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

REPLY TO
ATTN OF: CC

3 June 1986

SUBJECT: 2 AD End of Tour Report

TO: 1 SOW/DO
1 SOW/CC
2 AD/DO
2 AD/CC

1. The rotary wing SOF mission has tripled in complexity over the past six years. Crews are required to fly demanding exercise scenarios which will prepare them for employment in a real world contingency operation. The likelihood of this happening is extremely great when you think about current terrorist acts, hostage situations, and military actions such as Grenada.

2. Nine MH-53Hs were sent to the 1st SOW in May of 1980 to offset the lack of a long range helicopter capability. In addition, six slick HH-53s were also temporarily assigned. After three months of intensive joint training, a truly superior, capable force was ready for combat employment. Over time this capability has been diluted. No longer do we have a sufficiently large and well trained HH-53 long range SOF capability. Fixing this problem must be our top priority as long as we are responsible for and involved in the SOF rotary wing mission. The 1st SOW needs at least a 15 PAA HH-53 squadron as soon as we can put it together. This will ensure that the same capability we had after the summer of 1980 is rebuilt.

3. Our second priority should be to improve the basic reliability of the HH-53. We currently have a 54% launch reliability at home station for our MH-53Hs. All the sophisticated avionics is of no use if you can't get it airborne. The number one HH-53 enhancement priority is the Service Life Extension Program (SLEP). Because the SLEP schedule extends over a long period, some things should be done now to improve all HH-53 mission capability and reliability. (See attached prioritized list).

4. Our third priority must be to concentrate on building crews for our new MH-53Js. Over the next two years we need to go from five fully qualified Pave Low crews to 27. We've got ourselves in a situation where we can no longer let people who are qualified go. So far this year, we qualified three new IPs, three ACs, and four FEs. Net training gains based on losses and projected losses over the next few months is 0 IPs, -1 AC, and -1 FE. You cannot accept losses such as this without a severe impact on unit readiness. This is especially true when you're dealing with small numbers. We must also protect the careers of individuals who will have to stay beyond a normal tour of duty to accomplish this future training.

5. Although there is a lot of work to be done, there are many positive initiatives. New aircraft are on the way, the 1550th CCTW is now conducting initial NVG training, the Pave Low Night Train Simulator is on track, and we're headed to Kirtland AFB this month to do what we can to help ourselves. You can bet that the 20 SOS's training standards will remain high and squadron members will continue to give the mission their all.

LOUIS W. GRANT, Lt Col, USAF
Commander

1 Atch
Prioritized List of Needed Improvements
for the HH-53H.

PRIORITIZED LIST OF NEEDED IMPROVEMENTS FOR THE HH-53H

1. The number one enhancement priority for the HH-53H is the Service Life Extension Program (SLEP). Within SLEP the following are our priorities:

a. The reinforcement of the tail pylon area.

b. The replacement of the existing gyros with siglar vertical gyros.

c. Replacement of existing chip detectors with fuzz burning models.

d. Replacement of existing tail rotor blades to solve blade root faring problems.

e. The replacement of existing pressure switches with new state-of-the-art switches.

f. A complete renovation of the existing hydraulic and electrical systems.

2. Other desired improvements (not associated with SLEP).

a. Install hard mounted V-12 radios.

b. Replace existing HF radios with digital state-of-the-art HF models.

c. Buy and Install crashworthy 650 gal aux tanks.

d. Redesign/install 50 cal templates that would provide an increased field of fire.

e. Approve use of 20th SOS designed 500 to 600 rd 50 cal ammo can mounts (all three positions).

f. Install new main rotor blades made with composite materials.

g. Install heavy hub and new design swash plate.

h. Redesign the electrical system to provide battery power to AFCS DC turn-on-valve to improve aircraft control during electrical power failure.

i. Install crashworthy pilots seats.

j. Install new seat for flight engineers.

3. Other desired improvements (Pave Low Unique):

a. Install a common unit FLIR module in place of the existing system.

b. Replace current INS with a state-of-the-art system.

Atch 1

c. Continue to engineer/solve the existing back scatter problem associated with the current radar.

d. Install an OMEGA or GPS system to provide a long over-water navigation capability.

4. Finally, the current HH-53 ACI program must be expanded into a PDM type depot refurb program to ensure our helo's make it through the 1990s.

TALKING PAPER
ON
MH-53H CREW QUALIFICATIONS SINCE TRAINEX 86-02 (29 Aug 86)

- Upon completion of Trainex 86-02 the 20 SOS had 6 fully mission ready crews.

- The 20 SOS now has 8 mission ready crews.

- A total of 18 pilots (12 pilots/6 copilots) are MR, not including overhead (CC and DO). Since trainex 86-02 the total MR pilot losses have been 2.

  -- 1 PCA to Wing (Capt Walters/Flight examiner).
  -- 1 PCS to 23rd AF (Maj Speir/Flight examiner).
  -- Thru FY 87 anticipate 3 PCS and 1 PCA (Capt Maldonado/Pave AC in Apr, Capt Harris/Pave AC in Jun and Capt Hanson/Pave Flight Examiner in Sep.

- A total of 16 Flight Engineers (14 pave/2 tac) are mission ready. The total flight engineer losses since trainex 86-02 have been 6 mission ready and 2 non MR engineers.

  -- 5 PCS (MSgt Pinkowski/flight examiner, MSgt Simmon/flight examiner TSgt Neal/instructor, SSgt Sather/flight engineer and Sgt Hinkler tac flight engineer.

  -- 1 non MR engineer PCA (SSgt Scott/flight engineer)

  -- 1 instructor removed from flight status awaiting administrative discharge (SSgt Leftwich)

  -- 1 retired (MSgt Bowling)

- A total of 15 aerial gunners are mission ready. Since trainex 86-02 the total aerial gunner losses have been:

  -- 1 PCS (SSgt Heinig/aerial gunner)

POINT PAPER

ON

20 SOS PILOT AVAILABILITY

- Total Pilots	36
- Wing/CTF Staff/Overhead	-9
- TDY	-6
- LVE/DNIF/APT	-2
- 4 Lines a day	-9
- That leaves	10
- FCF/DO	4
- That Leaves	6

And they are CTF students
(3 flying, 3 gnd tng)

- Thursday 13 Nov line 441 CNX (no pilots)

- Monday 17 Nov only 3 lines (interfly conference)

- Bottom Line - 4 lines a day leaves no overhead to pull from. If an unscheduled TDY comes up or 1 man goes DNIF, we lose something. Request to use CTF students for FCF/DO on days when they are not flying/ground training.

Lt Col Weibel:

Sir - I know this is weak, but I wanted to give you something. Saavela is the only one on base that really in the know, & he's on leave until 15 Jul. I'm going to Ankara for a week to do FCFs, & whatever else they need. I'll be glad to jump back on this when I return. In the meantime, you may want to touch base w/ DO. I would suggest a cover letter from you, & a S.S. with DOF/DOX/DOT for coordination.

Capt Kersten

HH-53H's Arrive

The first of two additional HH-53H Pave Low helicopters assigned to the 1st SOW arrives today in a ceremony at 11 a.m. on the flightline in front of Base Operations.

All base people are invited to attend. Col. Leonard Butler, 1st SOW commander, will fly the helicopter here from the Naval Air Rework Facility in Pensacola, along with Lt. Col. Grant and crew from the 20th SOS. See next weeks Commando for story.

3 Dec 86

FROM: 1 SOW/DO

SUBJ: Award Nomination Suspenses

TO: 8 SOS/CC 16 SOS/CC 20 SOS/CC

1. Enclosed is a list of awards. Please select nominees and forward the package to 1 SOW/DOE. The MAC Company Grade Officer of the Year Award and the AFA Award are due NLT 2 Jan 87. The Air Force Sergeants Association Pitsenbarger Awards and NCO Association Vanguard Award are due NLT 24 Dec 86.

2. Negative replies are required.

GEORGE H. NEWTON, Colonel, USAF
Deputy Commander for Operations

1 Atch
1 SOW/CCE Ltr, 2 Dec 86
w/3 Atch

4 DEC 1986	CCORDINATION				
OFFICE	CC	CCE	DO		
DATE					
INIT.		GH			

MAC Company Grade Officer of the Year Award

~~Bob write yourself up for this as per LTCS.~~

Tommy Hall

AFA Award Citation of Honor (for the unit)

- narrative — 2 double spaced, typewritten pages - plain bond paper
- Do not sign narrative
- no citations, no classified, no photos or biographies

20th SOS

Pitsenbarger / Vanguard Awards ~~Negative reply~~

SMSgt Hunter

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

DOE

CCE 2 December 1986

Award Nomination Suspenses

DO RM MA 834 CSG/CC

1. The following is a list of suspenses for various award nominations from HQ MAC or different associations:

a. MAC Company Grade Officer of the Year Award - 1986
Reference: 23 AF/CCEP 281700Z Nov 86 and MACR 900-5
Suspense to 23 AF/CCEP: 23 Jan 87
Suspense to 1 SOW/CCE: NLT 5 Jan 87

b. Air Force Association Awards
Reference: 23 AF/CCEP 261700Z Nov 86 and AFR 900-29, Table 2 & para 14
Suspense to 23 AF/CCEP: 23 Jan 87
Suspense to 1 SOW/CCE: NLT 5 Jan 87

c. AF Sgts Association Pitsenbarger Awards and NCO Association Vanguard Award
Reference: 23 AF/CCEP 261700Z Nov 86 and AFR 900-63
Suspense to 23 AF/CCEP: 16 Jan 87
Suspense to 1 SOW/CCE: NLT 29 Dec 86

2. Information on nominees should be submitted to 1 SOW/CC in bullet format not to exceed two pages. A board will be convened to determine which nomination will be forwarded to 23 AF. Once an individual is selected, that person's unit will be responsible for completing the final package for forwarding.

3. Negative replies are required.

Howard E Robson

HOWARD E. ROBSON, Major, USAF
Executive Officer

3 Atch
1. 23 AF/CCEP 281700Z Nov 86
2. 23 AF/CCEP 261700Z Nov 86
3. 23 AF/CCEP 261700Z Nov 86

ROUTINE

RCV MSG # TIME RADAY
33025 1705 332/86

ADDRESSES FOR ELECTRICAL MESSAGES ARE FOUND IN AFR 10-4 DTD. 30 JUNE 1956. MESSAGE ADDRESSES MUST BE TYPED EXACTLY AS THEY APPEAR. ANY DEVIATIONS WILL CAUSE A DELAY IN PROCESSING YOUR MESSAGE.

RAAAZYUW RHCUAAA2819 3321707-UUUU--RUCLHUA.
ZNR UUUUU
R 281707Z NOV 86
FM 23AF SCOTT AFB IL//CCEP//
TO AIG 8225//CC//

Sow/CC
ZAO/CC
23AF/MOS
1723CCS.

BT
UNCLAS
SUBJ: MAC COMPANY GRADE OFFICER OF THE YEAR AWARD - 1986 (SUSPENSE 23 JAN 87)
1. PLEASE SUBMIT NOMINATIONS FOR SUBJECT AWARD IAW MACR 900-5 TO 23AF/CCEP BY 23 JAN 87. NO EXTENSIONS WILL BE GRANTED. NEGATIVE REPLIES, IN WRITING, ARE REQUIRED.
2. DIRECT REPORTING UNITS MAY NOMINATE ONE OFFICER FROM THEIR STAFF OR OTHER SUBORDINATE UNIT WHO DOES NOT HAVE AN OPPORTUNITY TO COMPETE AT WING LEVEL.
3. COMMANDER/VICE COMMANDER OF THE ORGANIZATION FROM WHICH THE OFFICER IS NOMINATED MUST SIGN THE NOMINATING LETTER. EACH COMMANDER/VICE COMMANDER HIGHER IN THE CHAIN MUST INDORSE THE NOMINATION. INSURE NOMINATING LETTERS CONTAIN THE MEMBER'S SSAN. INCLUDE A CURRENT BASE-LEVEL RECORD REVIEW PRINTOUT AND A CURRENT BLACK AND WHITE PHOTO, 8 BY 10 INCH, IN SERVICE DRESS UNIFORM, HEAD AND SHOULDERS, WITHOUT HAT.

PAGE 2 RHCUAAA2819 UNCLAS
4. AIC EARLING, AUTOVON 576-5655, IS POC.
BT
#2819

NNNN

Atch 1

MSG # TIME RADAY ROUTINE
82270 1832 330/86

ADDRESSES FOR ELECTRICAL MESSAGES ARE FOUND IN AFR 10-4 DTD, 30 JUNE 1986. MESSAGE ADDRESSES MUST BE TYPED EXACTLY AS THEY APPEAR. ANY DEVIATIONS WILL CAUSE A DELAY IN PROCESSING YOUR MESSAGE.

ZAAUZYUW RHCUAAA1887 3301829-UUUU--RUCLHUA.
ZNR UUUUU
R 261700Z NOV 86
FM 23AF SCOTT AFB IL//CCEP//
TO AIG 8225//CC//

BT
UNCLAS B
SUBJ: AIR FORCE ASSOCIATION (AFA) AWARDS, AFR 900-29, TABLE 2
(SUSPENSE: 23 JAN 87)
YOUR NOMINATIONS FOR SUBJECT AWARDS ARE DUE TO 23AF/CCEP BY 23 JAN 87. PLEASE ENSURE PACKAGES ARE IN COMPLIANCE WITH AFR 900-29, PARA 14, PREPARED IN ORIGINAL AND EIGHT COPIES (INCLUDING ALL INDORSEMENT LETTERS), AND TYPED IN 10-PITCH. AIC ERLING, AUTOVON 576-8455 IS POC.
BT
#1887 B

NNNN

Sow/cc
ZAD/cc
23AF/
1723CCS
TO: CCE-OPR

Atch 2

ROUTINE

MSG # TIME RADAY
270 1832 330/86

DRESSES FOR ELECTRICAL MESSAGES ARE FOUND IN AFR 10-4 DTD, 30 JUNE 1986.
ESSAGE ADDRESSES MUST BE TYPED EXACTLY AS THEY APPEAR. ANY DEVIATIONS WILL
CAUSE A DELAY IN PROCESSING YOUR MESSAGE.

Sow/cc
ZAD/cc
23AF/-
1723CCS
TO: CC2-OPR

ZRAUZYUW RHCUAAA:857 3301829-UUUU--RUCLHJA.
ZNR UUUUU
R 261700Z NOV 86
FM 23AF SCOTT AFB IL//CCEP//
TO AIG 8225//CC//

BT
UNCLAS B
[redacted] AIR FORCE ASSOCIATION (AFA) AWARDS, AFR 900-29, TABLE 2
(SUSPENSE) 23 JAN 87)
YOUR NOMINATIONS FOR SUBJECT AWARDS ARE DUE TO 23AF/CCEP BY
23 JAN 87. PLEASE ENSURE PACKAGES ARE IN COMPLIANCE WITH AFR
900-29, PARA 14, PREPARED IN ORIGINAL AND EIGHT COPIES (INCLUDING
ALL INDORSEMENT LETTERS), AND TYPED IN 10-PITCH. AIC ERLING,
AUTOVON 576-2655 IS POC.
BT
#1857 B

NNNN

Atch 2

AFA - citation of Honor for 20 SOS

Narrative Format for the Air Force Association (AFA), Cheney, Team of the Year, Air Force Sergeants Association (AFSA) Pitsenbarger, and the Noncommissioned Officers Association (NCOA) Vanguard Awards, and the Mackay, Collier, Harmon International, and General Thomas D. White USAF Space Trophies (see note)

NAME OF AWARD: Cheney Award for 19

NOMINEE: First Lieutenant John Q. Doe

NARRATIVE OF ACHIEVEMENT:

NOTE: The period of service (unless otherwise stated) is the calendar year (CY) in which nominations are due; however, narratives for the Cheney, Mackay, and Aviators' Valor awards and the Collier, Harmon International, and General Thomas D. White USAF Space trophies may include achievements during the final 2 months of the previous calendar year. That is, nominations for calendar year 1984, which are due to AFMPC by 1 December 1984, may reflect achievements that occurred during the last 2 months of CY83 and the first 10 months of CY84. The name of award will include "for 1984." The period of service for the AFA, Pitsenbarger, and NCOA Vanguard awards will remain within January through December time frame.

(★) - For outstanding contribution to national defense significantly exceeding standard performance

Bob
- I recommend we submit the 20th as a unit for this award — Cowher

(★) - ref AFR 900-29 para 14
- original and 8 copies (including all indorsement letters)
- typed in 10-pitch

→ citation of Honor
- narrative - 2 double spaced, typewritten pages, plain bond paper
- do not sign narrative, no classified, no citations, no photos or biographies

File Admin

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DO	Indorse		6			
2	1 SOW/ CC	Indorse		7			
3				8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Capt David M. Harris	DO	6434		

SUBJECT	DATE
Annual Leave	22 Apr 86

SUMMARY

1. In 1985 the 20 SOS was tasked for and supported six months of Operation Bahamas and Turks, thirty-one static displays, eleven aerial demonstrations involving two helicopters or more, four major training exercises, numerous mobility exercises, three hurricane evacuations, a month long ORE, and an ORI. This tasking frustrated our efforts to upgrade new personnel to mission ready and resulted in the same individuals having to continually go TDY. Despite a concerted effort to provide everyone an opportunity to take leave, heavy tasking caused eleven 20 SOS aircrew members to lose leave in 1985.

2. The 1986 situation is more serious than 1985. Out of the first 101 days in this year, the 20 SOS crew members have been TDY 2,651 man days or approximately 74 days/MR crew member. They have supported fourteen statics, four aerial demonstrations, two major exercises, shipboard operations, and mountain training for a three month period. A review of upcoming tasking shows no relief. Unless a coordinated period of time is provided to all 20 SOS personnel to take leave, thirty-eight will lose leave in Oct 86.

3. Maximum leave was authorized during the Christmas period. Two additional weeks are required before Oct 86 to ensure that all have had the opportunity to take leave. I am recommending the period 31 May to 15 June. This period appears to be the best, considering our plans to return to Dobbins AFB around mid-June for an indefinite period to continue upgrade training. I have attached a copy of my proposed leave letter to squadron members. Request your support for block leave as proposed by indorsing below.

LOUIS W. GRANT, Lt Colonel, USAF
Commander

1 Atch
Block Leave Letter

1st Ind, 20 SOS/CC

TO: 1 SOW/DO

Approve/Disapprove.

GEORGE H. NEWTON, Colonel, USAF
Deputy Commander for Operations

2nd Ind, 1 SOW/DO

TO: 1 SOW/CC

Approve/Disapprove.

LEONARD A. BUTLER, Colonel, USAF
Commander, 1 SOW

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

REPLY TO
ATTN OF: CC

21 Apr 86

SUBJECT: Leave

TO: All Squadron Members

1. The final period for taking leave or losing it is fast approaching. Because of our TDY commitments, there has been little time since the Christmas holidays to take more leave. With our planned return to Dobbins AFB in mid June to continue upgrade training and other types of tasking which will certainly come up, leave for the remainder of FY 86 may be tough to get. Therefore, I have asked for and received approval to authorize a block leave period from 31 May 86 thru 15 June 86, using the following leave priorities:

a. Individuals who will lose leave by 30 Oct 1986 (60 days or more leave accumulated).

b. Individuals who have not taken any or all of there 30 days leave accumulated this year.

c. Anyone else that we can afford to let go (someone must answer the phones and do an occasional FCF).

2. Although I cannot direct you to take leave, I highly recommend that you use this period, especially if you will lose leave in Oct 86. I cannot guarantee you that another time will be available for leave later. Remember last year when we were all directed to go on an unscheduled TDY during September. Those who planned or were forced to plan leave during this period never got the chance!

LOUIS W. GRANT, Lt Col, USAF
Commander

20th SPECIAL OPERATIONS SQUADRON

INCOMING PERSONNEL

RANK/NAME	RNLTD	LOSING BASE	AFSC
CAPT BECKER, JOSEPH D.	31 Mar 87	McClellan	1025N
SSGT BINGHAM, DARRELL H.	30 Mar 87	McClellan	A11350B
TSGT CHRISTENSEN, WALTER	15 Feb 87	Edwards	A11370B
AB CICI, ANGELO J.	15 Jan 87	Sheppard	A11330B(Tech School)
CAPT CLEM, JOSEPH D.	31 Jan 87	McClellan	1025N
CAPT DEES, ROBERT A.	31 Jan 87	McClellan	1025N
SGT GAUSS, MICHAEL H.	15 Feb 87	Mt Home	A11350B
SGT GUTSHALL, CHARLES H.	15 Mar 87	Sheppard	A11330B(Crosstrainee)
SSGT LENTZ, MICHAEL F.	30 Sep 87	Elmendorf	A11370B
CAPT MINISH, TIMOTHY R.	31 Dec 86	Woodbridge RAF	1023N
MSGT MORROW, STEPHEN C.	15 Jan 87	Woodbridge RAF	A11370B
SSGT MRAVAK, THOMAS L.	28 Feb 87	McClellan	A11350B
SSGT PETERSON, JAMES A. JR	31 Mar 87	McClellan	A11350B
MSGT PINKOWSKI, RICHARD G.	20 Nov 87	Osan	A11370B
SGT PROCTOR, RICHARD C.	06 Jan 87	Elmendorf	A11350B
CAPT PULSIFER, BENJAMIN F.	28 Feb 87	Sembach	1023N
TSGT RILEY, PETER C.	30 Mar 87	McClellan	A11370B
CAPT SAARELA, STEVEN D.	31 Jan 87	McClellan	1025N
CAPT SCHMIEDEKE, JOEL D.	31 Mar 87		1025N
A1C STOUT, TIMOTHY L.	15 Jan 87	Sheppard	A11330B(Tech School)
TSGT SULLIVAN, LEONARD JR	30 Apr 87	McClellan	A11370B
1LT WHITE, JEFFREY D.	31 Mar 87	Sembach	1023N
AB DUTRAM,	05 Jan 87	Sheppard	A11330B(Tech School)
SGT ROTH, JAMES A.	31 Dec 86	McClellan	A11350B
AB BARTON,	05 Jan 87	Sheppard	A11330B(Tech School)
AB BOBBER, RICHARD L.	05 Jan 87	Sheppard	A11330B(Tech School)

TOTAL: 26 Personnel

AS OF 21 Nov 86

TALKING PAPER

1 SOW CENTRAL TRAINING FLIGHT

- Formed 1 Oct 86 to consolidate all AFR 50-5, Formal School, Initial/Requalification aircrew training for wing assets.

-- Responsible for training 226 students/yr while flying approximately 3500 flying hours.

-- Falls directly under 1 SOW/DO.

-- Provides a single point of contact for all 1 SOW formal school aircrew training.

-- Allows operational squadrons to concentrate on continuation training and fine tune combat skills.

-- Provides better continuity for students using dedicated training missions which are not pre-empted by squadron continuation training.

--- Fewer missions required per student.

--- Scheduling disputes over limited airframes settled by the DO on a case by case basis

- Personnel initially provided by the DO from his staff and the operational squadrons

-- Hq MAC recently funded 16 academic instructor positions

-- Operational squadrons augment academic instructors on training missions when required

--- 17 other positions have been identified but are unfunded at this time.

- Currently located in temporary trailers.

-- Will move to old 8 SOS building when new 8 SOS building is completed-est Sep 87.

- Support required from other units.

-- 1345 Stu Sq performs registrar function.

--- Duties include orders, leaves, port calls, etc.

-- Operational squadrons issue flight publications and maintain life support equipment.

-- Operational squadrons responsible for flight orders.

-- Wing Stan Eval is responsible for flight evaluations.

-- Wing Training is responsible for management of training aids (i.e. part task trainers, simulators, etc.)

Lt Col Henley/1 SOW/DOF/6177/aph/24 Feb 87

MC-130E Formal School

- Aircraft Commander

  -- 32 Academic Classes; 50 hours
  -- 12 Flights; 66 hours

  -- The graduate is fully qualified in Night Terrain following Mountain, aerial delivery to include high speed low level aerial delivery system (HSLLADS), Container Release System (CRS), Combat Rubber Raiding Craft (CRRC), Fulton Recovery Kits, Ground Marked Release System (CMRS), Tactical ARAs.

  -- The graduate is not qualified for Surface To Air Recovery System (STAR), In Flight Refueling (IFR), Night Vision Goggle approach/landings (NVG), or helicopter refueling.

- Navigators

  -- 40 Academic Classes; 60 hours
  -- 12 Flights; 66 hours
  -- The graduate is qualified the same as the pilot
  -- The graduate is unqualified in helo Air Refueling, STAR, IFR, High Altitude Low Opening Paradrops (HALO)

- Electronic Warfare Officers

  -- 36 Academic Classes; 36.5 hours
  -- 1 Orientation Flight; 5.5 hours

- Flight Engineer

  -- 36 Academic Classes; 59 hours
  -- 9 flights; 49.5 hours
  -- The graduate is qualified for; Night Mountain TF Aerial Drops to include HSLLAD, CRS, CRRC and Fulton Recovery Kits, and to transfer fuel in flight. The graduate is not qualified for Helo AR,
IFR, STAR, NVG's.

- Communications Specialist

  -- 39 Academic Classes; 44.5 hours
  -- 10 Flights; 55.0 hours
  -- The graduate is fully mission qualified

- Loadmaster

  -- 46 Academic Classes; 54.0 hours
  -- 7 Flights; 38.5 hours
  -- The graduate is qualified for aerial delivery to include HSLLADS, CRS, CRRC, Loading Benson Tanks and Psy Ops Speakers. The graduate qualfiied for Heavy Equipment Drops, CDS, STAR, HELOAR, or NVG's.

AC-130 FORMAL SCHOOL

- Aircraft Commander (AC-130HAC)

  -- 14 Academic classes; 80 Academic hours

  -- 12 Flights; 60 hours

  -- Graduate is fully qualified AC-130H AC except for aerial refueling and low level.

- Co-pilot (AC-130HCP)

  -- 14 Academic classes; 80 Academic hours

  -- 12 Flights; 60 hours

  -- Graduate is fully qualified AC-130H AC except for aerial refueling and low level.

- Fire Control Officer (AC-130HFCO)

  -- 18 Academic classes; 68 Academic hours

  -- 17 Flights; 85 hours

  -- Graduate is fully qualified AC-130H Fire Control Officer except for low level.

- Navigator (AC-130HNAV)

  -- 18 Academic classes; 106 Academic hours

  -- 19 Flights; 95 hours

  -- Graduate is fully qualified AC-130H Navigator except for aerial refueling and low level.

- Electronic Warfare Officer (AC-130HEWO)

  -- 12 Academic classes; 88 Academic hours

  -- 17 Flights; 85 hours

  -- Graduate is fully qualified AC-130H Electronic Warfare Officer.

- Sensor Operator (AC-130HSO)

  -- 14 Academic classes; 108 Academic hours

  -- 19 Flights; 95 hours

  -- Graduate is fully qualified AC-130H Television or Infrared Sensor Operator.

MH-53 FORMAL SCHOOL

-AIRCRAFT COMMANDER

--10 Academic classes; 60 Academic hours

-- 5 Procedure trainers; 20 Procedure hours

--14 Flight sorties; 42 Flight hours

---Qualification - Fully Pave Low Aircraft Commander qualified

---Not qualified in: NVG multi-ship terminal ops, fast rope, shipboard, FARRP, night water hoist, formation lead.

-COPILOT (Optional Short Course)

--10 Academic classes; 60 Academic hours

-- 5 Procedure trainers; 20 Procedure hours

-- 9 Flight sorties; 27 Flight hours

---Qualification - Pave Low copilot

---Not qualified in: NVG multi-ship terminal ops, fast rope, shipboard, FARRP, night water hoist.

-FLIGHT ENGINEER

--10 Academic classes; 60 Academic hours

-- 5 Procedure trainers; 20 Procedure hours

--14 Flight sorties; 42 Flight hours

---Qualification - Fully Pave qualified flight engineer

---Not qualified in: Fast rope, shipboard, FARRP, night water hoist

-GUNNER

-- 3 Academic classes; 18 Academic hours

-- 2 Procedure trainers; 12 Procedure hours

--14 Flight sorties; 28 Flight hours

---Qualification - MR qualified gunner on HH-53B/C and MH-53H

- Flight Engineer (AC-130HFE)

  -- 9 Academic classes; 70 Academic hours

  -- 10 Flights; 50 hours

  -- Graduate is fully qualified AC-130H Flight Engineer.

- Illuninator Operator (AC-130HIO)

  -- 12 Academic classes; 68 Academic hours

  -- 13 Flights; 65 hours

  -- Graduate is fully qualified AC-130H Illuminator Operator.

- Airborne Gunner (AC-130HAG)

  -- 14 Academic classes; 77 Academic hours

  -- 19 Flights; 95 hours

  -- Graduate is fully qualified AC-130H Airborne Gunner

- In addition to the courses taught by CTF all students receive on week of block training taught by the wing covering Disaster Preparedness, Intell., Life Support, Cummications/Operations Security, Protection of the President, etc.

LTC TETZLAFF, 1 SOW/CTF, 6577

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

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. 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

D R A F T

RTAO: CC

SUBJ: USAF Well Done Award

TO: Editor, FLYING SAFETY Magazine

1. I wish to submit one of my aircrews for a Well Done Award based on their performance in handling what could have been a disastrous in-flight emergency. Their professionalism and excellence in airmanship was directly responsible for recovering the helicopter without damage or injury to the crew. I believe their performance is worthy of recognition in your publication.

2. The names of the crewmembers are as follows: Capt David M. Harris, Aircraft Commander; Capt Joseph W. Cook III, Co-pilot; MSgt Larry J. Hunter, Aerial Gunner; TSgt David M. Rech, Flight Engineer; Sgt Billy T. Breedlove Jr., Flight Engineer; Sgt David M. Dean, Aerial Gunner.

3. 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.

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

Clean-up 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 in-flight emergency exemplifies excellence in airmanship and a job well done.

MSgt LARRY J. Hunter is an Aerial Gunner assigned to the 20th Special Operations Squadron, Hurlburt Field, Florida. He is 38 years old.

MSgt Hunter was born in New Albany, INDIANA on 8 Jul 48. He attended Wolfson Senior High School and graduated from there in 1967.

After graduation, he entered active duty under the Delayed Enlistment Program on 12 Jul 1967.

Upon completion of basic military training at Lackland Air Force Base, Texas in 1967, he ~~attended~~ began technical training as a weapon specialist at Lowry AFB, Colorado. His first assignment was to Nellis AFB, Nevada where he served as a load crew member on the F-111A

His next assignment was to Hurlburt Field, Fl in 1970 where he trained to be an aerial gunner on the AK119K gunship. From Hurlburt he went to Thailand in 1971 where he earned 2 DFC's and 8 Air Medals as a crew member on the AK119A gunship.

He worked on a bomb load crew at Danis-Monthan (A-7D) and then OSAN Korea (F-4E) between OCT 1972 and JAN 1976. In FEB 1976 he was assigned to the 3246 Test Wing at Eglin AFB, Fl where he served as a weapons engineer to the test wing.

He is currently assigned to Hurlburt Field Fl

MH-53H
as an helicopter aerial gunner.

Since coming to Ft Walton Beach in 1976, he has become involved in the volunteer fire department and the local search and rescue team. He has received community service awards for both.

MSgt Hunter is married to the former ~~Sauney~~ Soncy Jo Burgess. They have two daughters — Jolanta Beth (9 yrs) and Carolyn Jan (2)

LARRY J HUNTER

1. BORN 8 JUL 48
   A. NEW ALBANY, IN
   B. FATHER LEWIS W. HUNTER
   C. MOTHER MARY T. HUNTER
2. MOVED TO JACKSONVILLE, FL
   A. 7 YR. OLD
   B SCHOOL
      1. WOLFSON SR HIGH 1967
3. AIR FORCE
   A. DELAYED ENLISTMENT 12 JUL 67
   B. ACTIVE DUDY 29 AUG 67
   C. BASIC TRAINING LACKLAND AFB TX
   D TEC SCHOOL (LOURY)? AFB CO.
      1. WEAPON SPECIALIST
   E. 1ST AS. NELLIS AFB MAR 68
      1. LOAD CREW MEMBER F-111A
      2. MET MY WIFE SONCY
         a SONCY JO BURGESS 10 JUL 70
   F. REENLISTED 3 SEP 70
   G. 2ND AS. HURLBURT FLD FL OCT 70
   H. 3RD AS. NKP THAI LAND SEP 71
      1. AK 119K GUNSHIP
         A. DUTY AT DANG & BEN YA
         B. RECEIVED 2 DFC's AND 8 AIR METAL
   I. 4TH AS. DAVIS-MONTHAN AFB AZ OCT 72
      1. LOAD CREW CHIEF A-7D
   J. 5 AS OSAN AFB KOREA JAN 75
      1. LOAD CREW CHIEF F-4E
   K. 6 AS. EGLIN AFB FL FEB 76
      1. WEAPON ENGINEER 3246 TEST WING
         a FWB VOL FIRE DEPT
         b. DESTIN SEARCH & RECOVEY TEAM
         C. 1ST CHILD JOLANTA BETH 28 JUN 77
         d. RECEIVE COMMUNITY SERVICE AWARD FOR
         e. RECEIVE AF ACCOMMODATION METAL
         f RECEIVE AF HUMANITARIAN AWARD
         g. NCO ACADEMY 79 KIRTLAND AFB
         h. EMT TRAINING OWJC

L 7 AS 20 SOS HURLBURT FLD FL SEP 80

1. WING OOV
   a. ACHIEVEMENT METAL
   b. MSM
2. SQ OOR JAN 85
3. 2ND CHILD CAROLYN JAN 8 MAY 84
4. SENOR NCO ACADEMY (CORRESPONDENCE)

On 21 May 1986 Master Sergeant Larry J. Hunter [redacted], voluntarily risked his life for the sake of his comrads near Nellis Air Force Base, Nevada. On that date, MSgt Hunter was involved in an aircraft mishap, after which his actions contributed directly to the life saving efforts of crew and passengers on the MH-53 in which he was occupying the aerial gunner crew position. The MH-53 helicopter impacted the ground during a night, low-level tactical scenario. As the aircraft hit, it spun violently, approximately three times, and came to rest upside-down. The cabin of the aircraft was immediately engulfed in flames and many of the twenty-two personnel aboard were injured or dazed. MSgt Hunter, noticing the growing flames, located a cabin window and exited the helicopter. Once outside, he noticed he had a broken right elbow. Tucking his arm inside his vest to act as a sling, he immediately began to search around the aircraft for injured personnel. He located an injured, but ambulatory passenger and helped him hobble a safe distance from the burning wreckage. As he returned, the aircraft exploded in a torrent of flames. MSgt Hunter dove to the ground to protect himself, and, as the flames subsided, continued his search for injured. He located the tail gunner who was severely burned and suffering from a broken shoulder, arm, and a large gash in his calf. Noting that he was in a state of shock, he administered first aid to the gunner and reassured him. MSgt Hunter then attempted to contact rescue forces on his survival radio. He was able to ascertain that there was a rally point where all the survivors were collecting for evacuation. MSgt Hunter moved the gunner and instructed an injured passenger to likewise move to the rally point. Arriving at the rally point, the flight engineer who was in the cabin at the time of the accident was in a mild state of shock. MSgt Hunter noticed this and calmed him so as to avoid any further complications. As the rescue helicopters arrived, MSgt Hunter assisted in loading the initial helicopter and, while acting as a scanner, relayed vital information to the pilots as to the extent of the injuries aboard. Upon arrival at Nellis AFB, the helicopter crew was unfamiliar with the landing pad locations. MSgt Hunter, familiar with the area, directed the pilots to the appropriate landing pads. As the ambulances began to arrive, MSgt Hunter aided the ground personnel with the transfer of injured. He accompanied them to the hospital where he met with the hospital commander and gave him an assessment of the numbers and types of injuries to expect, and other pertinent data. MSgt Hunter further aided hospital personnel with the injured patients until he was eventually admitted for his injuries. MSgt Hunter remained hospitalized at Nellis for 12 days. His alert actions and first aid not only resulted in the saving of lives, but also expedited the delivery and care of those injured in the accident.

R E Johnson

HORACE E. JOHNSON, Lt Col, USAF
Commander

The accident was caused by the evasive maneuvering of the aircraft following the abrupt movement of helicopters within a formation element. This evasive action prevented a midair and was a remarkable feat of airmanship and crew coordination. Captain Heidmous and MSgt Hunter were the only two members of the crew who assisted in lifesaving efforts.

Recommend Captain Walter N. Heidmous Jr. [redacted], for the award of the Airman's Medal. Captain Heidmous distinguished himself by heroism involving voluntary risk of life near Nellis Air Force Base, Las Vegas, on 21 May 1986. On that date, Captain Heidmous was involved in an aircraft mishap, after which his actions contributed directly to the life saving efforts of crew and passengers on the MH-53. The MH-53 helicopter impacted the ground during a night, low level tactical scenario in which he was occupying the aircraft commander crew position. As the aircraft hit, it spun violently, approximately three times, and came to rest upside down. The cabin of the aircraft was immediately engulfed in flames and many of the twenty-two personnel aboard were injured or dazed. Since the aircraft was inverted Captain Heidmous was upside-down, restrained by his seat belt and shoulder harness. Once aircraft movement had ceased, and realizing he was not seriously injured, Captain Heidmous jettisoned his window, released his shoulder harness, and fell to the ground. After removing his night vision goggles and helmet, he looked around the area to regain his bearings. Noticing a fire spreading through the cockpit, and with complete disregard for his own safety, he elected to return to see if the remaining crew had evacuated the helicopter. He located the critically injured flight engineer who had been manning the jump seat between the two pilots. The flight engineer was incapacitated, so Captain Heidmous unfastened his lap belt and pulled him from the burning wreckage. He carried the engineer to a distance approximately 10 meters from the aircraft to ensure he would be safe from any ensuing explosion. With the fire spreading and smoke thickening, Captain Heidmous worked his way back to the cockpit to search for the remaining pilot. As he did, the fire flashed and spread throughout the cockpit, forcing him to dive to the ground. Feeling the fire singe his hair, he crawled away from the flames realizing he had no chance to return to the cockpit. He retraced his steps to the flight engineer and summoned help to move him even farther from the burning aircraft. Captain Heidmous then assembled some of the survivors at a beacon and instructed them to use that spot as a rally point for all survivors. He then began a search around the aircraft for any others in need of help. He located two stunned but ambulatory passengers, directed them to the rally point, then continued his search. He located the rest of the crew, and satisfied he could do no more, returned to the rally point to assist the critically injured flight engineer. Capt Heidmous spent the next hour helping load injured onto stretchers and coordinating a central landing point for the rescue helicopters. Once all survivors were loaded, he was air evacuated on the final helicopter to the hospital. His efforts continued on the ground at Nellis AFB, where he helped remove the injured from the helicopter and place them aboard waiting ambulances. Captain Heidmous' bravery and concern for human life directly saved one crewmember and aided the successful recovery and evacuation of the remaining injured. By his courageous action and humanitarian regard for his fellow man, Captain Heidmous has reflected great credit upon himself and the United States Air Force.

HORACE E. JOHNSON, Lt Col, USAF
Commander

Captain Walter N. Heidmous Jr., was not flying the aircraft at the time of the mishap. The accident was caused by the evasive maneuvering of Captain Heidmous' aircraft following the abrupt movement of helicopters within a formation element. This evasive action prevented a midair and was a remarkable feat of airmanship and crew coordination. Captain Heidmous and MSgt Hunter were the only two members of the crew who assisted in lifesaving efforts.

New last line for the Pitsenbarger Award

- (ADD) Master Sergeant Hunter's courageous actions and humanitarian regard for his fellow man is worthy of the recognition brought by the Pitsenbarger Award.

Chgs + Additions for the Cheney Award.

- 3rd line before "actions" (ADD) "unselfish"
- new last line (ADD) → Master Sergeant Hunter's courageous actions and humanitarian regard for his fellow man is worthy of the ~~reg~~ recognition brought by the Cheney Award.

MSgt Larry J. Hunter is an Aerial Gunner assigned to the 20th Special Operations Squadron, Hurlburt Field, Florida. He is 38 years old.

MSgt Hunter was born in New Albany, Indiana on 8 July 48. He attended Wolfson Senior High School and graduated from there in 1967. After graduation, he entered active duty under the delayed enlisted program on 12 July 1967.

Upon completion of basic military training at Lackland Air Force Base, Texas in 1967, he began technical training as a weapon specialist at Lowry AFB, Colorado. His first assignment was to Nellis AFB, Nevada where he served as a load crew member on the F-111A.

His next assignment was to Hurlburt Field, Florida in 1970 where he trained to be our aerial gunner on the AK 119K gunship. From Hurlburt he went to Thialand in 1971 where he earned 2 DFC's and 8 Air Medals as a crewmember on the AK119A gunship.

He worked on a bomb load crew at Davis Mon than (A-7D) and then Osan Korea (F-4E) between Oct 1972 and Jan 1976. In Feb 1976 he was assigned to the 3246 Test Wing at Eglin AFB, Florida where he served as a weapons engineer to the test wing. He is currently assigned to Hurlburt Field, Florida as an MH-53H helicopter aerial gunner.

Since coming to Fort Walton Beach in 1976, he has become envolved in the volunteer fire department and the local search and rescue team. He has received community service awards for both.

MSgt Hunter is married to the former Soncy Jo Burgess. They have two daughters - Jolanta Beth (9 yrs) and Carolyn Jan (2 yrs).

On 21 MAY 1986, voluntarily risked his life for the sake of his comrads

Master Sergeant Larry J. Hunter ~~distinguished himself by heroism involving voluntary risk of life~~ near Nellis Air Force Base, ~~Las Vegas, on 21 May 1986~~ Nevada. On that date, MSgt Hunter was involved in an aircraft mishap, after which his actions contributed directly to the life saving efforts of crew and passengers on the MH-53 in which he was occupying the aerial gunner crew position. The MH-53 helicopter impacted the ground during a night, low-level tactical scenario. As the aircraft hit, it spun violently, approximately three times, and came to rest upside-down. The cabin of the aircraft was immediately engulfed in flames and many of the twenty-two personnel aboard were injured or dazed. MSgt Hunter, noticing the growing flames, located a cabin window and exited the helicopter. Once outside, he noticed he had a broken right elbow. Tucking his arm inside his vest to act as a sling, he immediately began to search around the aircraft for injured personnel. He located an injured, but ambulatory passenger and helped him hobble a safe distance from the burning wreckage. As he returned, the aircraft exploded in a torrent of flames. MSgt Hunter dove to the ground to protect himself, and, as the flames subsided, continued his search for injured. He located the tail gunner who was severely burned and suffering from a broken shoulder, arm, and a large gash in his calf. Noting that he was in a state of shock, he administered first aid to the gunner and reassured him. MSgt Hunter then attempted to contact rescue forces on his survival radio. He was able to ascertain that there was a rally point where all the survivors were collecting for evacuation. MSgt Hunter moved the gunner and instructed an injured passenger to likewise move to the rally point. Arriving at the rally point, the flight engineer who was in the cabin at the time of the accident was in a mild state of shock. MSgt Hunter noticed this and calmed him so as to avoid any further complications. As the rescue helicopters arrived, MSgt Hunter assisted in loading the initial helicopter and, while acting as a scanner, relayed vital information to the pilots as to the extent of the injuries aboard. Upon arrival at Nellis AFB, the helicopter crew was unfamiliar with the landing pad locations. MSgt Hunter, familiar with the area, directed the pilots to the appropriate landing pads. As the ambulances began to arrive, MSgt Hunter aided the ground personnel with the transfer of injured. He accompanied them to the hospital where he met with the hospital commander and gave him an assessment of the numbers and types of injuries to expect, and other pertinent data. MSgt Hunter further aided hospital personnel with the injured patients until he was eventually admitted for his injuries. MSgt Hunter remained hospitalized at Nellis for 12 days. His alert actions and first aid not only resulted in the saving of lives, but also expedited the delivery and care of those injured in the accident. ~~By his courageous action and humanitarian regard for his fellow man, Sergeant Hunter has~~ reflected great credit upon himself and the ~~United States Air Force~~.

~~Sergeant Hunter's heroic actions during the early morning hours of 21 MAY 1986 resulted in no less than two lives saved.~~

HORACE E. JOHNSON, Lt Col, USAF
Commander

NAME OF AWARD: Air Force Sergeants Association Pitsenbarger Award for Valor
NOMINEE: Senior Master Sergeant Larry J. Hunter
NARRATIVE OF ACHIEVEMENT:

On May 21, 1986, Senior Master Sergeant Larry J. Hunter [redacted], voluntarily risked his life for the sake of his fellow crewmen and passengers near Nellis Air Force Base, Nevada. On that date, SMSgt Hunter was involved in an aircraft mishap, after which his actions contributed directly to the life saving efforts of crew and passengers on the MH-53 in which he was occupying the aerial gunner crew position. The MH-53 helicopter impacted the ground during a night, low-level tactical scenario. As the aircraft hit, it spun violently, approximately three times, and came to rest upside-down. The cabin of the aircraft was immediately engulfed in flames and many of the twenty-two personnel aboard were injured or dazed. SMSgt Hunter, noticing the growing flames, located a cabin window and exited the helicopter. Once outside, he realized he had a broken right elbow. Tucking his arm inside his vest to act as a sling, he immediately began to search around the aircraft for injured personnel. He located an injured, but ambulatory passenger and helped him hobble a safe distance from the burning wreckage. As he returned, the aircraft exploded in a torrent of flames. SMSgt Hunter dove to the ground to protect himself, and, as the flames subsided, continued his search for injured. He located the tail gunner who was severely burned and suffering from a broken shoulder and arm, and a large gash in his calf. Noting that he was in a state of shock, SMSgt Hunter administered first aid to the gunner, and reassured him, and moved him safely away from the aircraft. SMSgt Hunter then attempted to contact rescue forces on his survival radio. He shortly ascertained that there was a rally point where all the survivors were collecting for evacuation. SMSgt Hunter repositioned the gunner and instructed an injured passenger to likewise move to the rally point. Upon arriving at the rally point, the flight engineer, who was in the cabin at the time of the accident, was in a mild state of shock. SMSgt Hunter noticed this and calmed and treated him so as to avoid any further complications. As the rescue helicopters arrived, SMSgt Hunter assisted in loading the initial helicopter and, while acting as a scanner, relayed vital information to the pilots as to the extent of the injuries aboard. Upon arrival at Nellis AFB, the helicopter crew was unfamiliar with the landing pad locations. SMSgt Hunter, familiar with the area, directed the pilots to the appropriate landing pads. As [redacted] ambulances began to arrive, SMSgt Hunter aided [redacted] ground personnel with the transfer of injured. He accompanied them to the hospital where he met with the hospital commander and gave him an assessment of the numbers and types of injuries to expect, and other pertinent data. SMSgt Hunter continued to aid hospital personnel with the injured patients until he was finally [redacted] admitted for his injuries. SMSgt Hunter remained hospitalized at Nellis AFB, Nevada, for 12 days. His alert actions and first aid not only resulted in the saving of lives, but also expedited the delivery and care of those injured in the accident.

HORACE A. JOHNSON, Lt Col, USAF
Commander

Shots spread

Senior Master Sergeant Larry J. Hunter [redacted]

AFSC: A46290, Aerial Gunner Superintendent

SMSgt Larry J. Hunter is an Aerial Gunner assigned to the 20th Special Operations Squadron, Hurlburt Field, Florida. He is 38 years old.

SMSgt Hunter was born in New Albany, Indiana, on ~~8 July 48~~ July 8, 1948. He attended Wolfson Senior High School and graduated ~~from there~~ in 1967. After graduation, he entered active duty under the delayed enlisted program on ~~12 July, 1967~~ July 12, 1967.

Upon completion of basic military training at Lackland Air Force Base, Texas, in 1967, he began technical training as a weapon specialist at Lowry AFB, Colorado. His first assignment was to Nellis AFB, Nevada, where he served as a load crew member on the F-111A.

His next assignment was to Hurlburt Field, Florida, in 1970, where he trained to be ~~one~~ an aerial gunner on the AK-119K gunship. From Hurlburt he went to Thialand, in 1971, where he earned 2 DFC's and 8 Air Medals as a crewmember on the ~~AK119A~~ AK-119A gunship.

Between October 1972 and January 1976, SMSgt Hunter [redacted] worked on an A7-D bomb load crew at Davis Mon than [redacted] and then on F-4E's in Osan Korea ([redacted]) ~~between Oct 1972 and Jan 1976.~~ In ~~Feb~~ February 1976, he was assigned to the 3246 Test Wing at Eglin AFB, Florida, where he served as a weapons engineer to the test wing. He is currently assigned to Hurlburt Field, Florida, as an MH-53H helicopter aerial gunner.

Since ~~coming to~~ arriving in Fort Walton Beach in 1976, SMSgt Hunter ~~he~~ has ~~become~~ been envolved in the volunteer fire department and the local search and rescue team. He has received community service awards for both.

MSgt Hunter is married to the former Soncy Jo Burgess. They have two daughters - Jolanta Beth (9 yrs) and Carolyn Jan (2 yrs).

☆ single spaced
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— Done page

SUGGESTED INDORSEMENT FOR 23 AF/CV

It is with great pleasure that I recommend MSgt Larry J. Hunter for the for the Airmans Medal for his heroic actions and lifesavings sacrifices under the most trying of circumstances. Well done.

FROM: 20SOS/CCE 14 Nov 86

SUBJECT: Record of Individual Counseling - Hurlburt Field Form 30

TO: ALL SUPERVISORS

1. The Hurlburt Field Form 30 - Record of Individual Counseling can be used for other than formal counseling relating to inadequate performance on the job, reprimands, etc. Let's start counseling our subordinates on their superior performance, whether it be in the office or while flying.

2. This form can be obtained in admin. When filled out by the supervisor the individual should be counseled on his/her superior performance and told that it will be forwarded to the DO/CCE and Commander for their comments. Following this it will be put in the individual's Personnel Informational File in admin.

3. Let's use this valuable tool to show our concern for our folks--they deserve it.

Robert R. Maldonado

ROBERT R. MALDONADO, Captain, USAF
Executive Officer

AFR 35-32

RECORD OF INDIVIDUAL COUNSELING

PRIVACY ACT STATEMENT OF 1974: Authority: 10 USC 8012 and EO 9397, 22 Nov 43. Principal Purposes: To allow a supervisor to evaluate and assist in the problems of his employees in order to insure a quality force. Use of SSAN is necessary to make positive identification of the individual. Routine Uses: Normally retained by supervisor for making management decisions and providing rehabilitation or assistance to employee. May be used occasionally to document failures of rehabilitation efforts in administrative discharge proceedings. Whether disclosure is Mandatory or Voluntary and Effects on Individual of not providing information: Voluntary. Effect will be the recording of a negative counseling session indicative of the employee's lack of desire to resolve his problems.

PART I – PERSONAL DATA

NAME (Last, First, Middle Initial)	GRADE	SSAN	MARITAL STATUS	DUTY PHONE

PAFSC/DUTY TITLE	ORGANIZATION	DATE OF ASSIGNMENT	BASE	DATE OF SEPARATION (DOS)

PART II – REASON FOR COUNSELING

(Give details, facts, specific dates, names, sequence of events, etc.)

PART III – COUNSELING

SUMMARY OF COUNSELING

RECOMMENDATIONS AND ADVICE OF COUNSELOR

SUMMARY OF MEMBER'S COMMENTS: (If none, so indicate.)

EXECUTIVE CORRESPONDENCE

SENIOR MASTER SERGEANT LARRY J. HUNTER

[redacted]

AFSC: A46290, AERIAL GUNNER SUPERINTENDENT

SMSgt Larry J. Hunter is an Aerial Gunner assigned to the 20th Special Operations Squadron, Hurlburt Field, Florida. He is 38 years old.

SMSgt Hunter was born in New Albany, Indiana, on July 8, 1948. He attended Wolfson Senior High School and graduated in 1967. After graduation, he entered active duty under the delayed enlistment program on July 12, 1967.

Upon completion of basic military training at Lackland Air Force Base, Texas, in 1967, he began technical training as a weapon specialist at Lowry Air Force Base, Colorado. His first assignment was to Nellis Air Force Base, Nevada, where he served as a load crew member on the F-111A.

His next assignment was to Hurlburt Field, Florida, in 1970, where he trained to be an aerial gunner on the AK-119K gunship. From Hurlburt he went to Thailand, in 1971, where he earned two DFCs and eight Air Medals as a crew member on the AK-119A gunship.

Between October 1972 and January 1976, SMSgt Hunter worked on an A7-D bomb load crew at Davis-Monthan Air Force Base, Arizona, and then on F-4Es in Osan, Korea. In February 1976, he was assigned to the 3246 Test Wing at Eglin Air Force Base, Florida, where he served as a weapons engineer to the test wing. He is currently assigned to Hurlburt Field, Florida, as an MH-53H helicopter aerial gunner.

Since arriving in Fort Walton Beach in 1976, SMSgt Hunter has been involved in the volunteer fire department and the local search and rescue team. He has received community service awards for both.

SMSgt Hunter is married to the former Soncy Jo Burgess. The have two daughters, Jolanta Beth (9 years) and Carolyn Jan (2 years).

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RETURN IT WITH THE FILE COPIES TO ORIGINATING OFFICE

EXECUTIVE CORRESPONDENCE

NAME OF AWARD: Air Force Sergeant's Association Pitsenbarger Award for 1986

NOMINEE: Senior Master Sergeant Larry J. Hunter

NARRATIVE OF ACHIEVEMENT:

On May 21, 1986, Senior Master Sergeant Larry J. Hunter, [redacted] voluntarily risked his life for the sake of his fellow crewmen and passengers near Nellis Air Force Base, Nevada. On that date, SMSgt Hunter was involved in an aircraft mishap, after which his actions contributed directly to the lifesaving efforts of crew and passengers on the MH-53 in which he was occupying the aerial gunner crew position. The MH-53 helicopter impacted the ground during a night, low-level tactical scenario. As the aircraft hit, it spun violently, approximately three times, and came to rest upside down. The cabin of the aircraft was immediately engulfed in flames and many of the 22 personnel aboard were injured or dazed. SMSgt Hunter, noticing the growing flames, located a cabin window and exited the helicopter. Once outside, he realized he had a broken right elbow. Tucking his arm inside his vest to act as a sling, he immediately began to search around the aircraft for injured personnel. He located an injured, but ambulatory passenger and helped him hobble a safe distance from the burning wreckage. As he returned, the aircraft exploded in a torrent of flames. SMSgt Hunter dove to the ground to protect himself, and, as the flames subsided, continued to search for injured. He located the tail gunner who was severely burned and suffering from a broken shoulder and arm and a large gash in his calf. Noting that he was in a state of shock, SMSgt Hunter administered first aid to the gunner, reassured him, and moved him safely away from the aircraft. SMSgt Hunter then attempted to contact rescue forçes on his survival radio. He shortly ascertained that there was a rally point where all the survivors were collecting for evacuation. SMSgt Hunter repositioned the gunner and instructed an injured passenger to likewise move to the rally point. Upon arriving at the rally point, SMSgt Hunter noticed that the aircraft flight engineer, who was in the cabin at the time of the accident, was in a mild state of shock. SMSgt Hunter effectively calmed and treated him so as to avoid any further complications. As rescue helicopters arrived, SMSgt Hunter assisted in loading the initial helicopter and, while acting as a scanner, relayed vital information to the pilots as to the extent of the injuries aboard. Upon arrival at Nellis Air Force Base, the helicopter crew was unfamiliar with the landing pad locations. SMSgt Hunter, familiar with the area, directed the pilots to the appropriate landing pads. As ambulances began to arrive, SMSgt Hunter aided ground personnel with the transfer of injured. He accompanied them to the hospital where he met with the hospital commander and gave him an assessment of the numbers and types of injuries to expect, and other pertinent data. SMSgt Hunter continued to aid hospital personnel with the injured patients until he himself was finally admitted for his injuries. SMSgt Hunter remained hospitalized at Nellis Air Force Base, Nevada, for 12 days. His alert actions and first aid not only resulted in the saving of lives, but also expedited the delivery and care of those injured in the accident.

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AUTHORITY: Solicitation of personal information for USAF endorsed recognition programs is subject to the Privacy Act of 1974 (Public Law 93-579, as codified in Title 5, United States Code (U.S.C.), Section 552a, and published in Title 32, Code of Federal Regulations (C.F.R.), Section 806b), and is authorized by Federal Statutes (5 U.S.C. 301 and 10 U.S.C. 8012).

PURPOSE: The principal purpose for the information's use is to provide publicity and recognition through military and (or) civilian news media inherent to the recognition program.

ROUTINE USES: Routine uses may be made of the information by commanders and award selection board members at any level of command, by officials of private organizations sponsoring awards programs described in Air Force Regulation 900-29, and by information officials representing the military and (or) civilian news media.

DISCLOSURE IS VOLUNTARY: Furnishing the information is voluntary; failure to provide the information will result in ending this consideration for recognition.

PRIVACY ACT STATEMENT: AFR 200-29.

I HAVE READ THE ABOVE STATEMENT, AND I DO AUTHORIZE RELEASE OF THE PERSONAL INFORMATION DESCRIBED IN AFR 900-29 FOR THE SPECIFIC AWARD.

Larry Hunter

LARRY J. HUNTER, SMSgt, 20 SOS

NOMINEE FOR OUTSTANDING MAC
AIRCREW LIFE SUPPORT AIRMAN OF THE YEAR

I am delighted to nominate A1C Michael A. Knox for MAC outstanding life support airman of the year. A1C Knox has distinguished himself in the performance of his duties in the 20th Special Operations Squadron life support shop and is deserving of receiving this award. A1C Knox has contributed to the success of the 20th Special Operations Squadron through the superior performance of his duties. These day-to-day duties include helmet inspection and repair, survival vest inspections, inventory of aircraft life support equipment, and inventory of a large number of night vision goggles (NVGs). These duties are performed in a superior and timely manner. Additional duties that A1C Knox has undertaken are updating and inspecting aircrew chemical defense gear and vehicle maintenance. A1C Knox's efforts in the maintenance and cleanliness of squadron vehicles have recently earned the squadron an "outstanding" rating during an inspection and a personal acknowledgement of A1C Knox's efforts. A1C Knox has received a Letter of Appreciation from the Commander, 55 Aerospace Rescue and Recovery Squadron, for his assistance in setting up a program for their recently acquired ANVIS-6 NVGs. A1C Knox's accomplishments are not limited to his normal duties. He has contributed greatly to the welfare of the squadron by eagerly accomplishing jobs above and beyond the norm. These jobs have included building status boards, installing a sprinkler system around the squadron building, and investing personal time and money in fixing up his work area. A1C Knox brought credit and esteem to the 20th Special Operations Squadron and 1st Special Operations Wing by being selected for below the zone promotion in a highly competitive field. Additionally, A1C Knox was honored by being selected to represent the 20 SOS in the Hurlburt Field Airman of the Quarter board. A1C Knox's accomplishments do not stop at the completion of duty hours. He is pursuing a degree in industrial technology and, as of this date, he has accumulated 112 hours. His projected graduation date is December 87. Future goals include an Air Force commission. A1C Knox, through his dedication to duty, military bearing and enthusiasm, has truly earned this nomination. It is with great pride that I nominate A1C Michael A. Knox for MAC Aircrew Life Support Airman of the Year.

GEORGE H. NEWTON, Colonel, USAF
Deputy Commander for Operations

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ ADO	Coord		6			
2	1 SOW/ DO	Sign		7			
3				8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Capt Billings	20 SOS/ DOTL	7159	dz	

SUBJECT	DATE
Outstanding MAC Aircrew Life Support Airman of the Year	21 Nov 86

SUMMARY

Airman Knox has performed his duties in the capacity of life support technician in an outstanding manner. He is a dedicated individual who strives for perfection in all undertakings. He is responsible for inspecting, repairing and maintaining survival vests, flying helmets and other life support equipment. He goes the proverbial "extra mile" in the performance of the tasks of his Air Force specialty. It is with pride that I submit A1C Knox for consideration as 1 SOW nomination as Outstanding MAC Aircrew Life Support Airman of the Year.

H E Johnson

HORACE E. JOHNSON, Lt Colonel, USAF
Commander

AIRMAN FIRST CLASS MICHAEL A. KNOX

DUTY ASSIGNMENTS, ORGANIZATION, and LOCATION:

28 Feb 85 - 04 Apr 85 - 3703 BMTS
Lackland AFB, TX
05 Apr 85 - 04 Jun 85 - 3344 Student Squadron
Chanute AFB, IL
05 Jun 85 - 29 Oct 85 - 1st Special Operations Wing/DOTL
Hurlburt Field, FL
30 Oct 86 - Present - 20th Special Operations Squadron
Hurlburt Field, FL

PME COMPLETED: NONE

MILITARY AWARDS AND DECORATIONS: AIR FORCE TRAINING RIBBON

DATE OF RANK: 21 February 1985

I. RATEE IDENTIFICATION DATA *(Read AFR 39-62 carefully before completing any item)*

1. NAME (Last, First, Middle Initial)	2. SSAN	3. GRADE	4. DAFSC
KNOX, MICHAEL A.	[redacted]	AIC	12250

5. ORGANIZATION, COMMAND, AND LOCATION	6. PAS CODE
20th Special Operations Squadron (MAC), Hurlburt Field, Florida	EEOQFYNC

7. PERIOD OF REPORT		8. NO. OF DAYS OF SUPERVISION	9. REASON FOR REPORT
FROM: 21 Feb 85	THRU: 28 Feb 86	120	Annual

II. JOB DESCRIPTION 1. DUTY TITLE: Life Support Specialist

2. KEY DUTIES, TASKS, AND RESPONSIBILITIES: Performs maintenance and inspections on all life support equipment. Fits and adjusts life support equipment of aircrew members. Instructs aircrew members in the use and care of the equipment. Maintains all applicable inspection records on the life support equipment. Ensures that life support equipment is routed through appropriate field maintenance shops for periodic inspections.

III. EVALUATION OF PERFORMANCE

		N/O	0	1	2	3	4	5	6	7	8	9
1. PERFORMANCE OF DUTY: Consider the quantity, quality, and timeliness of duties performed as described in Section II.	RATER	☐										☒
	1ST INDORSER	☐										☒
2. HUMAN RELATIONS: Consider how well ratee supports and promotes equal opportunity, shows concern and is sensitive to needs of others.	RATER											☒
	1ST INDORSER											☒
3. LEARNING ABILITY: Consider how well ratee grasps instructions, communicates (oral and written), and understands principles and concepts related to the job.	RATER	☐										☒
	1ST INDORSER	☐										☒
4. SELF-IMPROVEMENT EFFORTS: Consider how well ratee progresses in on-the-job training and in other efforts to improve technical knowledge and educational level.	RATER	☐										☒
	1ST INDORSER	☐										☒
5. ADAPTABILITY TO MILITARY LIFE: Consider how well ratee adapts and conforms to the requirements of military duties not directly related to the job.	RATER	☐										☒
	1ST INDORSER	☐										☒
6. BEARING AND BEHAVIOR: Consider the degree to which ratee's bearing and behavior on and off duty improve the image of Air Force airmen.	RATER	SR ☒ SH ☒										
	1ST INDORSER	SR ☒ SH ☒										

IV. OVERALL EVALUATION

How does the ratee compare with others of the same grade and Air Force specialty? Potential for promotion and increased responsibility are essential considerations in this rating.

	0	1	2	3	4	5	6	7	8	9
RATER										☒
1ST INDORSER										☒
2D INDORSER										☒
3D INDORSER										☒

UNIT COMMANDER REVIEW *(Initials)*

V. RATER'S COMMENTS FACTS AND SPECIFIC ACHIEVEMENTS: A1C Knox has consistently demonstrated outstanding performance during this reporting period. His ability to grasp details rapidly has enabled him to inspect aircrew flying helmets and survival vests by the most efficient means possible with a high degree of proficiency in a very short period of time. A1C Knox was instrumental in wing and 20th SOS life support sections in receiving an excellent rating while performing decontamination procedures on simulated chemically contaminated aircrews for the MEI inspection team. STRENGTHS: His team spirit and accomplishment of mission goals are definite assets to this organization. His eagerness to accept responsibility and the conscientious manner in which he performs his duty allows him to get the maximum cooperation from his fellow workers. EDUCATIONAL AND TRAINING ACCOMPLISHMENTS: A1C Knox graduated from the Life Support Technical Training Course at Chanute AFB as an honor graduate; scored an outstanding rating on his career development course (CDC) examination for his upgrade to 5-level status; has compiled 100 hours towards a Bachelor of Science Degree in Industrial Technology and has successfully completed the Air Force Water Survival Training Course. OTHER COMMENTS: A1C Knox's devotion to duty, daily performance, military bearing and appearance mark him as one whose potential in the Air Force is unlimited. He is a dedicated individual with the ability to accomplish tasks usually associated with more experienced specialists. I highly recommend his promotion to senior airman as soon as possible.

NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION	DUTY TITLE	DATE
ANDREW W. HOSFORD, Sgt, USAF 20th Special Operations Squadron (MAC) Hurlburt Field, Florida	Aircrew Life Support Specialist	28 Feb 86
	SSAN [redacted]	SIGNATURE Andrew W Hosford

VI. 1ST INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

A1C Knox took it upon himself personally to improve and simplify the method of annotating life support euipment inspections by redesigning existing status boards, ensuring a smooth and orderly flow of documenting inspections.

NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION	DUTY TITLE	DATE
ISAAC V. HARRINGTON, TSgt, USAF 20th Special Operations Squadron (MAC) Hurlburt Field, Florida	NCOIC, Life Support	28 Feb 86
	SSAN [redacted]	SIGNATURE Isaac V Harrington

VII. 2D INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

I have personally observed A1C Knox's performance on a daily basis. His expertise in chemical warfare equipment management was instrumental in the orderly reassignment of chemical warfare assets from the wing to this unit. I strongly recommend his promotion to senior airman.

NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION	DUTY TITLE	DATE
DONALD L. HOOVER, Capt, USAF 20th Special Operations Squadron (MAC) Hurlburt Field, Florida	HH-53H Pilot	28 Feb 86
	SSAN [redacted]	SIGNATURE Donald L Hoover

VIII. 3D INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

During our recent HQ MAC ORI, his knowledge of and performance in decontaminating procedures for aircrew members led directly to an excellent rating for the wing life support section.

NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION	DUTY TITLE	DATE
LOUIS W. GRANT, Lt Colonel, USAF 20th Special Operations Squadron (MAC) Hurlburt Field, Florida	Commander	28 Feb 86
	SSAN [redacted]	SIGNATURE Louis W Grant

I. RATEE IDENTIFICATION DATA

1. NAME (Last, First, Middle Initial)	2. SSAN	3. CURRENT GRADE
KNOX, MICHAEL A.	[redacted]	A1C

4. DAFSC	5. DUTY TITLE OR TITLE OF ADDITIONAL DUTY
12230	Life Support Apprentice

II. TYPE OF REPORT (Check appropriate block in Part A.) (Complete Part B as required.)

A: [ ] SUPPLEMENTAL SHEET (Complete Part B, Items 1 and 2 only.) [X] LETTER OF EVALUATION (Complete Part B, Items 1 thru 4.) [ ] AF ADVISOR REVIEW (Complete Part B, Items 1 and 2 only.)

B:

1. FROM	2. THRU	3. REPORT IS
17 Jun 85	26 Sep 85	[X] MANDATORY [ ] OPTIONAL

4. REASON FOR REPORT

[X]	CRO 60 OR MORE DAYS SUPERVISION	[ ]	IMPORTANT ADDITIONAL DUTY
[ ]	CRO LESS THAN 60 DAYS SUPERVISION	[ ]	PIPELINE STUDENT
[ ]	TDY 60 OR MORE DAYS SUPERVISION	[ ]	GEOGRAPHIC SEPARATION
[ ]	TDY LESS THAN 60 DAYS SUPERVISION	[ ]	OTHER - EXPLAIN IN SECTION III

III. COMMENTS

FACTS AND SPECIFIC ACHIEVEMENTS: A1C Knox accomplishes all assigned tasks in an exceptional manner. A1C Knox is presently assigned to the wing consolidated aircrew chemical warfare section and is responsible for the inspection and maintenance of 100 sets of aircrew chemical defense mobility "D" bags, 505 CRU-80/P filter packs, and 505 MBU-13/P chemical biological oxygen masks. A1C Knox also assists life support training in the decontamination of aircrew members during chemical warfare continuation training. STRENGTHS: A1C Knox is quick to grasp instructions, and requires minimum supervision in completing any and all assigned tasks. His behavior, personal appearance, and military bearing have been exceptional. EDUCATIONAL AND TRAINING ACCOMPLISHMENTS: A1C Knox has completed his career development course in minimum time and in an exceptional manner. He is presently awaiting his end of course examination. A1C Knox is eager to learn all aspects of this career field. His is continuing his college education thru West Florida University during his off-duty time.

IV. EVALUATOR IDENTIFICATION DATA

1. NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND, LOCATION	2. DUTY TITLE	3. DATE
MARK L. CHANCEY, SrA, USAF 1st Special Operations Wing (MAC) Hurlburt Field, Florida	Assistance NCOIC Wing Life Support Training	26 Sep 85
	4. SSAN: [redacted]	5. SIGNATURE: Mark L Chancey

AF FORM 77 AUG 82 PREVIOUS EDITION WILL BE USED.

SUPPLEMENTAL EVALUATION SHEET

U.S. Government Printing Office: 1983—420-879/1771

4 OCT 1985

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

REPLY TO
ATTN OF: CC

16 Sep 86

SUBJECT: Recommendation for Below the Zone Consideration
AIC Michael A. Knox, [redacted]

TO: DPMQ

1. Airman Knox has performed his duties in the capacity of life support technician in an outstanding manner. He is a dedicated individual who strives for perfection in all his undertakings. This has been exemplified by the support he has provided to the squadron while on temporary duty at other locations as well as while at home station. He has been responsible for inspecting, repairing, and maintaining survival vests, flying helmets, and other life support equipment. He goes that proverbial "extra mile" in the performance of the tasks of his Air Force specialty.

2. In addition, Airman Knox has contributed greatly to the welfare of the squadron by acccmplishing jobs above and behond the norm. This has included the building of status boards, installation of a sprinkler system around our building, and various other self help projects.

3. Airman Knox is actively pursuing a higher education during off duty time and has amassed 106 credit hours towards his degree in Industrial Technolgy.

4. It is with pride that I nominate AIC Knox for consideration for Below the Zone Promotion.

GEORGE E. JOHNSON, Lt Col, USAF
Commander

DEPARTMENT OF THE AIR FORCE
55TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
EGLIN AIR FORCE BASE, FLORIDA 32542-5000

REPLY TO ATTN OF: CC

22 Oct 86

SUBJECT: Letter of Appreciation

TO: 20 SOS/CC

Please extend my appreciation to A1C Michael A. Knox of your Life Support Section. His assistance with our night vision goggle program was invaluable. A1C Knox' generous sharing of his time and expert advice allowed the 55th to prepare and field our newly acquired ANVIS goggles shortly after their delivery. We greatly appreciate A1C Knox' attitude and assistance.

Bennie D. Orell

BENNIE D. ORRELL, Lt Colonel, USAF
Commander

DOR

Mike,

Thanks for representing the 20th so well. I appreciate your professionalism.

J E Johnson, LTC
20SOS/CC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 834TH COMBAT SUPPORT GROUP (MAC)
HURLBURT FIELD, FLORIDA 32544

REPLY TO ATTN OF DPMAP

3 Oct 86

SUBJECT Selection Board Appearance Notification

TO 20 SOS/CCQ

1. The Airman/NCO of the Quarter selection board will convene at 0800 hours on 9 Oct 86, in the 834th Combat Support Group Conference Room, Building 90213. The Senior NCO of the Quarter selection board will convene at 0800 hours on 10 Oct 86, in the 834th Combat Support Group Conference Room. The following individuals have been nominated for Hurlburt Field Airman/NCO/Senior NCO of the Quarter:

TIME	NAME	GRADE	UNIT
1430	Selfridge, John	SMSgt	20 SOS
1050	Knox, Michael A.	A1C	20 SOS
1600	Dawson, Clark F.	TSgt	20 SOS

2. Please notify your nominee to appear before this board in light blue shirt/blouse with short sleeves uniform. The shirt may be with or without epaulets but without a tie.

C. R. TATUM
Chief, Customer Assistance Section

DP FL 225

MAC--THE BACKBONE OF DETERRENCE

A1C Knox -
pls return for your records & AFR folder
DW

FROM : 1 SOW/LGTO 10 Nov 86

SUBJECT : Semiannual Staff Assistance Visit

TO: 20 SOS/DALS(VCO)

1. On 10 Nov 86 a seimannual staff assistance visit was conducted to discuss the following items:

a. Operations and Maintenance Cost(s)
b. Fuel and Oil Consumption
c. Vehicle Rotation Plan
d. Vehicle Abuse
e. Vehicle Misuse
f. Previous Inspections
h. VCO Guidebook

2. A1C KNOX was present during the staff assistance visit. The following is a list of problem areas that were noted:
N/A

3. Your VCO guidebook overall rating for the first 6 months is outstanding.

4. Please notify by letter of the actions taken on the suggestions made during the visit (if applicable) within 30 days from receipt of this letter.

Frances H Hudson

Frances H. Hudson, A1C, USAF
Vehicle Control Function

DO
DOR
MW
pls pass my thanks to A1C Knox

Mike -

I am truly impressed with your "can-do" attitude and tireless professionalism. If the 20th SOS needs something done and done right, you have always been the man for the job. These qualities will serve you well as either commissioned or non-commissioned officer. You lead by example - that's what it's all about.

Thanks. MAJOR WALKER



Col. Leonard Butler-Commander of the 1st Special Operations Wing addresses a gathering, after landing the first of two HH-53H Pave Low helicopters slated for the wing. (USAF photo by SSgt. Charles Taylor, Det. 8, 1361st AVS).

Hurlburt gets first additional HH-53; Another pave Low slated here soon

by A1C Cheryl Johnson
1st SOW Public Affairs

The 1st Special Operations Wing received the first of two additional HH-53H Pave Low helicopters, Friday.

Piloting the new arrival from the Naval Air Rework Facility in Pensacola to Hurlburt, Col. Leonard Butler made the 20-minute journey with Lt. Col. Louis Grant and a crew from the 20th Special Operations Squadron. The helicopters will replace two that were lost in accidents in 1984.

In a ceremony at Pensacola Naval Air Rework Facility, just prior to takeoff, the helicopter was dedicated to the crew from the 20th SOS who died during a 1984 accident in the Philippines. The 20th SOS, commanded by Lt. Col. Grant, flies the HH-53H and is the only special operations helicopter squadron in the active Air Force.

The NARF modified the two CH-53 helicopters, to HH-53 gunship configuration. The efforts included modifying the autopilot system for hovering, secure voice communications, a radar warning system and an inflight refueling system.

THe HH-53 carries a six-person crew and can travel up to 196 mph for a range of 600 miles without refueling.

With the ability to transport 37 passengers or 16 litters and 4 medical attendants, or 13,000 pounds of cargo, the Pave Low versions of the helicopter first arrived at Hurlburt Field in May 1980, to enhance the 1st SOW's special operations mission.

The two additional aircraft will bring the unit's total possessed helicopters to nine.

The FY 86 Defense Authorization Bill calls for the modification of 10 additional helicopters to the Pave Low configuration.



HIGH AND MIGHTY — The MH-53H Pavelow of the 1st Special Operations Wing travels along the beach front of Destin, Fla. The helicopter is assigned to the 20th Special Operations Squadron, also known as the "Green Hornets". This is the only special operations helicopter squadron in the active Air Force.

The squadron's primary mission is to conduct day or night low level penetration into hostile or enemy territory to accomplishment clandestine infiltration/exfiltration, aerial gunnery support, and reenforcement and resupply of unconventional warfare forces throughout the world. These operations include tactical low-level navigation, night vision goggle operations, and psychological warfare.

The unique capabilities of helicopters allow the 20th to operate from unprepared landing zones in any type of terrain and in inaccessible areas.

Highly trained and motivated members of the 20th SOS are ready and willing to perform their mission "Any Time, Any Place. (USAF photo by SSgt. Kay Pellum, Det. 8, 1361st AVS)

Helicopter crashes on Nellis range

An HH-53H Helicopter assigned to the 1st Special Operations Wing crashed on the Nellis AFB, Nev., training range May 21, killing one crewman.

The aircraft was on a routine low-level training mission. Twenty-two people were aboard, including elements of the 2nd battalion, 75th Ranger Regiment, Ft. Lewis, Wash. Fourteen people were treated and released at the Nellis base hospital, seven were admitted and are in stable condition.

Killed in the crash was co-pilot Maj. Richard C. Brims, 40, 20th Special Operations Squadron.

Officials said the helicopter crashed at 12:35 a.m. Pacific time. Cause of the accident is unknown, but a board of officers is investigating the crash.

UH-1N Twin Engined Huey

Initially designated the Bell Model 208, the Model 212 'Twin' was the result of Bell's desire to give the Huey more power plus the safety feature of two engines. On 1 May 1968 Canada approved the development of a twin engined UH-1 with the stipulation that power be supplied by a PT6T-3 Turbo Twin Pac built by Pratt & Whitney Aircraft of Canada — the military designation being T400. The Canadian government ordered fifty of these aircraft under the initial designation CUH-1N, later designating it the CH-135. Simultaneously, orders were received from the US military — seventy-nine for the Air Force, Forty for the Navy, and twenty-four for the Marine Corps, all under the designation UH-1N. The Twin made its first flight in April of 1969 with USAF deliveries beginning in October of 1970 — Canadian deliveries began in May 1971 with those to the USN and USMC following shortly. From 1973 to 1978 the Navy and Marines took possession of an additional 159 UH-1N models.

The twin engines produce 1.800 shp, driving a 48 foot 'thin tip' rotor with an increased cord of 3 inches. One engine operating can continuously deliver 800 hp. As an increased anti-torque measure, twin Hueys have the tail rotor mounted on the right side of the tail fin. The twin engine UH-1N Huey is easily differentiated from their single engined predecessor by the redesigned engine cowl which incorporates twin intakes, twin exhausts, and a wider, flatter profile. Another distinguishing feature is the streamlined nose with smaller chin windows. The UH-1N can carry fourteen passengers plus the pilot. Gross weight of the all aluminum aircraft is 12,000 pounds. A 215 gallon fuel capacity permits a range of nearly 300 miles. A noteworthy achievement occurred during 1973 when the twin Huey received full IFR certification. The IFR rating required the installation of improved electronics, a new instrument panel, and stabilizer controls.

The Air Force uses its twin engined Hueys for pilot training, rescue, recovery, missile site support, VIP transport, and counter-insurgency (COIN) operations. A later modification to Air Force UH-1N model was the installation of two forty-five gallon fuel tanks just forward of the tailboom allowing an extra hour of flight. Marine Corps twin Hueys spend much of their operational time at sea as part of Marine deployment around the world.

Bell Twin 212

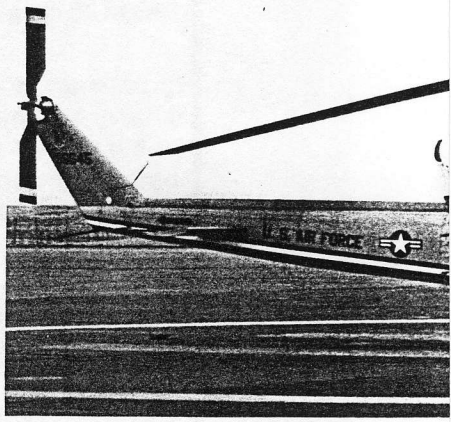
Having the safety feature of a second engine, Bell anticipated that the twin Huey would become popular on the civil market. It did and the commercial version, called the 'Twin 212', went into full scale production during the Fall of 1970. The twin has dual hydraulic systems and dual AC power systems. Operational equipment includes an internal rescue hoist, inflatable nylon flotation gear, and high skid gear.

VH-1N

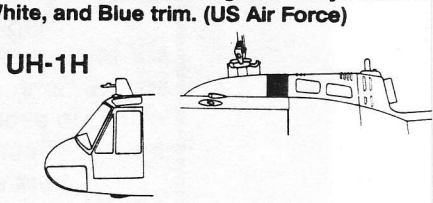
Marine Corps UH-1Ns twins were converted to VH-1Ns as staff transports, and six twins were converted as Presidential staff transports. Among the special features on these Hueys are plush interiors, boarding steps, and highly polished exterior surfaces. A number of USAF VH-1Ns serve as VIP transports with the 1st Helicopter Squadron at Andrews AFB.

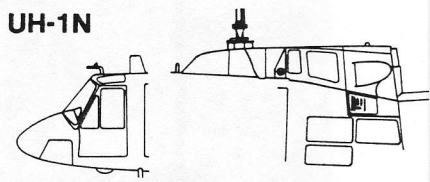
HH-1N

Similar to the HH-1H Crash-Rescue Huey, the Air Force pressed twenty-two twin engine Hueys into service for rescue work, many with the Air Force Reserve. A follow-on order in 1970 added another thirty HH-1Ns. Ten aircraft were assigned to the 20th Special Operations Squadron (SOS) at Hurlburt Field for support of COIN operations and anti-terrorist missions. Painted in unusual 'tri-tone' mottled camouflage patterns, these aircraft are fitted with the tools of anti-guerrilla warfare which include advanced electronics, insertion-extraction apparatus, armor plating, psywar loudspeakers, and heavy weapons systems. Also fitted are internal rescue hoists and electronics similar to that carried on the HH-1H. The HH-1H is being phased out in favor of the HH-60 Blackhawk.

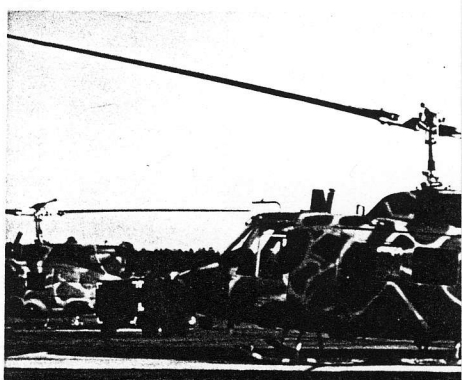


(Above) One of two UH-1Ns used by the USA 1979/80. These twin engined Hueys were fir White, and Blue trim. (US Air Force)





(Below) One of five UH-1Ns used by the USAF (SOS) at Hurlburt Field, FL. The non-standard Light Brown segmented by Light Gray contin Vietnam war, these Hueys bear a minimum o emblem on the tail boom. Early 1982. (Mike



On land or in air, Eglin AFB arsenal show was a blast

By Steve Rushing
News Journal

Whether your tastes run toward the old or the new, the fast or the slow, or the big or the small, Eglin Air Force Base's Open House had something to offer everyone.

It was hot and windy Saturday afternoon, and the threat of rain was constant, but that did not deter thousands of visitors from coming out to witness the U.S. Air Force "show its stuff."

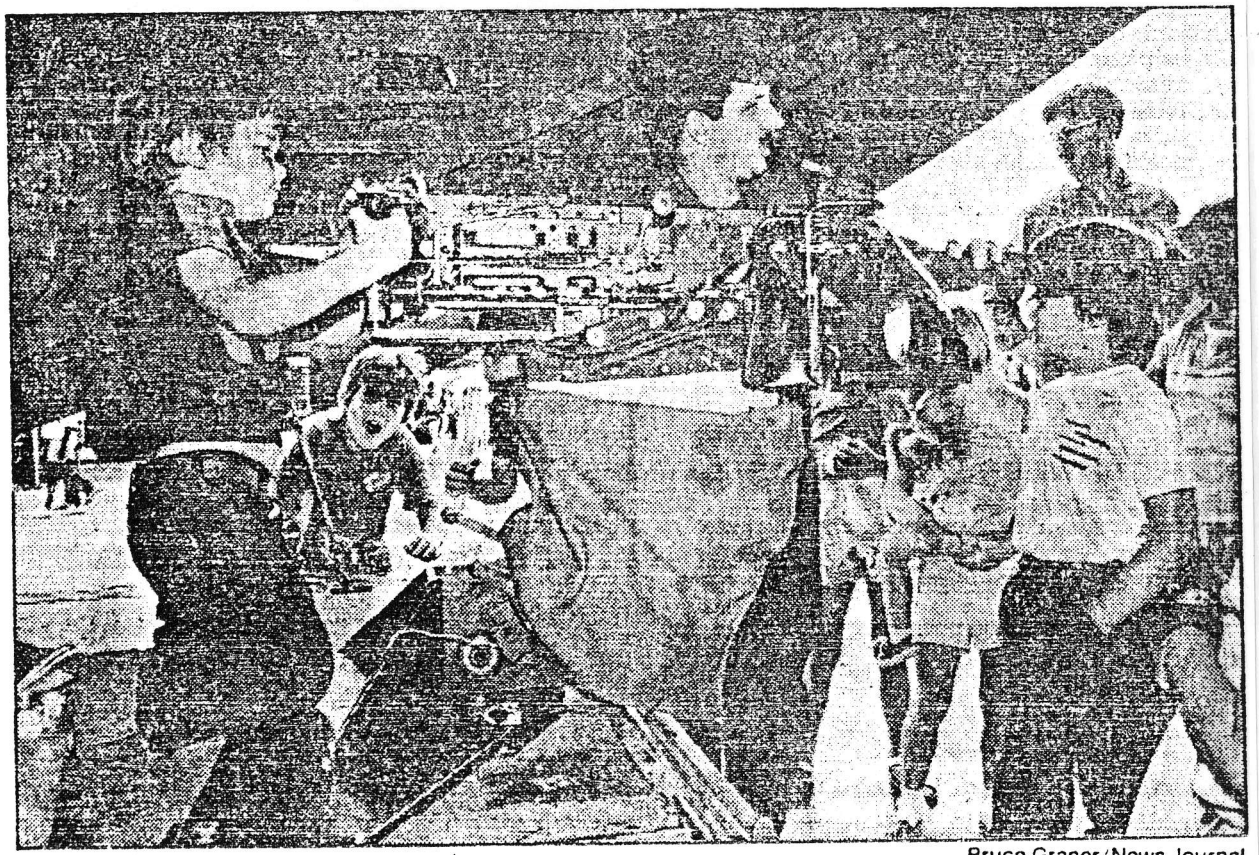
The exhibitions were numerous and well organized, and included fire-fighting equipment and vehicles, tanks, a live pararescue and cargo drop demonstration, a presentation by the narcotic and explosive detecting canine corps, and, of course, the awesome aircraft arsenal of the Armed Forces.

One of the more popular aircraft on display, evidenced by the constant stream of kids manning the cockpit, was the AH-64 Apache, a U.S. Army attack helicopter. Chief Warrant Officer Ed Lee, an Apache pilot instructor, called the Apache, "a new, modified version of the AH-1 Cobra, the aircraft I flew in Vietnam."

As with most newer aircraft, what attracted Lee to the Apache was an improved weapons systems capability.

"The Hellfire laser-guided missile, of which the Apache can carry 16, is the biggest armament advantage the Apache has over the Cobra, but equally important to the pilot is the fact that with added night vision devices we can fly the Apache in total darkness, without fear of visual detection."

A virtual history of military aircraft was on display, from the C-130 cargo plane and the Navy's P-3 Orion anti-submarine warfare aircraft to the Royal Air Force's KC-135 tanker. For those whose tastes ran above the speed of sound, a number of fighter aircraft were on hand, including F-111s, F-15s, and F-4 Phantoms.



Bruce Graner/News Journal

Four-year-old Jacob Zipfel tries out for the tail gunner position on a MH-53H helicopter while Staff Sgt. J.D. Smith tells curious spectators about the 50-caliber machine gun the youngster is aiming.

But for many nostalgia buffs, the highlight was "The First Lady," Lockheed's first production model of the C-130. The First Lady made her maiden voyage April 7, 1955, and is the oldest Hercules gunship still flying missions. She currently performs missions with the 919th Special Operations Group stationed at Duke Field, and logged over 4,500 hours of combat flying time in Vietnam.

Another aircraft that seemed of particular interest was the Advanced Range Instrumentation Aircraft (ARIA). The idea for this aircraft was born in 1962 when President John F. Kennedy promised "a man on the moon by the end of the decade." The ARIA has played a vital part in America's space program, providing spacecraft tracking and data relays when ground stations, due to their locations, could not.

As the huge crowd enjoyed the aerial demonstrations, chatted with pilots and flight crews, and photographed all the aircraft inside and out, one young ROTC cadet's mind was years in the future.



UH-1C of the 227th AHB, 1st Cavalry Division, Delta Company at Bong Son AO in 1967.

A heavily armed UH-1D of the Royal Australian Air Force. Both the South Vietnamese and the Australians used heavily armed UH-1Ds.

A twin engined UH-1N of the USAF's 20th Special Operations Squadron at Hurlburt Field, Fl in 1982.

An early Marine Corps UH-1E a

~~Color~~

1986

UH-1 Huey / Gunslingers

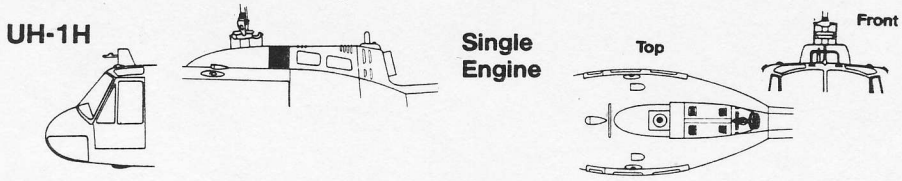
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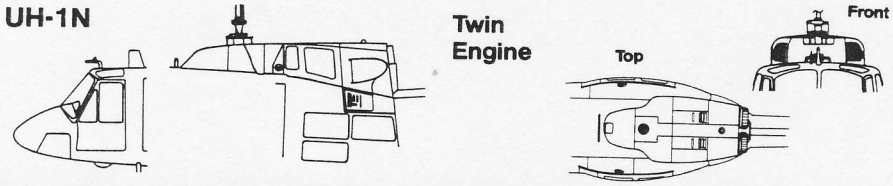
Wayne Mutza

Lou Drendel

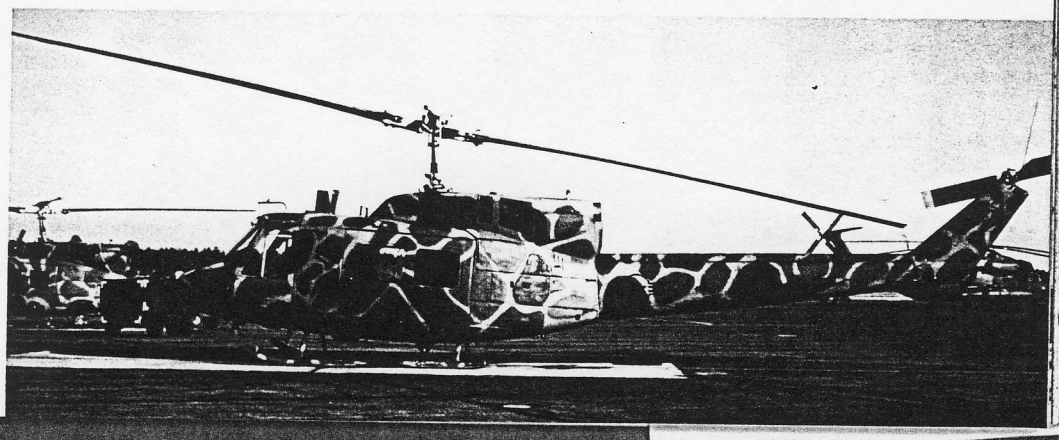


(Above) One of two UH-1Ns used by the USAF 475th Air Base Wing at Yokota AB, Japan in 1979/80. These twin engined Hueys were finished in Light Gray with White Roofs and Red, White, and Blue trim. (US Air Force)





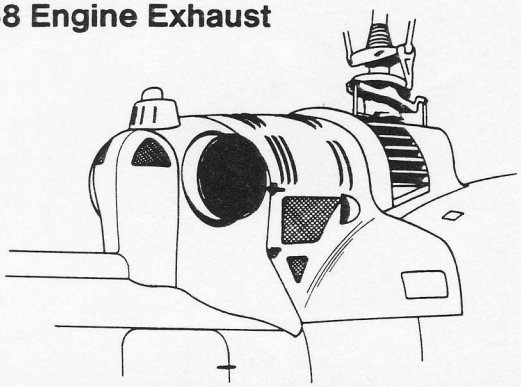
(Below) One of five UH-1Ns used by the USAF's obscure 20th Special Operations Squadron (SOS) at Hurlburt Field, FL. The non-standard camouflage of Light Green, Dark Green, and Light Brown segmented by Light Gray continues onto the skids. Like their ancestors of the Vietnam war, these Hueys bear a minimum of markings and carry the same 'Green Hornet' emblem on the tail boom. Early 1982. (Mike Campbell)





bove) A TH-1F trainer of the 37th ARRS at Ellsworth AFB during SAC ercise 'Global Shield 79'. (US Air Force)

-58 Engine Exhaust





ght) When armed the UH-1F became the UH-1P, unique to the USAF th SOS Green Hornets. 20th SOS Hueys supported highly classified oss-border' operations in Southeast Asia and comprised the only mbat helicopter squadron in the history of the Air Force. This UH-1P been fitted with an XM-93 minigun and rocket pod. Downward bility through the 'chin bubbles' was sacrificed for the addition of or plates installed for added crew protection.(via author)

Crash happened when pilot dodged

No official cause listed in Nevada accident which killed Hurlburt Field man

By Barbara Janesh
News Journal

FORT WALTON BEACH — A helicopter crash that killed a Hurlburt Field man in May occurred as the chopper's pilot tried to keep it from colliding with another aircraft, according to an Air Force report of the incident.

The report, issued by the headquarters of the 23rd Air Force at Scott Air Force Base, Ill., does not list an official cause of the accident. It does, however, recount the events leading up to the May 21 crash at Nellis Air Force Base, Nev., and provides details of the accident itself.

An additional Air Force report on the crash has been classified and will not be released, according to Vincent P. Murone, chief of the reports branch of the Directorate of Aerospace Safety.

Maj. Richard C. Brims, 40, a native of Phoenix, Ariz., and a member of the 1st Special Operations Wing at Hurlburt Field, died in the crash. Brims, according to the Air Force report, suffered a skull fracture and a severed spinal cord. Twenty-one other people were injured in the accident.

Brims and several other 1st SOW members were participating with Army personnel in a joint 12-hour training flight as part of a field training exercise when the crash occurred.

The Hurlburt Field HH-53 helicopter was one of nine that left Biggs Army Air Field, Texas, enroute to Nellis in the early evening May 20. The choppers completed four air refuelings with an HC-130 tanker, during which one of the helicopters developed a mechanical problem and left the mission.

Flying in formation, the remaining eight choppers went on to land at an unnamed site before traveling to a location northwest of Nellis, according to the Air Force report.

As darkness descended on them, the crew donned special night vision goggles that enabled them to see the surrounding terrain. The choppers split into two groups, with four proceeding into a narrow valley that varied in width from one-half to one-tenth of a nautical mile, according to the Air Force report.

The chopper carrying Brims was the last to enter the valley. As it did, the helicopter that immediately preceded it began to close in on one of the others and attempted to re-position itself by turning left and then banking right, according to the report.

Brims' helicopter closed to within 72 feet (one rotor diameter) of the lead helicopter and Brims, in the right pilot's seat, took evasive action.

According to the report, he turned the chopper's nose up 15 to 25 degrees and made a steep right bank. At the same time, however, the helicopter began losing forward speed, falling from 50 to 25 knots.

The chopper went off to the right, its tail skid and tail rotor blades hitting the crest of a hill. The aircraft then spun until its main rotor blade tips hit the ground, flapped up and then down, struck and severed the tail pylon from the helicopter.

The fuselage continued to rotate and eventually came to rest upside down in a stream bed in the valley. As it rolled over, two of the chopper's tanks burst open, spraying fuel that ignited and destroyed the aircraft.

Five crewmembers and 16 passengers were able to escape before the chopper crashed or after it hit the ground. Loss of the helicopter is estimated at more than $25 million.

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RITE OF CHRISTIAN BURIAL

United States Air Force Academy Chapel
1200 Hours, 31 May 1986
In Honor And Memory Of

MAJOR RICHARD CULLEN BRIMS

27 December 1945 - 21 May 1986

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MASS OF THE RESURRECTION

PRIEST: The grace of the Lord Jesus Christ and the love of God and the fellowship of the Holy Spirit be with you all.

PEOPLE: And also with you.

PRIEST: I bless the body of Dick Brims and recall Dick's baptism of which Saint Paul writes: All of us who were baptized into Christ Jesus were baptized into his death. By baptism into his death we were buried together with him, so that just as Christ was raised from the dead by the glory of the Father, we too might live a new life. For if we have been united with him by likeness to his death, so shall we be united with him by likeness to his resurrection.

On the day of Dick's baptism, Dick put on Christ. In the day of Christ's coming, may Dick be clothed in glory.

FIRST READING: (sit) A Reading From The Book Of Wisdom (4:7-14)

LECTOR: The just man, though he die early, shall be at rest.
For the age that is honorable comes not with the passing of time,
nor can it be measured in terms of years.
Rather, understanding is the hoary crown for men,
and an unsullied life, the attainment of old age.
He who pleased God was loved;
he who lived among sinners was transported---
Snatched away, lest wickedness pervert his mind
or deceit beguile his soul;
For the witchery of paltry things obscures what is right
and the whirl of desire transforms the innocent mind.
Having become perfect in a short while,
he reached the fullness of a long career;
For his soul was pleasing to the Lord,
therefore He sped him out of the midst of wickedness.
But the people saw and did not understand,
nor did they take this into account.
This is the Word of the Lord.

PEOPLE: Thanks be to God.

RESPONSORIAL: Psalm 23 (From Grandmother Brims' Scottish Bible)

LECTOR: The Lord my sheperd is, I'll not want.

PEOPLE: The Lord my sheperd is, I'll not want.

LECTOR: He makes me down to lie in pastures green: He leadth me the quiet waters by.

PEOPLE: The Lord my sheperd is, I'll not want.

LECTOR: My soul He doth restore again: and me to walk doth make within the paths of righteousness, Ev'n for his own name's sake. Yea, though I walk in death's dark vale, yet will I fear no ill: for thou art with me: and thy rod and staff me comfort still.

PEOPLE: The Lord my sheperd is, I'll not want.

LECTOR: My table thou has furnished in presence of my foes; my head thou dost with oil anoint, and my cup it overflows.

PEOPLE: The Lord my sheperd is, I'll not want.

LECTOR: Goodness and mercy all my life shall surely follow me: and in God's house forever more, my dwelling place will be.

PEOPLE: The Lord my sheperd is, I'll not want.

SECOND READING: A reading from the Second letter of Paul to Timothy (4:6-8, 17-18)

LECTOR: As for me, already my life is being poured out on the altar, and the hour for my departure is upon me. I have fought the good fight, I have finished the race, I have kept the faith. From now on a merited crown awaits me; on that Day the Lord, just judge that he is, will award it to me -- and not only to me but to all who have looked for his appearing with eager longing. And the Lord stood by me and lent me strength, so that I might be his instrument in making the full proclamation of the Gospel for the whole world to hear; and thus I was rescued out of the lion's jaws. And the Lord will rescue me from all attempts to do me harm, and bring me safe to his heavenly kingdom. Glory to him for ever and ever! This is the Word of the Lord.

PEOPLE: Thanks be to God.

GOSPEL ACCLAMATION: (stand)

LECTOR: Alleluia.

PEOPLE: Alleluia.

LECTOR: Come, you whom my Father has blessed, says the Lord; inherit the kingdom prepared for you since the foundation of the world.

PEOPLE: Alleluia.

GOSPEL: John (15: 12-17)

LECTOR: A reading from the Holy Gospel according to John. This is my commandment: love one another, as I have loved you. There is no greater love than this, that a man should lay down his life for his friends. You are my friends, if you do what I command you. I call you servants no longer; a servant does not know what his master is about. I have called you friends, because I have disclosed everything that I heard from my Father. You did not choose me: I chose you. I appointed you to go on and bear fruit, fruit that shall last; so that the Father may give you all that you ask in my name. This is my commandment to you: love one another. This is the Gospel of the Lord.

PEOPLE: Praise to you, Lord Jesus Christ.

HOMILY (sit)

GENERAL INTERCESSIONS:

LECTOR: That our memory of Dick will be based on how he wanted us to be: Happy, Loving, and Sharing.

PEOPLE: Lord hear our prayer.

LECTOR: That all of Dick's family, especially Chris, can find peace in knowing that he is with Christ eternally.

PEOPLE: Lord hear our prayer.

LECTOR: That through our sorrow, we may still see God's plan and realize that Dick's peace will one day be ours.

PEOPLE: Lord hear our prayer.

LECTOR: That all military members who have given the ultimate gift may rest in the peace of the Lord.

PEOPLE: Lord hear our prayer.

LECTOR: That our national leaders, especially those involved in Special Operations, be guided by wise counsel and may their decisions best serve our nation.

PEOPLE: Lord hear our prayer.

LECTOR: That current Special Operations Forces be used prudently and wisely in carrying out national policy for the betterment of all humankind.

PEOPLE: Lord hear our prayer.

LECTOR: That all humankind work towards the day when military means are no longer required for worldwide peace and justice.

PEOPLE: Lord hear our prayer.

PRESENTATION OF GIFTS: (sit)

BE NOT AFRAID

You shall cross the barren desert, but you shall not die of thirst.
You shall wander far in safety though you do not know the way.
You shall speak your words in foreign lands and all will understand.
You shall see the face of God and live.

REFRAIN: Be not Afraid. I go before you always.
Come follow me, and I will give you rest.

If you pass through raging waters in the sea, you shall not drown.
If you walk amid the burning flames, you shall not be harmed.
If you stand before the pow'r of hell and death is at your side,
Know that I am with you through it all. REFRAIN

Blessed are your poor, for the kingdom shall be theirs.
Blest are you that weep and mourn, for one day you shall laugh.
And if wicked men insult and hate you all because of Me.
Blessed, blessed are you. REFRAIN

COMMUNION HYMN:

ON EAGLES WINGS

You who dwell in the shelter of the Lord, who abide in His shadow for life,
Say to the Lord: "My refuge, my Rock in whom I trust!"

REFRAIN: And he will raise you up on eagle's wings, bear you on the breath of dawn, make you shine like the sun, and hold you in the palm of his hand.

The snare of the fowler will never capture you, and famine will bring you no fear: under His wings your refuge, His faithfullness your shield. REFRAIN

You need not fear the terror of the night, nor the arrow that flies by day; though thousands fall about you, near you it shall not come. REFRAIN

For to His angels He's given a command to guard you in all of your ways; upon their hands they will bear you up, lest you dash your foot against a stone. REFRAIN

DISMISSAL MUSIC:

LORD GUARD AND GUIDE THE MEN WHO FLY

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

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

RITE OF CHRISTIAN BURIAL

BLESSING OF THE GRAVE:

PRIEST: Lord God, through your mercy those who have lived in faith find eternal peace. Bless this grave and send your angel to watch over it. Forgive the sins of our brother, Dick, whose body we bury here. Welcome him into your presence, and with your saints let him rejoice in You forever. We ask this through Christ our Lord.

PEOPLE: Amen.

FINAL COMMENDATION AND FAREWELL:

PRIEST: Since almighty God has called our brother Dick from this life to himself, we commit his body to the earth from which it was made.

Christ was the first to rise from the dead, and we know that he will raise up our mortal bodies to be like his in glory.

We commend our brother to the Lord: may the Lord receive him into his place and raise his body on the last day.

Let us also pray for ourselves. May we who mourn be reunited one day with our brother Dick. Together may we meet Christ Jesus when he who is our life, shall appear in his glory.

PEOPLE: Amen.

DICK AND CHRIS' PRAYER FOR THEIR FAMILIES AND FRIENDS:

EPHESIAN PRAYER
(based on Ephesians 3:16-19)

May the Lord, our God, bless you with love.
May the Lord, our God, fill you with peace.
May he lead you and guide you. May he love you with compassion.
May God bless you and hold you; may he always live in you.

From the wealth of his glory, may you have power through his spirit
to be strong within yourselves and to build your lives on love.
From the wealth of his glory, may you know his love, the breadth, the length,
the height, and the depth the love of Jesus Christ.

May the Lord, our God, bless you with love,
May the Lord, our God, fill you with peace.
May he lead you and guide you. May he love you with compassion.
May God bless you, and hold you; may he always live in you.