1980

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

(1) The XM-93 subsystem, which consist of 7.62mm electrical gattling guns, capable of firing 4000 rounds per minute (UH-1N only).

(2) The M-23 subsystem, which includes 7.62mm gas operated machineguns capable of firing 560 rounds per minute.

(3) The 2.75 inch folding fin aircraft rocket (FFAR) which is normally configured with a nine pound warhead (UH-1N only).

(4) Alternate methods of infiltration/exfiltration can be accomplished by rope ladder, rappeling, rescue hoist, and stabo rig.

b. The following specialized equipment is authorized, but presently not on hand.

(1) The UH-1N loudspeaker system, designed primarily for psychological operations, can broadcast taped or live sound over a two mile radius.

(2) The 2090-3 spray system, a self contained, windmill operated aerial spray system with a capacity of 200 gallons.

MANNING

	AUTHORIZED	ASSIGNED
Officers	33	33
Enlisted	45	46
TOTAL	78	79

KEY PERSONNEL CHANGES

1. On 1 Jan 80 Lt Col George E. Borinski, Jr., assumed command of the 20 SOS, vice Lt Col John R. Roberts.

2. Effective 31 Jan Maj Lloyd L. Buchfinck was appointed Squadron Operations Officer, vice Lt Colonel George E. Borinski, Jr.

3. Major Warren Hubbard was appointed Chief, Weapons and Tactics 7 Feb 80.

4. Capt Howard Stevens was appointed Chief, Squadron Training 1 Jan 80.

5. Capt Herbert Smith was appointed Safety Officer 25 Jan 80.

6. Capt Peter Trent was appointed Mobility Officer 24 Mar 80.

7. 1Lt James Mehegan was appointed Sq Life Support Officer 1 Mar 80.

8. 1Lt Robert Donnelly, Jr. was appointed Unit Intelligence Officer 1 Mar 80.

CHRONOLOGY OF EVENTS

1. A CH-3E crew plus three maintenance personnel from the 834th Aircraft Generation Squadron departed on 2 Jan aboard an MC-130E enroute to Randolph AFB for the purpose of returning aircraft 290 to Hurlburt Field. The helicopter required a main transmission change due to excessive oil leak encountered during redeployment from Red Flag 80-1. The transmission change and FCF was completed successfully on 7 Jan and returned to base on 8 Jan.

2. An informal change of command ceremony was held in the NCO Club ballroom on 4 Jan. Attendees included Colonel Steele 834CSG/CC, all squadron personnel, several wives, and a few invited guests.

3. The Wing Aircrew Review Panel, on 7 Jan, approved entry into upgrade training for Captain Richard Gardner. He became the Wing UH-1N pilot Standardization Evaluation Flight Examiner to replace Major Lloyd L. Buchfinck who had been designated as the new 20 SOS Operations Officer.

4. A meeting was held in the DO conference room on 8 Jan to meet with General Electric (GE) representatives working on the Self Defense Gun Study. GE representatives were John Young of Santa Barbara, CA and George Killen of Burlington, VT. 1 SOW attendees were present from Weapons and Tactics and each of the flying squadrons.

5. A local area CH-3E training mission was diverted to Auxiliary Field 6 on 14 Jan to deliver a battery to a Combat Talon that was grounded at that location.

6. On 15 Jan a local area CH-3E training mission was diverted to Ft Benning, GA to provide support to the Army Special Forces conducting maneuvers at that location.

7. Meetings were held on 6, 11, and 13 Feb to discuss exercise Coronet Chopper. Lt Col Borinski, 20 SOS/CC, was named the point of contact to track all lose ends.

8. A squadron mobility exercise of Coronet Chopper was conducted on 15 Feb. The unit portion went quite well with a few hits for dog tags, LES, DNIF crewmembers, etc. There were problems and confusion surrounding numbers of personnel, processing times, show time, security in marshalling and loading areas, ammo load on UH-1N's, etc. Plans are underway for more practice exercises to iron out the kinks.

9. Three UH-1Ns and one CH-3E participated in a 1 SOW capabilities demonstration on 19 Feb. The demonstration was conducted for two high ranking DOD civilians, Mr. Stivers and Mr. Haas. It also served as a practice run for the demonstration planned for General Creech, TAC/CC, on 27 Feb.

10. Colonel Johnson from the TAC Surgeon General's office flew an orientation mission aboard both a UH-1N and CH-3E on 22 Feb.

11. General Creech TAC/CC, visited Hurlburt Field on 27 Feb. 20 SOS involvement consisted of a tour through the squadron building and participation in a 1 SOW capabilities demonstration with three UH-1Ns and one CH-3E.

12. On 29 Feb a meeting was held to coordinate inputs for a message going to TAC addressing the acquisition of aerial refueling capability for the 20 SOS CH-3E helicopters.

13. An UH1N was used to transport Lt General Braswell, 9 AF/CC from Eglin AFB to Hurlburt Field for 1 SOW change of command on 13 Mar.

14. Winners of the 1 SOW Aircrewmember of the Year 1979 were announced on 14 Mar. Captain Pete O'Day was selected as the officer crewmember. The officer crewmember has been a 20 SOS pilot for each of the first two years of this award.

15. Major John Grove, 20 SOS Chief, Standardization and Evaluation, attended an Anti-icing Conference at Warner-Robins ALC, GA on 25 Mar 80.

SORTIES AND HOURS FLOWN

Quarter Flying Hour Programmed Allocation: UH-1N; 480 hrs

CH-3E; 379 hrs

Quarter Hours Flown: UH-1N; 400.7 hrs
CH-3E; 342.5 hrs

		Sorties	Hours
Jan			
	UH-1N	98	119.5
	CH-3E	74	122.4
Feb			
	UH-1N	108	144.0
	CH-3E	61	89.5

Mar

UH-1N	101	137.2
CH-3E	65	130.6
TOTAL	507	743.2

*Training did meet unit requirements.

SPECIAL ACHIEVEMENTS

1. The Air Force Outstanding Unit Award was presented to the 20 SOS during Wing Officers Call in the O'Club on 4 Jan. The award was in recognition of the unit's performance during the Joint Countering Attack Helicopter (J-CATCH) tactics evaluation conducted 6 Nov 78 - 2 Mar 79.

2. A mass awards ceremony was conducted in the Commando Hanger on 7 Feb. Air Force Commendation Medals were presented by Colonels Dunwoody and Stuart to members of the 20 SOS and Helicopter AMU for their participation in J-CATCH.

3. MSgt Emory L. Craig, Jr., CH-3E Flight Engineer, graduated from the TAC NCO Academy on 22 Feb 80.

4. SSgt Douglas F. Wyman, CH-3E Flight Engineer, graduated from the Hurlburt NCO Leadership School on 5 Mar 80.

SPECIAL PROBLEMS

1. The lack of adequate floor space in life support section is still a problem. The commitment of Chemical/Biological equipment has depleted all existing storage space in the section. Life Support T.O. 15X-1-1 requires a minimum of 1000 sq ft of floor space for all life support sections. This T.O. does not account for the Chemical/Biological commitment. Our life support section has only 700 sq ft of floor space. The past several inspections of this section have mentioned the problem; a work order has been submitted to the Base Civil Engineer.

2. The squadron has been training aircrews and routinely flying with night vision goggles (NVG) for over two years. Initially twelve (12) sets of these devices were procured; with more to be obtained at a later date to fully equip all ten authorized aircraft. Despite numerous squadron efforts to obtain additional sets, very little progress has been made to date; although extra sets have been borrowed from the Army for special events such as Red Flag. Present status is 12 sets possessed by the squadron and 20 additional sets are on loan from the Army. HQ TAC has authorized 44 sets for the squadron, but the depot does not have adequate money to procure the remaining 32 sets even though they have been ordered as a priority 2 item.

3. The squadron, in conjunction with 1 SOW/MA personnel, has attempted to obtain permission for permanent removal and storage of the AN/APN-175 Doppler Navigation System from all possessed CH-3E helicopters. The request was made in an effort to reduce the aircraft's operating weight and was based on excessive maintenance man-hours and completely unacceptable inflight reliability. The request was submitted to HQ TAC on CAT IIB modification proposal (No 79-2) for action by the TAC Configuration Control Board. Indications are that a single member of the Board disapproved the request without review or consideration by the entire Board membership. Additional rationale and justification is now being compiled by the squadron and 1 SOW/MA for resubmission of the removal request.

4. Since 1976 the squadron has been attempting to develop, evaluate, and operate soft mounted .50 caliber machine guns on both the UH-1N and CH-3E helicopters. The reason for this in-unit project was an attempt to find a better weapon with longer range, more hitting power, and higher reliability than either the 7.62 mini-gun presently used on the UH-1N or the M-60 machine gun now used on the CH-3E. The Aerospace Rescue and Recovery Service (ARRS) was also interested in an improved defensive weapon for its helicopters; and therefore the small in-unit project is now included in a joint TAC/MAC test plan dated May 79. This plan calls for ground/airborne test firings later this summer with a test completion date in September. Unfortunately, construction and manufacture of component parts for the test platforms has continually suffered from work stoppages and repeated lack of support from other base agencies. Unless the situation improves dramatically in the near future, the squadron and the entire Wing will not be able to meet the test objectives on schedule.

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HISTORICAL REPORT

TWENTIETH SPECIAL OPERATIONS SQUADRON

1 April - 30 June 1980

COMMANDER

GEORGE E. BORINSKI, JR., LT COL, USAF

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MISSION STATEMENT

1. Mission Statement: The primary mission of the 20th Special Operations Squadron, as detailed in the Designed Operational Capability (DOC) Statement, is extremely comprehensive because it includes both unconventional warfare (UW) and psychological operations (PSYOPS). The squadron is tasked to conduct day or night penetration into hostile or enemy controlled territory to accomplish clandestine infiltration, exfiltration, aerial gunnery support, reenforcement, and resupply of UW forces. These operations include tactical low level navigation, night vision goggle (NVG) operations, airland/airdrop techniques, and entail land and water overflight. The second part of the primary mission is conduct of psychological operations: which includes speaker operations and aerial dispensing of leaflets.

Corollary missions give the squadron the flexibility and varied capabilities for which special operations units are noted. These missions include:

a. Recovery of personnel, which entails escape and evasion operations, and combat search and rescue (SAR). SAR operations would normally be prosecuted from forward operating locations where dedicated Aerospace Rescue and Recovery Service (ARRS) forces are not available. SAR efforts would include the majority of ARRS techniques; search and location of survivors, airland or aerial recovery (i.e., hoist, stabo rig), first aid and transportation to the nearest medical facility.

b. Helicopter shipboard operations (joint service).

c. Medical evacuation of injured personnel.

d. Humanitarian and civic action programs.

e. Limited photo reconnaissance, by hand held or modularly installed camera systems.

f. Other missions, as directed by higher headquarters.

2. Statement of Specialized Equipment: The squadron's aircraft equipage, as authorized by Air Force Programming Documents, includes six UH-1Ns and four CH-3Es all special operations forces (SOF) configured.

a. Various items of specialized equipment are available for the units's primary and corollary mission. This equipment includes:

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(1) The XM-93 subsystem, which consist of 7.62mm electrical gattling guns, capable of firing 4000 rounds per minute (UH-1N only).

(2) The M-23 subsystem, which includes 7.62mm gas operated machineguns capable of firing 560 rounds per minute.

(3) The 2.75 inch folding fin aircraft rocket (FFAR) which is normally configured with a nine pound warhead (UH-1N only).

(4) Alternate methods of infiltration/exfiltration can be accomplished by rope ladder, rappeling, rescue hoist, and stabo rig.

b. The following specialized equipment is authorized, but presently not on hand.

(1) The UH-1N loudspeaker system, designed primarily for psychological operations, can broadcast a taped or live sound over a two mile radius.

(2) The 2090-3 spray system, a self contained, windmill operated aerial spray system with a capacity of 200 gallons.

MANNING

	AUTHORIZED	ASSIGNED
Officers	33	38
Enlisted	44	41
	77	79

KEY PERSONNEL CHANGES

There were no Key Personnel Changes in the 20th SOS this quarter.

CHRONOLOGY OF EVENTS

1. On 9 Apr a UH-1P, the same type aircraft flown by the 20 SOS in South East Asia arrived from Luke AFB. The aircraft will become a permanent addition to the Hurlburt Field airpark near the front gate.

2. Two Canadian officers presently undergoing training with the US Army at Fort Rucker, Al, arrived for a short visit to the squadron on 14 Apr. Capt's Bill Werny and Ken Johnson were interested in establishing liaison with the 20 SOS. Topics discussed included our mission, training, and equipment to include rockets, mini-guns, .50 cal project, and Night Vision Goggles.

3. On 16 Apr six TDY personnel returned from exercise Positive Leap at Fort Bragg, NC.

4. A CH-3E diverted to Warner Robins ALC from a local area training flight on 16 Apr to pick up cables for assigned C-130s.

5. On 20 Apr Major John Grove (20 SOS/DOV) departed station to attend an aircraft beddown conference at England AFB, LA for Brave Shield 80. 20 SOS participation is currently scheduled to consist of only two CH-3E helicopters.

6. A no-notice exercise of the Coronet Chopper package was conducted on 21 Apr. The exercise ran relatively smooth with a few problem areas identified. 1 SOW/CVV prepared after action report.

7. On 24 Apr a UH-1N static display was held at Eglin AFB, Fl for General Collaries, Brazilian Air Force Chief of Staff.

8. On 24 Apr the priority for 28 sets of additional NVGs was raised from routine (priority 12) to mobility (priority 2). The sets were initially ordered Oct 79. An additional 32 sets were ordered on 27 May and 20 of the original 28 sets ordered were received on 2 Jun.

9. A group of visiting Air Force Academy cadets were presented the squadron mission briefing and taken on flightline tour/static display of both assigned aircraft on 25 Apr.

10. On 26 Apr, Mr Bob Greer, Bell Helicopter, presented a movie and briefing on Bell Helicopters XV-15 Tilt Rotor program to squadron personnel. The aircraft promises tremendous advances in rotary wing airspeed and range; now in the experimental stage, still years away from reality. First production model is expected in the early 1990's.

11. A meeting was conducted in the squadron with Tactical Air Warfare Center (TAWC) personnel to discuss the current status and future requirements of the .50 cal machinegun project. 1 SOW attendees were Capt Gary Weikel (1 SOW/DOW) and TSgt Robert Hall (20 SOS/DOV). The meeting was held in preparation for the next TAWC Configuration Control Board scheduled for 2 May. That board approved the present plans and drawings for initiation of the .50 cal machine gun testing aboard unit UH-1N helicopters.

12. On 28 Apr the squadron received a briefing from General Electric representatives on new defensive weapon systems to include 20, 25, and 30 mm turret mounted gattling guns. Although many features seem appealing, the prohibitive costs, high weight penalties, and long research and development efforts that would be required make it highly unlikely that much benefit could be derived by pursuing these options.

13. On 28 Apr the last of several Test missions were flown using 9:1 tracer ammunition aboard both UH-1N and CH-3E helicopters. These missions were flown in an attempt to objectively evaluate the advantages and disadvantages of 9:1 versus 4:1 ammo currently in use. Results of the tests were to change to 9:1 for training.

14. A static display of UH-1N and CH-3E helicopters was conducted on 1 May for USAF Special Operations School Unconventional Warfare course students.

15. On 1 May Mr Don Stockton of the Defense Audit Service visited the squadron. He spent several hours in the morning interviewing Major Lloyd Buchfinck (20 SOS/DO), which included a tour through both helicopters. The afternoon was spent with Lt Colonel George Borinski (20 SOS/CC) discussing roles, missions, manning, present equipage, and the need for improved aircraft and equipment.

16. On 5 May a meeting was held at the 1 SOW Resource Plans Division, with HQ TAC representatives in attendance, to align the manning documents involved in the Coronet Chopper and 10-ship package. An attempt was made to align AFSCs, rank/grade, and skill levels on the MANFOR for both packages with those presently authorized on the unit manning document. An attempt was also made to align the first 6 UH-1N aircrews on the 10-ship package with those identified for use on Coronet Chopper.

17. From 7 - 17 May, 2 CH-3E and 4 UH-1N helicopters, plus nearly all squadron personnel were assigned to exercise Solid Shield 80.

18. On 13 May personnel processing and C-5A loading of the Coronet Chopper package was completed in preparation for deployment to Hunter AAF, GA as part of exercise Solid Shield 80.

19. On 14 May the Coronet Chopper package deployed to Hunter AAF. Upon arrival, aircrew and aircraft successfully completed 10 scheduled sorties and flew a total of 13.3 hours. They were joined during the day by two CH-3Es which had completed their exercise missions at Charleston AFB, SC. Upon completion of the exercise the Coronet Chopper package was reloaded aboard the C-5A aircraft by deployed personnel and returned to Hurlburt Field.

20. On 18 May the CH-3E helicopters returned to Hurlburt Field. That same day 8 HH-53 Pave Low helicopters and personnel arrived from Kirtland AFB to conduct joint Special Operations training with the 1 SOW.

21, On 19 May the life support section moved across the street to Bldg 90748 to make room for the HH-53 personnel.

22. On 22 May we were directed to mount .50 caliber machine guns on the HH-53 Helicopters. After numerous tests the final firing was conducted on 26 Jun. The force of fire was 500 rounds per gun, fired from soft-mount door, window and ramp positions. At the end of this quarter we were awaiting approval for flight clearance to be presented to the TAC Configuration and Control Board.

23. On 1 Jun, the 9th HH-53 Pavelow helicopter and personnel arrived on station.

24. All UH-1N and CH-3E flight engineers and aerial gunners approved to log time on HH-53s on 4 Jun.

25. On 5 Jun a planning conference was held on Hurlburt Field to bring all concerned commands together to exchange information, identify problem areas and possible solutions for expediting the beddown of the 9 HH-53 Pavelow helicopters on Hurlburt Field.

26. The remainder of the month was spent training MAC personnel on Special Operations tactics as well as training squadron personnel on the HH-53 helicopter. Normal UH-1N helicopter training was conducted at the same time.

SORTIES AND HOURS FLOWN

Quarterly Flying Hour Programmed Allocation: UH-1N: 508
CH-3E: 389

Quarter Hours Flown: UH-1N: 350.4
CH-3E: 237.6

		SORTIES	HOURS
April			
	UH-1N	97	141.7
	CH-3E	63	101.4
May			
	UH-1N	70	109.9
	CH-3E	56	114.3
June			
	UH-1N	61	98.8
	CH-3E	13	21.9
	TOTAL	360	588.0

CH-3E and UH-1N flying time was low due to the arrival of new aircraft, HH-53.

HH-53 flying hours from arrival to the end of this quarter was 739.4 hours.

SPECIAL ACHIEVEMENTS

1. On 30 Apr, Lt General Braswell (9AF/CC) made a visit to present the AF Well Done Award to a 20 SOS crew. Capt Andrew Fairlie, pilot; Major David Jones, co-pilot; and SSgts Richard Bobo and Douglas Wyman, flight engineers, for their efforts during an inflight emergency of a CH-3E on 20 Aug 79 involving an engine failure, onboard fire, and ditching in Choctawahatchee Bay.

2. MSgt Samuel Adams graduated from the TAC NCO Academy at Tyndall AFB, Fl, on 15 May 80.

SPECIAL PROBLEMS

1. The lack of adequate floor space in life support section is still a problem. The commitment of Chemical/Biological equipment has depleted all existing storage space in the section. Life Support T.O. 15X-1-1 requires a minimum of 1000 sq ft of floor space for all life support sections. This T.O. does not account for the Chemical/Biological commitment. Our life support section has only 700 sq ft of floor space. The past several inspections of this section have mentioned the problem; a work order has been submitted to the Base Civil Engineer.

0000240

UNCLASSIFIED

HISTORICAL REPORT

TWENTIETH SPECIAL OPERATIONS SQUADRON

1 October - 31 December 1980

COMMANDER

WILLIAM E. TAKACS, LT COL, USAF

UNCLASSIFIED

MISSION STATEMENT

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b. Helicopter shipboard operations (joint service).

c. Medical evacuation of injured personnel.

d. Humanitarian and civic action programs.

e. Limited photo reconnaissance, by hand held or modularly installed camera systems.

f. Other missions, as directed by higher headquarters.

2. Statement of Specialized Equipment: The squadron's aircraft equipage, as authorized by Air Force Programming Documents, includes six UH-1Ns and nine HH-53Hs, all special operations forces (SOF) configured.

a. Various items of specialized equipment are available for the unit's primary and corollary mission. This equipment includes:

(1) The MM-93 subsystem, which consists of 7.62mm electrical gattling guns capable of firing 4000 rounds a minute.

(2) The M-23 subsystem, which includes 7.62mm gas operated machine guns capable of firing 560 rounds per minute.

(3) The 2.75 inch folding fin aircraft rocket (FFAR) which is normally configured with a 9 pound warhead (UH-1N only).

(4) Alternate methods of infiltration/exfiltration can be accomplished by rope ladder, rappeling, rescue hoist, and stabo rig.

b. The following specialized equipment is authorized, but is presently not on hand.

(1) The UH-1N loudspeaker system, designed primarily for psychological operations, can broadcast a taped or live sound over a two mile radius.

(2) The 2090-3 spray system, a self-contained, windmil operated aerial spray system with a capacity of 200 gallons.

MANNING

	AUTHORIZED	ASSIGNED
OFFICERS	57	49
ENLISTED	80	62
	137	111

KEY PERSONNEL CHANGES

There were no key personnel changes in the 20 SOS this quarter.

CHRONOLOGY OF EVENTS

1. From 9 - 23 Oct, six "Pave Low' & three "Slick" H-53 helicopters, plus aircrew and support personnel deployed to Hunter AAF GA, to participate in exercise "Honey Badger."

2. On 11 Nov, five UH-1N helicopters, aircrew, and support personnel deployed cross country for Nellis AFB NV, to participate in exercise Red Flag 81-1.

3. On 14 Nov, five UH-1N helicopters arrived at Nellis AFB, NV.

4. On 18 Nov, four UH-1N helicopters from the 20 SOS, two CH-3E helicopters from the 302 SOS, one MC-130 from the 8 SOS, and one AC-130 from the 16 SOS staged a night airfield raid on Indian Springs NV.

5. On 21 Nov, three UH-1N helicopters and aircrew, while assigned temporary duty to Nellis AFB, launched to participate in rescue operations at the scene of the MGM Grand Hotel fire. The tragedy was recorded as the second worst hotel fire in American history. The aircrews flew for 13 hours while extracting 36 people and saving the lives of five critically injured people.

6. On 26 Nov, aircrew and support personnel returned from Nellis AFB on a C-141 for a Thanksgiving holiday break.

7. On 29 Nov aircrew and support personnel redeployed on a C-141 to Nellis AFB for the continuation of Red Flag 81-1.

8. On 12 Dec additional aircrew and equipment left Hurlburt on a C-130 to rendevous with personnel at Nellis AFB.

9. On 13 Dec five UH-1N helicopters, aircrew and support personnel deployed from Nellis AFB, Nevada to Vandenberg AFB, California to participate in exercise Orbit Galaxy.

10. On 20 Dec personnel and equipment returned from exercise Orbit Galaxy on a C-141.

11. On 23 Dec five UH-1N helicopters returned from exercise Orbit Galaxy.

SORTIES AND HOURS FLOWN

Quarterly Flying Hour Programmed Allocation	UH-1N:	531
	HH-53:	870
Quarterly Hours Flown:	UH-1N:	534.5
	HH-53:	747.2

		SORTIES	HOURS
October	UH-1N	115	133.5
	HH-53	155	325.2
November	UH-1N	117	180.7
	HH-53	118	215.0
December	UH-1N	142	220.3
	HH-53	103	207.0
TOTAL:		750	1281.7

Low flying time due to student training and maintenance.

SPECIAL ACHIEVEMENTS

TSgt Glen Wartluft graduated from the TAC NCO Academy at Tyndall AFB on 10 December 1980.

SPECIAL PROBLEMS

The influx of incoming squadron personnel has made our present floor space inadequate.

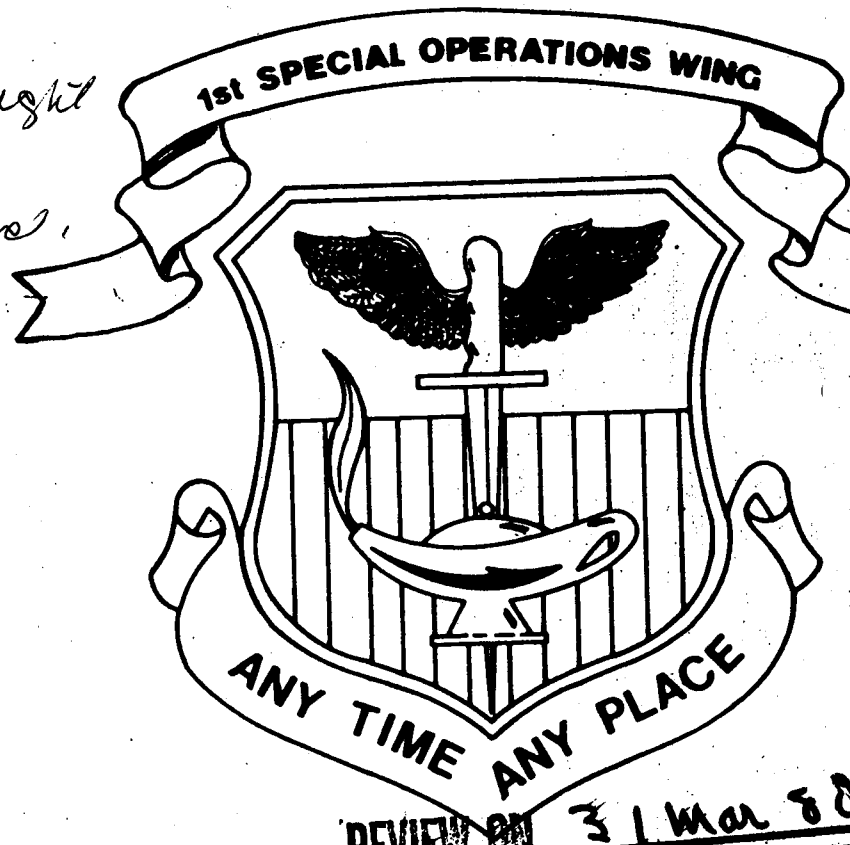
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RCS: HAF - CVA (AR) 7101

HISTORY OF THE 1st SPECIAL OPERATIONS WING (U)

Only these eight pages are declassified.

AFSHRC
MAXWELL AFB AL 36112
RETURN TO
V.2
K-WG-1-HT (CY Do)
Jan-Mar 80



REVIEW ON 31 Mar 80

"READINESS IS OUR PROFESSION"

Volume Two - Supporting Documents

[redacted]

[redacted]

DECLASSIFIED

HURLBURT FIELD, FLORIDA

1 JANUARY - 31 MARCH 1980

[redacted]

1 2 NOV 1980

MICROFILMED BY TIM

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DECLASSIFIED [redacted]

RCS: HAF - CVA (AR) 7101

HISTORY OF THE 1st SPECIAL OPERATIONS WING (U)

Only these eight pages are declassified.

K-WG-1-HI (CmD 8)
Apr - Jun 1980
V.2
RETURN TO
AFSHRC
MAXWELL AFB AL 36112



"READINESS IS OUR PROFESSION"

Volume Two - Supporting Documents

CLAS[redacted]

[redacted] RELEASE

HURLBURT FIELD, FLORIDA

APRIL - 30 JUNE 1980

DECLASSIFIED [redacted]

MICROFILMED BY TIM

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DECLASSIFIED
[redacted]

RCS: HAF - CVA (AR) 7101

HISTORY OF THE 1st SPECIAL OPERATIONS WING (U)

AFSHRC
MAXWELL AFB AL 36112
Oct - Dec 80
V.2



"READINESS IS OUR PROFESSION"

Volume Two - Supporting Documents

Only these five pages are declassified

[redacted]
REVIEW ON 1 JUL 2000

01042933

[redacted]

HURLBURT FIELD, FLORIDA

1 OCTOBER - 31 DECEMBER 1980

DECLASSIFIED
MICROFILMED BY TIM
[redacted]

20th Special Operations Squadron
Hurlburt Field FL 32544

October 1980

HELICOPTER OPERATIONS TERMINOLOGY

This information is extracted from AFM 11-1, and other applicable directives, for use by helicopter gunship crewmembers.

TERMINOLOGY

ABCCC	Airborne Battlefield Command and Control Center
AERIAL GUNNER	Enlisted aircrew member who delivers extremely accurate and devastating barrages of ordnance from low flying helicopters upon varied ground targets. Not to be confused with B-52 Defensive Systems Operators and AC-130 Aerial Reloaders. Efficiently employs machine guns, grenade launchers, rifles, flares, hand grenades, revolvers, and survival knives against the bad guys
AIR TRAFFIC CONTROL (ATC)	Air Traffic Control is an agency that provides services to promote the safe and expeditious flow of air traffic
APC	Armored Personnel Carrier
API	Armor Piercing Incendiary
ARMED RECCE	Mission in search of targets of opportunity
ARTY	Artillery (ground to ground)
BALL	Ammunition with solid, non-explosive projectiles
BEE HIVE	Munition using warhead with flechettes
BENT GUN	Immediately called to pilot upon malfunction. Gun malfunction that cannot be fixed inflight but gun can be cleared and safed. (Pilot, left gun bent)
BINGO	The time when an aircraft passes over the landing zone or ground party (Lead is Bingo)
BINGO FUEL	Fuel remaining is just enough to return to home base plus minimum reserve
BRIGHT LIGHT	Team trained for a special assignment or purpose
CENTER OF GRAVITY (CG)	The point about which an object would balance if supported at that point, or the point at which the weight of an object or group of objects may be considered concentrated.
CHICKENPLATE	Body Armor

FOR TRAINING PURPOSES ONLY

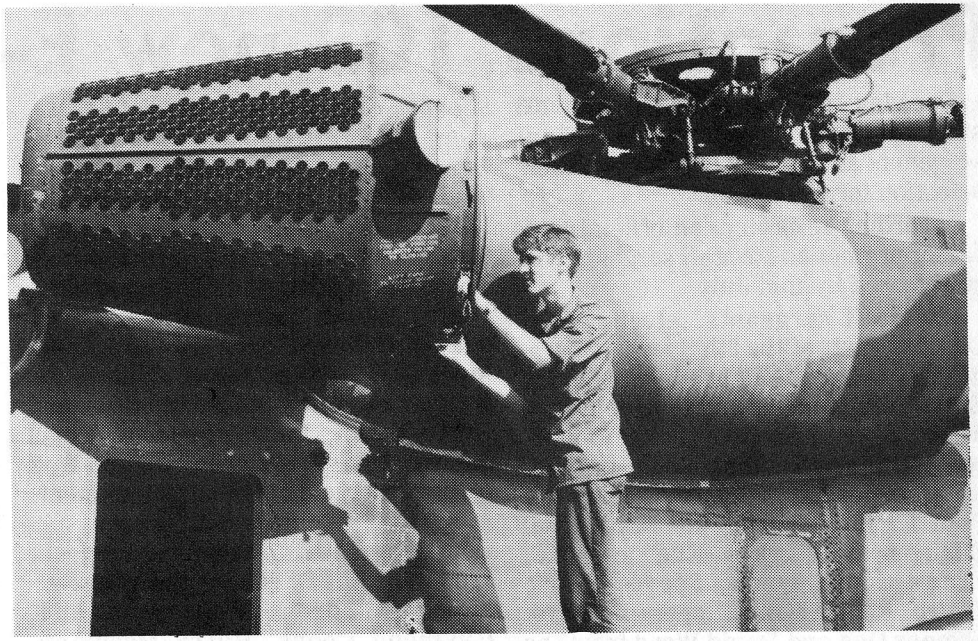
CLEAR THE TURN	Term used in a combat situation in conjunction with rocket pass. Gunner opposite the turn will use saut-ration fire as aircraft turns away from target after completion of pass and rocket release. (Right Gunner, clear the turn)
CLEAR THE POP	Both gunners will use saturation fire as the aircraft climbs through the Zap Zone in an area of intense enemy activity. (Gunners, clear the pop)
COOKOFF	The firing of a round due to an overheated chamber. A misfire can become a cookoff.
CS	Tear Gas
DZ	Drop Zone
FAST MOVER	Jet Aircraft, usually fighter - F4, A7
FOL	Forward Operating Location. Could be an LZ with only fuel and ammo prepositioned.
FRAG	A portion of an air operations order; a fragmentation grenade.
FREE FIRE ZONE	A term used in Southeast Asia for an area in which you could fire at all hostile targets without validation from higher headquarters.
GOMER	"Guys on Motorized Enemy Routes", Bad Gys, Hostiles
GUNBIRD, GUNS	Helicopter(s) configured for gunnery mission
HANGFIRE	Delay in the functioning of the propelling charge, from a split second to several seconds. This round will fire.
HARD POINT	Section of the airframe designed for added stress
HEAT	Munition used for hard targets such as tanks. MK 5 War-head on 2.75 Rockets
HEI	High Explosive Incendiary
HOIST	Installed in the right cargo door for lifting/rescue of personnel from areas unsuitable for set-down landings.
HOT GUN	Gun which is not safe and clear. A Bent Gun becomes a hot gun if it cannot be cleared and safed. If the pilot clears you to fire and your power switch is "ON", you also have a Hot Gun.
JOLLY GREEN	HH-3 or HH-53 Rescue Helicopter

KING	C-130 Mission Control in charge of SAR operations
KLICK	One (1) kilometer, 1,000 Meters
KY-28	Voice Scrambler
LOC	Line of Communication, road, river, trail, etc.
LOH (Loach)	Light Observation Helicopter
LZ	Landing Zone, an area large enough to pick up/discharge passengers by set-down, low hover, rope
McGuire Rig	Basic equipment for removal of personnel from tight LZs. 150 foot rope with snap links
MINIGUN	GAU-2B/A 7.62MM
MISFIRE	Complete failure of the round to fire. Cause is either weapon malfunction or faulty round. Can become a cookoff in an over-heated gun.
MOVER	Moving Target. Personnel or Vehicles
NAILS	Flechettes
OG	The other gunner; old gunner
PICKUP ZONE (PZ)	The designation of a tactical extraction area secured by the extracted force with diminishing security after each lift.
PINTLE MOUNT	Mount for minigun, comprised of saddle, yoke, and mount
ROCKET HANGFIRE	Rocket is on fire in the tube - JETTISON!
ROE	Rules of Engagement. Certain rules from higher hq you must comply with even though you have received validation to fire on a certain target; such as for example, do not fire into a village although you received ground fire from one of the houses.
ROPE LADDER	Ladder made of steel cables with aluminum rungs, or rope with wooden rungs for infil/exfil in tight LZs
RPG	Rocket Propelled Grenade. Has no guidance. 500 meter range. Identified by straight white smoke trail and black air burst
RTB	Return to Base
SAFE AREA	Selected Area for Evasion. Not necessarily a "Safe" area, sparsely populated, difficult terrain

SAFETY ZONE	Designated No-Fire Zone
SAM	Hostile, surface-toair guided missile, launched from a vehicle or a site
SANDY	Aircraft that provides close air support in Search and Rescue operations, A7 or A1
SAR	Search and Rescue
SHINY	Mirror used by ground forces to mark their position
SLICK	Helicopter equipped for infil/exfil
SLING	Used with cargo hook for material transport
SMOKE	Smoke Grenade. Use of colored smoke for marking a position or determining wind direction
SPECTRE	AC-130, side-firing gunship
SPOOKY	A circling firing pattern flown at an altitude above range of enemy ground fire to provide fire support for surrounded friendlies or to neutralize an area prior to treetop level patterns
STABO RIG	Modified McGuire Rig with lead bar on ground end for weight along with the snap rings
TAC E	Tactical/Combat Emergency Situation
STRELLA	Hostile, hand launched guided missile
TIC	Troops in Contact - with hostile forces
TOT	Time on Target
TRIPLE A (AAA)	Antiaircraft Artillery Fire ... 23MM and heavier ... any type of gun producing airbursts
WILLY PETE	White Phosphorous
WINCHESTER	All ordnance expended (Left gun is winchester)
ZAP ZONE	The area in which most aircraft hits occur. The limits of the zone are governed by the enemy's firepower capability.



SERVICING THE ROTOR HEADof an HH-53 with a hydraulic bleeder-filler cart is Amn. Steven Mathews, on top, and A1C. Stella Roth.



CHECKING FOR FOD--A1C. Chris Buccowich carefully looks inside the Engine Air Particle Separater of an HH-53 as part of the pre-flight procedures.

HH-53 helicopters added to wing's inventory

By 2nd Lt. Bob Watson

Eight HH-53 helicopters, previously assigned to McClellan AFB, Calif., were permanently reassigned here Tuesday by the Air Force Chief of Staff.

The move will involve almost 200 additional manpower positions here.

The additional personnel to be assigned to the 1st Special Operations Wing will be drawn from throughout the Air Force. The aircraft will be attached to the 20th Special Operations Squadron.

The HH-53 Super Jolly, a version of the rear loading CH-53, is a twin turbine engine, single rotor, heavy lift helicopter utilized for search and recovery of personnel and hardware in support of global air operations.

Initially these helicopters were located at Kirtland AFB, N.M., for aircrew and maintenance training, but actually assigned to McClellan. The aircraft and about 200 people were then assigned here about one month ago on temporary duty to effect an orderly and timely transfer of these resources, according to Air Force officials.

The HH-53 is the prime Air Force combat aircrew recovery vehicle. In this role it has armor, self-sealing fuel tanks and three 7.62mm miniguns to deliver suppresive fire.

Various versions of the Super Jolly have been used in numerous search and recovery and space program support missions over the years. The Air Force's decision to reassign the aircraft here will increase the mission capabilities of the special operations forces, according to Air Force officials.



Photo by Sgt. Alan Dockery

HH-53 SUPER JOLLIES joined helicopter special operations forces with the announcement of their permanent assignment here Tuesday. From left to right, a model of the HH-53, UH-1N Huey, and CH-3, all flown by the 20th Special Operations Squadron. The decision to assign the HH-53s and personnel here will greatly enhance Air Force Special Operations capabilities.

the Commando

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