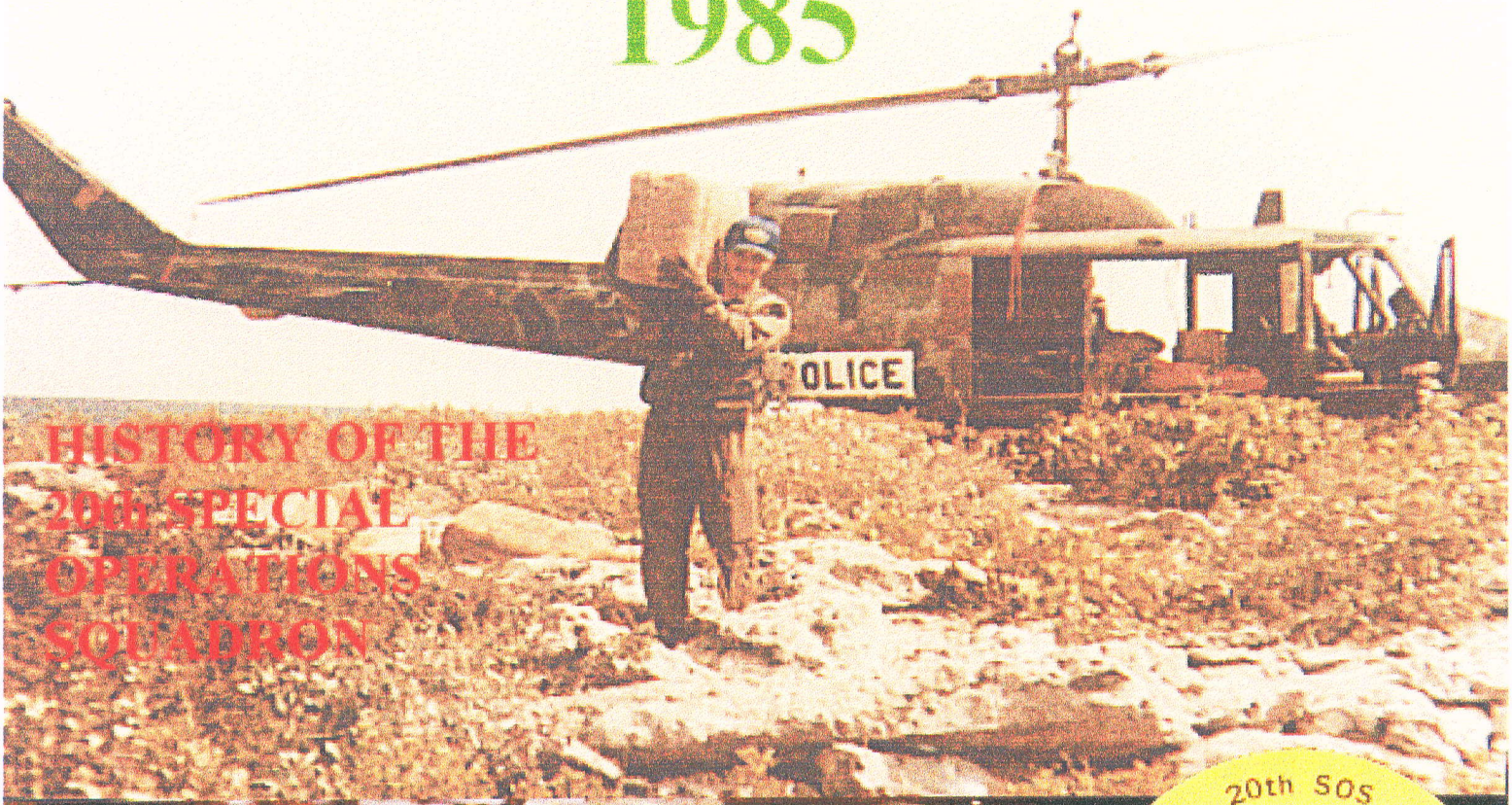
1985



HISTORY OF THE 20th SPECIAL OPERATIONS SQUADRON



3. Only four Air Medals appear to have been forwarded (Capts Hester, Harden, Shaffer, TSgt Moore). There are six participants who are in the squadron/wing and also should qualify (e.g., Capt Jones, UH-1N Flight Examiner, etc.)

RECOMMENDATION:

4. That 1 SOW/CC hold Capt Harden's AFCM pending determination of a workable course of action which would adequately reward all of the folks who hung it out down there.

Gary L Weikel

GARY L. WEIKEL, Lt Col, USAF
Commander

5 Atch
1. Capt Harden's AFCM
2. MAC/DPAP Ltrs (2), 20 Apr 88
3. MAC/DPAP Ltr, 10 Dec 87
4. 23 AF/CC Ltr, 12 Jun 85
5. 1 SOW/CC Package, 23 May 85

NR: One reason that we now have ten vice four folks eligible for Air Medals is that three have been PCS and returned - pretty sad way to treat folks who did some pretty heavy flying - flying that cost us dearly. Also, not a good way to show concern for the overall war-on-drugs effort.

Weikel (4)

CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE COMMENDATION MEDAL

TO

WILLIAM L.G. HARDEN

Captain William L.G. Harden distinguished himself by outstanding achievement while participating in aerial flight as UH-1N Aircraft Commander, near Florida, from 1 May 1983 to 25 September 1985. During this period, Captain Harden flew three hundred demanding missions, providing tactical support to the United States Customs, United States Drug Enforcement Administration, and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions required the utmost in professionalism and airmanship. They were flown at the limits of aircraft endurance and maximum gross weight with only scant communications and navigational aids available. Captain Harden's accomplishments in the successful completion of these hazardous and demanding missions reflect the highest standards of technical expertise and dedication. The distinctive accomplishments of Captain Harden reflect credit upon himself and the United States Air Force.



MSG # TIME RADAY IMMEDIATE
/2849 1752 103/85

OTTUZYUW RUENBHA1324 1031740-UUUU--RUCLHUA.
ZNR UUUUU ZZH
O 131736Z APR 85
FM AMEMBASSY NASSAU
TO RUCLHUA/1 SOW HURLBURT FIELD FL/CC IMMEDIATE
INFO RUCLHUA/1 SOW HURLBURT FIELD FL/DO IMMEDIATE
RUCLHUA/20 SOS HURLBURT FIELD FL/CC IMMEDIATE
BT
UNCLAS NASSAU 1324

E.O. 12356: N/A
SUBJ: CONFIDENTIAL INFORMANT INFORMATION ON THREAT TO OPBAT HELICOPTERS

1. A U.S. CUSTOMS SERVICE CONFIDENTIAL INFORMANT (CI) HAS ADVISED THAT A BOUNTY HAS BEEN OFFERED FOR SHOOTING DOWN AN OPBAT HELICOPTER. ACCORDING TO THE SOURCE DRUG TRAFFICKERS ARE STOCKING WEAPONS TO INCLUDE SMALL ARMS AND LAWS ROCKETS TO USE TO ATTACK A HELICOPTER OR PERSONNEL. THE AGENT WORKING THE CI IS SA HENRY ALLEN, U.S. CUSTOMS, ASSIGNED TO THE NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM (NNBIS) IN MIAMI, FL. THIS SAME CI HAS BEEN PREVIOUSLY WORKED BY DRUG ENFORCEMENT ADMINISTRATION (DEA) SA HARRY CLEMENT, OF WILMINGTON, DEL. WHO ADVISES THAT THE CI HAS GIVEN RELIABLE INFORMATION IN THE PAST.

2. REQUEST THIS INFORMATION BE PASSED TO USAF OSI FOR ACTION. THEY SHOULD SEEK TO ESTABLISH DIRECT CONTACT WITH THE CI THROUGH SA ALLEN AND EVALUATE HIS RELIABILITY AND THE ACCURACY OF HIS INFORMATION.

3. BASED ON THE RESULTS OF THEIR INVESTIGATION REQUEST OSI RECOMMENDATIONS ON FURTHER SECURITY MEASURES THAT CAN BE TAKEN HERE TO IMPROVE SECURITY AIRCRAFT AND PERSONNEL.

DRAFTED BY LTC WARREN S. [illegible]BARD, OPBAT/CC
WRITING
BT
#1324

PERSON/s NOTIFIED Sgt Cawley
TIME NOTIFIED
OPERATOR NUMBER

NNNN

DO/CC

PERSON/s NOTIFIED Sgt Dunaway (DO/CC)
TIME NOTIFIED
OPERATOR

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1ST SPECIAL OPERATIONS WING (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: CC 29 March 1985

SUBJECT: 1985 Jabara Award (Suspense: 10 Apr 85)

TO: DO RM MA 834 CSG/CC

1. The 1 SOW is authorized to nominate one person to 23 AF to compete for subject award.

2. DCSs may nominate one person to compete for this award. Eligibility criteria can be found in the attached message. All nominations will be submitted IAW the 23 AF/CCEP message and AFR 900-29 NLT 10 Apr 85.

3. OPR for this award is 1 SOW/CCE, ext 7782.

Hugh L. Hunter
HUGH L. HUNTER, Colonel, USAF
Commander

1 Atch
23 AF/CCEP 281705Z
Mar 85

1st Ind, 1 SOW/DO

TO: 8 SOS 16 SOS 20 SOS DOV

Please submit your nominee(s) for the Jabara Award to 1 SOW/DO by COB 9 Apr 85. OPR is 1 SOW/DOE, ext 6189.

CARL E. ANDERSON, Lt Colonel, USAF
Asst Deputy Commander for Operations

1 Atch nc

RCV MSG # TIME RADAY ROUTINE
35346 1638 082/85

RAAUZYUW RHCUARR0619 0871621-UUUU--RUCLHUA.
ZNR UUUUU
R 2817052 MAR 85
FM 23AF SCOTT AFB IL//CCEP//
TO AIG 8225
BT

UNCLAS
SUBJ: 1985 JABARA AWARD (SUSP: 15 APR 85).
1. THE AIR FORCE ACADEMY SPONSERS THE COLONEL JAMES JABARA AWARD FOR AIRMANSHIP. THE USAF ACADEMY WILL PRESENT THE AWARD DURING HOMECOMING 1985.
2. NOMINEES MUST BE USAF ACADEMY GRADUATES WHO BEST FIT THE FOLLOWING CRITERIA: (A) THE NOMINEE'S ACTIONS MUST BE OF SUCH SIGNIFICANCE AS TO SET HIM/HER APART FROM HIS/HER CONTEMPORARIES, AND (B) THE NOMINEE'S ACTIONS MUST BE DIRECTLY ASSOCIATED WITH AN AEROSPACE VEHICLE. IN CERTAIN RARE CASES, IT IS APPROPRIATE FOR JOINT NOMINATIONS TO BE MADE. NOMINATIONS USUALLY FALL INTO ONE OF TWO CATAGORIES: 1) FOR AN INDIVIDUAL HEROIC ACT, OR (2) FOR A SUSTAINED SUPERIOR PERFORMANCE OVER A PERIOD OF TIME. IN THE LATTER CASE, NOMINATIONS MAY COVER A BROAD SPECTRUM (EX: FROM CREW MBRS OF A SPACE VEHICLE TO AN ENGINEER/MANAGER INVOLVED WITH THE ECONOMICAL DEVELOPEMENT OF AN AIRCRAFT SUBSYSTEM).

PAGE 2 RHCUARR0619 UNCLAS
3. NOMINATIONS SHOULD INCLUDE COMPLETE BACKGROUND INFORMATION CONCERNING THE ACTIONS FOR WHICH THE NOMINATION IS BEING MADE AND A PHOTOGRAPH OF NOMINEE (HEAD AND SHOULDERS). ONLY ACCOMPLISHMENTS OCCURRING SINCE JANUARY 1983 ARE APPROPRIATE.
4. PLEASE FOLLOW THE NOMINATION FORMAT IN AFR 900-29, ATCH 9. ALSO, SUBMIT PACKAGES IN ORIGINAL AND SIX COPIES TO ARRIVE HQ 23AF/CCEP NLT 15 APR 85.
5. 23AF POINT OF CONTACT IS SGT PETRELLA, AV638-4505.
BT
#0619

NNNN

NARRATIVE FORMAT FOR INSTITUTE OF NAVIGATION (ION) AWARDS

NOMINEE: JOHN Q. DOE DENNIS M. JONES CAPT [redacted]

AWARD: NORMAN P. HAYS

AWARD YEAR: 19-- 85

CONTRIBUTION: Outstanding
to the advancement of aerospace navigation.

Mr. John Q. Doe

NOMINEE: CAPTAIN DENNIS M. JONES

AWARD: COLONEL JAMES JABARA

AWARD YEAR: 1985

CONTRIBUTION: Sustained superior performance.

Captain Dennis M. Jones has distinguished himself by his sustained superior performance as a UH-1N aircraft commander in direct support of the Vice President's South Florida Drug Task Force's operation Bahamas and Turks (BAT) since its inception in May 1983. Operation BAT is a joint task force involving over 17 different government agencies of both the United States and the Bahamas. During this period, he has flown numerous extraordinarily demanding missions providing tactical support to U.S. Customs, U.S. Drug Enforcement Administration (DEA) and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions are extremely exacting, requiring the utmost in professionalism and technical expertise in obtaining the maximum in aircraft performance. Flying at the extreme end of aircraft endurance, at maximum aircraft weight limits, with only very limited communications and navigational aids available, often in extremely marginal weather at night, Captain Jones has performed with conspicuous dedication and courage. In addition to these already demanding mission characteristics, he was often called upon to insert five or six-man Royal Bahamian Police Strike Force teams into various remote areas. These infiltrations are normally accomplished at night, in totally blacked-out conditions, into extremely confined tactical zones, without the luxury of extensive preplanning or previous daylight observation. These long-range, overwater, tactical infiltrations require the absolute maximum in combat crew expertise and capabilities, including highly skilled night vision goggle qualifications. Despite the fact that he faced a technically skilled and superbly armed and equipped enemy in the international drug runner, he has willingly met all challenges with outstanding diligence, integrity and superb professionalism in this Presidentially-directed "drug war", furthering the national interest by helping to stop this illegal flow of drugs into the United States. Additionally Captain Jones was chosen first as an instructor, to train other crews to perform this highly demanding mission and then as the Squadron Flight Examiner, insuring the safe and efficient performance of all crews involved in the BAT mission. This operation has consisted of over 2,000 sorties resulting in capture or destruction of more than a billion dollars worth of drugs and drug smuggling equipment since May 1983, including over 4,000 pounds of cocaine, 223,000 pounds of marijuana, 20 vessels, 28 aircraft, 9 vehicles, and the arrest of more than 131 individuals. In recognition of these operations, Secretary of the Air Force, the Honorable Verne Orr, made the following comments: "We can be proud of our efforts in this highly visible war on drugs. The long, hard hours away from home are helping to turn the tide in our favor....I salute each and everyone of you for a job well done." In another message Vice President Bush wrote: "Men and machines alone do not make a successful operation. The outstanding enthusiasm, ingenuity and leadership consistently demonstrated...have made the difference....The President and I are proud of the contributions you are making to this nation's war on drugs. Keep up the good work." Captain Jones's professional skill and airmanship, exemplified in his accomplishments in operation BAT, significantly distinguish him from his contemporaries.

CAPTAIN DENNIS M. JONES

[redacted]

AFSC: M1025G, UN-1N STANDARDIZATION AND EVALUATION FLIGHT EXAMINER

Captain Dennis M. Jones is a UH-1N Standardization and Evaluation Flight Examiner and Instructor Pilot assigned to the 20th Special Operations Squadron (20 SOS), 1st Special Operations Wing, Hurlburt Field, Florida. He is 26 years old.

Captain Jones was born in Hyde Park, Pennsylvania, on August 25, 1958. He attended and graduated from the Kiski Area Senior High School and was a member of the National Honor Society throughout his high school years. He was also a letterman in varsity wrestling and baseball, being placed on the baseball all-star team three consecutive years and as the Section-Seven runner-up in his wrestling weightclass. He was also extremely active in the Boy Scouts of America during these years and achieved the rank of Eagle Scout in this organization. Additionally, he was extremely involved in the lay ministry of the St. Francis of Assisi Catholic Church in his local neighborhood.

Captain Jones graduated from high school in 1976 and entered the U.S. Air Force Academy that same year. During his four years, he was assigned to the 23rd Cadet Squadron and the 37th Cadet Squadron, and was selected for the Commandant's List during one semester.

After graduation from the Academy, Captain Jones attended Undergraduate Helicopter Training at Ft. Rucker, Alabama and graduated from this training as an Honor Graduate on 28 May, 1980. He was then assigned to the 20 SOS at Hurlburt Field.

Captain Jones is single, but is engaged to be married in October 1985. He is heavily involved in community affairs, donating much of his limited off-duty time to the Association for Retarded Children of Okaloosa County and he was a prinicple organizer for this association's fund raising walk-a-thon during this last year.

TALKING PAPER

ON

OPERATION BAT'S IMPACT ON UH-1N TRAINING

- Operation BAT has had a very detrimental impact on training
  - -- Operation BAT initially offered valuable training in a realistic environment.
    - --- After almost 2 years the value of training has diminished.
    - --- Most missions involve long over-water flights with minimal opportunity for other training.
  - -- Overall unit currency and proficiency very low
    - --- Home station sorties are not available for continuation training or upgrade.
      - ---- Operational aircraft are committed to BAT and home station has become a repair depot.
    - --- Although some training sorties can be flown at BAT, mission commitment limits capability.
    - --- Experienced people are leaving unit with little opportunity to upgrade replacements.
    - --- Division of forces results in poor continuity and diminished productivity.
    - --- Not all types of training can be conducted at BAT (ie. gunnery and instruments).

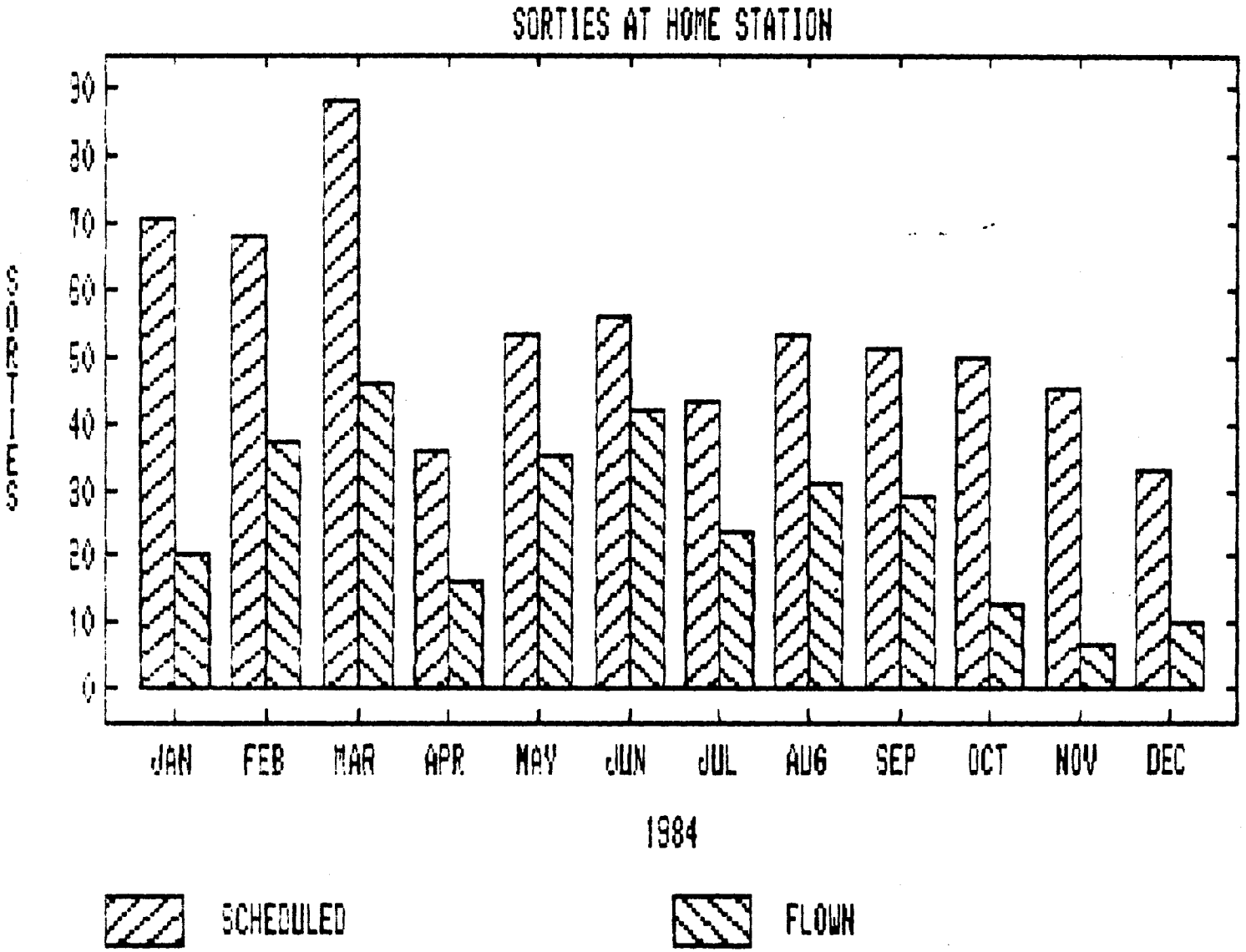
Major Alexander/20th SOS DOB/6434/sea/21 Jan 85

- Immediate impact
  - -- Many people are not yet requalified due to loss of currency last half.
  - -- Recent checkrides have left individuals unqualified in formation and guns.
  - -- Pool of qualified people to deploy to BAT is shrinking.
  - -- Concern over safety increasing due to lower experience and proficiency.
- Longer range concerns
  - -- Continued lack of training sorties will result in lack of current and qualified people to support BAT and unit DOC.
    - --- Situation has continued to become worse over time.
    - --- TDY relief help dilutes available flying time for unit.
    - --- New MAC quarterly training requirements will likely result in a total lack of capability 31 March 1985.
  - -- Unknown fate of unit has detrimental impact on unit moral.
- Recommendations
  - -- Take immediate steps to increase aircraft availability at home station.
    - --- Increase aircraft authorizations.
    - --- Additional TDY aircraft.
    - --- Additional maintenance support.
    - --- Increase supply priority.
  - -- Send aircrews TDY for training/currency.
  - -- Stabilize aircrews to curtail loss of experience.
  - -- Resolve uncertainy over fate of unit and mission.

PILOT 90-DAY CUMULATIVE FLYING TIME

NAME	30	60	90	AVERAGE
ALEXANDER	1.3	9.7	11.5	3.8
BUCHFINCK	0.0	4.9	6.7	2.2
CUMMINGS	3.3	11.9	14.0	4.6
HARDEN	4.1	35.3	58.2	19.4
HESTER	1.9	9.8	34.7	11.5
HOOVER	6.2	6.2	8.4	2.8
HUBBARD	6.0	21.2	22.6	7.5
JONES	7.5	54.6	83.4	27.8
NAGEL	4.6	12.4	13.8	4.6
NIETO	14.4	23.2	27.2	9.0
SHAFFER	0.0	3.8	13.4	4.4
SHAW	3.8	3.8	3.8	1.2
SHURTLEFF	0.6	12.2	14.5	4.8
SUMMERS	0.0	5.9	5.9	1.9
TEMPLE	2.4	16.8	27.6	9.2
BURNS	1.5	5.7	17.8	5.9
HALVORSEN	9.4	57.7	58.0	19.3
LINDSAY	0.0	17.2	35.8	11.9
REIP	4.5	31.0	31.4	10.4

OVERALL MONTHLY AVERAGE: 8.5


SORTIES AT HOME STATION
SORTIES
0
10
20
30
40
50
60
70
80
90
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
1984
SCHEDULED
FLOWN

AIRCREW STATUS AS OF 21 JAN 85

ASSIGNED PILOTS

QUAL NAME	FORM 8 RESTRICTIONS	SEMI-ANNUAL REQUIREMENTS	REMARKS
AC ALEXANDER	FORM		ASSIGNED
IP BUCHFINCK		2 TAC FLTS.	EXTENDED DNIF
AC BURNS	FORM		CP ONLY GUNS
CP HALVORSEN	FORM	GUNS	Q CHECK BY 31 JAN
AC HARDEN	GUNS, FORMATION		IP UPGRADE
AC HESTER	GUNS, FORM	PREC. APP	
BP HOOVER	PREC. APP		
FE HUBBARD			
AC JONES			FE UPGRADE
CP LINDSAY	ADMIN UNQUAL	EP	REQUIRES CHECK
BP NAGLE			AC UPGRADE
FE NIETO			TERMINAL LEAVE
CP REIP		GUNS	I CHECK DUE 31 JAN
AC SHAFFER			
AC SHAW	FORMATION		Q CHECK BY 28 FEB IP UPGRADE
AC SHURTLEFF			Q CHECK BY 31 JAN GUN CP ONLY
BP SUMMERS			"BAT QUAL" AC UPGRADE
AC WEST			INBOUND 28 FEB

AIRCREW STATUS AS OF 21 JAN 85

ATTACHED PILOTS

QUAL NAME	REMARKS
FE CUMMINGS	FAMILY PROBLEMS THRU FEB, THEN SOS, I CHECK DUE 31 JAN, WING
BP RUNYON	SMOTEC
BP REHKOP	SMOTEC
BP TEMPLE	MAINTENANCE

AIRCREW STATUS AS OF 21 JAN 85

FLIGHT ENGINEERS

	FORM 8 RESTRICTIONS	SEMI-ANNUAL REQUIREMENTS	REMARKS
FE BARTON			
FE DOWTY			IFE UPGRADE
FEFE GOMES			ONLY IFE, TO WING
FE ISRAELSON	ADMIN UNQUAL		REQUIRES CHECK
LOVELL			UPGRADE
FE RICHEY		GUNS	
FE STEVENS	GUNS		
FE STIFFLER			RETIRES 19 FEB GUN CHECK BY 28 FEB

ATTACHED FLIGHT ENGINEERS

FEFE WATSON			TERMINAL LEAVE APART WING

GUNNERS

AC HALCOMB			
NQ HEINIG			TO H-53 UPGRADE
AG JENKINS	GUNS, HOIST FOR Q-2	GUNS	HOIST BY 25 FEB
IAG MOORE			Q CHECK BY 28 FEB
AG MUSTERED			
AG SMITH	GUNS	SLING	
FEAG WARTLUFT			

OPERATION BAT SUPPORT 1984

AIRCREW MAN DAYS

DET 1	356	12%
RESCUE	896	31%
20TH SOS	1632	57%
TOTAL	2884	

NEW QUARTERLY CURRENCY REQUIREMENTS DUE 31 MAR

- 6 SORTIES/PILOT, 4 SORTIES/FE AND AG
- 1 SUPERVISED EP SORTIE/PILOT AND FE
- 2 NVG PROFILES/CREWMEMBER
- 1 TRANSITION SORTIE/PILOT AND FE
- 1 NIGHT SORTIE
- 2 EACH PRE APPROACH/PILOT
- 2 EACH NON-PREC APPROACH/PILOT

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DO	Coord	COL 28 NOV 84	6	1 SOW/ CC	Coord	Hunter Col 13 Dec
2	1 SOW/ SE	Coord	William R Terry LTC 7615	7			
3	1 SOW/ PA	Coord	Capt 5 Dec 84	8			
4	1 SOW/ CCE	Coord	Capt 5 Dec 84	9			
5	1 SOW/ CV	Coord	6 Dec Col	10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
HANSON, DOUGLAS R., Capt	SE	7439		

SUBJECT	DATE
Well Done Award, Flying Safety Magazine	

SUMMARY

Please review the attached letter of justification submitting Capt Kelly and his crew for FLYING SAFETY Magazine's "Well Done Award". Their extraordinary performance, while coping with a serious malfunction, is deserving of all the "kudos" and recognition we can get them.

H E Johnson

HORACE E. JOHNSON, Lt Col, USAF
Operations Officer

1 Tab
USAF Well Done Award

DEPARTMENT OF THE AIR FORCE
20TH SPECIAL OPERATIONS SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO ATTN OF: CC (Lt Col Grant, AV 872-7439) 26 Nov 84

SUBJECT: USAF Well Done Award

TO: Editor, FLYING SAFETY Magazine

1. I wish to submit one of my crews for a Well Done Award based on their handling of, what should have been a catastrophic emergency situation. The level-headed professionalism displayed by this crew was directly responsible for saving the lives of eight passengers as well as their own. I believe their performance is worthy of recognition in your publication.

2. The names of the crew members are as follows: Lt Col Horace E. Johnson, Mission Commander; Capt John F. Kelly, Aircraft Commander; Capt David M. Harris, Copilot; MSgt Robert W. Hall, Aerial Gunner; TSgt David M. Rech, Flight Engineer; SSgt Roger A. Sather, Flight Engineer; TSgt Jerry A. Price, Aerial Gunner.

3. Justification: On the afternoon of 14 November 1984, while involved in a joint service training exercise at Pope AFB, NC, an HH-53H Pave Low III helicopter commanded by Capt Kelly experienced catastrophic failure of the tail rotor drive system and was crash landed in a field 35 miles southeast of Pope AFB. The crew, along with eight passengers, had just completed a low-level navigation route and were proceeding to climb up to air refueling altitude. As they were passing through 800 feet AGL, they received a radio call from the flight engineer of their #2 wingman who informed them that he had seen something fly off the tail rotor of Capt Kelly's aircraft. About the same time, SSgt Price called out from the ramp that the entire tail rotor assembly was coming apart. The cockpit crew quickly analyzed the situation and accomplished the bold face emergency procedures. The cabin crew insured that all passengers were secured for landing and then helped locate a suitable landing site. At this point it is important to note that the Dash-1 technical order states that a failure of the tail rotor drive system is the most difficult emergency with which a crew may have to cope. The Dash-1 goes on to outline a warning which states that, "due to the hazardous nature of attempting to land the helicopter with this malfunction, the recommended course of action is to bail out if parachutes are available". No parachutes were available and low altitude would have precluded their use; therefore, the crew took the only other course of action available and entered autorotation. SSgt Sather quickly got the throttles shut off which gave the pilots directional control, and then lowered the landing gear. A clear area was located beyond a stand of trees where Capt Kelly and Capt Harris executed a "controlled" crash landing against tremendous odds. Timely, accurate decisions on the part of the entire crew, coupled with precise control by the pilots, allowed the aircraft to land upright and all but two individuals to walk off to safety. Capt Kelly was seriously injured in the mishap; but, had it not been for the professionalism and airmanship of this outstanding crew, all 15 people would have very likely died.

I am not aware of any incidents involving HH-53 tail rotor failure where there were no fatalities. This crew accomplished an outstanding and perhaps miraculous feat and I consider them outstanding examples of excellence in airmanship!

LOUIS W. GRANT, Lt Col, USAF
Commander

1st Ind (1 SOW/CC) 13 December 1984

TO: Editor, FLYING SAFETY Magazine

Captain Kelly and his crew performed an unprecedented and seemingly impossible flying maneuver in landing their HH-53 without a tail rotor drive system. Only the very finest could have come out of that emergency situation alive and they did it. Fifteen people are alive today because of this crew's level-headed action. This amazing feat is most deserving of the USAF Well Done Award.

HUGH L. HUNTER, Colonel, USAF
Commander

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DO	Coord		6	2 AD/ CC	Info	
2	1 SOW/ CCE	Coord		7	23 AF/ CCE	Coord	
3	1 SOW/ CV	Coord		8	23 AF/ CS	Coord	
4	1 SOW/ CC	Coord		9	23 AF/ CV	Coord	
5	2 AD/ CCE	Info		10	23 AF/ CC		

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENS. DATE
Capt Hanson	CCE	AV 872-7439		

SUBJECT	DATE
MAC Safety Award of Excellence in Airmanship	7 Feb 86

SUMMARY

1. Please review the attached letter of justification IAW MACR 900-3 for the MAC Safety Award for Excellence in Airmanship. Due to an alert, professional 20 SOS crew a valuable national asset (HH-53H) was saved from destruction during a single engine emergency into a remote landing zone.

2. I highly recommend this distinguished award for this exceptional crew!

LOUIS W. GRANT, Lt Colonel, USAF
Commander

1 Atch
Nomination letter dated 7 Feb 86.

DEPARTMENT OF THE AIR FORCE
20th SPECIAL OPERATIONS SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544-5000

REPLY TO
ATTN OF: CC

7 February 1986

SUBJECT: Nomination for MAC Safety Award for Excellence in Airmanship

1 SOW/CC
2 AD/CC
23 AF/CC
HQ MAC/IGFE
IN TURN

1. NAME, RANK, UNIT, DUTY TITLE, DAFSC, DATE OF ACCOMPLISHMENT, TYPE AIRCRAFT:

a. Harris, David M., Captain, 20th Special Operations Squadron, HH-53H Aircraft Commander, 1025N, 16 January 1986, HH-53H.

b. Cook, Joseph W. III, Captain, 20th Special Operations Squadron, HH-53H Pilot, 1023N, 16 January 1986, HH-53H.

c. Rech, David M., TSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 16 January 1986, HH-53H.

d. Breedlove, Billy T. Jr., Sgt, 20th Special Operations Squadron, HH-53H Flight Engineer, A11350B, 16 January 1986, HH-53H.

e. Hunter, Larry J., MSgt, 20th Special Operations Squadron, HH-53H Aerial Gunner Flight Examiner, A46290, 16 January 1986, HH-53H.

f. Dean, David M., Sgt, 20th Special Operations Squadron, HH-53H Aerial Gunner, A46250, 16 January 1986, HH-53H.

2. JUSTIFICATION: On 16 January 1986, while conducting Remote Area Operations, a HH-53H Pave Low III helicopter commanded by Capt Harris experienced engine compressor stall of the number one engine during short final. With Capt Cook at the controls the crew had just completed low-level navigation to a landing area 15 miles north west of Hurlburt Field, FL. Upon reaching the landing site Capt Cook elected to overfly the area then complete the approach with a 180 degree turn to final. Throughout the approach crew coordination was essential and professionally accomplished. Once crossing the tree line, scanners cleared the helicopter to descend. At 50 feet and 20 knots a loud noise was heard and the left scanner reported sparks coming from the left engine. With little to no warning the crew was faced with a single engine emergency. Capt Harris immediately configured the helicopter for a single engine landing while the rest of the crew ensured that there was no evidence or possibility of fire. The helicopter landed firmly, well inside the confines of the remote landing site. Cleanup checklists were performed and control agencies were notified. Due to the timely and accurate malfunction analysis there was no damage to the helicopter nor was the crew injured

in any way. Low altitude, low airspeed, heavy gross weight, and a remote landing area were significant factors to be considered in this emergency. 1H-53(H)B-1 states that "Safe single engine landings can be accomplished, provided they are within a reasonable airspeed and altitude combination". Further, the flight manual shows that this reasonable combination was not available to the aircrew at the time of this incident. The crew, within seconds correctly evaluated the situation and skillfully overcame disorientation and a potentially disasterous flight regime. The professional skill of this crew in analyzing and reacting to a critical inflight emergency exemplifies excellence in airmanship and a job well done.

LOUIS W. GRANT, Lt Colonel, USAF
Commander

DEPARTMENT OF THE AIR FORCE
20TH SPECIAL OPERATIONS SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: CC

21 Nov 84

SUBJECT: Nomination for MAC Safety Award for Excellence in Airmanship

TO: 1 SOW/CC
2 AD/CC
23 AF/CC
HQ MAC/IGFE
IN TURN

1. NAME, RANK, UNIT, DUTY TITLE, DAFSC, DATE OF ACCOMPLISHMENT, TYPE AIRCRAFT:

a. Kelly, John F., Captain, 20th Special Operations Squadron, HH-53H Flight Examiner, M1025N, 14 November 1984, HH-53H

b. Harris, David M., Captain, 20th Special Operations Squadron, HH-53H Aircraft Commander, 1025N, 14 November 1984, HH-53H

c. Johnson, Horace E., Lt Colonel, 20th Special Operations Squadron, Operations Officer, N1025N, 14 November 1984, HH-53H

d. Rech, David M., TSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 14 November 1984, HH-53H

e. Sather, Roger A., SSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 14 November 1984, HH-53H

f. Hall, Robert A., MSgt, 20th Special Operations Squadron, Chief, Air Division Munitions and Weapons Systems, A46270, 14 November 1984, HH-53H

g. Price, Jerry A., SSgt, 20th Special Operations Squadron, HH-53H Aerial Gunner, A46250, 14 November 1984, HH-53H

2. JUSTIFICATION: On the afternoon of 14 November 1984, while involved in a joint service training exercise at Pope AFB, NC, an HH-53H Pave Low III helicopter commanded by Capt Kelly experienced catastrophic failure of the tail rotor drive system and was crash landed in a field 35 miles southeast of Pope AFB. Capt Kelly and crew, along with eight passengers (15 persons total), had just completed a low-level navigation route and were proceeding to climb up to air refueling altitude. As they passed through 800 feet AGL, they received a call from the flight engineer of the number 2 HH-53H, who said that he had seen something fly off the tail rotor of Capt Kelly's aircraft. About this time, the tail scanner informed the crew that the entire tail rotor assembly was breaking apart. By this time, the crew had analyzed the situation and was accomplishing the bold face emergency procedures. At this point, it is important to note that the Dash-1 Technical Order for the HH-53 states that a failure of the tail rotor drive system is the most difficult emergency with which a crew may have to cope. The Dash-1 goes on to outline

a warning which states that, "due to the hazardous nature of landing the helicopter with this malfunction, the recommended course of action is to bail out if parachutes are available". No parachutes were available, and their low altitude would have precluded their use; therefore, the crew took the only other course of action available and entered autorotation. They selected the most suitable clear area available for landing, and executed a controlled, upright, crash landing against tremendous odds. Timely and accurate decisions followed by exact aircraft control, resulting from 4,000 hours plus rotary-wing experience, allowed Capt Kelly to land the helicopter in a manner which allowed all but two individuals to walk off the aircraft. Capt Kelly and Lt Col Johnson were seriously injured in the mishap; but, had it not been for the professionalism and airmanship of the crew, all 15 people on board the helicopter would have very likely perished in the crash. I am not aware of any incidents involving HH-53 tail rotor failure where there were no fatalities. This crew accomplished a truly outstanding feat and is well deserving of this award!

LOUIS W. GRANT, Lt Col, USAF
Commander

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DO	Coord	27 NOV 84	6	2 AD/ CC	Info	
2	1 SOW/ CCE	Coord	28 Nov 84	7	23 AF/ CCE	Coord	
3	1 SOW/ CV	Coord	29 Nov 84	8	23 AF/ CS	Coord	
4	1 SOW/ CC	Coord	3 Dec 84	9	23 AF/ CV	Coord	
5	2 AD/ CCE	Info	4 Dec 84	10	23 AF/ CC	Coord	

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Capt Hanson	SE	AV 872-7434		

SUBJECT: MAC Safety Award of Excellence in Airmanship

DATE: 20 Nov 84

SUMMARY

1. Please review the attached letter of justification IAW MACR 900-3 for the MAC Safety Award for Excellence in Airmanship. ~~Due to the injuries sustained by the crew the 8" by 10" group photo is unavailable at this time.~~ Due to the alert, professional [illegible] crew a valuable national asset [redacted] (HH-53H) [illegible] from destruction during a single engine emergency into a remote landing zone.
2. I highly recommend this distinguished award for this exceptional crew!

LOUIS W. GRANT, Lt Col, USAF
Commander

1 Tab
1. Nomination letter dated 19 Nov 84.

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DO	COORD		6	2 AD/ CC	INFO	
2	1 SOW CCE	COORD		7	23 AF/ CCE	COORD	
3	1 SOW/ CV	COORD		8	23 AF/ CS	COORD	
4	1 SOW/ CC	COORD		9	23 AF/ CV	COORD	
5	2 AD/ CCE	INFO		10	23 AF/ CC	COORD	

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
CAPT HANSON	SE	AV 872-7434		

SUBJECT: MAC Safety Award for Excellence in Airmanship

DATE: 20 Nov 84

SUMMARY

1. Please review the attached letter of justification IAW MACR 900-3 for the MAC Safety Award for Excellence in Airmanship. Due to the injuries sustained by the crew the 8" by 10" group photo is unavailable at this time.

2. I highly recommend this distinguished award for this exceptional crew!

LOUIS W. GRANT, LtCol, USAF
Commander

Tabs
1. Nomination letter dated 19 Nov 84

DEPARTMENT OF THE AIR FORCE
20TH SPECIAL OPERATIONS SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: CC

20 Nov 84

SUBJECT: Nomination for MAC Safety Award for Excellence in Airmanship

TO: 1 SOW/CC
2 AD/CC
23 AF/CC
HQ MAC/IGFE
IN TURN

1. NAME, RANK, UNIT, DUTY TITLE, DAFSC, DATE OF ACCOMPLISHMENT, TYPE AIRCRAFT:

a. Kelly, John F., Captain, 20th Special Operations Squadron, HH-53H Flight Examiner, M1025N, 14 November 1984, HH-53H

b. Harris, David M., Captain, 20th Special Operations Squadron, HH-53H Aircraft Commander, 1025N, 14 November 1984, HH-53H

c. Johnson, Horace E., Lt Colonel, 20th Special Operations Squadron, Operations Officer, N1025N, 14 November 1984, HH-53H

d. Rech, David M., TSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 14 November 1984, HH-53H

e. Sather, Roger A., SSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 14 November 1984, HH-53H

f. Hall, Robert W., MSgt, 20th Special Operations Squadron, Chief, Air Division Munitions and Weapons Systems, A46270, 14 November 1984, HH-53H

g. Price, Jerry A., SSgt, 20th Special Operations Squadron, HH-53H Aerial Gunner, A46250, 14 November 1984, HH-53H

2. JUSTIFICATION: On the afternoon of 14 November 1984, while involved in a joint service training exercise at Pope AFB, NC, an HH-53H Pave Low III helicopter commanded by Capt Kelly experienced catastrophic failure of the tail rotor drive system and was crash landed in a field 35 miles southeast of Pope AFB. Capt Kelly and crew, along with eight passengers (15 persons total), had just completed a low-level navigation route and were proceeding to climb up to air refueling altitude. As they passed through 800 feet AGL, they received a call from the flight engineer of the number 2 HH-53H, who said that he had seen something fly off the tail rotor of Capt Kelly's aircraft. About this time, the tail scanner informed the crew that the entire tail rotor assembly was breaking apart. By this time, the crew had analyzed the situation and was accomplishing the bold face emergency procedures. At this point, it is important to note that the Dash-1 Technical Order for the HH-53 states that a failure of the tail rotor drive system is the most difficult emergency with wich a crew may have to cope. The Dash-1 goes on to outline

DEPARTMENT OF THE AIR FORCE
20TH SPECIAL OPERATIONS SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO ATTN OF: CC

19 Nov 84

SUBJECT: Nomination for MAC Safety Award for Excellence in Airmanship

TO: 1 SOW/CC
23 AF/CC 2AD/cc
HQ MAC/IGFE
IN TURN

1. NAME, RANK, UNIT, DUTY TITLE, DAFSC, DATE OF ACCOMPLISHMENT, TYPE AIRCRAFT:

a. Kelly, John F., Captain, 20th Special Operations Squadron, HH-53H Flight Examiner, M1025N, 14 November 1984, HH-53H

b. Harris, David M., Captain, 20th Special Operations Squadron, HH-53H Aircraft Commander, 1025N, 14 November 1984, HH-53H

c. Johnson, Horace E., Lt Colonel, 20th Special Operations Squadron, Operations Officer, N1025N, 14 November 1984, HH-53H

d. Rech, David M., TSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 14 November 1984, HH-53H

e. Sather, Roger A., SSgt, 20th Special Operations Squadron, HH-53H Instructor Flight Engineer, K11370B, 14 November 1984, HH-53H

f. Hall, Robert W., MSgt, 20th Special Operations Squadron, Chief, Air Division Munitions and Weapons Systems, A46270, 14 November 1984, HH-53H

g. Price, Jerry A., SSgt, 20th Special Operations Squadron, HH-53H Aerial Gunner, A46250, 14 November 1984, HH-53H

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MSG # TIME RADAY

2849 1752 103/85

IMMEDIATE

OTTUZYUW RUEHBHA1324 1031740-UUUU--RUCLHUA.
ZNR UUUUU ZZH
O 131734Z APR 85
FM AMEMBASSY NASSAU
TO RUCLHUA/1 SOS HURLBURT FIELD FL/CC IMMEDIATE
INFO RUCLHUA/1 SOS HURLBURT FIELD FL/DO IMMEDIATE
RUCLHUA/20 SOS HURLBURY FIELD FL/CC IMMEDIATE
BT
UNCLAS NASSAU 1324

E.O. 12356: N/A
SUBJ: CONFIDENTIAL INFORMANT INFORMATION ON THREAT TO OPBAT HELICOPTERS

1. A U.S. CUSTOMS SERVICE CONFIDENTIAL INFORMANT (CI) HAS ADVISED THAT A BOUNTY HAS BEEN OFFERED FOR SHOOTING DOWN AN OPBAT HELICOPTER. ACCORDING TO THE SOURCE DRUG TRAFFICKERS ARE STOCKING WEAPONS TO INCLUDE SMALL ARMS AND LAWS ROCKETS TO USE TO ATTACK A HELICOPTER OR PERSONNEL. THE AGENT WORKING THE CI IS SA HENRY ALLEN, U.S. CUSTOMS, ASSIGNED TO THE NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM (NNBIS) IN MIAMI, FL. THIS SAME CI HAS BEEN PREVIOUSLY WORKED BY DRUG ENFORCEMENT ADMINISTRATION (DEA) SA HARRY CLEMENT, OF WILMINGTON, DEL. WHO ADVISES THAT THE CI HAS GIVEN RELIABLE INFORMATION IN THE PAST.

2. REQUEST THIS INFORMATION BE PASSED TO USAF OSI FOR ACTION. THEY SHOULD SEEK TO ESTABLISH DIRECT CONTACT WITH THE CI THROUGH SA ALLEN AND EVALUATE HIS RELIABILITY AND THE ACCURACY OF HIS INFORMATION.

3. BASED ON THE RESULTS OF THEIR INVESTIGATION REQUEST OSI RECOMMENDATIONS ON FURTHER SECURITY MEASURES THAT CAN BE TAKEN HERE TO IMPROVE SECURITY AIRCRAFT AND PERSONNEL.

DRAFTED BY LTC WARREN S. ... BARD, OPBAT/CC
WHITING
BT
#1324

PERSON/s NOTIFIED Sgt. Cawley
TIME ... DD
OPERATOR NUMBER

NNNN

DO/CS
PERSON/s NOTIFIED Sgt Cawley (Doc)
TIME NOT...
OPERATOR

Recommend Captain John S. Hester III, [redacted] for the award of the Air Medal. Captain Hester distinguished himself by meritorious achievement while participating in sustained aerial flight as UH-1N Aircraft Commander in direct support of Vice President Bush's South Florida Anti-Drug Task Force in Operation Bahamas and Turks (Op BAT) from 1 May 1983 to 1 October 1985. During this period, Captain Hester flew 300 sorties in support of this demanding and frequently dangerous mission. These missions provided valuable tactical support to the U.S. Customs, the U.S. Drug Enforcement Administration (DEA), and the Royal Bahamian Government agencies and were instrumental in curbing the flow of illegal and dangerous drugs destined for U.S. shores. Missions such as these are extremely exacting and require total professionalism and keen air sense if they are to be accomplished safely and successfully. Captain Hester was responsible for meticulous planning on all interdiction missions. Operating in an environment of limited navigational aids and great expanses of water, there was no margin for error. Load plans, fuel loads and flight planning required complete accuracy due to the limited range of the UH-1N. Captain Hester ensured that each mission flown was capable of maximum productivity. Fighting this peacetime war against drug smugglers required Captain Hester to operate in an extremely hazardous environment. He personally flew numerous interdiction missions that required extended low-level, over water flights utilizing night vision goggles. He participated in OPERATION HAT TRICK which was the air portion of OPERATION WAGON WHEEL, the largest anti-drug operation in the history of the war on drugs. Captain Hester personally retrieved thousands of dollars worth of cocaine as evidence from a burning aircraft belonging to smugglers whom he and his crew had forced to land. Immediately afterwards Captain Hester and his crew returned to the helicopter and hovered nearby to blow the dense foliage aside to aid ground troops in finding the recently fled criminals. After two hours of extensive precision hovering Captain Hester uncovered the smugglers and led the ground crews to the arrest. The missions Captain Hester flew were extremely precarious by nature since there was a $350,000 bounty on the Air Force helicopters to anyone who could shoot them down. These interdiction missions involved the insertion of a five or six man Royal Bahamian Police Strike Force team into remote, confined landing areas in blacked out conditions. Never sure of what he would find, Captain Hester nonetheless conducted all operations successfully and safely, due primarily to his superb crew coordination and precision flying skills. Raw courage and selfless devotion to duty resulted in some remarkable statistics that attest to Captain Hester's outstanding performance in support of this vital task force. In the 300 interdiction missions he flew he captured 15 armed smugglers, confiscated 2,000 pounds of cocaine, and 1,200 bales of marijuana with a street value of $110 million. In addition, Captain Hester's efforts resulted in the confiscation of numerous aircraft and vessels used extensively for drug smuggling. Captain Hester is what Op BAT is all about. He is a thoroughly professional and well trained individual who is mission oriented and gets the job done. In recognition of these operations, and highlighting one operation in particular, Vice President Bush made the following comments: "The crucial role the men and women of your command played in OPERATION HAT TRICK was an extraordinary example of dedication and service to their country. The operation called for the utmost interagency cooperation, imagination, and innovation." The professional skill, selfless dedication and superb airmanship of Captain Hester reflect great credit upon himself and the United States Air Force.

HORACE E. JOHNSON, Lt Col, USAF
Commander

Recommend Captain John S. Hester III, [redacted], for the award of the Air Medal. Captain Hester distinguished himself by meritorious achievement while participating in aerial flight as UH-1N Aircraft Commander in direct support of Vice President Bush's South Florida Anti-Drug Task Force in Operation Bahamas and Turks (OpBAT) from 1 May 1983 to 1 October 1985. During this period, Captain Hester flew 300 sorties in support of this demanding and frequently dangerous mission. These missions provided valuable tactical support to the U.S. Customs, the U.S. Drug Enforcement Administration (DEA), and the Royal Bahamian Government agencies and were instrumental in curbing the flow of illegal and dangerous drugs destined for U.S. shores. Missions such as these are extremely exacting and require total professionalism and keen air sense if they are to be accomplished safely and successfully. Captain Hester was responsible for meticulous planning on all interdiction missions. Operating in an environment of limited navigational aids and great expanses of water, there was no margin for error. Load plans, fuel loads and flight planning required complete accuracy due to the limited range of the UH-1N. Captain Hester ensured that each mission flown was capable of maximum productivity. Fighting this peacetime war against drug smugglers required Captain Hester to operate in an extremely hazardous environment. He personally flew numerous interdiction missions that required extended low-level, over water flights utilizing night vision goggles. He participated in OPERATION HAT TRICK which was the air portion of OPERATION WAGON WHEEL, the largest anti-drug operation in the history of the war on drugs. Captain Hester personally retrieved thousands of dollars worth of cocaine as evidence from a burning aircraft belonging to smugglers whom he and his crew had forced to land. Immediately afterwards Captain Hester and his crew returned to the helicopter and hovered nearby to blow the dense foliage aside to aid ground troops in finding the recently fled criminals. After two hours of extensive precision hovering Captain Hester uncovered the smugglers and led the ground crews to the arrest. The missions Captain Hester flew were extremely precarious by nature since there was a $350,000 bounty on the Air Force helicopters to anyone who could shoot them down. These interdiction missions involved the insertion of a five or six man Royal Bahamian Police Strike Force team into remote, confined landing areas in blacked out conditions. Never sure of what he would find, Captain Hester nonetheless conducted all operations successfully and safely, due primarily to his superb crew coordination and precision flying skills. Raw courage and selfless devotion to duty resulted in some remarkable statistics that attest to Captain Hester's outstanding performance in support of this vital task force. In the 300 interdiction missions he flew he captured 15 armed smugglers, confiscated 2,000 pounds of cocaine, and 1,200 bales of marijuana with a street value of $110 million. In addition, Captain Hester's efforts resulted in the confiscation of numerous aircraft and vessels used extensively for drug smuggling. Captain Hester is what OpBAT is all about. He is a thoroughly professional and well trained individual who is mission oriented and gets the job done. In recognition of these operations, and highlighting one operation in particular, Vice President Bush made the following comments: "The crucial role the men and women of your command played in OPERATION HAT TRICK was an extraordinary example of dedication and service to their country. The operation called for the utmost interagency cooperation, imagination, and innovation." The professional skill, selfless dedication and superb airmanship of Captain Hester reflect great credit upon himself and the United States Air Force.

H E Johnson

HORACE E. JOHNSON, Lt Col, USAF
Commander

Recommend Captain William L. G. Harden, [redacted] for the award of the Air Medal. Captain Harden distinguished himself by meritorious achievement while participating in aerial flight as UH-1N Aircraft Commander in direct support of Vice President Bush's South Florida Anti-Drug Task Force Operation Bahamas and Turks (Op BAT), from 1 May 1983 to 25 September 1985. During this period, Captain Harden flew 300 sorties in support of this demanding and frequently dangerous mission. These missions provided valuable tactical support to the U.S. Customs, U.S. Drug Enforcement Administration (DEA), and Royal Bahamian Government agencies and were instrumental in curbing the flow of illegal and dangerous drugs destined for U.S. shores. Missions such as these are extremely exacting and require total professionalism and keen air sense if they are to be accomplished safely and successfully. Captain Harden was responsible for meticulous planning on all interdiction missions. Operating in an environment of limited navigational aids and great expanses of water left no margin for error. Load plans, fuel loads and flight planning required exact precision due to the limited range of the UH-1N. Fighting this peacetime war against drug smugglers required Captain Harden to operate in an extremely hazardous environment. For the two years Captain Harden flew UH-1N helicopters he dedicated 12 months in the Bahamas supporting Op BAT. He personally flew 300 interdiction missions that required extended low-level, over water flights utilizing night vision goggles. He participated in OPERATION HAT TRICK which was the air portion of OPERATION WAGON WHEEL, the largest anti-drug operation in the history of the war on drugs. He spent 53 consecutive nights working alongside the Marine Corps, Navy, Coast Guard, DEA, U.S. Customs, and the Bahamian Strike Force executing OPERATION BLUE LIGHTNING. This highly successful operation was a massive push to sever a primary drug trafficking artery bridging South and Central America to the southern Floridian coastline. The missions Captain Harden flew were extremely precarious by nature since there was a $350,000 bounty on the Air Force helicopters to anyone who could shoot them down. These interdiction missions involved the insertion of a five or six-man Royal Bahamian Police Strike Force team into remote, confined landing areas in blacked-out conditions. On one particular mission Captain Harden flew into a Columbian base camp at night using night vision goggles and interrupted a "hard bargain" money transaction between drug smugglers. He infiltrated a Bahamian Strike Force who immediately were fired upon but were successful in overrunning the smugglers. This particular mission netted approximately 30,000 pounds of marijuana and various other drugs along with numerous radios, automatic weapons, equipment, and eight prisoners. Never sure of just what would be found, Captain Harden nonetheless conducted all operations successfully and safely. Raw courage and selfless devotion to duty resulted in some remarkable statistics that attest to his outstanding performance in support of this vital task force. Of the 300 missions he has flown Captain Harden was directly responsible for the capture of 12 armed smugglers, the confiscation of 1,000 pounds of cocaine, and 1,100 bales of marijuana with a street value of $95 million. In addition, Captain Harden's efforts resulted in the confiscation of numerous aircraft and vessels used extensively for drug smuggling. He is a thoroughly professional and well trained individual who gets the job done. In recognition of these operations, and highlighting one operation in particular, Vice President Bush made the following comments: "The crucial role the men and women of your command played in OPERATION HAT TRICK was an extraordinary example of dedication and service to their country. The operation called for the utmost interagency cooperation, imagination, and innovation." The professional skill, selfless dedication and superb airmanship of Captain Harden reflect great credit upon himself and the United States Air Force.

HORACE E. JOHNSON, Lt Col, USAF
Commander

CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL

TO

JOHN S. HESTER III

Captain John S. Hester III distinguished himself by meritorious achievement while participating in aerial flight as UH-1N Aircraft Commander, from 1 May 1983 to 1 October 1985. During this period, Captain Hester flew 300 demanding missions, providing tactical support to the United States Customs, United States Drug Enforcement Administration, and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions required the utmost in professionalism and airmanship. They were flown at the limits of aircraft endurance and maximum gross weight, with only scant communications and navigational aids available. Many missions were flown in extremely marginal weather. Captain Hester's accomplishments in the successful completion of these hazardous and demanding missions reflect the highest standards of technical expertise and dedication. The professional skill and airmanship displayed by Captain Hester reflect great credit upon himself and the United States Air Force.

4 Feb 85

20TH SPECIAL OPERATIONS SQUADRON (20 SOS)

The primary mission of the 20 SOS, 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, aerial gunnery support, reinforcement, and resupply of UW forces. These operations include tactical low-level navigation, night vision goggle (NVG) operations, air-land/airdrop techniques, and entail land and water overflight. The second part of the primary mission is to conduct 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. They include:

- Recovery of personnel, which entails evasion and escape 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, air-land or aerial recovery (i.e., hoist, stabo rig, first-aid and transportation to the nearest medical facility).

- Helicopter shipboard operations (joint service).

- Medical evacuation of injured personnel.

- Humanitarian and civic action programs.

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

- Long term support of the South Florida Drug Task Force in Operation Bahamas and Turks (Op BAT).

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

Recommend crew members of the 23rd Air Force (23 AF) for the award of the Air Medal. These airmen distinguished themselves by meritorious achievement while participating in sustained aerial flight as UH-1N crew members in direct support of the Vice President's South Florida Drug Task Force's operations Bahamas and Turks (BAT) beginning on 1 May 1983. From this date onward, these crews have flown numerous extraordinarily demanding missions providing tactical support to U.S. Customs, U.S. Drug Enforcement Administration (DEA), and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions are extremely exacting, requiring the utmost in aircrew professionalism and technical expertise in obtaining the maximum in aircraft performance. Flying at the extreme edge of aircraft endurance; at maximum aircraft weight limits; with only very limited communications and navigational aids available; and often in extremely marginal weather, these aircrews have performed with conspicuous dedication and courage. In addition to these already demanding mission characteristics, these crews are often required to insert five or six-man Royal Bahamian Police Strike Force teams into various remote landing areas. These infiltrations are normally accomplished at night, in totally blacked-out conditions, into extremely confined tactical zones, without the luxury of extensive preplanning or a previous daylight landing/observation. These long-range, overwater, tactical infiltrations require the absolute maximum in combat crew expertise and capabilities, including highly skilled night vision goggle qualifications. Despite the fact that they face a technically skilled and superbly armed/equipped enemy in the international drug runner, these professional crews have willingly met all challenges with outstanding diligence, integrity and superb professionalism in this Presidentially-directed "drug war"-thus furthering the national interest by helping to stop this illegal flow of drugs into the United States. These crews have so skillfully operated as an integral part of operation BAT that they have been directly responsible for the capture/destruction of more than $1 1/2 billion worth of drugs and drug smuggling equipment since their introduction into the theatre on 1 May 1983. As part of this extremely successful drug interdiction program, these crews have captured 3,360 pounds of cocaine and over 200,000 pounds of marijuana in 50 major operations. Additionally, they have forced the jettisoning at sea of numerous loads of both cocaine and marijuana. In total, these crews have flown over 1600 sorties and logged over 1800 hours in direct support of this crucial anti-drug operation. Throughout these difficult missions, these crews have utilized superlative professionalism in operating their aircraft to the absolute limits of its capabilities; while skillfully coordinating and maximizing their efforts with those operatives of the U.S. Customs, DEA, U.S. Coast Guard and Royal Bahamian military and para-military forces involved in thwarting what the President has called "this iniquitous trade". The successful completion of these extremely hazardous and demanding missions has required the ultimate in discipline and professional expertise on the part of each crewmember during the entire period of the Air Force's support of operation BAT. In recognition of these operations, and highlighting one operation in particular, Secretary of the Air Force, the Honorable Verne Orr, made the following comments: "We can be proud of our efforts in this highly visible war on drugs. The long, hard hours away from home are helping to turn the tide in our favor. In one operation alone, we have aided in the seizure/destruction of drugs with a street value of over $100 million. I salute each and everyone of you for a job well done." The professional skill and airmanship displayed by these crewmembers of the 23 AF reflect great credit upon themselves and the United States Air Force.

Shurt

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	20SOS/CC	Coord	[illegible] 25 Sep 84	6	2AD/CC	SIGN SSS	[illegible] 5 Oct 84
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] maj 28 Sept 84	10	23AF/CC	APPROVE	TDY Maj Gen 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

CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL

TO

_____

_____ distinguished himself by meritorious achievement while participating in sustained aerial flight as a UH-1N _____ in direct support of the Vice President's South Florida Drug Task Force's Operation Bahamas and Turks from _____to _____. During this period, _____ flew 20 demanding missions, providing tactical support to the United States Customs, United States Drug Enforcement Administration, and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions required the utmost in professionalism and airmanship abilities while flying at the extreme edge of aircraft endurance and maximum gross weight, with only very limited communications and navigational aids available, and often in extremely marginal weather. _____ accomplishments in the successful completion of these hazardous and demanding missions reflect the highest standards of technical expertise and dedication. The professional skill and airmanship displayed by _____ reflect great credit upon himself and the United States Air Force.

RCV MSG # TIME MADAY IMMEDIATE
42849 1752 103/85

OTTUZYUW RUEHBNA1324 1831740-UUUU--RUCLNUA.
ZNR UUUUU ZZH
O 131734Z APR 85
FM AMEMBASSY NASSAU
TO RUCLNUA/1 SOS HURLBURT FIELD FL/CC IMMEDIATE
INFO RUCLNUA/1 SOS HURLBURT FIELD FL/DO IMMEDIATE
RUCLNUA/20 SOS HURLBURT FIELD FL/CC IMMEDIATE
BT
UNCLAS NASSAU 1324

E.O. 12356: N/A
SUBJ: CONFIDENTIAL INFORMANT INFORMATION ON THREAT TO OPBAT HELICOPTERS

1. A U.S. CUSTOMS SERVICE CONFIDENTIAL INFORMANT (CI) HAS ADVISED THAT A BOUNTY HAS BEEN OFFERED FOR SHOOTING DOWN AN OPBAT HELICOPTER. ACCORDING TO THE SOURCE DRUG TRAFFICKERS ARE STOCKING WEAPONS TO INCLUDE SMALL ARMS AND LAWS ROCKETS TO USE TO ATTACK A HELICOPTER OR PERSONNEL. THE AGENT WORKING THE CI IS SA HENRY ALLEN, U.S. CUSTOMS, ASSIGNED TO THE NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM (NNBIS) IN MIAMI, FL. THIS SAME CI HAS BEEN PREVIOUSLY WORKED BY DRUG ENFORCEMENT ADMINISTRATION (DEA) SA HARRY CLEMENT, OF WILMINGTON, DEL. WHO ADVISES THAT THE CI HAS GIVEN RELIABLE INFORMATION IN THE PAST.

2. REQUEST THIS INFORMATION BE PASSED TO USAF OSI FOR ACTION. THEY SHOULD SEEK TO ESTABLISH DIRECT CONTACT WITH THE CI THROUGH SA ALLEN AND EVALUATE HIS RELIABILITY AND THE ACCURACY OF HIS INFORMATION.

3. BASED ON THE RESULTS OF THEIR INVESTIGATION REQUEST OSI RECOMMENDATIONS ON FURTHER SECURITY MEASURES THAT CAN BE TAKEN HERE TO IMPROVE SECURITY AIRCRAFT AND PERSONNEL.

DRAFTED BY LTC WARREN S. HARD, OPBAT/CC
WHITING
BT
#1324

PERSON/s NOTIFIED Sgt Cawley
TIME
OPERATOR NUMBER

NNNN

DO/CS
PERSON/s NOTIFIED Sgt Sweeney CDC
TIME
OPERATOR

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 1ST SPECIAL OPERATIONS WING (MAC)

HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: CC

23 MAY 85

SUBJECT: Request for Reconsideration - Op BAT Sustained Air Medal Request

TO: 2 AD/CC
23 AF/CC
CINCMAC
IN TURN

1. Request Operation Bahamas and Turks (Op BAT) be reconsidered for inclusion with those missions currently authorized the award for sustained air operations.

2. We recently observed the second anniversary of our involvement in Op BAT. During the last 2 years, aircrews, maintenance and supervisory personnel from 23 AF have sacrificed themselves, their families, and their lives in this National Command Authority - directed war on drugs. All this effort and sacrifice have gone on with little recognition from official Air Force sources. Our young troops, who spent a year out of the last two facing a highly dangerous, well financed and well armed and equipped enemy, have nothing in their records (Officer or Enlisted) that shows they have been at the front in this war while their peers have been flying around the flagpole.

3. We can not as leaders continue to ask our troops to make these sacrifices without extending some type of official recognition that will reflect in their records and make them feel that their sacrifices are being noticed by those who sit on our promotion boards.

4. The political/judicial framework of this unique operation, which causes us to justify those operations as training motivated, should and must not be used as an excuse to withhold deserved decorations and recognition from these troops. The fallacy that these missions are only training fails to deal with the fact that these crews face the very real threat of being shot down or ambushed during the course of any given mission. The increased traffic from all Federal Law Enforcement people and assets only further strengthens the argument for decorating these crews (See attach 1).

5. Request that CINCMAC sign out the attached proposed letter directing MAC/DPA to include Op BAT in the sustained air operations Air Medal program.

Hugh L. Hunter

HUGH L. HUNTER, Col, USAF
Commander

3 Atch
1. Threat to Op BAT msg
2. Proposed CINCMAC Ltr
3. Original Decoration Submission Package with 23 AF/CS Request Ltr

Proposed Ltr for 23 AF/CS Sig

REPLY TO
ATTN OF: 23 AF/CS

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

TO: 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, Mac Sup 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 theatre.

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.

JAMES A. ALEXANDER, Colonel, USAF
Chief of Staff

3 Atch
1. Op BAT Narrative
2. Proposed Citation
3. Proposed Citation

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS TWENTY-THIRD AIR FORCE (MAC)
SCOTT AIR FORCE BASE, ILLINOIS 62225-5002

REPLY TO ATTN OF: CC

12 June 1985

SUBJECT: Op BAT Sustained Air Medal Request (Your Memo, 23 May 85)

TO: 2 AD/CC
1 SOW/CC
IN TURN

1. We recognize that our Op BAT crews have flown extremely demanding missions which require exemplary professionalism and the utmost dedication and personal sacrifice. The threat, although potentially significant, is not and has not been at a level which endangers the crew to the point where award of sustained activity Air Medals is warranted.

2. Some of the BAT missions are not as demanding as others. Therefore, I urge you to individually submit those personnel for Air Medals who perform exceptionally meritorious or hazardous missions.

3. We will readdress this subject should the threat significantly increase.

WILLIAM J. MALL, JR.
Major General, USAF
Commander

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1ST SPECIAL OPERATIONS WING (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: CC

23 MAY 85

SUBJECT: Request for Reconsideration - Op BAT Sustained Air Medal Request

TO: 2 AD/CC
23 AF/CC
CINCMAC
IN TURN

1. Request Operation Bahamas and Turks (Op BAT) be reconsidered for inclusion with those missions currently authorized the award for sustained air operations.

2. We recently observed the second anniversary of our involvement in Op BAT. During the last 2 years, aircrews, maintenance and supervisory personnel from 23 AF have sacrificed themselves, their families, and their lives in this National Command Authority - directed war on drugs. All this effort and sacrifice have gone on with little recognition from official Air Force sources. Our young troops, who spent a year out of the last two facing a highly dangerous, well financed and well armed and equipped enemy, have nothing in their records (Officer or Enlisted) that shows they have been at the front in this war while their peers have been flying around the flagpole.

3. We can not as leaders continue to ask our troops to make these sacrifices without extending some type of official recognition that will reflect in their records and make them feel that their sacrifices are being noticed by those who sit on our promotion boards.

4. The political/judicial framework of this unique operation, which causes us to justify those operations as training motivated, should and must not be used as an excuse to withhold deserved decorations and recognition from these troops. The fallacy that these missions are only training fails to deal with the fact that these crews face the very real threat of being shot down or ambushed during the course of any given mission. The increased traffic from all Federal Law Enforcement people and assets only further strengthens the argument for decorating these crews (See attach 1).

5. Request that CINCMAC sign out the attached proposed letter directing MAC/DPA to include Op BAT in the sustained air operations Air Medal program.

Hugh L. Hunter
HUGH L. HUNTER, Col, USAF
Commander

3 Atch
1. Threat to Op BAT msg
2. Proposed CINCMAC Ltr — Deleted sw
3. Original Decoration Submission Package with 23 AF/CS Request Ltr

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 1ST SPECIAL OPERATIONS WING (MAC)

HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: CC

SUBJECT: Request for Reconsideration - Op BAT Sustained Air Medal Request

TO: 2 AD/CC
23 AF/CC
CINCMAC
IN TURN

1. Request Operation Bahamas and Turks (Op BAT) be reconsidered for inclusion with those missions currently authorized the award for sustained air operations.

2. We recently observed the second anniversary of our involvement in Op BAT. During the last 2 years, aircrews, maintenance and supervisory personnel from 23 AF have sacrificed themselves, their families, and their lives in this National Command Authority - directed war on drugs. All this effort and sacrifice have gone on with little recognition from official Air Force sources. Our young troops, who spent a year out of the last two facing a highly dangerous, well financed and well armed and equipped enemy, have nothing in their records (Officer or Enlisted) that shows they have been at the front in this war while their peers have been flying around the flagpole.

3. We can not as leaders continue to ask our troops to make these sacrifices without extending some type of official recognition that will reflect in their records and make them feel that their sacrifices are being noticed by those who sit on our promotion boards.

4. The political/judicial framework of this unique operation, which causes us to justify those operations as training motivated, should and must not be used as an excuse to withhold deserved decorations and recognition from these troops. The fallacy that these missions are only training fails to deal with the fact that these crews face the very real threat of being shot down or ambushed during the course of ~~even one~~ any given(ch#2) mission. The increased traffic from all Federal Law Enforcement people and assets only further strengthens the argument for decorating these crews (See attach 1).

5. Request that CINCMAC sign out the attached proposed letter directing MAC/DPA to include Op BAT in the sustained air operations Air Medal program.

HUGH L. HUNTER, Col, USAF
Commander

3 Atch
1. Threat to Op BAT msg
2. Proposed CINCMAC Ltr
3. Original Decoration Submission Package with 23 AF/cc Request Ltr (ch#1)

Proposed Ltr for CINCMAC Sig

REPLY TO
ATTN OF: CINCMAC

SUBJECT: Inclusion of Op BAT in sustained Air Medal Recommendation Procedures

TO: HQ MAC/DPA

1. Operation Bahamas and Turks (BAT) will be included in governing directives for Air Medals involving sustained air operations as found in AFR 900-48, Mac Sup 1, para 3-10a(3). Further, insure that these directives appoint 1 SOW/CC as the certifying/indorsing official for all 23 AF crews supporting air operations in the Op BAT theatre for the period 1 May 83 through 30 Sep 85 and the 39 ARRW/CC beginning 1 Oct 85.

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 program will be administratively similar to that approved for Operation Blunt Arrow aircrews, and will greatly facilitate approval and presentation procedures for these deserving 23 AF crews. Additionally, this program will significantly reduce the administrative costs (both manhours and material) in obtaining for these individuals the recognition, they so markedly have earned over the last 24 months.

4. I know that your support of this program and instigation

of the necessary procedures and directive changes necessary will insure it accomplishment.

THOMAS M. RYAN, General, USAF
Commander in Chief

2 Atch
1. Op BAT Narrative
2. Proposed Citation

CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL

TO

_____

_____ distinguished himself by meritorious achievement while participating in sustained aerial flight as a UH-1N _____ in direct support of the Vice President's South Florida Drug Task Force's Operation Bahamas and Turks from _____to _____. During this period, _____ flew 20 demanding missions, providing tactical support to the United States Customs, United States Drug Enforcement Administration, and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions required the utmost in professionalism and airmanship abilities while flying at the extreme edge of aircraft endurance and maximum gross weight, with only very limited communications and navigational aids available, and often in extremely marginal weather. _____ accomplishments in the successful completion of these hazardous and demanding missions reflect the highest standards of technical expertise and dedication. The professional skill and airmanship displayed by _____ reflect great credit upon himself and the United States Air Force.

HEADQUARTERS
1ST SPECIAL OPERATIONS WING (MAC)

VICE COMMANDER

26 Sept 84

2AD/CC

- This submission is directly aligned with our Blunt Arrow awards.

The street value of the seized drugs now exceeds $2 Bil.

Our request is that 1SOW/CC certify/indorse each submission including those for 2AD det 1 and ARRS aircrews working BAT under 1SOW direction.

HEADQUARTERS
2D AIR DIVISION (MAC)

OFFICE OF THE VICE COMMANDER

CC

This package is well done.

They've made a good case.

Jim

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

Recommend crew members of the 23rd Air Force (23 AF) for the award of the Air Medal. These airmen distinguished themselves by meritorious achievement while participating in sustained aerial flight as UH-1N crew members in direct support of the Vice President's South Florida Drug Task Force's operations Bahamas and Turks (BAT) beginning on 1 May 1983. From this date onward, these crews have flown numerous extraordinarily demanding missions providing tactical support to U.S. Customs, U.S. Drug Enforcement Administration (DEA), and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions are extremely exacting, requiring the utmost in aircrew professionalism and technical expertise in obtaining the maximum in aircraft performance. Flying at the extreme edge of aircraft endurance; at maximum aircraft weight limits; with only very limited communications and navigational aids available; and often in extremely marginal weather, these aircrews have performed with conspicuous dedication and courage. In addition to these already demanding mission characteristics, these crews are often required to insert five or six-man Royal Bahamian Police Strike Force teams into various remote landing areas. These infiltrations are normally accomplished at night, in totally blacked-out conditions, into extremely confined tactical zones, without the luxury of extensive preplanning or a previous daylight landing/observation. These long-range, overwater, tactical infiltrations require the absolute maximum in combat crew expertise and capabilities, including highly skilled night vision goggle qualifications. Despite the fact that they face a technically skilled and superbly armed/equipped enemy in the international drug runner, these professional crews have willingly met all challenges with outstanding diligence, integrity and superb professionalism in this Presidentially-directed "drug war"- thus furthering the national interest by helping to stop this illegal flow of drugs into the United States. These crews have so skillfully operated as an integral part of operation BAT that they have been directly responsible for the capture/destruction of more than $1 1/2 billion worth of drugs and drug smuggling equipment since their introduction into the theatre on 1 May 1983. As part of this extremely successful drug interdiction program, these crews have captured 3,360 pounds of cocaine and over 200,000 pounds of marijuana in 50 major operations. Additionally, they have forced the jettisoning at sea of numerous loads of both cocaine and marijuana. In total, these crews have flown over 1600 sorties and logged over 1800 hours in direct support of this crucial anti-drug operation. Throughout these difficult missions, these crews have utilized superlative professionalism in operating their aircraft to the absolute limits of its capabilities; while skillfully coordinating and maximizing their efforts with those operatives of the U.S. Customs, DEA, U.S. Coast Guard and Royal Bahamian military and para-military forces involved in thwarting what the President has called "this iniquitious trade". The successful completion of these extremely hazardous and demanding missions has required the ultimate in discipline and professional expertise on the part of each crewmember during the entire period of the Air Force's support of operation BAT. In recognition of these operations, and highlighting one operation in particular, Secretary of the Air Force, the Honorable Verne Orr, made the following comments: "We can be proud of our efforts in this highly visible war on drugs. The long, hard hours away from home are helping to turn the tide in our favor. In one operation alone, we have aided in the seizure/destruction of drugs with a street value of over $100 million. I salute each and everyone of you for a job well done." The professional skill and airmanship displayed by these crewmembers of the 23 AF reflect great credit upon themselves and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL

TO

_____

_____ distinguished himself by meritorious achievement while participating in sustained aerial flight as a UH-1N _____ in direct support of the Vice President's South Florida Drug Task Force's Operation Bahamas and Turks from _____to _____. During this period, _____ flew 20 demanding missions, providing tactical support to the United States Customs, United States Drug Enforcement Administration, and Royal Bahamian Government agencies combating the flow of drugs through the Bahamas. These missions required the utmost in professionalism and airmanship abilities while flying at the extreme edge of aircraft endurance and maximum gross weight, with only very limited communications and navigational aids available, and often in extremely marginal weather. _____ accomplishments in the successful completion of these hazardous and demanding missions reflect the highest standards of technical expertise and dedication. The professional skill and airmanship displayed by _____ reflect great credit upon himself and the United States Air Force.

"due to the hazardous nature of landing the helicopter with this malfunction, the recommended course of action is to bail out if parachutes are available." No parachutes were available, and their low altitude would have precluded their use; the crew took the only other course of action available and entered autorotation. They selected the most suitable clear area available for landing, and executed a controlled, upright, crash landing against tremendous odds. Timely and accurate decisions followed by exact aircraft control, resulting from 4,000 hours plus rotary-wing experience, allowed Capt Kelly to land the helicopter in a manner which allowed all but two individuals to walk off the aircraft. Capt Kelly and Lt Col Johnson were seriously injured in the mishap; but, had it not been for the professionalism and airmanship of the crew, all 15 people on board the helicopter would have very likely perished in the crash. I am not aware of any incidents involving tail rotor failure where there were no fatalities. This crew accomplished a truly outstanding feat and well deserving of this award!

LOUIS W. GRANT, Lt Colonel, USAF
Commander

U.S., Bahamas raids land 58 people in jail

MIAMI (AP) – Hundreds of officers swooped in on drug smugglers in 30 islands in the Bahamas, seizing more than $100 million worth of cocaine and marijuana in 17 days, officials announced Friday.

The crackdown by roving patrols involved about 775 law-enforcement personnel from the United States and the Bahamas, said Coast Guard Adm. Rick Cueroni, coordinator of the federal anti-drug South Florida Task Force.

The project, dubbed Operation Blue Lightning, ended Thursday and netted 5,500 pounds of cocaine and 33,872 pounds of marijuana, Cueroni said. In addition, 58 people were arrested and 600 would-be Haitian refugees were intercepted before they could reach U.S. shores, he said.

Vice President George Bush, who heads the task force, lauded the crackdown in a news release, saying it would prevent drugs reaching "our city streets to corrupt the minds of our citizens and line the pockets of drug smugglers..."

Bahamian officials said the cooperative effort was prompted by concern over the continued use of their 1,000-mile-long island chain as a transshipment point for illegal drugs.

"We are concerned that the Bahamas is being used as a haven for drug smugglers," said Herbert C. Walkine, a permanent secretary at the Bahamian Ministry of National Security.

"We are trying very hard to do something about the problem," Walkine told a news conference Friday.

He said the operation was first discussed during a meeting in Washington Feb. 14 between Bush and Bahamian government ministers Loftus Roker and Clement Maynard.

A blue-ribbon Royal Commission in Nassau issued a report last year that capped a one-year probe into reports by NBC news of drug payoffs allegedly received by Prime Minister Lynden Pindling.

The commission found no grounds for charges but questioned Pindling's business judgement in dealings with some of his associates, and said it could not trace the origin of some large sums of money the prime minister received.

23rd psalm

Dedicated to singing the praises of men and women of 23rd Air Force

Vol. II No. 1, Headquarters 23rd Air Force, Scott AFB, Ill., Winter 1985

Operation BAT aids in drug war

compiled by MSgt. Les Owen
23rd Air Force Public Affairs

Drug smugglers are having an increasingly difficult time getting their illegal "wares" into the United States from the Bahamas, thanks to the important role played by Hurlburt Field, Fla., 23rd Air Force members.

20th Special Operations Squadron, there, provides transportation for Operation BAT, a Bahamas and Turks program of the Vice President's South Florida Task Force on Drugs.

The transportation is for Bahamian police, although U.S. Drug Enforcement Administration, Customs Service, Navy and Coast Guard are also represented.

A detachment of two 20th SOS UH-1N twin Huey helicopters and eight crewmembers from the 20th, 40th Aerospace Rescue and Recovery Squadron and Detachment 1, 2nd Air Division are assigned to Nassau, the Bahamas, to help local drug fighters get to areas of reported or suspected smuggling.

Since 1981, U.S. military resources have become increasingly valuable in restricting illegal drugs entering the U.S. Then, Congress passed legislation to clarify the types of assistance military forces could provide to civil law enforcement agencies.

20th UH-1Ns have been specially equipped with long-range high-frequency radios, Omega navigation equipment and radar altimeters to assist the crews in giving Bahamian police an edge in the drug war.

Sept. 10 and 11, Bahamian police seized 359 kilos of cocaine, 13,000 pounds of marijuana, three aircraft, three vans and made 10 arrests with 20th SOS assistance.

Hurlburt crews and their law enforcement partners are committed to Operation BAT. In 1984, Hurlburt crews have helped with the seizure of 2,321 pounds of cocaine, 51,537 pounds of marijuana, 10 vessels, 17 aircraft and six vehicles, plus automatic weapons, night vision devices and sophisticated radios.

20th SOS people flew 1,153.2 hours on 992 sorties and were on-hand for the arrest of 64 suspected smugglers, in 1984.

Federal authorities say 70 percent of cocaine entering the U.S. comes through the Bahamas, as does a significant amount of marijuana. Since Operation BAT began in May 1983, more than a billion dollars (street value) in drugs has been seized, $400 million wholesale.

Two squadron aircrews fly rotational 30-day Operation BAT duties as part of regular training. And they continually get extensive training under near-combat conditions and in terrain much different from that at their Northern Florida home base.

One area of such real-world training is night operations.

Dusk is the favored time for smugglers, according to Colonel Hubbard. But 20th SOS crews make it difficult for them, even then. Using combat skills and equipment, the helicopter crews fly night missions with special night-vision goggles that amplify available light and make even midnight drug-smuggling attempts more risky.

Along with Operation BAT's successes come some tragedy. Jan. 9, 1983, a helicopter from 20th SOS crashed in the Atlantic about 10 miles north of Nassau, killing three of its four-man crew, a DEA agent and a Bahamian constable.

One Hurlburt airman and three Bahamians survived.

In September 1984, Maj. Gen. William J. Mall Jr., 23rd AF commander, presented the Exceptional Service Award to Sgt. Osborne A. Ferguson of the Royal Bahamian Strike Force for saving the life of the Hurlburt crewman, SSgt. Paul Cartter, following that crash.

Bahamas, to help local drug fighters get to areas of reported or suspected smuggling.

Since 1981, U.S. military resources have become increasingly valuable in restricting illegal drugs entering the U.S. Then, Congress passed legislation to clarify the types of assistance military forces could provide to civil law enforcement agencies.

Although the military cannot enforce civil law, it can give information, training and transportation.

Although many Air Force units, including some other 23rd AF forces, aid in the U.S. war on drugs, Operation BAT, with its Hurlburt contingent, is the Air Force's heaviest commitment.

"The Bahamians had a shortage of civilian assets and the military was asked to assist," said Lt. Col. Smokey Hubbard, 20th SOS assistant operations officer. "This operation helps tighten the borders a little more."

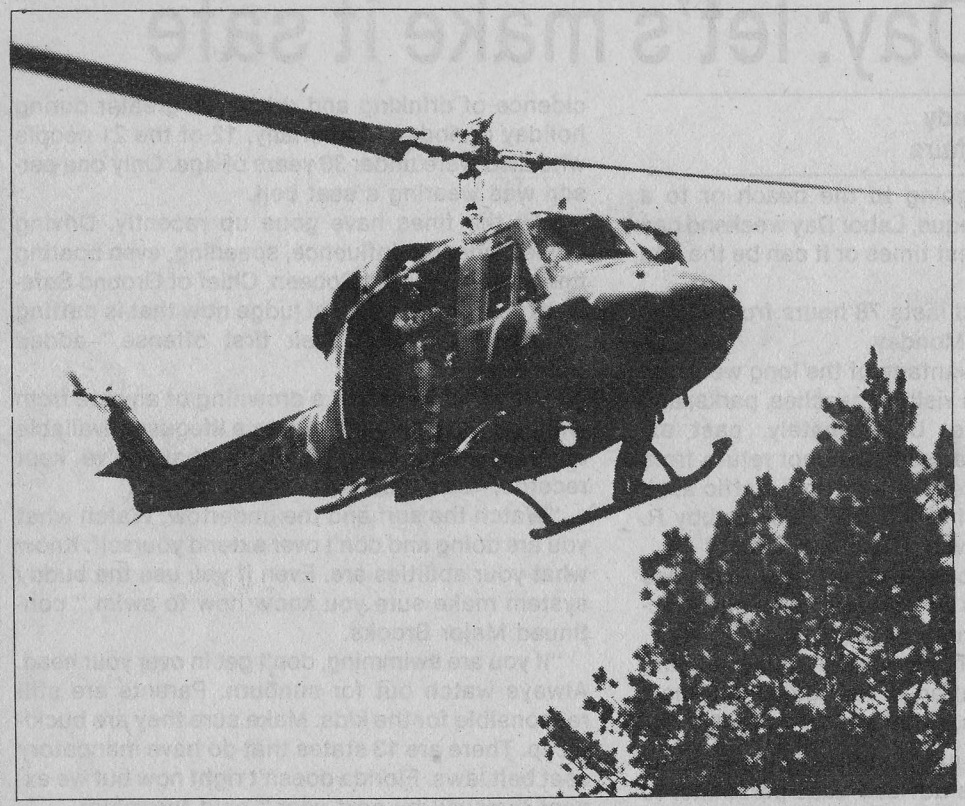
Bahamian police "have the law enforcement authority. All we do is to get them where they need to go," Colonel Hubbard explained.

Through a U.S.-Bahama government agreement, 20th SOS crews ferry a DEA liaison agent and Royal Bahamian Police Strike Force forces to remote landing, fueling and transfer sites among the 700 islands of the Bahamas-Antelles-Turks chain, where Strike Force members descend on suspected drug smugglers.

Most illegal drugs come in on light, twin-engine aircraft that can land and take off at deserted airstrips, said the colonel. 20th SOS provides daily flights for Bahamian police investigating such airstrips and chasing suspect aircraft.

UH-1N Hueys heading for Homestead AFB

30 August 85



UH-1N Twin Huey

USAF photo

by 1st Lt. Paul Halvorsen
20th Special Operations Squadron

Within the next two weeks, another chapter of 20th Special Operations Squadron history will be complete as the UH-1N Hueys along with the men and women who fly and fix them are transferred to Homestead AFB.

In July of 1975, Special Order GA-17 reactivated the 20th SOS effective Jan. 1, 1976. This was the beginning for more than nine years of light-lift helicopter operations at the 1st Special Operations Wing.

When the squadron was reactivated to provide unconventional warfare and special operations capability, the 20th SOS began with the UH-1N Huey helicopter.

Capable of short range missions the Huey operates, either as an unarmed infiltration/exfiltration aircraft or as a gunship armed with miniguns.

During exercises sponsored by Tactical Air Command, the UH-1N provided fighter crews with fighter and helicopter training. The fighter pilots went home failing to score a "kill" against a single helicopter. Most fighter pilots never even saw us!

At 'Red Flag' exercises, the 20th SOS crews flew missions against actual electronic warfare threats as well as aggressor aircraft with results nothing short of sensational. More often than not, the Hueys avoided detection by all threats.

Crews from the 20th SOS took their Hueys and rescued dozens of people from the roof of the burning MGM Grand Hotel when fire ravaged

Please see page 3

Hueys

continued from page 1

30 August 85

the Las Vegas resort, literally pulling them from the hand of death.

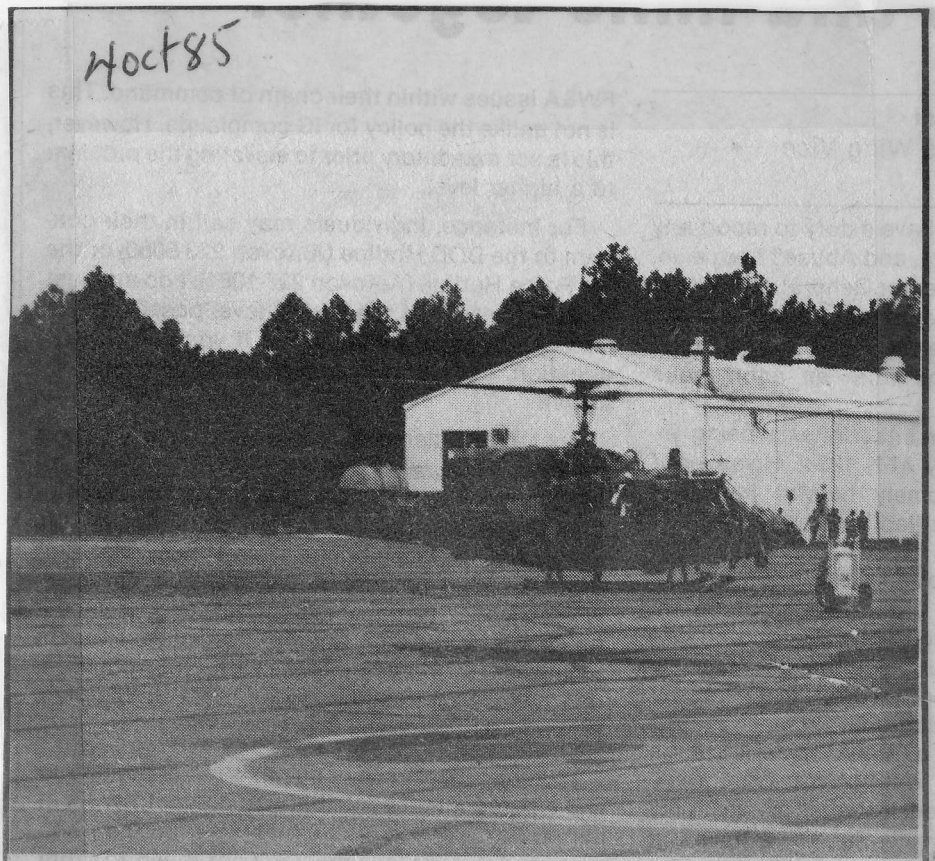
Humanitarian efforts continued recently in Costa Rica when food, medical supplies and trained medical personnel were airlifted to remote mountain areas to help local residents survive the hard times. The U.S. Ambassador to Costa rica personally thanked the crews for their invaluable contributions during these civic action missions.

Many crew members have been involved in the evaluation of new or improved equipment for the Special Missions Operational Test and Evaluation Center, located here. These continuing efforts seek to increase the survivability of aircrew members and enhance the accomplishment of the special operations mission.

One current Huey commitment is Operation Bahamas-Turks, the vice president's task force to counter drug trafficking. More than 2,500 missions have been flown in support of this demanding and hazardous mission. Since the inception of Op-BAT in May of 1983, over one billion dollars in drugs and related equipment have been seized. Included in the confiscation have been 27 vessels, 34 aircraft, numerous weapons, more than three tons of pure cocaine, and countless tons of marijuana.

The men and machines will soon be gone, and another chapter in the history of the 1st SOW will close, but the challenges of the future will continue to be met—**Any Time, Any Place,** because once a Hornet, always a Hornet!

4Oct85



The last one leaves—*Hurlburt's last UH-1N Huey helicopter prepares to leave Hurlburt and relocate to Homestead AFB, Fla. Capt. Robert West 20th Special Operations Squadron piloted this historic flight Monday.* **USAF photo by Sgt. Russ Kennedy, 1st SOW Public Affairs.**

White House recognizes the 20th Special Operations Squadron

by A1C Dawn Marotte
1 SOW Public Affairs

Dear General Mall:

The crucial role the men and women of your command played in Operation Hat Trick was an extraordinary example of dedication and service to their country. The Operation called for the utmost interagency cooperation, imagination and innovation, and your people came through magnificently.

The men and women of the First Special Operations Wing, 20th Special Operations Squadron and 40th Airspace Rescue and Recovery Squadron deployed to the Bahamas during Operation Hat Trick distinguished themselves with their professional support to the U.S. Drug Enforcement Administration and the Royal Bahamian Strike Force. Their enthusiasm and dedication were crucial to the success of this Operation and sustained a spirit of cooperation between the United States and Bahamian Governments that will reinforce our joint effort in halting the movement of illegal narcotics.

I am pleased and proud to express appreciation on behalf of myself and the President. We count on you to continue your efforts in the battle against the menace of illegal drug trafficers.

Sincerely,
George Bush

"Operation Hat Trick was the air portion of Operation Wagon Wheel which was the largest anti-drug operation in the history of the war against drugs," said Lt. Col. Warren Hubbard, 20th Special Operations Squadron. Colonel Hubbard with SMSgt. Ronald Enberg were the 1st Special Operations Wing representatives who went to the White House last week.

Coast Guard and Navy ships blockaded the coast of Columbia to stop marijuana shipments out of the country by boat, until the Columbian Army could destroy the harvest within the country.

Now both the president and vice president have Commando coins

Units of the Navy, Marines, Air Force, Drug Enforcement Agency and U.S. Customs were involved in interdicting loads flown out of the country.

The 20th SOS, Operation Bahamas and Turks played a key role in plugging air routes through the Bahamas, assisted by crews from the 40th Airspace Rescue and Recovery Squadron.

The operation began the day after Thanksgiving and went through Christmas Eve. During this period, the crews maintained alert 24 hours a day.

Col. Hubbard and Sergeant Enberg joined 23rd Air Force Commander Gen. Willam Mall for a White House ceremony recognizing Air Force efforts.

"Now both the president and vice president have Commando cions," said Colonel Hubbard. President Reagan was given his Commando coin after the Grenada rescue mission, or Operation Urgent Fury. Colonel Hubbard presented Vice President George Bush his Commando coin last week after the Operation Hat Trick and operation Wagon Wheel crews were recognized.

"After the presentation, the vice presicent treated the group to tour his historic office," said the colonel. "He pointed out the bottom of his center drawer where former users of his desk had signed their names, such as Harry Truman, Dwight Eisenhower, and Lyndon Johnson.

"He also showed us pictures of his office at the time of Gen. Black Jack Pershing," continued the colonel.

To top off the day,"1st SOW representatives were fortunate enough to be treated to a ride back to the Pentagon in the vice president's limosine—it was a unique experience," concluded Colonel Hubbard.



Warm reception—*Lt. Col. Warren Hubbard, 20th Special Operations Squadron, presented Vice President George Bush with a Commando Coin last week. See related story p. 3.* **USAF photo.**

15 MAR 85 Commando

20th SOS supports largest bust ever

by Sgt. Wendy Spencer
1 SOW Public Affairs

Hurlburt Field saw its largest drug bust late last week while participating in the vice president's South Florida Joint Drug Task Force, known as Operation Bahamas and Turks.

During the drug bust, 1,800 pounds of cocaine, an aircraft and two people were apprehended. The street value of the seized cocaine was estimated at $330 million.

"Cooperation and coordination are the main factors in achieving a bust, no matter how large or small," said the aircraft commander from the 20th Special Operations Squadron. The 20th SOS has been helping the Bahamian Government in stopping the drug flow to the United States. The squadron provides transportation for the Bahamian Strike Force, Criminal Investigation Division and the Drug Enforcement Agents.

On March 8, an aircraft was observed at Georgetown. The individual called the Drug enforcement Administration in Miami and informed them about the aircraft.

The DEA in turn notified the Joint Air Force DEA Command Post located in the embassy at Nassau who then informed the Bahamian police at Georgetown. The local police made the initial arrest of one American and one Columbian based on the information given them. They also seized a twin engine aircraft and the cocaine.

That night, the 20th SOS crew transported the Bahamian Strike Force and CID people along with DEA to Georgetown to assist in the follow-up investigation. The crew then carried 900 pounds of cocaine back to Nassau for evidence. The other 900 pounds were secured at Georgetown until morning. A Det. 1, 2nd Air Division crew assigned to Panama brought the remaining 900 pounds of Nassau the following morning.

"Sometimes it's like a cop working a beat. It can be slow or you can hit the jackpot!," said the aircraft commander.

"Most of the flying is done at night using Night Vision Goggles simply because the drug traffickers are using them too," continued the aircraft commander. "Not only is the Air Force involved, but the Coast Guard, Navy, DEA and many other agencies in trying to make that bust," said the co-pilot.

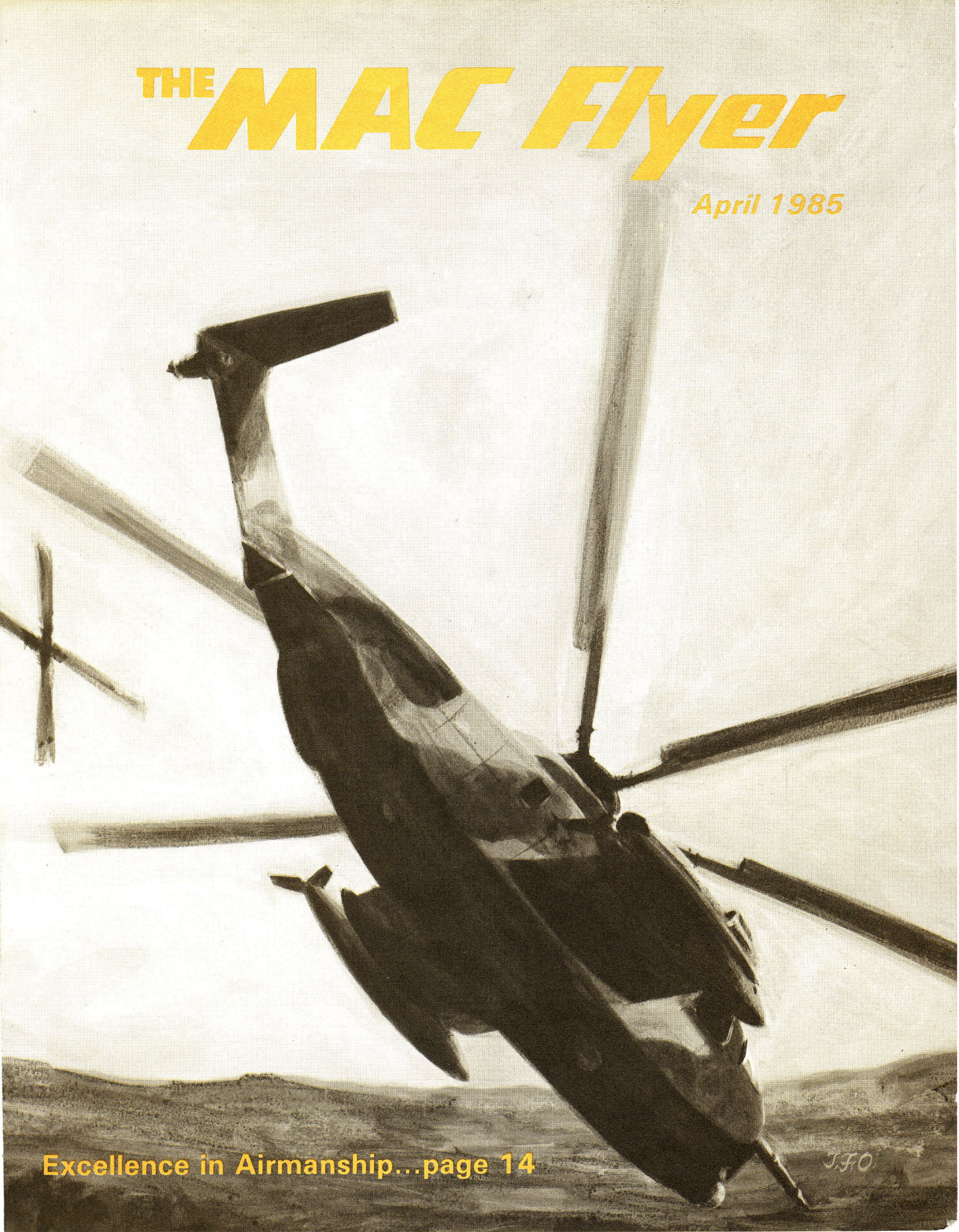
"Everyone down there is a professional. Many a time, the basic plan has to be changed after you're in the air because of the situation. With our training in special operations techniques, these changes seem routine. Every crewmember gives input concerning the situation, it's not just my decision," continued the aircraft commander.

"Since our participation in Operation Hat Trick during November and December, the drug trafficking seems to have slowed down through the Bahamas. It is starting to pick up again as seen by these seizures," said Lt. Col. Warren Hubbard, Assistant Operations Officer for the 20th SOS.

"Most of the glory, if you want to call it that, should go to the maintenance people. They work 24 hours a day making sure that the aircraft is ready to go. Without them, we wouldn't be able to get our job done," agreed all the crewmembers. "They are definitly part of the team. They get just as 'pumped up' as we do when a bust is made," said the co-pilot.

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