO 65B9972-2 E MR 483 TAWE 71-077 SUBMITTED

15. N/A

16A. PREVENTIVE ACTION - SAFETY WIRE BARREL CLAMP TO TWO BARRELS

PRECLUDE MOVEMENT OF ASSEMBLY FORWARD. TWO STRANDS AROUND BEGIN-

NING AFT OF THE BARREL FLANGE, TWISTED OVER BARREL CLAMP, BACK

AROUND THE SAME BARREL. SHOULD BARREL CLAMP BOLT FAILURE OCCUR

THE SAFETY WIRE WILL CONTACT BARREL FLANDER PREVENTING FURTHER

FORWARD MOVEMENT.

16B. UR EXHIBIT BEING HELD PENDING FURTHER INSTRUCTIONS.

C THRU E. N/A

F. N/A

G. [redacted]

17. ~~ROBERT J. CORNOLIN~~ Alex H. Gay III, CAPT, USAF, ~~SQUADRON~~ Explosive SAFETY OFFICER,

~~2000~~, TEL: 2010

16 G. It cannot be determined whether Vascomax Bolt was installed. Flash Supervisor PN 11691076 or P/N 65B9871 OR AN 4636A1 Bolts are torqued to 40-50 inch pounds. Barrel clamp not installed.

CONTROL NO.	TOR/TOD	PAGE NO. 3	NO. OF PAGES 3	MESSAGE IDENTIFICATION	INITIALS
SECURITY CLASSIFICATION UNCLASSIFIED				REGRADING INSTRUCTIONS	

DD FORM 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLAS

PRIORITY	BOOK	DTG	REMARKS
		XX	

PRECEDENCE

ACTION

INFO

15 JUN 71
0624

FROM: 20TH SOWED ... AIRF BAY AB, RVN

TO: 7AF/SE/T ... SON NHUT AFLD VIETNAM

CSAF/AFTAIS

DIR OF ASSIST SAFETY/LGDS/NORTON AFB CA

CINCPACAF/IGI

7AF/SE/TAN SON NHUT AFLD VIETNAM

483TACAIRTKG/SE/CAM RANH BAY AB VIETNAM (COLR)

AFLC/POR IGYE

ASD/AFIS WPAFB OHIO

DIR OF MAINT NOT (PROVO) HILL AFB UT

AFSD/SE ... EGLIN AFB FLA

COMMANDER NAVAL SAFETY ... /SEA ... NORFOLK VA

DIRECTOR UNITED STATES ARMY BOARD FOR AVIATION ACCIDENT RESEARCH/FORT RUCKER ALA

INFO: 14SOW/PHAN RANG AB, VIETNAM

14SOW/NHA TRANG AB, VIETNAM

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2010

PHIL R. HOLZER, Capt, USA
Unit Safety Officer

[redacted]

SECURITY CLASSIFICATION

UNCLASSIFIED

172

ABBREVIATED JOINT MESSAGE FORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED

RELEASED BY: HARMON M. BROTHOV

DRAFTED BY: PAUL R. HOLSEN

PHONE: 2010

SUBJECT: [illegible] M-93/GAU 2B/A EXPLOSIVES INCIDENT, PRELIMINARY/FINAL MESSAGE REPORT.

FOR OFFICIAL USE ONLY

1. 15 JUN 71, 0830 H, DAY

2. ALPHA-[illegible] GUN TRAINING AREA, CAM RANH BAY RVN

3. [illegible] 69-[illegible]36, GAU 2B/A SN [illegible]237, UNKNOWN GENERAL ELECTRIC, 2 MAR

4. [illegible] 71, 7.62MM LT NR T-L 82395, 5 [illegible], 45 SEC.

5. [illegible] CAM RANH BAY RVN.

6. [illegible] GAU 2B/A BARREL CLAMP [illegible] BROKEN IN FLIGHT

7. [illegible] TO REMOVE AND REPLACE GUN A/C NON OPERATIONAL [illegible]

8. [illegible] UNKNOWN FLASH SUPPRESSOR, COST TO REPLACE [illegible] AT .93 EACH

9. [illegible] WALTER T. [illegible]

[illegible]

[illegible] 14 [illegible]

[illegible] 112- [illegible]

[illegible] FP294 [illegible]

[illegible]

[illegible] FOR OFFICIAL USE ONLY

PAGE NO. 2

ABBREVIATED JOINT MESSAGEFORM
JAMAS = CONTINUATION SHEET

SECURITY CLASSIFICATION
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	RELEASED BY	DRAFTED BY	PAGE
	HAROLD M. KROTKOV	PAUL A. [illegible]	2 OF 3

[illegible] ASSEMBLY IN POSITION THE BARREL CLAMP [illegible]

[illegible] THE RIGHT SIDE PANEL ALLOWING THE FLASH SU-

[illegible] FROM THE [illegible] THE EJECTED SHELLCASE WHICH ENTERED THE AIRCRAFT, NO

[illegible] (TO EJECTED SHELLCASE WHICH ENTERED THE AIRCRAFT, NO

IMMEDIATE DAMAGE NOTED, ONE MINOR INJURY OCCURRED.

[illegible] A PROBLEM

[illegible] NSN 7340-00-[illegible] MAL 505, GSA 28/4 FS-41-2 9813.

[illegible] NUMBER OF BOLT, MACHINE, PART NO. 190[illegible] SIZE

[illegible] SUBMITTED

[illegible] ACTION - DISCONTINUE USE OF FLASH SUPPRESSOR PART

[illegible] THE USE OF THE FLASH SUPPRESSOR ASSEMBLY TO PREVENT

[illegible] OF THE OTHER BARREL ASSEMBLY

[illegible] AND PERSONNEL

[illegible] BY THE FLASH SUPPRESSOR

[illegible] HAVE OCCURRED.

[illegible] FURTHER INVESTIGATION

N/A

[illegible] R. [illegible] [illegible] APPROVED BY [illegible]

[illegible]

SEARCH AND RESCUE MISSIONS

Soft Tail Nbr	Aircrew
629	Capt Isemung, William V. Capt Hanson, Hans E. Sgt Cantwell, Charles . Sgt Stone, Jerry O. Sgt Thompson, John J.
626	Capt Schuman, Jimmie D. Capt Cay, Alex H. Sgt Ficklin, Clyde R. Sgt Pike, Frederick W. SSgt Thomas, Peter J.
622	Capt Bacue, Ralph H. Capt Holser, Paul R. TSgt Main , Bruce F. A1C Sowa, Albert J.
624	Capt Smith, Robert E. Capt Roadarmel, William S. SSgt Gillette, Ralph R. TSgt Gray, Ronald J.
620	Capt Osterguard, Ray D. Capt Taylor, James M. (AM) Major Stevenson, Oliver L. (PM) TSgt Green, James W. Sgt Mochan, Thomas E.
616	Capt Lee, John C. Capt Sams, Robert D. SSgt Smith, Barry A. Sgt Caler, Earl D.

A total of 23 sorties for 26.8 hours were flown on 20 April 1971 in support of this effort.

Atch 5

[redacted]

MEDICAL EVACUATION SORTIES

22 June 1971 -

[redacted]

Aircrew Members

Capt Gatergaard, Ray D. - [redacted]
Capt Gay, Alex H. - [redacted]
SSgt Keffer, Dennis K. - [redacted]
Sgt Woodward, Walter T. - [redacted]

Atch 6

[redacted]

AS[illegible]TANCE TEAM COMPOSITION

Name	Organization
Major C[illegible]es Thompson, Team Leader	ASD
Major John Roberts	1SOW, [illegible]n AFB, FL
Mr Keith C[illegible]ter	UACL
Mr Ken Dou[illegible]e	UACL
Mr Nadeau	UACL
Mr Owen Ka[illegible]er	Bell Helicopter
Mr John An[illegible]	ASD
Mr Valdez	SAAMA
Mr John Grove	WRAMA

Atch 7

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Maxwell AFB, Alabama 36112
8 OCT 1991

P.R.C.

HISTORY

OF

14TH SPECIAL OPERATIONS WING

JULY - SEPTEMBER 1971

(Unclassified Title)

[redacted]

SW-SG 71

Assigned to:

7th Air Force, Pacific Air Forces

P.R.C.

Stationed at:

Phan Rang Air Base, Republic of Vietnam

Derrill R. Dela
DERRILL R. DELA
Major, USAF
Historical Officer

Malcolm L. Nurnberg
MALCOLM L. NURNBERG
Colonel, USAF
Commander

[redacted]

[redacted]

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17

20th Special Operations Squadron.[18]

(S) The mission of the 20th Special Operations Squadron was unchanged from the previous quarters. The squadron continued to support the long range VNAF King Bee (H-34) helicopters. The King Bees operate under the command and control of the Training Advisory Group (TF-3AE) CCS at Ban Me Thuot AB, RVN, and are responsible for carrying out long range reconnaissance patrols.

(S) The 20th SOS was tasked with two special missions in August. The first mission, from 3 to 6 August was to insert a platoon-sized unit into a known area of enemy concentration. The mission was not accomplished due to weather in the area. On 30 August four gunships and four "Slicks" were sent to Camp Holloway, near Pleiku, to attempt the same mission. The mission was accomplished this time, with the 20th SOS gaining valuable experience in large scale "slick" operations and in working with tactical air support.

(S) Maintenance support during the two month period was excellent. The OR rates were 83.2% in July and 88.9% in August. Gearbox failures continued to be a factor, with chip detector warning

lights becoming a common occurrence.

(S) The 20th SOS flew 1,575.4 hours expending 1,248,700 rounds of 7.62mm ammunition and 2,219 rockets in the performance of their mission.

(S) The 20th SOS was transferred to the 483rd Tactical Airlift Wing on 1 September 1971.[19]

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ATTN: Archives Branch
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8 OCT 1991

HISTORY

OF

14TH SPECIAL OPERATIONS WING

APRIL - JUNE 1971

(Unclassified Title)

APR-JUN 71

REVIEW 28 Jun 91

Assigned to:

7th Air Force, Pacific Air Forces

P.R.C.

Stationed at:

Phan Rang Air Base, Republic of Vietnam

DERRILL R. [illegible]
Major, USA
Historical Officer

MARK W. MAGNAN
Colonel, USAF
Commander

JESSE STANSEL, JR.
MSGT., USAF
Historian

GROUP-1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND DECLASSIFICATION

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448309

[redacted]

14 JUN 1991

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20TH SPECIAL OPERATIONS SQUADRON

HISTORICAL REPORT

1 JULY 1971 TO 31 AUGUST 1971

CATALOGED
CATALOGED
263043
CATALOGED

APPROVED BY:

ALFRED G. HOUSTON
LT COL, USAF

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

[redacted]

[redacted] (Security Classification - If classified)

HISTORICAL DATA RECORD

REPORTING PERIOD		REPORTS CONTROL SYMBOL
FROM: 1 JULY 71	TO: 31 AUGUST 71	AU-DS

FROM: (Name and Location of Unit Submitting This Report)

20th Special Operations Squadron
14th Special Operations Wing
APO San Francisco 96326

TO:

14th Special Operations Wing, DXI
APO San Francisco 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	7 AF		14th Spec Ops Wg	

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 (For Other)

SECTION IV — PERSONNEL

STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	48	104	0	152
AUTHORIZED	41	94	0	135
ATTACHED	0	0	0	0

SECTION V — EQUIPMENT

A. AIRCRAFT

UH-1N

POSSESSED: 18

B. WEAPONS (INCLUDING MISSILES)

MINIGUN SUBSYSTEMS: 7 Sets
ROCKET LAUNCHING SYSTEMS: 17
M-60: 28
XM-94: 7

C. ELECTRONICS

D. OTHER

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[redacted] (Security Classification - If classified)

[redacted]

I. Background:

A. MOB located at Cam Ranh Bay
B. FOL at Ban Me Thuot East
   1. Sub-FOL - Duc Lap
   2. Sub-FOL - Tieu Atar

II. Organization: Command and Control

A. Lt Col Alfred G. Houston replaced Lt Col Harmon M. Brotnov as Squadron Commander.
B. Capt Clifford J. Thompson continued as 20th Maintenance section Commander.
C. Capt Steven T. Barry continued as Assistant to the Maintenance Commander.
D. Mission Operations Officers at FOL's were rotated among Field Grade Officers.

III. Mission:

A. Support "King Bee" VNAF Helicopters.
B. Long Range Rec[illegible] Patrols under TF-3AE, CCS, Ban Me Thuot, Rvn.

IV. Training:

A. UE strength - 15 aircraft.
   1. 38 pilots authorized, 44 assigned.
   2. 38 gunners authorized, 40 assigned.
B. 16 pilots were DERO'ed in July.
   1. Brought strength down to near authorized limit.
   2. Provided positions for those who were left.
   3. Breakdown - FE-5; Gun IP - 9; SLIP - 4; Gun AC - 23; SLAC - 14; PCP - 35.

V. Maintenance:

A. Very few problems; can be described as period of consolidation.
   1. 4 aircraft crated to send to Hill AFB.
   2. 15 engines changed as result of Assistance Team visit.
   3. Phase inspections raised from every 25 hours to 50 hours.
   4. Tail Rotor Pitch Horns were found cracked. Resulted in modification; Found at the FOL.
   5. Continued to have Gearbox failures. Always have a chip detector warning.

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[redacted]

[redacted]

VI. Morale:

A. Morale good
1. Curtailment of 16 pilots meant more flying positions open for those left.
2. Special missions provided variety in types of flying.

VII. Special Missions:

A. TF-2AE - Kontum
1. Four guns and four slicks - August 3-6.
2. Insertion of a platoon-sized unit into a known area of enemy concentration. Dry run was made, but mission was not accomplished due to weather.
a. Impractical to operate out of BMT and commute to Kontum.
b. It was obvious our training was scanty in this type operation.
(1) Working with TACAIR.
(2) Large elements of Friendly's.
(3) Insertion into large concentrations of enemy.

B. TF-2AE - Kontum - 30 August
1. Same objective as the first mission.
2. Moved aircraft and people to Camp Holloway, near Pleiku.
3. Mission was accomplished with mixed results.
a. Enabled 20th to gain valuable experience in large slick operations.
b. Pointed to weak areas in training.
c. Gave us experience in operating with minimum support.

VIII. Commander's Comments:

July and August, 1971, can be summarized as a period of consolidation. This has been the quietest interval of time in my tour.

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[redacted]

OPERATIONS STATISTICS

FLYING HOURS

	JULY	AUGUST
Flown	789.3	786.1
Programmed	800.0	800.0
FCF	45.2	17.6
Mission Support	95.2	96.8
Training	311.8	187.2

TRAINING SORTIES

	JULY	AUGUST
Gun Training	92	59
Pilot Proficiencies	44	19
IP Training	4	2
Slick Training	50	17
Theater Indoctrination	7	7

MISSION SORTIES

	JULY	AUGUST
Missions Flown	145	204
Missions Fragged	156	208

GROUND ALERT

	JULY	AUGUST
Ground Alert Hours	1093.1	1167.1

ORDNANCE EXPENDED

	JULY	AUGUST
7.62 MM	800.6M	448.1M
Rockets	1410	809

Atch 1

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MAINTENANCE STATISTICS

	JULY	AUGUST
OR Rate	83.2%	88.9%
NORS Rate	5.2%	1.8%
NORM Rate	11.6%	9.3%

AWARDS AND DECORATIONS

Awards applied for -	JULY	AUGUST
Distinguished Flying Cross	27	40
Air Medal	127	35
Bronze Star	0	1
Awards approved -		
Air Medal	52	
Distinguished Flying Crosses		10

Atch 2

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[redacted]

DEPARTMENT OF THE AIR FORCE
PACIFIC AIR COMBAT OPERATIONS STAFF (PACAF)
HICKAM AIR FORCE BASE, HAWAII 96853

HO

SUBJECT: Request for Downgrading Review - Freedom of Information Request (Your Ltr, 21 Apr 80)

TO: Hq PACAF/HO

1. We note eight (8) of the documents are SECRET Group-4 and thus have been automatically declassified since they are older than 8 years. A review indicates that those marked Group-3 or not marked with a group contains no significant information on operations not contained in the Group-4 documents.

2. From an operational view, none of the documents contains information that could be expected to cause at least identifiable damage to the national security. Recommend declassification.

3. Upon removal of attachments, this letter is downgraded to UNCLASSIFIED.

Clifford E. Davis

CLIFFORD E. DAVIS, Colonel, USAF
Assistant Deputy Chief of Staff, Operations
Staff Director for Operations, Intelligence

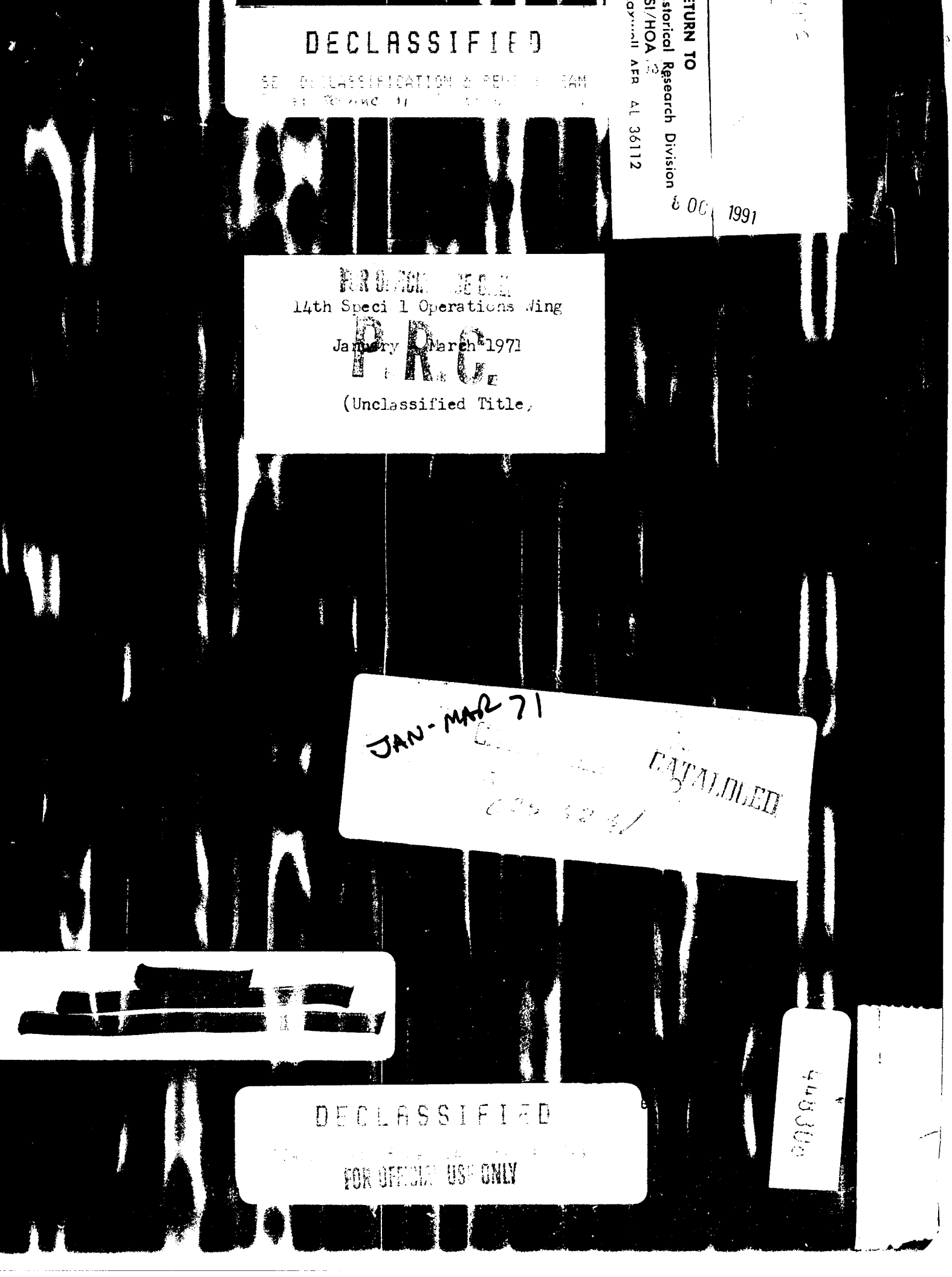
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JCMcCann

17 Atch
1. Hist Rprt, 20HS, 1 Jan-31 Mar 68
2. Hist Rprt, 20HS, 1 Apr-30 Jun 68
3. Hist Rprt, 20SO, 1 Jul-30 Sep 68
4. Hist Rprt, 20SO, 1 Oct-31 Dec 68
5. Hist Rprt, 20SO, 1 Jan-31 Mar 69
6. Hist Rprt, 20SO, 1 Apr-30 Jun 69
7. Hist Rprt, 20SO, 1 Jul-30 Sep 69
8. Hist Rprt, 20SOS, 1 Oct-31 Dec 69
9. Hist Rprt, 20SOS, 1 Jan-31 Mar 70
10. Hist Rprt, 20SOS, 1 Apr-30 Jun 70
11. Hist Rprt, 20SOS, 1 Jul-30 Sep 70
12. Hist Rprt, 20SOS, 1 Oct-31 Dec 70
13. Hist Rprt, 20SOS, 1 Jan-31 Mar 71
14. Hist Rprt, 20SOS, 1 Apr-30 Jun 71
15. Hist Rprt, 20SOS, 1 Jul-31 Aug 71
16. Hist Rprt, 20SOS, Sep-12 Nov 71
17. Hist Rprt, 20SOS, 1 Oct-31 Dec 71

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14th Special Operations Wing

January - March 1971

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