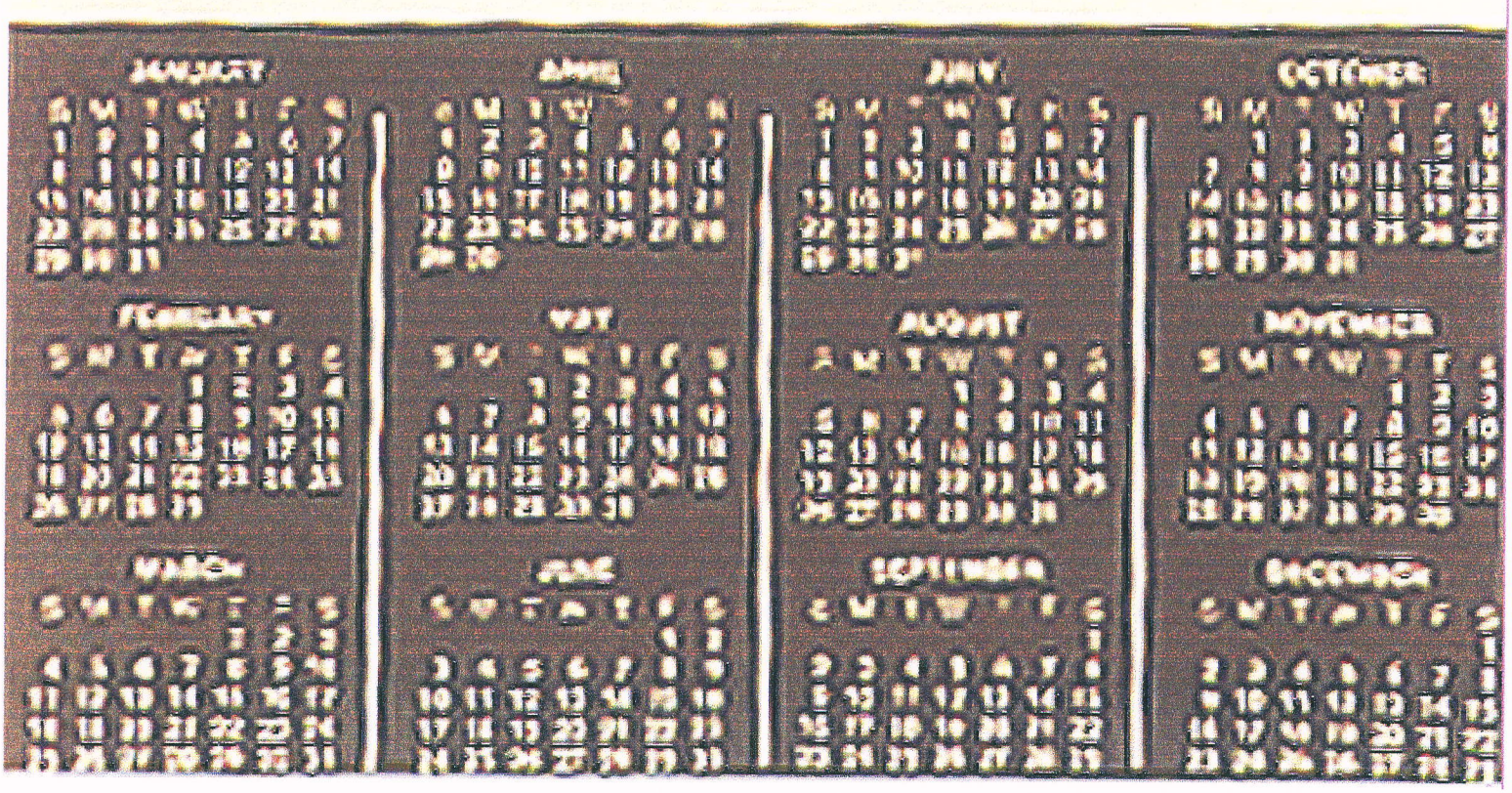


HISTORY OF THE 20th SPECIAL OPERATIONS SQUADRON

1984



US spreads drugs dragnet wider



U.S. Air Force photo

Seizure of 13,000 pounds of baled marijuana represents part of the operation BAT successes in controlling illegal drug traffic. *(Story on page 1.)*

By ATHENA DAMIANOS

UNITED STATES Federal agencies are spreading their dragnet in an apparent new thrust aimed at choking off drug shipments smuggled into the US by way of Cuba.

An unusually high level of Coast Guard activity was taking place along the Exuma chain over the weekend coupled with the regular appearance of the Operation-BAT helicopter. Operation-BAT is a joint effort between the US Drug Enforcement Administration (DEA) and Bahamian Police to combat drug trafficking.

"We're making no statement about what we're doing right now," a spokeswoman from the Coast Guard's Miami public affairs office said this morning.

The spokeswoman said that a statement would not be made until "everything's completed" because it might "jeopardize our operation."

However, it is understood that agencies, including the Coast Guard, will extend their drug interdiction programme to include areas east and west of Cuba where, it has been alleged, American fugitive Robert Vesco is supposed to be involved in a drug traffickering operation. Vesco had repeatedly denied the allegations.

These areas would include the Mona Passage, between Puerto Rico and the Dominican Republic and southeast of Turks and Caicos, the Windward Passage between Cuba and Haiti and south of Inagua, and, the Yacatan Channel west of Cuba, which connects to the Gulf of Mexico off South Florida.

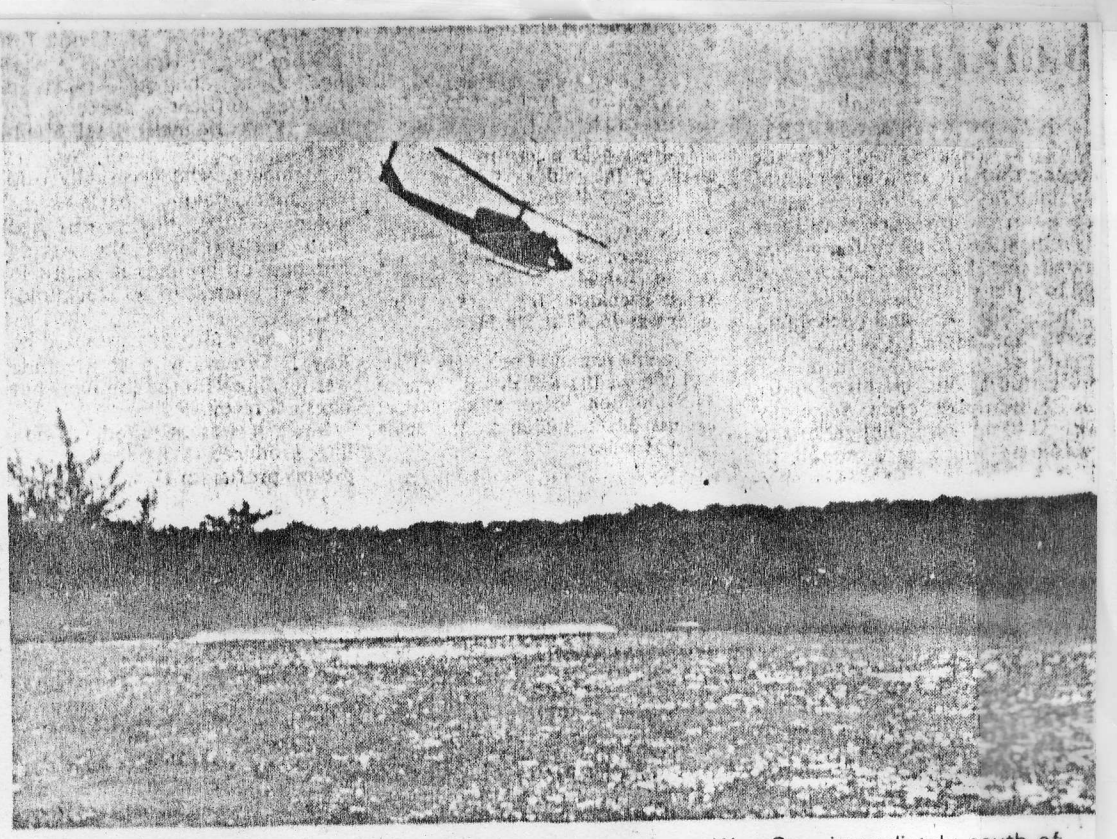
Marijuana, and now more frequently cocaine, is smuggled into South Florida from South America by way of Cuba, the Bahamas and Turks and Caicos on a daily basis.

Shortly after 10 am Saturday, a Coast Guard Falcon jet circled the Norman's Cay area three times before continuing in a southerly direction. While it was on its second pass, a small plane darted from behind Wax Cay, south of Norman's, travelling north at a very high speed. The plane was flying just above tree top level.

Norman's Cay was used by Colombian Joe Lehder from 1978 to 1981 as a major cocaine transshipment point.

A Coast Guard helicopter spent several hours patrolling the area stretching north of Norman's Cay to the south of Shroud Cay Saturday morning.

The Coast Guard jet was also spotted from George Town Saturday afternoon. Coast Guard cutter no 715 has been patrolling the Stocking Island area, north of George Town, for two days.



POLICE SEARCH - The Operation-BAT helicopter hovers over Wax Cay, immediately south of Norman's Cay, Sunday morning. Operation-BAT is a joint effort between the Bahamian police and DEA to combat drugs. (Photo: Athena Damianos).

At about 9.15 am Sunday, the BAT helicopter circled over Norman's Cay. The helicopter hovered next to a 32-foot pleasure cruiser before continuing in a southernly direction. The cruiser was anchored off Wax Cay.

The helicopter landed near the Pieces of Eight Hotel, owned by lawyer Nigel Bowe, in George Town. It was reported that the helicopter nearly "took off the roof" of a nearby house. Over the weekend, the helicopter landed on a small park in George Town, filling the nearby Two Turtles Hotel with dust and sending portions of the wooden fence flying.

It is understood that the police were delivering a part to the Defence Force, which had two boats patrolling the area. It was rumoured that the Defence Force would stage a drug raid in George Town over the weekend. However, this didn't take place.

A resident reported that Bahamian police were "parading around town with M 16s." The police went into the popular Peace and Plenty Restaurant for lunch armed. One report was that there were 18 armed policemen wandering around town with guns.

One resident commented that the scene reminded her of a Central American town. Another complained about the behaviour of the police and Defence Force marines in George Town.

"They would never have gone into a restaurant in Nassau with those guns. Whenever they're here they parade around with guns," he said, adding that this type of behaviour makes tourists feel uncomfortable.

The BAT helicopter flew over the Exuma cays again on Monday.

Chief Inspector Mackey, head of the Police Flying Squad, said that the police have always worked with US Customs and the Coast Guard. However, he said there was no connection between the BAT helicopter and Coast Guard activity over Exuma.

Insp Mackey said that, as far as he is aware, there have been no complaints about the way Operation BAT police behaved in George Town. He said there is no way a policeman could conceal an M 16.

"We're trying to do as much as we can to put the lid on drug trafficking," Insp Mackey said.

On Thursday, three Coast Guard vessels, one of which was described as "mammoth," were berthed at Prince George Dock. It is uncommon to have three Coast Guard vessels here at the same time. It has been speculated that the craft were in Nassau to refuel.

Within the past five weeks, the DEA has shown that it is prepared to go to great lengths to stem the illegal drug trade.

On March 5, the Chief Minister of Turks and Caicos Norman Saunders, Minister o Development and Commerc Stafford Missick, and Aulde Smith, a parliamentary secre tary, were arrested in Miami b the DEA on drug conspirac charges. Also arrested wa Andre Fournier, a Canadia and resident of George Town.

The four were arrested in Miami hotel room. They wer charged with plotting to smug gle 400 kilograms of cocain through Turks and Caicos ever week, Peter Gruden, head o the DEA in Miami, said. Th Turks officials were supposec to allow safe refueling, Grude said.

Yesterday, federal agents ar rested a former Governmen Minister of Belize on dru smuggling charges. Eligi Briceno, former Energy an Communications Minster, wa arrested in Miami.

On September 5, 1983, NB television reported that the FB had allegedly made plans to tr to entrap former Bahamia Cabinet Minister Kendal Not tage by taking him on a privat yacht outside Bahamian water to try "to get him to take bribe with hidden cameras o him."

American Ambassador to th Bahamas Dr Lev Dobriansky in an NBC interview, said h stopped the plan because th FBI investigation might upse delicate negotiations over th AUTEC submarine testing bas on Andros.

1st SOW earns AFOUA

1st Special Operations Wing is recipient of the Air Force Outstanding Unit Award with combat valor device.

"The wing has done just excellent in everything we've asked them to do," said Maj. Gen. William J. Mall Jr., 23rd Air Force commander.

"We thought there'd be a long transition period when they changed from Tactical Air Command to Military Airlift Command, but that didn't really happen," he continued. In all initial inspections, staff assistance visits and competitions with other MAC units, 1st SOW has "set the pace."

"They not only met the standards," concluded the general, "they set them."

All people assigned to 1st SOW and its attached elements during the May 1, 1982, to April 30, 1984, award period share in the award.

The 23rd AF unit qualified for the outstanding unit award by exceptional performance in performing its mission and directed real-world contingency operations, according to the nomination.

During the period, the wing was involved in more than 250 Joint Chiefs of Staff-directed operational and training missions.

Most significant in the nomination was a description of how 1st SOW distinguished itself against hostile forces Oct. 22 to Nov. 23, 1983, when wing members led forces in the successful rescue of American citizens from the island of Grenada.

Aircrews flying both armed and unarmed aircraft led flights which inserted rescue forces while also providing close air support to the friendly forces.

While required to support operations from two separate islands, 1st SOW demonstrated mission commitment and dedication to duty that allowed it to operate every sortie for which it was tasked.

"Without exception," says the award citation, "members of hte 1st SOW proved once again they live up to their motto, 'Any Time, Any Place'."

SAFETY AWARDS



THE KOREN KOLLIGAN, JR., TROPHY FOR 1984

The Koren Kolligian, Jr., Trophy was established in 1957 in memory of First Lieutenant Koren Kolligian, Jr., declared missing in the line of duty off the coast of California on 14 September 1955. The Kolligian family established this memorial because of Lieutenant Kolligian's great feeling for the Air Force and love of flying. The award recognizes outstanding feats of airmanship by individual aircrew members. The trophy is awarded annually to the USAF aircrew member who most successfully coped with an in-flight emergency situation during the preceding calendar year.

CAPTAIN JOHN F. KELLY

20th Special Operations Squadron
Hurlburt Field, Florida

Captain Kelly was flying a joint service training exercise with a crew of seven and eight combat-configured troops in his HH-53H Pave Low III helicopter when the tail rotor fell off the aircraft.

Coincident with the loss of the tail rotor, the aircraft yawed violently to the left. Despite this unusual situation, Captain Kelly immediately took control of the aircraft, entered autorotation, called out the boldface emergency procedures, and prepared the aircraft for emergency landing.

Realizing he had very little altitude and time to react, Captain Kelly adeptly cross-controlled the main rotor tip path with cyclic to compensate for the lack of balance in the flight vector. This enabled him to fly the aircraft toward his selected landing site instead of it falling uncontrollably from the sky.

While at 500-feet altitude, Captain Kelly realized the proposed landing site had two houses on either side of the clearing. Since this type of recovery is nearly impossible to control with any degree of certainty, Captain Kelly turned the aircraft away, opting to recover in the trees rather than risking injury to those on the ground. In so doing, he spotted another small clearing.

By exceptional airmanship, he was able to gain control of the crippled aircraft, maneuvered it away from the houses towards the small clearing, and successfully crash landed. Captain Kelly's courageous actions under extreme stress resulted in the survival of all 15 people on board.

This is the first known catastrophic loss of a tail rotor in which everyone survived, and it is due solely to the outstanding flying skills of Captain Kelly.

Commandocommentary

Huey has heroic history in Special Ops



Col. William Tackas
Deputy Commander,
Operations

The tragic loss of our three airmen in the UH-1N crash near the Bahamas, is a reminder to all of us of the special role the "Twin Huey" has played in the history of special operations. We can be proud of the men who have flown and continue to fly in support of the Vice President's task force, of curtailing the flow of illegal drugs into the United States. Let's take a look at the heroic history of the Huey that the 20th Special Operations Squadron has enjoyed.

In 1967, the UH-1P "Green Hornets" joined the 20th SOS in Southeast Asia and performed unconventional warfare missions for seven distinguished years. It deactivated in 1973 as the United States withdrew from Vietnam. It's missions included infiltration and exfiltration of Army and Navy special forces teams for deep reconnaissance and direct-action missions. They also provided gunship support for "slick" Army choppers in their insertion of special forces teams. The 20th SOS was reactivated in 1976 at Hurlburt, the mission remained unconventional warfare. Aircrews train and maintain proficiency for the penetration of hostile territory to covertly infiltrate, resupply, and exfiltrate special operations forces.

The crews prefer to "do it in the dark" and perform these missions at extremely low levels using night vision goggles. The Huey is almost an ideal jump platform. It is highly stable, slows to a very low rate of speed, can be held on the exact spot the parachutist wishes to exit, and gives little or no windblast effect so familiar to jumpers using fixed-wing aircraft.

If terrain is too rugged to land and insert teams, rappeling is the technique often brought into play. This method, originally designed for coming down sheer cliffs by mountain climbers. It was used with great success in Vietnam for getting teams deep into jungle territory not normally watched by the enemy.

If the helicopter draws ground fire, the attacker soon feels the bite of the Huey's teeth. The UH-1N carries 7.62mm miniguns and 2.75-inch rockets for self-protection and in an armed escort role.

The three crews from the 20th SOS UH-1Ns performed heroically on Nov. 21, 1980 during the MGM Grand Hotel fire in Las Vegas. While TDY at Nellis AFB, the call for help came early Friday morning. The crews flew repeated missions through dense smoke to rescue survivors and seriously-injured hotel guests from the rooftop. Overall the 20th SOS picked up thirty-six people and were credited with saving five critically-injured people.

The warriors who fly the Huey can be proud of the traditions and roles their predecessors have established. Combatting the flow of illegal drugs into the states is a critical, important mission that our men have flown bravely. We, too, can be especially proud of these fine men who gave their lives. We and our children will benefit from their efforts.

the Commando

Vol. 31, No. 22 Fort Walton Beach, Fla. Friday, June 1, 1984

Members honored — Streets official and in place



Photos by SSgt. Pat Powers

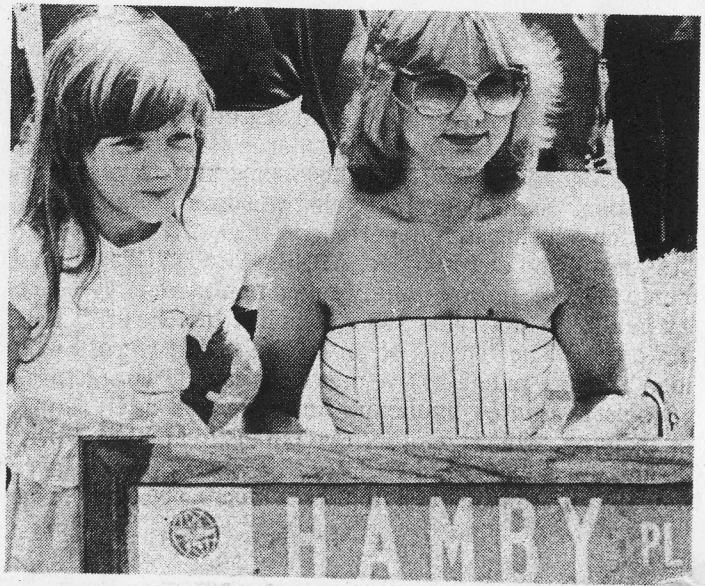
Honoring our fallen men. — *Mrs. Thomas Hamby, above; wife of 1st Lt. Thomas Hamby, is being presented the street sign that honors her husband by Col. Frederick Tokash, base commander Hamby was killed when the helicopter he was co-piloting crashed at sea Jan. 9 while supporting the Vice President's South Florida Joint Drug Task Force. At right, Mrs. Hamby shows the street sign that she was presented renaming Storage Road to Hamby Place.*

A ceremony for renaming three streets in honor of Hurlburt's personnel who died while participating in the Vice President's South Florida Joint Drug Tast Force was held in the Hurlburt Air Park Monday.

Capt. Dyke Whitbeck, pilot, 1st Lt. Thomas Hamby, co-pilot, and SSgt. Edgardo Acha, crewmember, were lost when their helicopter crashed at sea near the Bahamas on Jan. 9, 1984.

Col. Frederick Tokash, base commander, presented the street signs renaming the streets to family members. Storage Road will become Hamby Place, Myrtle Drive will become Acha Drive and Dogwood Street will become Whitbeck Street.

A benediction by the chaplain to the 75 guests and the Retirement of Colors concluded the ceremony.



LORD, GUARD AND GUIDE THE MEN WHO FLY

Lord, guard and guide the men who fly
Through the great spaces of the sky;
Be with them traversing the air
In darkening storms or sunshine fair.

You who support with tender might
The balanced birds in all their flight,
Lord of the tempered winds, be near,
That, having you, they know no fear.

Control their minds with instinct fit
When e'er, adventuring, they quit
The firm security of land;
Grant steadfast eye and skillful hand.

Aloft in solitudes of space,
Uphold them with your saving grace.
O God, protect the men who fly
Through lonely ways beneath the sky.

Amen

Special Event #8

Little Rock AFB, Arkansas



United States Air Force Chapel Community

MEMORIAL SERVICE

Hurlburt Field, Florida

1300 — 24 October 1984

In Loving Memory of Members
of the
20th Special Operations Squadron

Major James S. Prowell

Captain Michael W. Skeen

Technical Sergeant Thomas M. Ortiz, Jr.

Technical Sergeant Wayne A. Johnson

Staff Sergeant Robert G. Barker

Staff Sergeant Max B. Lincks, Jr.



Posting of the Colors	Honor Guard
Invocation	Chaplain Kelley
Opening Hymn	No. 419

"Guide Me O Thou Great Jehovah"

Old Testament Reading & Meditation	Chaplain Hale

Psalm 30: 1-5

Responsorial Psalm	Roberta Lauer & Congregation
New Testament Reading & Meditation	Chaplain Conroy

II Corinthians 1: 3-5

Solo	Roberta Lauer

"Only a Shadow"

Gospel Reading & Meditation	Chaplain Guikema

John 14

Benediction	Chaplain Kelley
Retiring Colors	Honor Guard
Closing Hymn	No. 192

"Lord, Guard & Guide The Men Who Fly"

Postlude	Organist Betsy Thomas

Six lose lives in downed HH-53H

An HH-53H Pave Low helicopter assigned to the 1st Special Operations Wing is confirmed to have crashed Wednesday near Clark Air Base, the Philippines. Six aircrew members from Hurlburt Field lost their lives.

Their names are:

Maj. James S. Prowell, 36, pilot, from Fredonia, Kentucky.

Capt. Michael W. Skeen, 34, pilot, from Novato, California.

TSgt. Thomas M. Ortiz, Jr., 34, engineer, from Brentwood, New York.

TSgt. Wayne A. Johnson, 34, gunner, from Hawley, Minnesota.

SSgt. Robert G. Barker, 31, engineer, from Gallopville, New York.

Sgt. Max B. Lincks, Jr., 30, gunner, from Fort Smith, Arkansas.

The aircraft was in the Philippines participating in "Cope Thunder", a Pacific Air Force exercise for conducting realistic training in the Pacific theater.

There were no other people on board the aircraft at the time of the accident.

The aircraft was in the Philippines participating in "Cope Thunder", a Pacific Air Force exercise for conducting realistic training in the Pacific theater.

The accident reportedly occurred at approximately 9:05 p.m. (Manila time) while on a terrain-following mission. Initial reports indicated that the aircraft was flying with the other HH-53 deployed to Clark AB when they encountered bad weather approximately 23 miles west of the base. After breaking out to get out of the weather, the helicopter crashed into the mountainous terrain.

"Further details regarding the accident are limited and any suggestion as to cause of the crash is purely speculative at this point," described Capt. Lynn Dakin, chief of the Public Affairs Division.

An investigation board of Air Force experts is on scene in the Philippines to look into details of the crash.

—Special Ops/Weather Recon—

Six die in Pave Low copter crash

Six Hurlburt Field, Fla., aircrew members died when their HH-53H Pave Low helicopter crashed Oct. 17 near Clark AB, Republic of the Philippines.

The aircrew, from 1st Special Operations Wing at Hurlburt, was taking part in Cope Thunder, a Pacific Air Forces exercise emphasizing realistic training in the Pacific theater.

Dead are: Maj. James S. Prowell, 36, pilot, from Fredonia, Ky.; Capt. Michael W. Skeen, 34, pilot, from Novato, Calif.; TSgt. Thomas M. Ortiz Jr., 34, flight engineer, from Brentwood, N.Y.; TSgt. Wayne A. Johnson, 34, gunner, from Hawley, Minn.; SSgt. Robert G. Barker, 31, flight engineer, from Gallopville, N.Y.; and Sgt. Max B. Lincks Jr., 30, gunner, from Fort Smith, Ark.

No other people were on board the aircraft when it crashed at about 9:05 p.m. local time while the crew was on a terrain-following mission.

Cause of the crash was under investigation.

Capt. John Kelly and crew, 20th Special Operations Squadron, were flying an HH-53H Pave Low III helicopter on a joint service training exercise near Pope AFB, North Carolina, on 14 November 1984. While leading a four-ship helicopter formation, Captain Kelly's aircraft experienced a catastrophic tail rotor drive system failure and crash-landed in a field 35 miles southeast of Pope.

The aircraft, with a crew of seven and eight combat-configured troops, had just completed a low-level navigation route and was climbing to air refueling altitude. As it passed through 800 feet AGL, the crew noticed an increased vibration. At the same time, their wingman radioed he had seen something fly off the aircraft's tail rotor. Immediately thereafter, the tail scanner of Captain Kelly's aircraft said the tail rotor "just fell off," a fact later confirmed by the wingman. Coincident with the loss of the tail rotor, the aircraft yawed violently to the left. (A left yaw is characteristic of a power loss or engine failure situation and is opposite in direction to what the technical manuals say a tail rotor loss will produce.)

Despite this unusual situation, Captain Kelly maintained control of the aircraft, entered autorotation, called out the bold face emergency procedures and prepared the aircraft for an emergency landing. The aircraft then began its characteristic right yaw as the pilots shut down the engines and completed the emergency procedures.

Realizing he had very little altitude and little time to react, Captain Kelly adeptly cross-controlled the main rotor tip-path with cyclic to compensate for the lack of balance in the flight vector. This enabled him to maintain control and fly the helicopter toward his selected landing site. Descending through 500 feet AGL Captain Kelly realized the landing site had two occupied houses on it. Because this type of recovery is difficult, if not impossible, to control with any degree of certainty, attempting to recover the aircraft in such a populated area would have definitely endangered anyone in or around the houses. Therefore, Captain Kelly turned away, opting to recover in the trees rather than risk injuring those on the ground, and in so doing spotted another small clearing.

At about 300 feet AGL as he maneuvered his crippled aircraft towards the clearing, Captain Kelly realized the aircraft was descending too fast to make it to the landing site. Accordingly, he used some of his precious cushioning pitch to slow the aircraft's descent, enabling it to remain above the trees. With both engines shut off, the gear down, and the crew prepared for crash landing, Captain Kelly lowered the collective, pushed the nose forward and, having regained critically needed rotor rpm, flared the aircraft while slowly feeding in collective cushioning, leveling for impact. His application of cyclic and positive pitch control slowed the aircraft's descent, kept it level and permitted a successful crash landing in the alternate field.

Captain Kelly's outstanding airmanship under extreme stress resulted in all 15 people on board surviving the crash, with only two suffering serious injuries.

It is important to note the aircraft technical manual considers catastrophic loss of the tail rotor the most serious of all aircraft emergencies and recommends bailout. Without a doubt, the superb skill demonstrated by Captain Kelly and his crew enabled them to recover the helicopter, marking the first known incident involving HH-53 catastrophic tail rotor loss which did not result in loss of life.

Based on their outstanding handling of this most critical of helicopter inflight emergencies, Captain Kelly and his crew are truly worthy of the Excellence in Airmanship award. Congratulations from *TMF*!

20SOS/CCE/Maj Shurtleff/7439/sld/8 Oct 84

8 OCT 1984

CS

Request Inclusion of Op BAT in Sustained Air Medal Recommendation Procedures

HQ MAC/DPA

1. Request that Operation Bahamas and Turks (BAT) be included in governing directives for Air Medals involving sustained air operations as found in AFR 900-48, MACSUP 1, para 3-10a(3). Further, request that these directives appoint 1 SOW/CC as the certifying/indorsing official for all 23 AF crews supporting air operations in the Op BAT theater.

2. Consideration of Op BAT inclusion as a worthy sustained Air Medal operation is based upon the extremely hazardous nature of this Vice-Presidentially directed air interdiction program combating the flow of narcotics into the United States. Throughout the course of each crew's tour in this theatre, they are called upon continuously to face a hostile, well armed, and well equipped enemy - in the form of the international drug trafficer.

3. This proposed program would be administratively similar to that approved by your office for Operation Blunt Arrow aircrews, and would greatly facilitate approval and presentation procedures for these deserving 23 AF crews. Additionally, this proposed program would significantly reduce the administrative costs (both manhours and material) in obtaining for these individuals the recognition they so markedly have earned over the last 16 months.

4. Request your support of this program and instigation of the necessary procedures and directive changes necessary to insure its accomplishment.

SIGNED

JAMES W. ALEXANDER
Colonel, USAF
Chief of Staff

2 Atch
1. Op BAT Narrative
2. Proposed Citation

Shurt

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
	20SOS/CC	Coord	[illegible] 25 Sep 84	6	2AD/CC	SIGN SSS	[illegible] 80ct84
2	1 SOW/DO	Coord	[illegible] 25 Sep 84	7	23 AF/CCE	Coord	
3	1 SOW/CCE	Coord	[illegible] 26 Sep 84	8	23AF/CS	SIGN	
4	1 SOW/CC	Coord	[illegible] Col 26 Sep 84	9	23AF/CV	INFO	
5	2AD/CCe CV	Coord	[illegible] 28 Sept 84	10	23AF/CC	APPROVE	TDY Maj Myers 9 Oct

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Major Shurtleff	20SOS/CCE	7439	rws	

SUBJECT: Request for Inclusion of Op BAT Missions in Sustained Air Medal Recommendation Procedures.

DATE:

SUMMARY

1. Request that Operation Bahamas and Turks (BAT) be approved as a sustained Air Medal mission and be included in governing directives covering award of Air Medals for sustained air operations (AFR 900-48, MAC Sup 1, para 3-10a(3)). Further, request that 1SOW/CC be appointed as the certifying/indorsing awards official for all 23 AF crews supporting Op BAT.

2. Consideration of Op BAT for inclusion as a worthy sustained Air Medal operation is based upon the extremely hazardous nature of this Vice-Presidentially directed air interdiction program to combat the illegal flow of narcotics into the United States. Throughout the course of each aircrews 30-day assignment to Op BAT, they are called upon continuously to face a superbly equipped and armed enemy in the international drug trafficker. Additionally, all these operations are conducted at the extreme edge of aircraft endurance; at maximum weight limits; with only very limited communications and navigation aids; often in extremely marginal weather and without the luxury of advance or extensive pre-mission planning.(See Atach 1)

3. Administration of awards for Op BAT sustained Air Medals would be the same as granted Blunt Arrow IAW HQ MAC/DPA ltr, 27 Mar 84, (Atch 2). Basis of the initial Op BAT Air medals would be for 20 missions directly supporting civilian law enforcement. Each award would be documented by a listing of each mission signed by the 1 SOW/CC (Atch 3), and by an accompanying citation (Atch 4).

4. 23 AF assets have been involved in Op BAT since 1 May 83; and as of yet, no individual (or organization) has been offically recognized for his (its) achievements at Op BAT. This lack of official recognition exists despite submission of the original paperwork (normal Air Medal format) in Sept 83. Inclusion of Op BAT as a sustained Air Medal mission would significantly streamline the award process and cut the administrative "Gordian's knot" that has kept awards for at least 51 deserving 23 AF personnel bottlenecked for over a year.

RECOMMENDATION:

5. Recommend 23 AF/CS sign the attached letter (proposed) requesting HQ MAC/DPA approve Op BAT as a sustained Air Medal mission IAW AFR 900-48, MAC Sup 1, para 3-10a(3). (Atch 5)

[signature]

WILLIAM J. KORNITZER JR., Colonel, USAF
Commander, 2nd Air Division

5 Atch
1. Op BAT Narrative
2. HQ MAC/DPA, Ltr, 27 Mar 84
3. Proposed Award Narrative
4. Proposed Award Citation
5. Proposed 23 AF/CS Ltr

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225

27 MAR 1984

REPLY TO ATTN OF: DPA

SUBJECT: Sustained Air Medal Recommendations

TO: 1 SOW/CC

1. We have approved your sustained Air Medal request for 20 BLUNT ARROW missions.

2. We are also in the process of changing the awards and decorations directives to include processing instructions for BLUNT ARROW. Until then, please follow the processing procedures outlined in AFR 900-48, MACSUP 1, para 3-10a(3), for CORNET PLAYER. Attached are the narrative format and sample citation for your use. In addition, BLUNT ARROW recommendations must include a decoration printout and the wing commander's indorsement.

3. If you have any questions on processing decorations for BLUNT ARROW, please contact MSgt Filpi, AUTOVON 638-5992.

JOHN E. SCHMIDT, Col, USAF
Dir of Personnel Programs
DCS/Personnel

2 Atch
1. Narrative Format Sample
2. Sample Citation

(1) 20th SOS JSOC Tasking (FY 84)

DATES	EXERCISE NAME	NO. AIRCRAFT	SORTIES	HRS FLOWN
15 Jan - Feb 84	Dark Knight	8 - HH-53H	25	97.9
13 - 24 Feb 84	Southern Knight	3 - HH-53H	62	222.8
2 - 20 April 84	Big Squirt II	2 - HH-53H	3	10.6
13 - 19 May 84	Shipboard Ops	2 - HH-53H	16	55.0
22 - 25 May 84	Mout Training	2 - HH-53H	8	21.4
5 - 13 June 84	Eight Falcons	6 - HH-53H	77	229.2
8 - 11 July 84	Mout Training	3 - HH-53H	18	46.5
29 July - 4 Aug 84	Mout Training	2 - HH-53H	12	28.8
23 - 27 Aug 84	VIP Demo	3 - HH-53H	25	56.3
7 - 10 Sep 84	Coronation Ball	2 - HH-53H	10	32.2
14 - 22 Sep 84	Blue Chip	3 - HH-53H	17	72.8
12 - 14 Oct 84	Renewable Friendship	3 - HH-53H	6	19.8
TOTAL			279	893.0

(2) 20th SOS JSC EXERCISE TASKING (FY 84)

DATES	EXERCISE NAME	NO. AIRCRAFT	SORTIES	HRS FLOWN
20 - 30 April 84	Ocean Venture	2 - HH-53H	9.0	30.1
24 April - 25 May 84	Flintlock	2 - HH-53H	27.0	110.0
14 - 28 July 84	Joint Tng (143RD/SAS)	2 - HH-53H	5.0	20.3
7 - 17 Aug 84	Wing ORE	5 - HH-53H	34.0	100.0
1 - 14 Sep 84	Gallant Eagle	3 - HH-53H	30.0	109.2
8 - 27 Oct 84	Cope Thunder	2 - HH-53H	6.0	11.5
TOTAL			111.0	381.1

c. In addition to its many operational exercises and other commitments. The 20th Special Operations Squadron has demonstrated its unique capabilities to audiences representing many different countries, all services, and all levels of authority, including the very top of the National Command Authority. In all these cases, the 20th Special Operations has received nothing but praise for outstandingly displayed capabilities and professional aircrews. These demonstrations are as documented below.

(1) 20th SOS Additional Tasking (FY 84)

DATES	EXERCISE NAME	NO. AIRCRAFT	SORTIES	HRS FLOWN
1 Feb 84	Demo (LTC Forten Berry)	1 - HH-53H	1	2.0
29 Mar 84	Demo (Col Gissing)	1 - HH-53H	1	3.0
9 - 10 April 84	Demo (Time Magazine)	2 - HH-53H	2	3.4
19 April 84	Demo (Dr Cooper/Lt Gen Russ)	4 - HH-53H	4	10.7
27 April 84	Demo (Congressman Dickenson)	3 - HH-53H	3	5.5
30 May - 1 Jun 84	Demo (Scientific Adv. Board)	3 - HH-53H	2	5.3
18 - 20 Jun 84	Demo (JSOA/Maj Gen Rice)	3 - HH-53H	3	8.7
5 - 7 July 84	Demo (Brig Gen Johnson)	2 - HH-53H	2	6.5
23 July 84	Demo (CBS New)	1 - HH-53H	1	2.4
TOTAL			20	47.5

Excellence in Airmanship



Left to right: TSgt. David Rech, IFE; MSgt. Robert Hall, Aerial Gunner; Capt. David Harris, AC; Capt. John Kelly, FEAC; SSgt. Jerry Price, Aerial Gunner; and SSgt. Roger Sather, IFE. Not pictured: Lt. Col. Horace Johnson, Operations Officer.