MEMORANDUM

Date: 27 Dec 94

From: 20 SOS/CCX

To: WHOM IT MAY CONCERN

Subject: DOCUMENT CLASSIFICATION

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1. The documents contained herein are portions of the 1ST/16TH SOW histories for the dates shown on each document. The SOW histories as a whole are classified for the most part.

2. The documents in this binder are a compilation of materials from varied sources and have all been declassified if necessary. Sheets showing declassification are all posted in the last document protector for each respective binder.

3. Any materials you feel may be of questionable classification you are encouraged to bring to my attention and I will endeavor to alleviate your apprehensions.

SQUADRON HISTORIAN

File 24 87

HISTORICAL REPORT

TWENTIETH SPECIAL OPERATIONS SQUADRON (20 SOS)

1 July 1987 - 31 December 1987

COMMANDER

HORACE E. JOHNSON, Lt Colonel, USAF

MISSION STATEMENT

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

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

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

b. Helicopter shipboard operations (joint service).

c. Medical evacuation of injured personnel.

d. Humanitarian and civic action programs.

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

f. Other missions, as directed by higher headquarters.

MANNING

AUTHORIZED		ASSIGNED	ATTACHED
43	OFFICERS	44	13
85	AIRMEN	104	8
1	CIVILIANS	1	0
130	TOTALS	149	21

HH/MH-53 ACQUISITION PROGRAM (as of 27-Feb-87)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1		MAR87	APR87	MAY87	JUN87	JUL87	AUG87	SEP87	OCT87	NOV87	DEC87	JAN88	FEB88	MAR88
2														
3	PAVE LOW ACFT (H) AUTH	8	8	8	8	8	8	8	8	8	8	8	8	8
4	POSS	6	6	6	7	7	7	7	7	7	7	7	8	8
5	BAI													
6														
7	SLICK ACFT INVENTORY	27	26	25	23	23	23	23	23	23	21	20	19	19
8	SLICK ACFT AUTH	3	8	8	8	9	10	9	9	9	9	9	9	9
9	POSS	4	7	6	6	6	6	6	6	6	5	5	4	4
10	BAI	1	1	1	1									
11														
12	PAVE LOW (J) MOD	2	2	3	3	4	5	6	4	6	6	5	5	5
13	ACI PNARF	3	4	4	4	3	3	1	2	1	2	2	2	2
14	ACI KIMBLE	1	1	1	2	2	2	2	3	2	2	2	1	
15	SLEP													
16														
17	(J) MOD DELIVERED										3	5	6	7
18	(J) MOD AVAIL										3	5	6	7
19														
20														
21	PAVE LOW (H) PILOTS REQD	24	24	24	24	24	24	24	24	24	24	24	24	24
22	QUAL	22	24											
23	SHORTFALL													
24														
25	(J) PILOTS REQD	0	0	0	0	0	0	0	0	0	9	15	18	21
26	1 CREW/MO QUAL	0	0	0	0	0	0	0	0	0	10	12	14	15
27	2 CREW/MO (OCT 88)QUAL									0	10	12	14	15
28	SHORTFALL (1 CREW/MO)	0	0	0	0	0	0	0	0	0	-1	3	4	6
29	SHORTFALL (2 CREW/MO)	0	0	0	0	0	0	0	0	0	-1	3	4	6
30														
31	SLICK PILOTS REQUIRED(HRT)	9	24	24	24	27	30	27	27	27	27	27	27	27
32	QUAL	6												

HH/MH-53 ACQUISITION PROGRAM (as of 27-Feb-87)

	A	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1		APR88	MAY88	JUN88	JUL88	AUG88	SEP88	OCT88	NOV88	DEC88	JAN89	FEB89	MAR89	APR89
2														
3	PAVE LOW ACFT (H) AUTH	8	8	8	8	8	8	8	8	7	6	5	4	3
4	POSS	8	8	8	8	8	8	8	8	7	6	5	4	3
5	BAI													
6														
7	SLICK ACFT INVENTORY	18	16	12	9	7	4	2	2	2	1			
8	SLICK ACFT AUTH	9	9	9										
9	POSS	4	3	0										
10	BAI													
11														
12	PAVE LOW (J) MOD	5	6	7	6	5	5	5	5	5	5	5	5	5
13	ACI PNARF	2	2	2	3	4	4	5	4	3	3	3	3	2
14	ACI KIMBLE										1	1	1	1
15	SLEP			2	3	4	5	4	4	4	3	5	4	4
16														
17	(J) MOD DELIVERED	8	9	10	12	13	15	17	18	20	22	23	25	27
18	(J) MOD AVAIL	8	9	10	12	13	15	17	18	20	22	22	24	26
19														
20														
21	PAVE LOW (H) PILOTS REQD	24	24	24	24	24	24	24	24	21	18	15	12	9
22	QUAL													
23	SHORTFALL													
24														
25	(J) PILOTS REQD	24	27	30	36	39	45	51	54	60	66	69	75	81
26	1 CREW/MO QUAL	17	19	20	22	23	25	26	28	29	31	32	33	35
27	2 CREW/MO (OCT 88) QUAL	17	19	20	22	23	25	26	30	33	36	40	43	46
28	SHORTFALL (1 CREW/MO)	7	8	10	14	16	20	25	26	31	35	37	42	46
29	SHORTFALL (2 CREW/MO)	7	8	10	14	16	20	25	24	27	30	29	32	35
30														
31	SLICK PILOTS REQUIRED (HRT)	27	27	27	0	0	0	0	0	0	0	0	0	0
32	QUAL													

HH/MH-53 ACQUISITION PROGRAM (as of 27-Feb-87)

	A	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN
1		MAY89	JUN89	JUL89	AUG89	SEP89	OCT89	NOV89	DEC89	JAN90	FEB90	MAR90	APR90	MAY90
2														
3	PAVE LOW ACFT (H) AUTH	3	1											
4	POSS	3	1											
5	BAI													
6														
7	SLICK ACFT INVENTORY													
8	SLICK ACFT AUTH													
9	POSS													
10	BAI													
11														
12	PAVE LOW (J) MOD	5	5	5	5	5	4	2						
13	ACI PNARF	3	3	3	3	1			1	2	4	5	5	4
14	ACI KIMBLE	2	1	1	1	1	1	1	1	1	1			
15	SLEP	4	5	4	3	4	5	5	5	5	4	5	4	4
16														
17	(J) MOD DELIVERED	28	30	32	33	35	37	39	41	41	41	41	41	41
18	(J) MOD AVAIL	24	26	28	29	30	31	33	34	33	32	31	32	33
19														
20														
21	PAVE LOW (H) PILOTS REQD	9	3	0	0	0	0	0	0	0	0	0	0	0
22	QUAL													
23	SHORTFALL													
24														
25	(J) PILOTS REQD	84	90	96	99	105	111	117	123	123	123	123	123	123
26	1 CREW/MO QUAL	36	37	38	40	41	42	43	44	45	46	47	48	49
27	2 CREW/MO (OCT 88)QUAL	49	52	55	58	61	63	66	69	71	74	76	79	81
28	SHORTFALL (1 CREW/MO)	48	53	58	59	64	69	74	79	78	77	76	75	74
29	SHORTFALL (2 CREW/MO)	35	38	41	41	44	48	51	54	52	49	47	44	42
30														
31	SLICK PILOTS REQUIRED(HRT)	0	0	0	0	0	0	0	0	0	0	0	0	0
32	QUAL													

HH/MH-53 ACQUISITION PROGRAM (as of 27-Feb-87)

	A	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA
1		JUN90	JUL90	AUG90	SEP90	OCT90	NOV90	DEC90	JAN91	FEB91	MAR91	APR91	MAY91	JUN91
2														
3	PAVE LOW ACFT (H) AUTH													
4	POSS													
5	BAI													
6														
7	SLICK ACFT INVENTORY													
8	SLICK ACFT AUTH													
9	POSS													
10	BAI													
11														
12	PAVE LOW (J) MOD													
13	ACI PNARF	2	1											
14	ACI KIMBLE													
15	SLEP	4	2											
16														
17	(J) MOD DELIVERED	41	41	41	41	41	41	41	41	41	41	41	41	41
18	(J) MOD AVAIL	35	38	41	41	41	41	41	41	41	41	41	41	41
19														
20														
21	PAVE LOW (H) PILOTS REQD	0	0	0	0	0	0	0	0	0	0	0	0	0
22	QUAL													
23	SHORTFALL													
24														
25	(J) PILOTS REQD	123	123	123	123	123	123	123	123	123	123	123	123	123
26	1 CREW/MO QUAL	50	51	52	53	54	55	56	57	57	58	59	60	60
27	2 CREW/MO (OCT 88)QUAL	83	86	88	90	92	94	96	98	100	102	104	106	108
28	SHORTFALL (1 CREW/MO)	73	72	71	70	69	68	67	66	66	65	64	63	63
29	SHORTFALL (2 CREW/MO)	40	37	35	33	31	29	27	25	23	21	19	17	15
30														
31	SLICK PILOTS REQUIRED(HRT)	0	0	0	0	0	0	0	0	0	0	0	0	0
32	QUAL													

HH/MH-53 ACQUISITION PROGRAM (as of 27-Feb-87)

	A	BO	BP	BQ	BR	BS	BT	BU	BV	BW	BX	BY
1		OCT93	JAN94	APR94	JUL94	OCT94	JAN95					
2												
3	PAVE LOW ACFT (H) AUTH											
4	POSS											
5	BAI											
6												
7	SLICK ACFT INVENTORY											
8	SLICK ACFT AUTH											
9	POSS											
10	BAI											
11												
12	PAVE LOW (J) MOD											
13	ACI PNARF											
14	ACI KIMBLE											
15	SLEP											
16												
17	(J) MOD DELIVERED	41	41	41	41	41	41					
18	(J) MOD AVAIL	41	41	41	41	41	41					
19												
20												
21	PAVE LOW (H) PILOTS REQD	0	0	0	0	0	0					
22	QUAL											
23	SHORTFALL											
24												
25	(J) PILOTS REQD	123	123	123	123	123	123					
26	1 CREW/MO QUAL	96	100	104	108	111	115					
27	2 CREW/MO (OCT 88)QUAL	182	190	198	206	214	221					
28	SHORTFALL (1 CREW/MO)	27	23	19	15	12	8					
29	SHORTFALL (2 CREW/MO)	-59	-67	-75	-83	-91	-98					
30												
31	SLICK PILOTS REQUIRED(HRT)	0	0	0	0	0	0					
32	QUAL											

HH/MH-53 ACQUISITION PROGRAM (as of 27-Feb-87)

	A	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN
1		JUL91	AUG91	SEP91	OCT91	NOV91	DEC91	JAN92	APR92	JUL92	OCT92	JAN93	APR93	JUL93
2														
3	PAVE LOW ACFT (H) AUTH													
4	POSS													
5	BAI													
6														
7	SLICK ACFT INVENTORY													
8	SLICK ACFT AUTH													
9	POSS													
10	BAI													
11														
12	PAVE LOW (J) MOD													
13	ACI PNARF													
14	ACI KIMBLE													
15	SLEP													
16														
17	(J) MOD DELIVERED	41	41	41	41	41	41	41	41	41	41	41	41	41
18	(J) MOD AVAIL	41	41	41	41	41	41	41	41	41	41	41	41	41
19														
20														
21	PAVE LOW (H) PILOTS REQD	0	0	0	0	0	0	0	0	0	0	0	0	0
22	QUAL													
23	SHORTFALL													
24														
25	(J) PILOTS REQD	123	123	123	123	123	123	123	123	123	123	123	123	123
26	1 CREW/MO QUAL	61	62	63	63	64	65	65	70	75	79	83	88	92
27	2 CREW/MO (OCT 88)QUAL	109	111	113	114	116	118	119	129	138	147	156	165	173
28	SHORTFALL (1 CREW/MO)	62	61	60	60	59	58	58	53	48	44	40	35	31
29	SHORTFALL (2 CREW/MO)	14	12	10	9	7	5	4	-6	-15	-24	-33	-42	-50
30														
31	SLICK PILOTS REQUIRED(HRT)	0	0	0	0	0	0	0	0	0	0	0	0	0
32	QUAL													

FW 77A
TAB

DOOS (Maj Ettenson/7941) 21 DEC 1987

Tasking Order 88-1, SHIPBOARD OPS UNBRIDLED PURPOSE

1 SOW/CCE	MA	MAL	MAAM	MAAM	MACM	MACMAS	MAEM
DO	DOC	DOO	PA	SE	RM	ACFPT	LGT
LGX	LGS	DOK	20 SOS	16 SOS			
LGC							
834 CSG/CC	DPMUX	OTM					

1. MISSION: 1 SOW/DOOS has received tasking to provide six HH/MH-53s and two AC-130 for Shipboard Operations from 3-9 Jan 88 to be flown at NAS Oceana VA. Mission planners will travel to Oceana via commercial air 30 Dec 87 to prepare for applicable weapon system employment. Appropriate aircrew, staff, support and maintenance personn/equipment will deploy 3 Jan aboard organic mission aircraft or the requested SAAM aircraft (see paragraph 2). Actual employment of aircraft is scheduled for the evening of 4-8 Jan. All aircraft, personnel, and equipment are tentatively scheduled for redeployment to Hurlburt per schedule in paragraph 2.

2. EXECUTION: Schedule of events (all times are local)

DATE	TIME	ACTIVITY
30 Dec	A/R	Mission planners deploy
31 Dec	A/R	Mission planning
31 Dec	0800L	Cargo marshalling
3 Jan	A/R	Mobility processing (see para 5c)
3 Jan	1015L	SAAM (1076-01) aircraft departs HRT
3 Jan	1000L	6xHH/MH-53 depart HRT
3 Jan	1200L	2xAC-130 depart HRT
3 Jan	NLT 1600L	All aircraft arrive NTU
3 Jan	1800L	Mass briefing at NTU
4-8 Jan	TBD	Employment
9 Jan	TBD	6xHH/MH-53 depart NTU (SEE NOTE)
9 Jan	TBD	2xAC-130 depart NTU
9 Jan	1815L	SAAM (1076-02) departs NTU

NOTE: Three MH-53 will deploy to Lawson AAF to prepare for follow-on tasking. Support for those aircraft will deploy seperately from Hurlburt on 9 January. The remaining helicopters will depart Oceana for tactical training routes on return to Hurlburt.

3. ADMIN:

a. Addressees are responsible for disseminating the information contained in this Tasking Order as necessary within their functional areas to properly support this deployment.

2 1 DEC 1987

DOOS (Maj Ettenson/7941)

Tasking Order 88-1, SHIPBOARD OPS

1 SOW/CCE	MA	MAL	MAAM	MAAM	MACM	MACMAS	MAEM
DO	DOC	DOO	PA	SE	RM	ACFPT	LGT
LGX	LGS	DOK	20 SOS	16 SOS			
LGC							
834 CSG/CC	DPMUX	OIM					

1. MISSION: 1 SOW/DOOS has received tasking to provide six HH/MH-53s and two AC-130 for Shipboard Operations from 3-9 Jan 88 to be flown at NAS Oceana VA. Mission planners will travel to Oceana via commercial air 30 Dec 87 to prepare for applicable weapon system employment. Appropriate aircrew, staff, support and maintenance personn/equipment will deploy 3 Jan aboard organic mission aircraft or the requested SAAM aircraft (see paragraph 2). Actual employment of aircraft is scheduled for the evening of 4-8 Jan. All aircraft, personnel, and equipment are tentatively scheduled for redeployment to Hurlburt per schedule in paragraph 2.

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3 Jan	1015L	SAAM (1076-01) aircraft departs HRT
3 Jan	1000L	6xHH/MH-53 depart HRT
3 Jan	1200L	2xAC-130 depart HRT
3 Jan	NLT 1600L	All aircraft arrive NTU
3 Jan	1800L	Mass briefing at NTU
4-8 Jan	TBD	Employment
9 Jan	TBD	6xHH/MH-53 depart NTU (SEE NOTE)
9 Jan	TBD	2xAC-130 depart NTU
9 Jan	1815L	SAAM (1076-02) departs NTU

NOTE: Three MH-53 will deploy to Lawson AAF to prepare for follow-on tasking. Support for those aircraft will deploy seperately from Hurlburt on 9 January. The remaining helicopters will depart Oceana for tactical training routes on return to Hurlburt.

3. ADMIN:

a. Addressees are responsible for disseminating the information contained in this Tasking Order as necessary within their functional areas to properly support this deployment.

b. Each organization tasked to deploy will submit copies of personnel rosters to DPMUX and 1 SOW/DOOS **not later than 21 Dec** for preparation of TDY orders and finalization of quarters/transportation requirements. Every effort must be made to limit personnel to those absolutely required for operational support. 1 SOW/MAL will prepare a consolidated roster containing personnel from all maintenance functions. Rosters delivered to 1 SOW/DOOS will include rank, name, SSAN, organization, and security clearance. Gross numbers of personnel deploying/redeploying need to be reported to 1 SOW/DOOS NLT 21 Dec.

c. **Last minute changes cannot be accepted unless they are valid emergencies.** Each organization will coordinate changes through 1 SOW/DOOS, then each organization will walk the changes through CBPO and finance. At the conclusion of the trip, all amendments and/or missed meal forms (if any) must be collected by each organization and validated through 1 SOW/DOOS as a group.

4. LOGISTICS:

a. Spares support will be provided from deployed WRSK, mobile bench stock, local repair facility, and normal supply channels thru 23 AF/LRC.

b. Maximum use will be made of equipment, facilities, local repair capability, and other services available at deployed location. 1 SOW ADVON planning personnel will coordinate local POC support.

5. PERSONNEL:

a. All personnel will travel under orders. All personnel will have in their possession the proper military clothing (flight suits and/or fatigues/BDUs) in accordance with Air Force and 1 SOW directives. Maintenance personnel will deploy with appropriate tool kits.

b. Advance payment can be drawn at the mobility processing line. All duty will be performed on a military installation; no one will be in field conditions. Housing will be provided in off-base contract quarters in the local area. Ground transportation will be provided by a combination of military and civilian contract vehicles.

c. No formal predeployment briefing will be held. Deploying maintenance chief will be briefed by DOOS. He/she will in turn brief maintenance personnel. Aircrews will have a mass brief at TDY location. On 3 January, Mobility processing will be in the mobility hangar at 0600 for maintenance, 0700 for the 20 SOS and 0800 for the 16 SOS. Cargo will be marshalled as directed.

6. TASKING:

a. 1 SOW/DOOS: Serve as Hurlburt Field focal point for the deployment. Coordinate quarters, transportation, and other host base support at the deployed location. Transmit SAAM request message to appropriate agencies after they have been drafted by 1 SOW/MAL and LGX. Coordinate availability of personnel on the ADVON team and make necessary arrangements for their early deployment/beddown. Conduct the predeployment briefings as required.

b. 1 SOW/MA: Identify deployed maintenance chief. Provide aircraft as outlined in paragraph 1 with appropriate maintenance personnel and equipment to support the deployment. Aircraft will be configured as follows:

(1) MH-53 PAVE/HH-53

- All Pave Gear to include Radar/FLIR. Radar must be operational in all modes to include BCN and AGR. Radars must be ops tested in BCN mode using coded beacon transponder prior to deployment.

- Secure voice (UHF/FM, HF, SATCOM)

- Operational SATCOM, HF, UHF, VHF, FM

- Transponder with all modes operational to include Mode IV IFF

- Operational hoist with Fast Rope clevis and Forest Penetrator*

- Fast Rope bar installed

- Two 20-man life rafts per aircraft*

- Two stokes litters total*

- Gun mounts for all three stations on all aircraft (no guns, ammo, or ammo boxes are required)

- Operable RWR (IRCM pods not required or desired)

- Rope ladders 4ea*

*20 SOS will ensure these items are brought

(2) AC-130 require operational sensors, and fire control system, NAV/FCO secure radio "listen switch" installed, and air-refuelable.

(3) All aircraft require the complete secure comm package and NVG compatible lighting. Additional configurations may be requested by 1 SOW/DOOS and/or the applicable squadrons as they become known.

c. 1 SOW/MAL: Consolidate itemized lists of deploying maintenance personnel and equipment. Coordinate with 1 SOW/LGX to develop appropriate SAAM load plans.

d. 1 SOW/MAM: Serve as focal point for aircraft configuration. Coordinate and support all requests received from deployed 1 SOW maintenance personnel.

e. 1 SOW/DOC: Flight follow the aircraft on deployment and redeployment. Keep the 1 SOW/DO informed of mission progress as reported. Receive and process daily misreps from deployed mission commander IAW current guidance.

f. 16 SOS/20 SOS: Each unit designate to 1 SOW/DOOS a unit mission commander and provide aircrews as required. Bring COMSEC and Mode IV equipment to support all aircraft. Comply with configuration requirements of para 6b. Provide written after action comments **NLT 1 Feb 88.**

g. 1 SOW/ACFPT: Advance payment can be drawn by all deploying personnel. See para 5b for basis for payment.

h. 1 SOW/LGC: Contract required quarters and vehicles as requested by 1 SOW/DOOS via AF Form 9's. Support 39th ARRW contracting needs as requested by 1 SOW/DOOS.

i. 1 SOW/LGS: Coordinate to provide appropriate WRSK.

j. 1 SOW/LGT: Provide forklifts, K-loaders, and other ground handling equipment with drivers to marshall/upload/download SAAM aircraft during deployment and redeployment. Arrival and departure times will be provided when they become firm.

k. 1 SOW/LGX: Ensure load plans (pre, final, and redeploy) are correctly prepared. Ensure redeployment packages are delivered to appropriate POC's. Activate required mobility work areas. Coordinate availability of personnel and equipment to marshall/upload/download during deployment and redeployment. Provide 1 SOW/DOOS one copy of each load plan for each SAAM NLT 25 Dec. Provide planning support as required.

l. 1 SOW/DOK: Provide comm support as identified by 1 SOW/DOOS.

m. 834 CSG/DPMUX: Prepare TDY orders for all deploying personnel. The 1 SOW/DOOS fund cite and ESP code 6X will apply.

n. 834 CSG/OTM: Ensure airfield is open on 9 Jan to recover all returning aircraft to include the SAAM airlift.

7. REPORTS:

a. Normal AIMS, MAIRS and voice reporting is required for all deployment and redeployment missions.

b. After Action Report inputs will be prepared by each operational and support unit. These inputs will be forwarded to 1 SOW/DOOS by close of business on 1 Feb 88 for consolidation and submission to higher headquarters.

c. Required format for individual problems, observations, lessons learned, etc is (1) Subject, (2) Discussion and (3) Recommendation, to include suggested OPR. Samples of past reports are available for review at 1 SOW/DOOS.

Dale E Stovall

DALE E. STOVALL, Colonel, USAF
Commander
1st Special Operations Wing

20 SOS/CC

CURRENT AS OF
18 NOV/1945

ITINERARY
FOR THE VISIT OF
AIR STAFF BOARD MEMBERS

THURSDAY, 19 NOV 87

1. 1725 ARRIVE HURLBURT FIELD FLIGHT LINE VIA C-9
MET BY:

BRIG GEN SCOTT
COL HEETER
COL STOVALL
CAPT MOODY

2. 1725-1735 EN ROUTE TO QUARTERS (BLDG 90344, 90508, AND 90507)

23 AF/CC CAR	23 AF/CSP CAR	DV VAN	STAFF CAR
MAJ GEN AUTERY	MR GARY FLORA	BRIG GEN LUDWIG	COL FITCH
MAJ GEN SMITH	BRIG GEN RIGG	BRIG GEN CARR	COL DIXON
MAJ GEN HALL	COL HEETER	BRIG GEN MCMERTY	CAPT WEAVER
BRIG GEN SCOTT		BRIG GEN BOLES	CAPT MOODY
		BRIG GEN JACKSON	
		BRIG GEN EGGERS	
		COL DONEEN	
		COL ZIZZI	
		LGTO DRIVER	

3. 1735-1835 FREE TIME AT QUARTERS

4. 1835-1840 EN ROUTE TO OFFICERS' OPEN MESS

23 AF/CC CAR	23 AF/CSP CAR	DV VAN	STAFF CAR
MAJ GEN AUTERY	MR GARY FLORA	BRIG GEN LUDWIG	COL FITCH
MAJ GEN SMITH	BRIG GEN RIGG	BRIG GEN CARR	COL DIXON
MAJ GEN HALL	BRIG GEN SCOTT	BRIG GEN MCMERTY	CAPT WEAVER
MAJ GEN PATTERSON		BRIG GEN BOLES	CAPT MOODY
		BRIG GEN JACKSON	
		BRIG GEN EGGERS	
		COL DONEEN	
		COL ZIZZI	
		CAPT KOENIG	

5. 1840-1930 COCKTAILS (BOB HOPE RM)
(PAY AS YOU GO BAR)

6. 1930-AS REQD DINNER (GOURMET RM) 23 AF/CC HOSTING
(DRESS: CASUAL)

MAJ GEN AUTERY
MAJ GEN SMITH
MAJ GEN HALL
MR GARY FLORA
BRIG GEN RIGG
BRIG GEN LUDWIG
BRIG GEN CARR
BRIG GEN MCMERTY
BRIG GEN BOLES
BRIG GEN JACKSON
BRIG GEN EGGERS
COL DONEEN
COL ZIZZI
COL DIXON
COL FITCH
CAPT WEAVER
MAJ GEN PATTERSON
BRIG GEN SCOTT
COL HEETER
COL FLOURNOY
COL THALBERG
COL STOVALL

7. AS REQD RETURN TO QUARTERS

FRIDAY, 20 NOV 87

(NOTE: 0645 - BAGGAGE PICK-UP IN FRONT OF ROOMS)

1. 0650-0700 EN ROUTE TO DINER'S REEF, BLDG 90326

23 AF/CC CAR	23 AF/CSP CAR	DV VAN	STAFF CAR
MAJ GEN AUTERY	MR GARY FLORA	BRIG GEN LUDWIG	COL FITCH
MAJ GEN SMITH	BRIG GEN RIGG	BRIG GEN CARR	COL DIXON
MAJ GEN HALL	BRIG GEN SCOTT	BRIG GEN MCMERTY	CAPT WEAVER
MAJ GEN PATTERSON		BRIG GEN BOLES	CAPT MOODY
		BRIG GEN JACKSON	
		BRIG GEN EGGERS	
		COL DONEEN	
		COL ZIZZI	
		CAPT KOENIG	

(NOTE: CAPT KOENIG WILL TAKE BRIG GEN JACKSON'S BAGGAGE TO 23 AF BLDG)

2. 0700-0800 BREAKFAST IN DINING HALL

MAJ GEN AUTERY
MAJ GEN SMITH
MAJ GEN HALL
MR GARY FLORA
BRIG GEN RIGG
BRIG GEN LUDWIG
BRIG GEN CARR
BRIG GEN MCMERTY
BRIG GEN BOLES
BRIG GEN JACKSON
BRIG GEN EGGERS
COL DONEEN
COL ZIZZI
COL DIXON
COL FITCH
CAPT WEAVER
MAJ GEN PATTERSON
BRIG GEN SCOTT
COL STOVALL
COL HOOTEN
COL STILES
COL HODGE

3. 0800-0805 EN ROUTE TO 23 AF BLDG 1

23 AF/CC CAR	23 AF/CSP CAR	DV VAN	STAFF CAR
MAJ GEN AUTERY	MR GARY FLORA	BRIG GEN LUDWIG	COL FITCH
MAJ GEN SMITH	BRIG GEN RIGG	BRIG GEN CARR	COL DIXON
MAJ GEN HALL	BRIG GEN SCOTT	BRIG GEN MCMERTY	CAPT WEAVER
MAJ GEN PATTERSON		BRIG GEN BOLES	CAPT MOODY
		BRIG GEN JACKSON	
		BRIG GEN EGGERS	
		COL DONEEN	
		COL ZIZZI	
		CAPT KOENIG	

4. 0805-1100 23 AF BRIEFINGS (CMDR'S CONF RM)

A. 23 AF ORIENTATION (MAJ GEN PATTERSON)
B. MANPOWER (LTC HECKMAN)
C. REORGANIZATION (COL DENNIS)
BREAK
D. BASING (LTC SCOTT)
E. ACQUISITIONS/MODIFICATIONS BRIEFING (LTC SCOTT)
F. PJ ISSUES (COL CARNEY)
G. FACILITIES AND GROWTH BRIEFING

5. 1100-1120 BASE WINDSHIELD TOUR

MIL BUS

MAJ GEN AUTERY	COL DONEEN
MAJ GEN SMITH	COL ZIZZI
MAJ GEN HALL	COL DIXON
MR GARY FLORA	COL FITCH
BRIG GEN RIGG	CAPT WEAVER
BRIG GEN LUDWIG	COL STOVALL
BRIG GEN CARR	
BRIG GEN MCMERTY	
BRIG GEN BOLES	
BRIG GEN EGGERS	

6. 1120-1125 EN ROUTE TO OFFICERS' OPEN MESS

MIL BUS

MAJ GEN AUTERY	COL DONEEN
MAJ GEN SMITH	COL ZIZZI
MAJ GEN HALL	COL DIXON
MR GARY FLORA	COL FITCH
BRIG GEN RIGG	CAPT WEAVER
BRIG GEN LUDWIG	COL STOVALL
BRIG GEN CARR	
BRIG GEN MCMERTY	
BRIG GEN BOLES	
BRIG GEN EGGERS	

1120-1125 EN ROUTE TO OFFICERS' OPEN MESS

23 AF/CC CAR	23 AF/CSP CAR	DV VAN	STAFF CAR
MAJ GEN PATTERSON	BRIG GEN SCOTT	CAPT KOENIG	CAPT MOODY

7. 1125-1235 LUNCH (GOURMET RM)

MAJ GEN AUTERY	MAJ GEN PATTERSON
MAJ GEN SMITH	BRIG GEN SCOTT
MAJ GEN HALL	COL HEETER
MR GARY FLORA	COL FLOURNOY
BRIG GEN RIGG	COL THALBERG
BRIG GEN LUDWIG	COL STOVALL
BRIG GEN CARR	COL NEWTON
BRIG GEN MCMERTY	COL FLETCHER
BRIG GEN BOLES	
BRIG GEN EGGERS	
COL DONEEN	
COL ZIZZI	
COL DIXON	
COL FITCH	
CAPT WEAVER	

8. 1235-1240 EN ROUTE TO 20 SOS, BLDG 90736

23 AF/CC CAR	23 AF/CSP	DV VAN	STAFF CAR
MAJ GEN AUTERY	MR GARY FLORA	BRIG GEN LUDWIG	COL FITCH
MAJ GEN SMITH	BRIG GEN RIGG	BRIG GEN CARR	COL DIXON
MAJ GEN HALL	BRIG GEN SCOTT	BRIG GEN MCMERTY	CAPT WEAVER
MAJ GEN PATTERSON		BRIG GEN BOLES	CAPT MOODY
		BRIG GEN EGGERS	
		COL DONEEN	
		COL ZIZZI	
		CAPT KOENIG	

9. ~~1240-1310 FACILITIES AND GROWTH BRIEFING~~
1240-1325
~~1310-1355~~ MISSION/WEAPON SYSTEMS BRIEFINGS
1325-1355
~~1355-1425~~ SOPE
1355-1440
~~1425-1515~~ POWER-ON STATIC DISPLAYS - MC-130, AC-130, MH-53, H-60 (COL NEWTON)

1440-1445
10. ~~1515-1520~~ EN ROUTE TO DEPARTURE AIRCRAFT

1 SOW/CC CAR	DV VAN
MAJ GEN SMITH	BRIG GEN RIGG
MAJ GEN HALL	BRIG GEN LUDWIG
MR GARY FLORA	BRIG GEN MCMERTY
COL STOVALL	COL DONEEN
	COL ZIZZI
	COL DIXON
	COL FITCH
	CAPT KOENIG

11. ~~1535~~ 1455 DEPART HURLBURT FIELD VIA ~~C-9~~ C-5

MAJ GEN SMITH
MAJ GEN HALL
MR GARY FLORA
BRIG GEN RIGG
BRIG GEN LUDWIG
BRIG GEN MCMERTY
COL DONEEN
COL ZIZZI
COL DIXON
COL FITCH

12. 1815 ARRIVE ANDREWS AFB.

FRIDAY, 20 NOV 87

1. 1520-1525 EN ROUTE TO QUARTERS

23 AF/CC CAR	23 AF/CSP CAR	STAFF CAR
MAJ GEN AUTERY	BRIG GEN CARR	CAPT WEAVER
BRIG GEN BOLES	BRIG GEN EGGERS	CAPT MOODY
MAJ GEN PATTERSON	BRIG GEN SCOTT	

2. 1525-1700 LEISURE TIME

3. 1700-1705 EN ROUTE FOR DINNER

4. 1705-1905 DINNER TO BE DETERMINED

5. 1905 RETURN TO QUARTERS

SATURDAY, 21 NOV 87

1. 0630 PICK UP AT QUARTERS

2. 0630-0640 EN ROUTE TO GOLF CLUB HOUSE

1 SOW/CC CAR	STAFF CAR
MAJ GEN AUTERY	BRIG GEN CARR
BRIG GEN BOLES	BRIG GEN EGGERS
COL HOOTEN	COL HEETER

3. 0640-0710 BREAKFAST AT GOLF CLUB HOUSE (PAY AS YOU GO)

MAJ GEN AUTERY
BRIG GEN BOLES
BRIG GEN CARR
BRIG GEN EGGERS
COL HEETER
COL HOOTEN
COL MCADOO

4. 0710-0724 PREPARE TO PLAY

MAJ GEN AUTERY	BRIG GEN CARR
BRIG GEN BOLES	BRIG GEN EGGERS
COL HOOTEN	COL HEETER
COL HOBSON	COL MCADOO

5. 0724-1130 TEE TIME/PLAY GOLF
(NOTE: TEE TIMES ARE 0724 and 0732)

6. 1130-1230 LUNCH AT GOLF CLUB HOUSE (PAY AS YOU GO)

7. 1230-1245 EN ROUTE TO QUARTERS

1 SOW/CC CAR	STAFF CAR
MAJ GEN AUTERY	BRIG GEN CARR
BRIG GEN BOLES	BRIG GEN EGGERS
COL HOOTEN	COL HEETER

8. 1245-1315 PREPARE FOR DEPARTURE

9. 1315-1320 EN ROUTE TO FLIGHT LINE

1 SOW/CC CAR	STAFF CAR
MAJ GEN AUTERY	BRIG GEN CARR
BRIG GEN BOLES	BRIG GEN EGGERS
COL HOOTEN	COL HEETER

10. 1320L DEPART HURLBURT FIELD VIA C-21.

MAJ GEN AUTERY
BRIG GEN BOLES
BRIG GEN CARR
BRIG GEN EGGERS
CAPT WEAVER

11. ARRIVE ANDREWS AFB 1550L..

UNCLASSIFIED

01 131410Z JAN 88 RR RR UUUU FW130810

SMOTEC HURLBURT FLD FL//CV//

HQ MAC SCOTT AFB IL//XPT/XON/DOXT/SCOCY//

ZEN 23 AF HURLBURT FLD FL//DOO/DOXT/SC//

ZEN 1 SOW HURLBURT FLD FL//DO/DOXT/DOO/DOK/TH/MA/MAMP//

ZEN 20 SOS HURLBURT FLD FL//DO//

ZEN DET 8 1361 AVS HURLBURT FLD FL//DO//

ZEN 834 CRS HURLBURT FLD FL//CC/MACMA/MACMAE//

ZEN 834 AGS HURLBURT FLD FL//CC/MAAMH//

ZEN 834 EMS HURLBURT FLD FL//CC/MAEMM//

INFO HQ USSOCCOM WASH DC

USCINCSOC MACDILL AFB FL//SOJ3/SOS8//

HQ USAFE RAMSTEIN AB GE//DOS//

1 SOS CLARK AFB RP//DO//

7 SOS RHEIN MAIN AB GE//DO//

1275 TEF EDWARDS AFB CA//DO//

1361 AVS ARLINGTON VA//DO//

ZEN 8 SOS HURLBURT FLD FL//DO//

ZEN 16 SOS HURLBURT FLD FL//DO//

UNCLAS

SUBJ: MH-53H VOLANT KNIGHT, MAC TEST 15-113-86, REQUIREMENTS AND

[redacted]

MAJ KEMERER, FW, 7726

LT COL SCHWALL, CV, 6924

UNCLASSIFIED

02 RR RR UUUU FW130810

SCHEDULE

1. BACKGROUND. VOLANT KNIGHT (VK) IS A SERIES OF CLASSIFIED FLIGHT TEST WITH MC-130E, AC-130H, AND MH-53H/J AIRCRAFT. THE TEST DETAILS ARE CONTAINED IN THE VOLANT KNIGHT FOLLOW ON TEST AND EVALUATION PROJECT PLAN(S), JUNE 1987. THE MC-130E AND AC-130H TEST WERE COMPLETED IN AUG AND DEC 87. THE MH-53H TESTING WILL BE CONDUCTED 7 AND 9 MARCH 88 WITH A 10 MAR 88 BACKUP DAY. A MINIMUM OF TWO MH-53H HELICOPTERS AND THEIR SUPPORT WILL BE REQUIRED. TESTING WITH A PACAF MC-130E AND A CONUS MC-130E WITH PHASE I SOF IMPROVEMENTS IS TENTATIVELY PLANNED FOR AUG 88. MH-53J TESTING WITH BOTH SINGLE SHIP AND FORMATION MISSIONS IS TENTATIVELY PLANNED FOR NOV 88. VOLANT KNIGHT IS A MAC PRIORITY ONE TEST. THE AIR FORCE PRECEDENCE RATING IS 1-05.

2. THIS MESSAGE WILL ADDRESS THE DETAILED REQUIREMENTS NOT COVERED IN THE TEST PLAN AND SCHEDULE FOR THE MAR 88 MH-53H VOLANT KNIGHT TESTING. REQUEST THE ASSISTANCE OF ALL ACTION ADDRESSEES IN COMPLETING THE FOLLOWING ACTIONS AND THE RESPONSIBILITIES LISTED IN PARA 2.7 OF THE TEST PLAN.

A. REQUEST 20 SOS PROVIDE SMOTEC/FW THE NAME OF THE MISSION COMMANDER AND THE AIRCREW LIST AND CLEARANCES NLT 21 JAN 88. DATA

05 RR RR UUUU FW130810

1361 AVS/DO, COORDINATE DEPLOYMENT OF THE VIDEO TECHNICIAN AND EQUIPMENT.

K. REQUEST 1 SOW/DOXT PROVIDE 1 LT SOCHA AND 23 AF/DOXT PROVIDE MAJ ROHLING TO ACT AS IN-FLIGHT DATA RECORDER/TEST DIRECTOR.

L. REQUEST THE MAC TEST MANAGER, THE IN-FLIGHT TEST DIRECTORS, IN-FLIGHT DATA RECORDERS, AND THE 20 SOS MISSION COMMANDER AND POC ATTEND A FINAL PREDEPLOYMENT PLANNING MEETING AT 0800, WEDNESDAY, 2 MAR, IN THE SMOTEC CONFERENCE ROOM.

M. REQUEST HQ MAC/XPT PROVIDE FUND CITES FOR ALL TDY PERSONNEL NLT 10 FEB 88.

3. FOLLOWING IS A DETAILED SCHEDULE OF VK TEST EVENTS. REQUEST YOU NOTIFY SMOTEC/FW AND HQ MAC/XPT OF ANY CONFLICTS WITH THIS SCHEDULE.

A. 26-27 JAN: PLANNING MEETING AT SMOTEC WITH RANGE PERSONNEL.

B. 8-10 FEB: SITE SURVEY FOR DEPLOYMENT, MH-53H PILOT RANGE/ROUTE FAMILIARIZATION, PLANNING MEETING WITH RANGE PERSONNEL.

C. NLT 24 FEB 88: TDY FUND CITES TO UNITS, COORDINATE DEPLOYMENT, MAINTENANCE, BILLETING, AND SECURITY SUPPORT AT DEPLOYMENT LOCATION.

D. 2 MAR:

(1) INSTALL G-BANG BEACON ON TWO 20 SOS MH-53H.

(2) 0900: PREDEPLOYMENT MEETING AT SMOTEC.

(3) 1300: VIDEO EQUIPMENT CHECK BY DATA COLLECTORS.

E. 3 MAR: SMOTEC/FW POC DEPLOYS.

F. NLT 3 MAR: TWO 20 SOS MH-53 DEPLOY WITH REQUIRED MAINTENANCE PERSONNEL (C-130 SAAM MISSION REQUIRED)

G. 0900, 5 MAR: AIRCREW SECURITY BRIEFING AND MISSION PLANNING.

H. 7 MAR: FIRST TEST MISSION. PRIMARY AIRCRAFT AND A PREFLIGHTED GROUND SPARE REQUIRED.

I. 9 MAR: SECOND TEST MISSION.

J. 10 MAR: BACKUP MISSION AS REQUIRED.

K. NLT 11 MAR:

(1) G-BAND BEACONS REMOVED AND AIRCRAFT RELEASED FOR TRAINING AND REDEPLOYMENT, AIRCREWS DEBRIEFED.

(2) IN-FLIGHT TEST DIRECTOR AND DATA RECORDER TRANSPORTS IN-FLIGHT MISSION DATA TO RANGE CONTRACTOR.

L. 10 AND 11 MAR: MISSION REVIEW, REVIEW IN-FLIGHT TAPES.

M. THE SMOTEC/FW TEST DIRECTORS ARE LT COL MITCHELL, MAJ GENTRY, AND MAJ KEMERER, AV 579-7726/7955. THE HQ MAC/XPT TEST MANAGER IS MAJ MCALISTER, AV 576-3903/3904.

TALKING PAPER

ON

MCGHEE TYSON ANGB

MAIN THRUST - McGhee Tyson ANGB (MT) offers significantly enhanced short-, near-, and long-term tactical/Pave Low training opportunities.

DISCUSSION

- Although Hurlburt Field and Kirtland AFB afford certain unique quality training opportunities, they are critically deficient in one or more training areas.

HURLBURT FIELD:

-- Advantages: Water training, ship access, restricted LZ operations, ranges, access to "customers" for live training, favorable beddown vis a vis OPLAN tasking, OPSEC.

-- Disadvantages: Distance from mountains, winter weather.

KIRTLAND AFB:

-- Advantages: Mountain, desert training areas, favorable winter weather.

-- Disadvantages: Distance to water, lack of restricted LZs, no access to ships, no access to "customers", OPSEC, distance from SOUTHCOM obviating rapid self-deployment.

- The disadvantages of Hurlburt can be largely overcome by use of MT.

-- MT is in the mountains.

-- 'As a general rule, Knoxville is affected by the same winter weather system, but clears out a half day earlier than Hurlburt' - Sgt Anderson, 1 SOWT.

- MT has the following long-term advantages.

-- Restricted LZs abound.

-- Water training areas abound.

-- Close to SR-101, thereby accessible to aerial refuelers (MC-, HC-130s) and personnel/logistics support from Hurlburt.

-- Close to "customers".

-- Close to Norfolk for ship training.

-- Can rapidly return to Hurlburt for SOUTHCOM contingencies.

- The 20 SOS proposes short-, near-, and long-term programs:

Short term - On 21 Jan 87, deploy five MH-53Hs, departing NLT approx 1600L (crew list attached).

-- 2 ac contain CTF class.

-- 1 ac contains 20 SOS IP candidates.

-- 2 ac flown by continuation training crews.

-- Each aircraft scheduled for three night mountain sorties on deployment.

-- 22-24 Jan will schedule four lines per night.

-- 25 Jan ETR with three mountain sorties per bird (assuming Pave-capable). If some aircraft aircraft are not Pave-capable, excellent NVG formation training.

-- Robust maintenance/logistics not necessary if slick C-130E or HH-53 support authorized.

-- Consideration should be given to leaving select AGE behind (secure storage available).

Near term - Beginning 10 Feb, Anniston runs supplemented by Tuesday-out, Wednesday night mountain mission, Thursday-back.

-- Current Anniston runs contain two hours (out of 4.5) of flat-land droning and no mountain terminal operations.

-- One Pave Low capable aircraft should accrue ten mountain sorties in this 2½ day period.

-- Some semi-permanent or rotational minimum maintenance presence may be desirable.

-- MC-, HC-130 refuelings will be coordinated.

Long term - After sufficient MH-53Js are produced to satisfy initial operational requirements, a "Central Training Squadron" - type organization could beddown at MT to provide the full gamut of MH-53J special operations training for CONUS and overseas Pave Low organizations.

Major Gary L. Weikel/DO/6336/13 Jan 87

POINT PAPER

1. SUBJECT - The proficiency of individuals graduating from the CTF.

2. DISCUSSION.

- There are currently three pilots nearing completion of Pave Low AC training in the CTF. These students are typical of students we can expect to train in the future. They are the first "pipeline" students, having gone through tactical/NVG training at Kirtland AFB where they received day and night tactical checkrides. From there, they returned to Hurlburt where they were placed in the CTF exclusively for Pave Low training. This pipeline is not producing pilots fully capable of performing the 20 SOS mission.

- Take, for example, the new pilot from Hickam AFB. He is not tactically qualified so he is sent to Kirtland for day/night tactical & NVG training. While at Kirtland he receives a day tactical checkride. His night tactical checkride is completed with the exception of Day Water Hoist. He then returns to Hurlburt and is assigned to the CTF for Pave Low Aircraft Commander training. The individual is evaluated as a Pave Low Aircraft Commander without ever having flown in less than 40% illumination and theoretically, as soon as he receives a Day Water Hoist evaluation, he is fully qualified to go out and fly with 0% illumination, in multi-ship formations, on PVS/6 night vision goggles.

- The proposed solution to this problem is a Tac Qual Inter-fly consisting of six rides. The pipeline would flow as follows:

-- Kirtland Tac/NVG training - six training flights plus check started.

-- Hurlburt inter-fly ground school, CPTs and Doppler Bench (3 day).

-- Six ride inter-fly exposing individual to terminal operations on PVS/6 NVGs with less than 40% illumination.

-- Night tactical check (day water hoist) completed. Individual is now qualified in both airframes and can be used as a tactical pilot.

-- Entry into Pave Low upgrade.

- The primary advantage of the Tac Qual Inter-fly is that it expands on what the individual is taught at Kirtland and exposes him to the actual environment he's going to operate in. It allows us to evaluate the individual according to our standards fully confident that he can perform safely regardless of illumination.

- Individuals who come to the 20 SOS Tactically qualified will bypass Kirtland and go directly into inter-fly ground school followed by the six ride Tac inter-fly. Rides may be proficiencied off on the basis of performance and experience level. Individual may then be used as a tactical pilot until he enters Pave Low training.

3. Recommendation: 1 SOW/DOT sign approval of the proposed interfly training program at atch 1.

Capt Hanson/DOV/6476/jj/~~14~~ 27 Jan 87 Jan 87

cc: 1 SOW/DO
1 SOW/DOT
1 SOW/CTF
1 SOW/DOV

1 atch:
Proposed interfly program

FROM: 1 SOW/DO

7 Feb 87

SUBJ: Flying Training Requirements

TO: 1 SOW/CC

1. The attached information defines the flying training requirements and capabilities for the wing. It incorporates the AFR 50-5 formal schools (Central Training Flight) and the continuation and special qualification requirements of the three squadrons. Requirements were compiled from past studies, FY 86 data, and the FY 87 Program Flying Training Document.

2. This report will further assist in setting meaningful objectives and bring stability to our flying training program.

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

4 Atch
1. MC-130 Training Requirements
2. AC-130 Training Requirements
3. MH/HH-53 Training Requirements
4. Weapon System Capability

MC-130 Training Requirements

Formal School

160 Sorties required per year for a total of 884 hours.

13.3 Sorties required per month.

.70 Sorties/day is required based on 230 flight training days/year.

Unit Continuation

428 Sorties are required annually for a total of 2108 hours.

35.6 Sorties are required per month.

1.86 Sorties are required/flying training day based on 230 flight training days/year.

MC-130 Sortie Requirement

588 Sorties/Year

49 Sorties/Month

2.6 Sorties/flying training day.
(Home station/Wing generated training sorties)

2992 Hours are required per year to support upgrade and continuation training.

- MC-130 Formal School Assumptions

  -- Based on pilot/navigator positions.

  -- All course quotas will be filled.

  -- Course definitions and established sortie/hour requirements are accurate.

  -- Instructors and fill crew positions will be available.

- MC-130 Continuation Training Assumptions.

  -- Unit fully manned.

  -- Aircrews are upgraded to and maintained at minimum requirement IAW DOC statements and MACR 51-130.

  -- Exercise/HHQ taskings were considered and 30% of continuation/upgrade training will be accomplished on these missions.

  -- Currency accomplishments through support of formal schools were excluded.

  -- Continuation sorties/hours are event dependent.

FORMAL TRAINING

CLASS SCHEDULE FY 87

MC-130 PILOT/CO-PILOT MISSION QUALIFICATION

COURSE: MC-130P

CLASS NO.	INPUT	(CUM)	START DATE	GRAD DATE
87-01	4	(4)	6 OCT 86	19 DEC 86
87-02	2	(6)	5 JAN 87	27 MAR 87
87-03	4	(10)	2 MAR 87	22 MAY 87
87-04	4	(14)	20 APR 87	3 JUL 87
87-05	2	(16)	15 JUN 87	21 AUG 87
87-06	4	(20)	10 AUG 87	23 OCT 87

MC-130 NAVIGATOR MISSION QUALIFICATION

COURSE: MC-130N

87-01	4	(4)	6 Oct 86	19 DEC 86
87-02	2	(6)	5 JAN 87	27 MAR 87
87-03	4	(10)	2 MAR 87	22 MAY 87
87-04	4	(14)	20 APR 87	3 JUL 87
87-05	2	(16)	15 JUN 87	21 AUG 87
87-06	4	(20)	10 AUG 87	23 OCT 87

NOTE: The above classes allow the following additional programmed training:

Electronic Warfare Officers	(12)
Flight Engineers	(10)
Loadmasters	(20)
Communication System Operators	(6)

AC-130 Training Requirements

Formal School

156 Gunship sorties are required/year for total of 780 hours.

13 Sorties required per month.

.7 Sorties required/day (based on 230 flight days per year)

Unit Continuation

624 Sorties are required annually for a total of 3120 hours.

52 Sorties required per month.

2.7 Sorties/flying training day based on 230 flight training days/year.

AC-130 Sortie Requirements

780 Sorties/Year

65 Sorties/Month

3.4 Sorties are required each flying training day based on 230 flying days per year for home station/Wing generated training sorties.

390 Hours are required per year to support upgrade and continuation training.

Atch 2

- AC-130 Formal School Assumptions

  -- Historical data reduces PFT identified requirements to those shown.

  -- Each class can be graduated using 26 sorties for 5 hour/sorties.

  -- Instructor and fill crew positions will be available.

- AC-130 Continuation Training Assumptions

  -- Based on pilot/navigator positions.

  -- Unit fully manned.

  -- Aircrews are upgraded to and currency maintained at minimum requirements IAW DOC statements and MACR 51-130.

  -- Currency accomplishments through support of formal schools support were excluded.

  -- Continuation sorties/hours are event dependent.

  -- Approximately 15% of Panama flying have been credited toward unit continuation requirements.

FORMAL TRAINING

CLASS SCHEDULE FY 87

AC-130 AIRCRAFT COMMANDER MISSION QUALIFICATION

COURSE: AC-130AC

CLASS NO.	INPUT	(CUM)	START DATE	GRAD DATE
87-01	0	(0)	6 OCT 86	17 JAN 87
87-02	1	(1)	8 DEC 86	13 MAR 87
87-03	1	(2)	2 FEB 87	1 MAY 87
87-04	1	(3)	6 APR 87	3 JUL 87
87-05	1	(4)	8 JUN 87	4 SEP 87
87-06	1	(5)	3 AUG 87	6 NOV 87

AC-130 COPILOT MISSION QUALIFICATION

COURSE: AC-130CP

87-01	1	(1)	6 OCT 86	19 DEC 86
87-02	2	(3)	8 DEC 86	27 FEB 87
87-03	1	(4)	2 FEB 87	17 APR 87
87-04	1	(5)	6 APR 87	19 JUN 87
87-05	2	(7)	8 JUN 87	21 AUG 87
87-06	1	(8)	3 AUG 87	23 OCT 87

AC-130 NAVIGATOR MISSION QUALIFICATION

COURSE: AC-130N

87-01	1	(1)	6 OCT 86	15 APR 87
87-02	1	(2)	8 DEC 86	17 JUN 87
87-03	1	(3)	2 FEB 87	4 AUG 87
87-04	1	(4)	6 APR 87	8 OCT 87
87-05	1	(5)	8 JUN 87	10 DEC 87
87-06	1	(6)	3 AUG 87	12 FEB 88

NOTE: The above classes allow the following additional programmed training:

Fire Control Officers	(6)	Illuminator Operators	(1)
Electronic Warfare Officers	(8)	Sensor Operators	(6)
Flight Engineers	(2)	Aerial Gunners	(24)

HH/MH-53 Training Requirements

Formal School

420 PL Sorties are required/year for pilots.

120 PL Sorties are required/year for aerial gunners.

180 Slick Sorties are required/year for aerial gunners.

720 Sorties are required/year for a total of 2190 hours. (45 pave and 15 slick per month = 60 per month)

2.1 Pave Sorties/Flying Training day (based on 252 Flying Training days/year).

.7 Slick/pave additional sorties per flying training day are required.

Unit Continuation

673.2 Sorties are required/year for a total of 1588.8 hours to maintain basic requirements. (56 sorties per month - 50% pave)

2.7 Sorties/flying training day are required based on 252 flight training days/year.

HH/MH-53 Sortie Requirement

1393.2 Sorties/Year

116.1 Sorties/Month

5.5 Sorties are required each flying training day based on formal school using 252 flying days/year and unit continuation training using 252 flying days/year. Of all sorties required.

3.5 Need to be MH-53 aircraft.

3778.8 Hours are required for HH/MH-53 unit generated flying training.

- HH/MH-53 Formal School Assumptions

  -- Based on pilot/gunner positions.

  -- All course quotas will be filled.

  -- Course definitions and established sortie/hour requirements are accurate.

  -- Instructors and fill crew positions will be available.

- HH/MH-53 Continuation Training Assumptions

  -- Unit fully manned.

  -- Authorized are qualified aircrewmembers.

  -- Pilots are driving crew positions.

  -- Average sortie length is 2.3 hrs (based on monthly historical data for T-3 missions).

  -- 1.1 refly factor was used to account for imperfect scheduling, incomplete missions, etc.

  -- 18 sorties/semi-annual period was used and is basic AFM 51-2 requirement.

  -- Formal school support was excluded.

  -- Only basic requirements are considered and it is assumed additional sorties/hours will be required to accomplish special mission events.

  -- 252 flying training days are available throughout the annual period.

Note: Total flying hours requirement has been lowered based on benefits of HHQ/Exercise tasking.

CLASS SCHEDULE FY 87

MH-53 PILOT MISSION QUALIFICATION
MH-53 FLIGHT ENGINEER MISSION QUALIFICATION

COURSE: MH53HP
MH53HFE

87-01	2	(2)	1 OCT 86	21 JAN 87
87-02	2	(4)	3 NOV 86	23 FEB 87
87-03	2	(6)	1 DEC 86	19 MAR 87
87-04	2	(8)	5 JAN 87	9 APR 87
87-05	2	(10)	2 FEB 87	6 MAY 87
87-06	2	(12)	2 MAR 87	3 JUN 87
87-07	2	(14)	1 APR 87	3 JUL 87
87-08	2	(16)	1 MAY 87	4 AUG 87
87-09	2	(18)	1 JUN 87	1 SEP 87
87-10	2	(20)	1 JUL 87	2 OCT 87
87-11	2	(22)	3 AUG 87	5 NOV 87
87-12	2	(24)	1 SEP 87	8 DEC 87

MH-53 AERIAL GUNNER MISSION QUALIFICATION

COURSE: MH53HAG

CLASS NO.	INPUT	(CUM)	START DATE	GRAD DATE
87-01	2	(2)	1 OCT 86	20 NOV 86
87-02	2	(4)	3 NOV 86	6 JAN 87
87-03	2	(6)	1 DEC 86	2 FEB 87
87-04	2	(8)	5 JAN 87	24 FEB 87
87-05	2	(10)	2 FEB 87	23 MAR 87
87-06	2	(12)	2 MAR 87	17 APR 87
87-07	2	(14)	1 APR 87	19 MAY 87
87-08	2	(16)	1 MAY 87	19 JUN 87
87-09	2	(18)	1 JUN 87	17 JUL 87
87-10	2	(20)	1 JUL 87	18 AUG 87
87-11	2	(22)	3 AUG 87	21 SEP 87
87-12	2	(24)	1 SEP 87	21 OCT 87

ESTIMATED SCHEDULING REQUIREMENTS

MC-130

Training requirement = 49 sorties/month
MX factor is .10 and training factor is .10
Scheduling requirement is 60 sorties/month.

AC-130

Training requirement = 65 sorties/month
MX factor is .15 and training factor is .15
Scheduling requirement is 86 sorties/month.

MH/HH 53

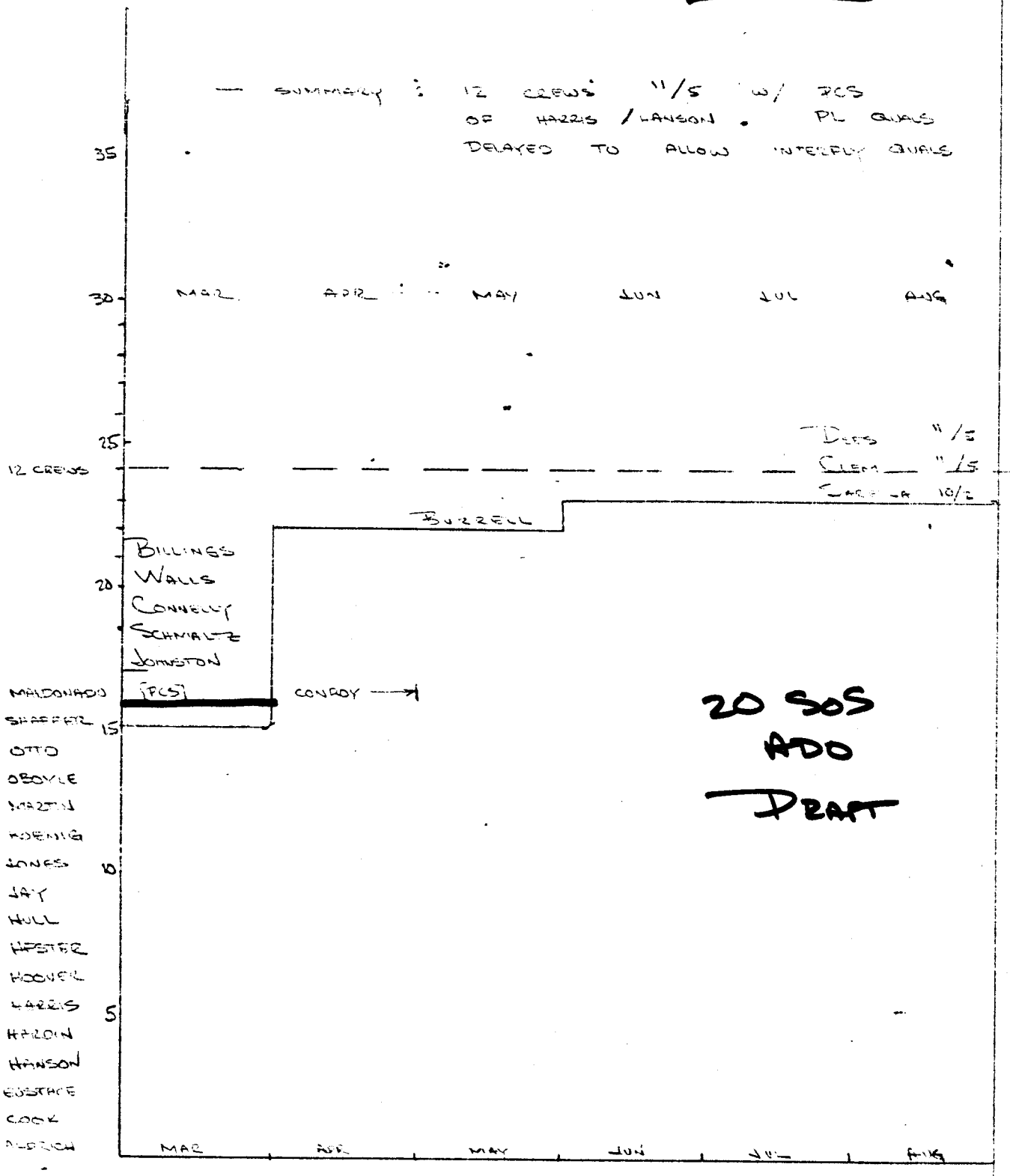
Training requirement = 116 sorties/month
-74 MH with MX and training factor of .25
Scheduling requirement is 116 sorties/month
-42 HH with MX training factor of .10
Scheduling requirement is 50 sorties/month
Total MH and HH scheduling requirement is 166 sorties/month

TRAINING REQUIREMENTS AND CAPABILITIES (Sorties)

	Feb	Mar	Apr	May
MC-130:				
Required Training	49	49	49	49
Required Scheduled	60	60	60	60
Scheduled Capability (5)	17	37	26	11
Scheduled Capability (6)	26	49	35	18
AC-130:				
Required Training	65	65	65	65
Required Scheduled	86	86	86	86
Scheduled Capability (5)	77	90	70	65
Scheduled Capability (6)	103	104	80	96
MH-53:				
Required Training	74	74	74	74
Required Scheduled	116	116	116	116
* Modified Requirement	93	93	93	93
Scheduled Capability (6)	57	104	90	84
HH-53:				
Required Training	42	42	42	42
Required Scheduled	50	50	50	50
Scheduled Capability (6)	48	67	67	74

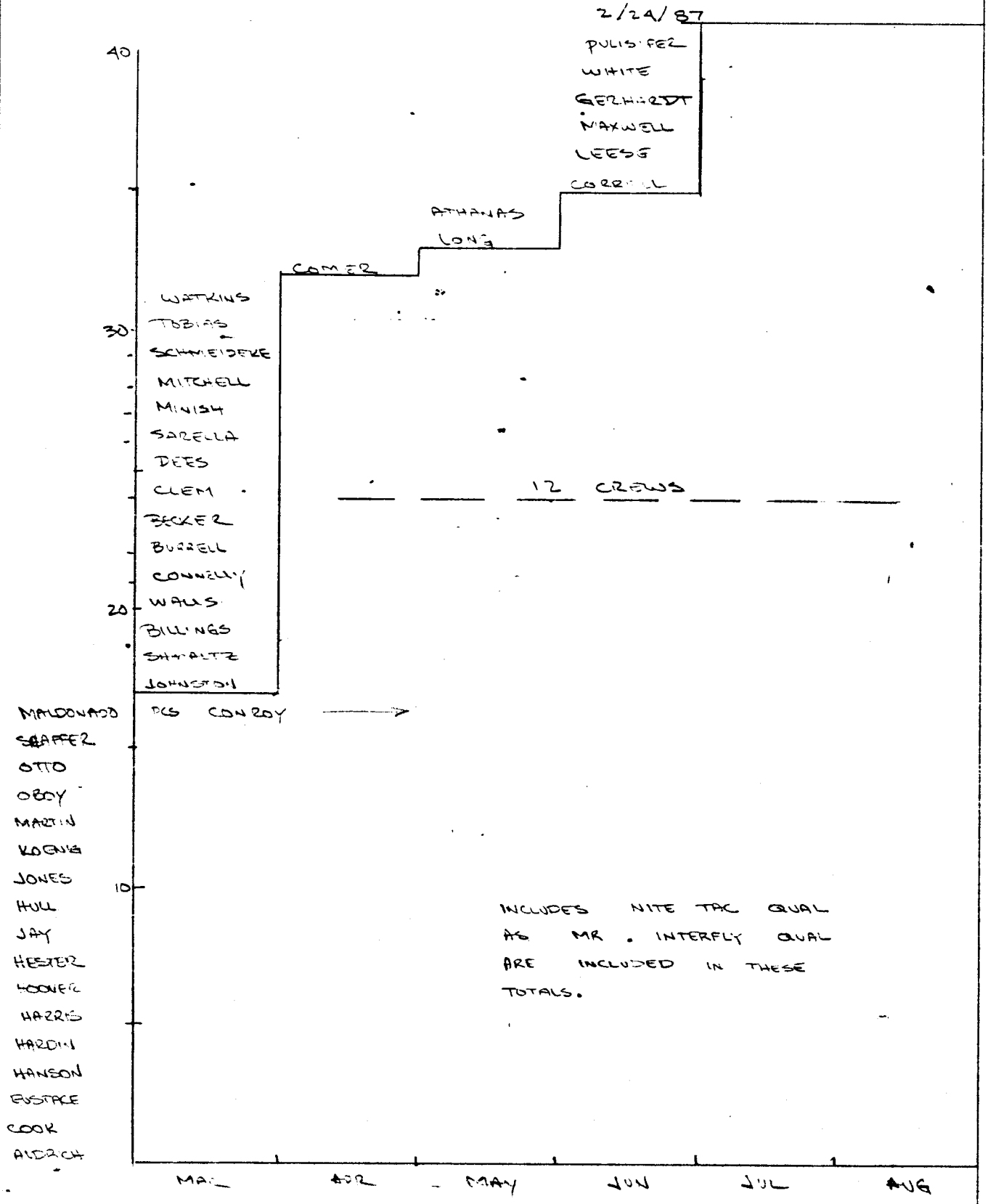
(5) Indicates 5 day flying week
(6) Indicates 6 day flying week
* Reflects current crew status

PAYE LOW MR PILOT
PROJECTION 2/24/87



42 381 50 SHEETS 5 SQUARE
42 382 100 SHEETS 5 SQUARE
42 389 200 SHEETS 5 SQUARE
NATIONAL

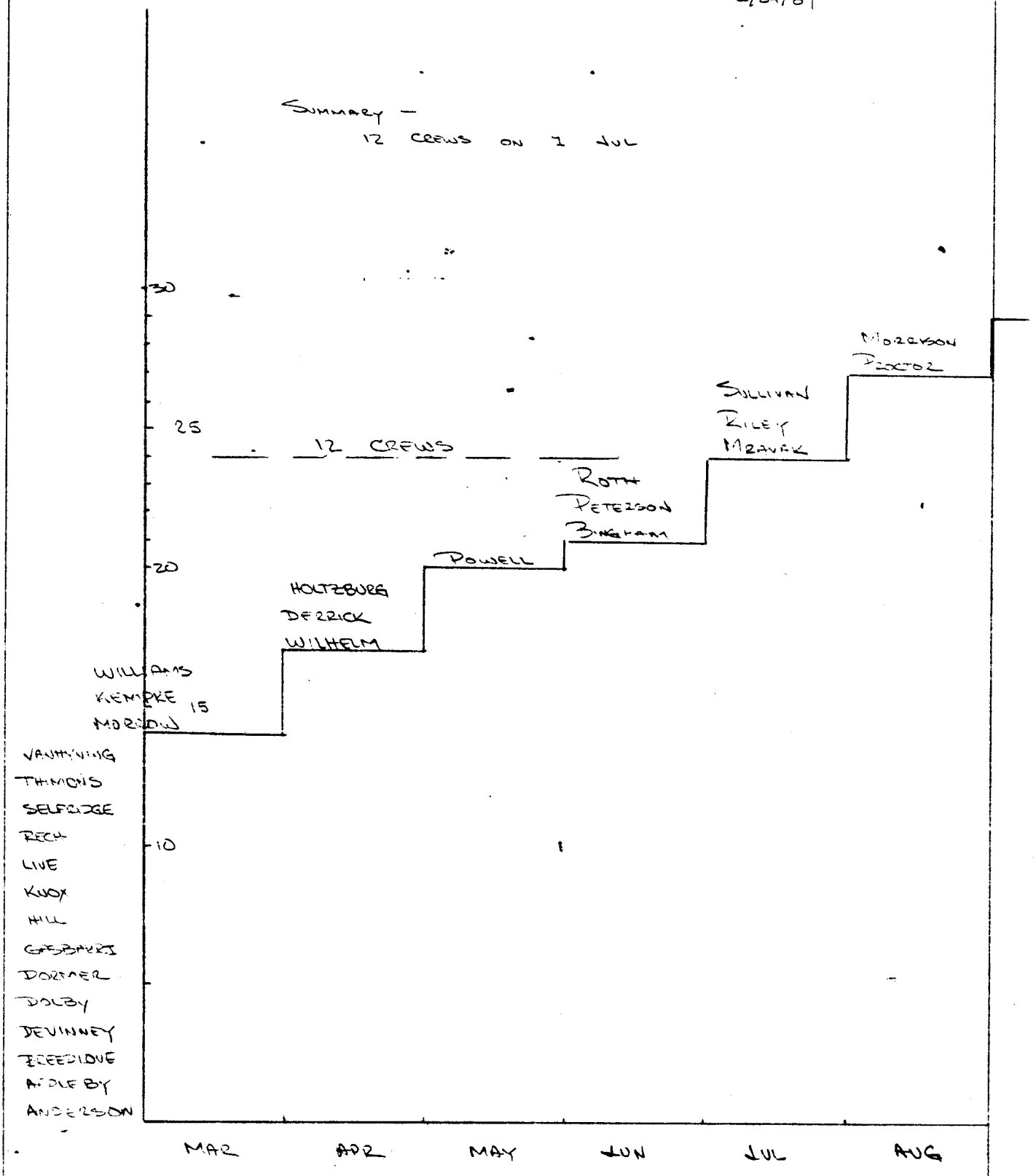
MR Pilot Projection

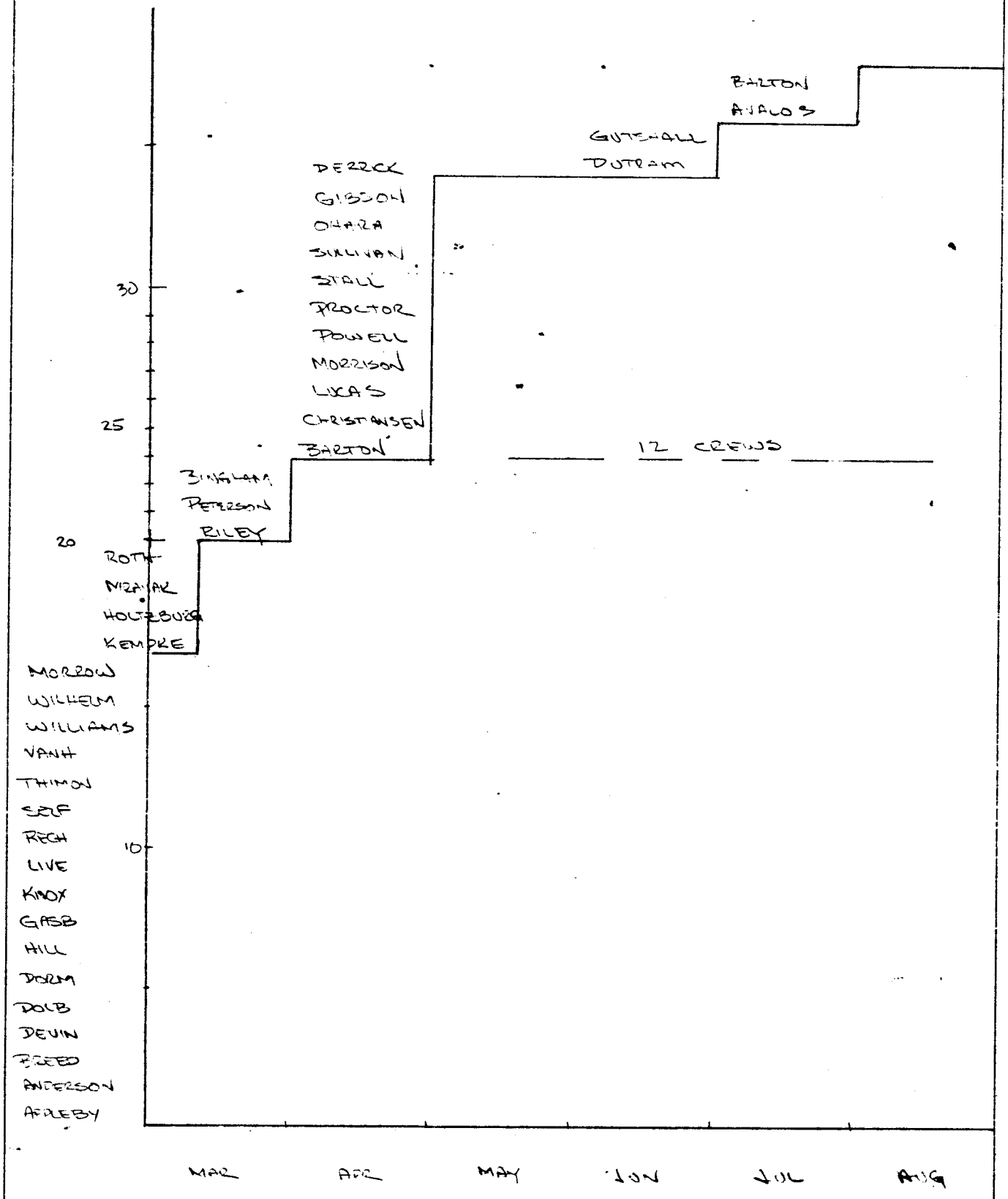


42 381 50 SHEETS 5 SQUARE
42 382 100 SHEETS 5 SQUARE
42 389 200 SHEETS 5 SQUARE
NATIONAL

PAVE LOW MR FE PROJECTION

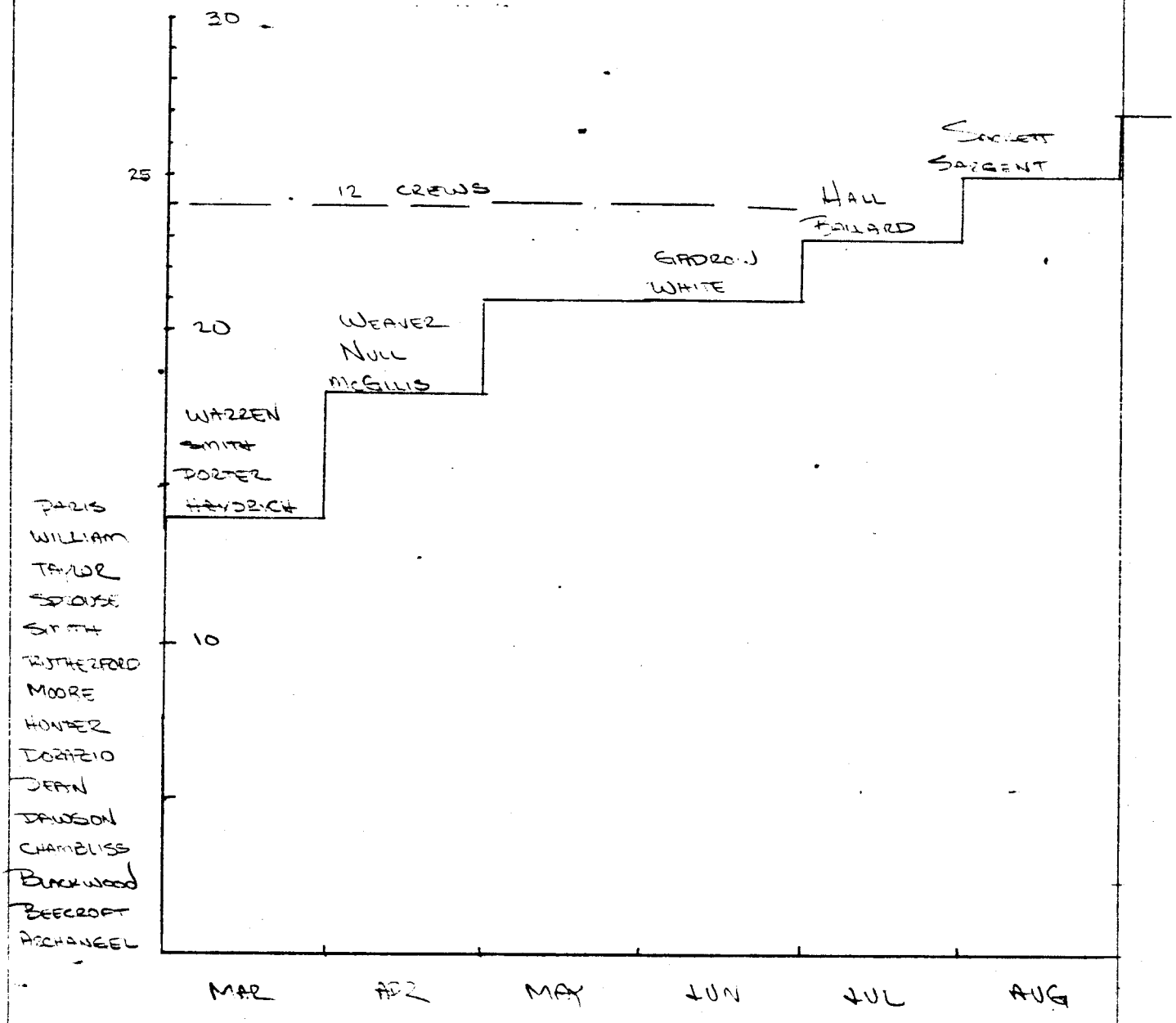
2/24/87




MR FE PROJECTION
2/29/89
BARTON
AVALOS
GUTSHALL
DUTRAM
DERRCK
GIBSON
OHARA
SULIVAN
STALL
PROCTOR
POWELL
MORRISON
LUCAS
CHRISTANSEN
BARTON
12 CREWS
BINGHAM
PETERSON
RILEY
ROTH
MIZIAK
HOLTSBURG
KEMPKE
MORROW
WILHELM
WILLIAMS
VANH
THIMON
SELF
REGH
LIVE
KNOX
GASB
HILL
DORM
DOLB
DEVIN
REED
ANDERSON
APPLEBY
30
25
20
10
MAR
APR
MAY
JUN
JUL
AUG

MR AG PROJECTION 2/24/87

SUMMARY →
12 CREWS ON 1 AUG



20 SOS AIRCREW MANNING SUMMARY

25 Feb 87

POSITION	AUTH	ASSIGN Sq	ASSIGN CTF	READY NOW	ATTACHED	OUTBOUND	STUD Sq	STUD CTF	INBOUND	INST/EVAL
Pilot	21	17	0	11	7	3	6		0	4/3
Copilot	13	10	+5	6		0	4	+5	12	0
Flt Eng	33	26	+3	16(14P 2T	2	1	10	+3	12	8/1
Gunner	22	21		15	0	1	6		7	2/5

---

20 SOS STUDENT SUMMARY

NAME (PUBLISHED GRAD MONTH Or estimate)

Pilot	Copilot		FE		Gunner
HARRIS (30 MAR)	BILLINGS CTF	(13 MAR)	MORROW	(28 FEB)	WARREN (MAR)
CONNELLY (30 MAR)	SCHMALTZ CTF	(13 MAR)	KEMPKE CTF	(13 MAR)	SMITH (MAR)
WALLS (30 MAR)	JOHNSTON CTF	(13 MAR)	WILLIAMS	(13 MAR)	HADRYCH (MAR)
DEES (AUG)	CONROY CTF	(18 APR)	WILHELM CTF	(30 APR)	PORTER (MAY)
CLEM (AUG)	BURRELL CTF	(30 APR)	HOLTSBERG CTF	(30 APR)	WEAVER (MAY)
SAARELLA (JUL)	MINNISH TDY	(JUN)	BARTON SSgt TDY	(JUN)	NULL (MAR)
	MITCHELL TDY	(JUN)	BARTON Amn	(SEP)	
	TOBIAS TDY	(JUL)	DERRICK	(MAY)	
	WATKINS TDY	(JUL)	DUTRAM CAS	(AUG)	
			GUTSHALL TDY	(AUG)	
			POWELL TDY	(MAY)	
			PROCTER	(JUN)	
			MORRISON TDY	(JUN)	

20 SOS OUTBOUNDS
(Name/Est Departure)

Pilot	FE	AG
MALDONADO (JUN) Air Staff	NEAL (MAR) 67th	PARRIS (5 Mar) FE School)
HARRIS (AUG) Ft Bragg		
HANSON (OCT) Fixed Wing		

20 SOS INBOUNDS
(Name/RNLTD)

Pilots		FE		Gunners	
PULSIFER	(31 MAR) 601				
WHITE	(31 MAR) 601	ROTH	(28 FEB) 41st	MCGILLIS	(FEB) 3246 MMS
BECKER	(31 MAR) 41st	MRAVAK	(28 FEB) Det 22	WHITE	(APR) 33 AGS
SCHMEIDEKE	(31 MAR) 41st	CHRISTENSEN	(15 MAR) 41st	HALL	(MAY) 33 AGS
I COMER	(30 APR) 41st	BINGHAM	(30 MAR) 41st	BALLARD	(MAY) 834 EMS
I ATHANAS	(30 APR) 41st	RILEY	(30 MAR) 41st	SARGEANT	(MAY) 834 EMS
I WEBSTER	(30 APR) 41st	PETERSON	(31 MAR) 41st	MCDONALD	(JUN) 834 EMS
CORRELL	(30 JUN) 1550th	SULLIVAN	(30 APR) 41st	SACKETT	(JUN) Korea
GERHART	(30 JUN) 41st	AVALOS	(30 JUL) MX		
MAXWELL	(30 JUN) 41st	LENTZ	(30 SEP) 41st		
LEESE	(30 JUN) 41st	PINKOWSKI	(20 NOV) 41st		
LONG	(30 JUL) 41st	HANLEY	(15 APR) Lowry		
		GAUSS	(15 SEP) 41st		

20 SOS AIRCREW MANNING SUMMARY

Attached

Pilot	FE
COL STOVALL CV	E STRAUGHN DOV
COL ANDERSON ADO	ASBLE DOT
E WALTERS DOV	
E SCHIBLER DOV	
TURNAGE DOT	
NOVAK SE	
DONALDSON DOC	

Inst/Eval Upgrade

Pilots	FE	AG
I EUSTACE	I THIMMONS VR	I SPROUSE
I ALDRICH	I LIVELSBERGER	I DORAZIO
I HOOVER	I DOMER	I SMITH
I OTTO	E VAN HYNING VR	
I O'BOYLE	E SELFRIDGE (CCRT Bd)	

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

REPLY TO
ATTN OF: DOV (Capt Koenig) 8 Jan 87

SUBJECT: Pilot Qualifications

TO: DOOS (Capt Hoover)

1. To preclude future scheduling conflicts, please refer to this list when questions arise regarding whether or not a pilot is qualified to fly a scheduled line.

NAME	RANK	QUALIFICATION	ROPE	SHIP	FARP
Aldrich T.E.	Capt	Pave Low AC	Yes	Yes	Yes
Anderson C.E.	Col	BP AC	No	No	No
Connelly S.R.	LTC	Unqual AC	No	No	No
Eustace J.A.	Capt	Pave Low AC	Yes	Yes	No
Hanson D.F.	Capt	Pave Low FEAC	Yes	Yes	Yes
Harris D.M.	Capt	Unqual AC	No	No	No
Heidmous W.N.	Capt	Pave Low IAC	Yes	Yes	Yes
Hoover D.L.	Capt	Pave Low AC	Yes	Yes	No
Hull T.E.	Capt	Pave Low IAC	Yes	Yes	Yes
Jay D.J.	Capt	Pave Low CP/Tac AC	Yes	Yes	No
Johnson H.E.	LTC	Pave Low IAC	Yes	Yes	Yes
Johnston K.E.	Capt	BP CP	No	No	No
Koenig L.M.	Capt	Pave Low FEAC	Yes	Yes	Yes
Maldonado, R.R.	Capt	Pave Low AC	Yes	No	No
Martin C.L.	Capt	Pave Low IAC	Yes	No	Yes
O'Boyle T.R.	Capt	Pave Low AC	Yes	Yes	Yes
Otto S.R.	Capt	Pave Low AC	Yes	Yes	Yes
Schibler M.C.	LTC	Pave Low FEAC	Yes	No	Yes
Stovall D.E.	Col	Unqual AC	No	No	No
Turnage J.S.	Capt	BP AC	No	No	Yes
Walls J.W.	Capt	Unqual AC	No	No	No
Walters. J.H.	Capt	Pave Low FEAC	Yes	Yes	Yes
Weikel G.L.	Maj	Unqual AC	Yes	No	No

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

NAME	RANK	QUALIFICATION	ROPE	SHIP	FARP
Billings J.S.	Capt	BP CP	No	No	No
Burrell H.F.	Capt	BP CP	No	No	No
Conroy M.G.	Capt	Unqual CP	No	No	No
Cook J.W.	Capt	Pave Low CP	No	Yes	No
Donaldson T.D.	Capt	Unqual CP	No	No	No
Harden W.G.	Capt	Pave Low CP	No	Yes	No
Hester J.S.	Capt	Pave Low CP	Day	Yes	No
Jones D.M.	Capt	Pave Low CP	Yes	Yes	Yes
Minish T.R.	Capt	Unqual CP	No	No	No
Mitchell C.C.	Capt	Unqual CP	No	No	No
Novak K.E.	Capt	BP CP	No	No	No
Schmaltz R.J.	Capt	BP CP	No	No	No
Shaffer J.D.	Capt	Pave Low CP	No	Yes	No
Watkins E.W.	Capt	Unqual CP	No	No	No
Tobias R.R.	Capt	Unqual CP	No	No	No

2. This listing reflects qualification only NOT currency! It is the responsibility of scheduling and the individual to insure currency.

LYLE M. KOENIG, Capt, USAF
Chief, Standardization/Evaluation

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	24 Mar 87	Edwards	A11370B
SGT GAUSS, MICHAEL H.	15 Sep 87	Mt Home	A11350B
SSGT LENTZ, MICHAEL F.	30 Sep 87	Elmendorf	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
CAPT PULSIFER, BENJAMIN F.	31 Mar 87	Sembach	1023N
TSGT RILEY, PETER C.	30 Mar 87	McClellan	A11370B
SGT ROTH, JAMES A.	28 Feb 87	McClellan	A11350B
CAPT SCHMIEDEKE, JOEL D.	31 Mar 87	McClellan	1025N
TSGT SULLIVAN, LEONARD JR.	30 Apr 87	McClellan	A11370B
1LT WHITE, JEFFREY D.	31 Mar 87	Sembach	1023N
SGT AVALOS, ARCADIO JR.	31 Jul 87	Malmstrom	A11350B
SSGT HANLEY, KEVIN R.	15 Sep 87	Lowry	A11350B
SSGT SMITH, LARRY A.	15 Apr 87	Ramstein	A11350B
SGT MCGILLIS, TERRY L.	27 Feb 87	Eglin	A46250
SSGT SACKETT, MERLE E.	21 Jun 87	Korea	A46250
MAJ COMER, RICHARD	Apr 87?	McClellan	1025N
SGT WHITE, JOSEPH S.	Apr 87?	Eglin	A46250
SSGT NULL, TERRY L.	Mar 87?	Hurlburt	A46250
SRA WEAVER, BILLY J.	Mar 87?	Hurlburt	A46250
AMN BALLARD, KENNETH E.	Mar 87?	Hurlburt	A46250
AMN BARRIOSDOMEP, NIGUEL E.	Mar 87?	Hurlburt	A46250
AMN BARRY, MICHAEL	Mar 87?	Hurlburt	A46250
AMN SARGENT, JAMES D.	Mar 87?	Hurlburt	A46250
SSGT SPIKER, TIMOTHY L.	Apr 87?	Eglin	A46250
A1C TUCKER, RALPH	Apr 87?	Eglin	A46250
SGT HALL, ALLEN	Apr 87?	Eglin	A46250

As of: 19 Feb 87

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225-5001

REPLY TO ATTN OF: DPAP (AUTOVON 576-5992)

10 Dec 87

SUBJECT: Correction of Recommendation for Decoration

TO: 834 CSG/DPMAP

We're returning the enclosed recommendation pertaining to (CPT) 1Lt Harden, Wm B. H. for correction of the discrepancy(ies) identified on the reverse of this letter. Please return a copy of this letter along with the corrected recommendation.

Alton L. Robinson

ALTON L. ROBINSON, MSgt, USAF
Chief, Recognitions Branch
Dir of Personnel Programs

1 Atch
Recommendation

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIRLIFT COMMAND
SCOTT AIR FORCE BASE, ILLINOIS 62225-5001

REPLY TO ATTN OF: DPAP (AUTOVON 576-5992) 10 Dec 87

SUBJECT: Correction of Recommendation for Decoration

TO: 834 CSG/DPMAP

We're returning the enclosed recommendation pertaining to CPT Harder, Wm B. II for correction of the discrepancy(ies) identified on the reverse of this letter. Please return a copy of this letter along with the corrected recommendation.

ALTON L. ROBINSON, MSgt, USAF
Chief, Recognitions Branch
Dir of Personnel Programs

1 Atch
Recommendation

RECOMMENDATION DISCREPANCIES

DECOR 6

1. Cluster (Item 1A) and decoration history (Item 7) are inconsistent.

2. Requires CBPO verification on Item 5.

3. Start date is before date arrived station.

4. Start date overlaps previous decor.

5. Decoration based upon extended tour must close on or after the RDP prepared date.

6. Item 7 indicates member received a decoration for PCS on _____; however, date arrived station is _____. Action IAW AFR 900-48, para 3-4b is indicated.

CITATION

7. Incorrect opening sentence. (not sustained activity Air Medal)

8. Incorrect closing sentence.

9. Citation contains abbreviation/code word/error _____.

10. Citation requires the following correction _____ _____.

OTHER

11. Recommendation is improperly packaged (AFR 900-48, MAC Sup 1, para _____.

12. Insufficient copies.

13. Requires additional indorsement.

14. Requires copies of achievement award which was approved during the period.

15. This does not fall under the SAPAM Criteria in MACSup 1 to AFR 900-48. It's qualified as an Air Medal for outstanding achievement but not sustained activity.

HH/MH-53 AIRCRAFT AVAILABILITY

- Currently have 8 MH-53 and 3 HH-53 PAA

  -- Possess 8 MH-53 + 5 HH-53

- MAC/XPP requests transfer of 429 to Kirtland in March

- Projected for remainder FY87

  -- 8 MH-53 thru Sept 87

  -- Additional 3 HH-53 in May to arrive from McClellan
  (thus 9 PAA in July, 10 PAA in Aug and 9 PAA in Sept)

  -- Total PAA in Sept will be 8 MH-53 PAA and 9 HH-53 PAA.
  (Possessed will be approximately 15 on ramp)

- MAC PROP 86-8 (pg 1-3 PAA flow and possessed Aircraft information) is still relatively valid.

- Modification sequence flow is attached

DRAFT

EB JAN 87 M+-53J MODIFICATION SERVICE - ACI - SLEP - MOD

	SERIAL NUMBER	MAR 87	APR 87	MAY 87	JUN 87	JUL 87	AUG 87	SEP 87	OCT 87	NOV 87	DEC 87	JAN 88	FEB 88	MAR 88	APR 88	MAY 88	JUN 88	JUL 88	AUG 88	SEP 88	OCT 88	NOV 88	DEC 88
1	67-14934	M1*	M1	M1	M1	M1	M1	M1	F1	F1													
2	66-18356	M2	M2	M2	M2	M2	M2	M2	F2	F2													
3	66-18357			M3	M3	M3	M3	M3	M3	M3													
4	66-18353		A4	A4	A4	AM4	M4	M4	M4	M4	M4												
5	66-18364			A5	A5	A5	AM5	M5	M5	M5	M5												
6	66- 8286				A6	A6	A6	AM6	M6	M6	M6	M6											
7	69- 5785									M7	M7	M7	M7										
8	69- 5793	M1 ENTERED AUG 86					A8	A8	A8	AM8	M8	M8	M8	M8									
9	69- 5797										M9	M9	M9	M9	M9								
10	69- 5796				IK10	IK10	IK10	IK10	IK10			M10	M10	M10	M10	M10							
11	66- 8284												M11	M11	M11	M11	M11						
12	66-14431										A12	A12	A12	AM12	M12	M12	M12						
13	69- 5784								IK13	IK13	IK13	IK13	IK13		M13	M13	M13	M13					
14	69- 5795												A14	A14	A14	AM14	M14	M14	M14				
15	66-14429															M15	M15	M15	M15				
16	69- 5794																M16	M16	M16	M16			
17	66-14432																M17	M17	M17	M17			
18	66-14428																	M18	M18	M18	M18		
19	67-14935																	IS19	IS19	ISM19	M19	M19	M19
20	66-18369	A20	A20															IS20	IS20	ISM20	M20	M20	M20
21	66-18367	A21	A21	A21	A21	A21	A21	A21											IS21	IS21	ISM21	M21	M21	M21
22	69- 5789														A22	A22	A22	AS22	AS22	ISM22	M22	M22	M22
23	66-18360															A23	A23	A23	AS23	IS23	ISM23	M23	M23
24	72- 1632	K24	K24	IK24	IK24	IK24	IK24													IS24	IS24	ISM24	M24
25	72- 1631																			IS25	IS25	ISM25	M25
26	72- 1625							IK26	IK26	IK26	IK26	IK26									IS26	IS26	ISM26
27	66-18356																		IA27	IA27	IA27	IS27	ISM27
28	66-18932																			IA28	IA28	IAS28	IS28
29	72- 1626																				IA29	IA29	IAS29
30	66-18926																						IS30
31	66-18924																				IA31	IA31	IA31
32	66-18930																						
33	67-14933																						
34	66-14433																		IA33	IA33	IA33	IA33	
35	72- 1649																						IA35
36	72- 1648																						
37	69- 5790								IA37	IA37	IA37	IA37											
38	66-18923																						
39	69- 5791																						
40	72- 1652	A40	A40	IA40																			
41	72- 1629																						

M = M+-53J MOD	
A = ACI PNAME	
K = ACI KIMBLE	
S = SLEP	
F = FLIGHT TEST	

DRAFT

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 1ST SPECIAL OPERATIONS WING (MAC)

HURLBURT FIELD, FLORIDA 32544

REPLY TO
ATTN OF: RM

10 February 1987

SUBJECT: Update on H53 Program

TO: 1 SOW/CC

- The following events have changed HRT program
  - -- Overseas H53 transfer is on hold
  - -- PMD for modification of 41 Pave Lows expected 1 Mar
  - -- SLEP program is slipping.
- HRT end strength will be 14PAA, 1 BAI, 1 attrition
  - -- 13J models on hand by 1/89
  - -- BAI and attrition A/C may be J or C models
- 1 SOW will assume responsibility for RCOL mission for 41RWRW
- MAC/XPP recommends a MAC/23 AF conference at HRT to outline flying hour and training program.
  - -- Would like 1 SOW/DO to request

WILLIAM A. DOUGLAS, Colonel, USAF
Asst Deputy Comdr for Resource Mgt

1 Atch
H53 Flow Chart

BIOGRAPHY

LIEUTENANT COLONEL HORACE E. JOHNSON

[redacted]

AFSC: A1025N, SQUADRON COMMANDER

Lieutenant Colonel Horace E. Johnson is the Commander, 20th Special Operations Squadron, Hurlburt Field, Florida. The unit flies MH-53H Pave Low helicopters, the most sophisticated free world helicopter, each costing approximately thirty million dollars. Their mission includes unconventional warfare, counterinsurgency, and psychological operations as directed by the National Command Authority.

Colonel Johnson was born April 18, 1944, at Winnfield, Louisiana. He graduated from Northwestern Louisiana State University with a Bachelor's degree in 1967. He received his commission via Officers Training School on March 28, 1968. He earned a Master's degree in 1981 from Auburn University. His professional military education includes Squadron Officer School in 1975 and Air Command and Staff College in 1981, both at Maxwell AFB, Alabama. He attended the Defense Language Institute, studying Brazilian Portugese in 1975. He completed Air War College by seminar in 1986.

Colonel Johnson is a command pilot with over 3500 flying hours. Following pilot training at Laredo AFB, Texas in 1969, he was assigned to the 42nd Air Refueling Squadron at Loring AFB, Maine, flying KC-135s. In 1970, he attended the helicopter conversion course at Sheppard AFB, Texas. He was an H-53 Aircraft Commander with the 37th Aerospace Rescue and Recovery Squadron, DaNang AB, Republic of Vietnam, 1971-72. He served as UH-1F Missile Support Aircraft Commander at F.E. Warren AFB, Wyoming, 1972-73.

In 1974, Colonel Johnson flew the CH-3E with the 317th Special Operations Squadron at Hurlburt Field, Florida. From 1975 to 1978, he served as the 24th Composite Wing Standardization Evaluation helicopter pilot at Howard AFB, Panama. From 1978 to 1980, he was the Chief of Helicopter Standardization Evaluation, Headquarters Tactical Air Command, Langley AFB, Virginia.

Colonel Johnson arrived at Hurlburt Field, Florida, in 1981. He served as Wing Plans Officer and 20th Special Operations Squadron Operations Officer prior to assuming his present position.

His military decorations include the Distinguished Flying Cross, the Meritorious Service Medal with one Oak Leaf Cluster, and the Air Medal with three Oak Leaf Clusters.

Colonel Johnson is married to the former Gayle Crew of Montgomery, Louisiana. They have one son, Kelly.

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DOE	Coord		6			
2	1 SOW/ CCE	Coord		7			
3	1 SOW/ CV	Coord		8			
4	1 SOW/ CC	Coord		9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Capt Mitchell	20 SOS/ CCE	7439	dlz	

SUBJECT Lance P. Sijan USAF Leadership Award, 1987
Lieutenant Colonel Horace E. Johnson

DATE 10 Jun 87

SUMMARY

1. Recommend Lt Col Horace E. Johnson be awarded the Lance P. Sijan USAF Leadership Award for 1987. His unparalleled leadership, commitment to excellence, and great responsibility to the 20th SOS and the 1st SOW ranks stellar in the eyes of his squadron members, peers, and superiors.

2. Lt Col Johnson is a charismatic and extremely effective leader of people and manager of resources. Commanding 134 aircrewmembers and responsible for more than $308 million in assets, he has efficiently orchestrated a 60 percent increase of operational commitments and a 100 percent increase in personnel in less than 12 months while maintaining a true balance between training, maintenance, and readiness.

RECOMMENDATION

3. That 834 CSG/DPMAP forward attached award submission for consideration/approval.

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

PRIVACY ACT STATEMENT

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 new 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 900-29.

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

H/E Johnson

HORACE E. JOHNSON, Lt Col, USAF
20th Special Operations Squadron

11 June 1987

CITATION TO ACCOMPANY THE AWARD OF

THE LANCE P. SIJAN USAF LEADERSHIP AWARD FOR 1987

TO

HORACE E. JOHNSON

Lieutenant Colonel Horace E. Johnson distinguished himself by consistent demonstration of the highest qualities of leadership as Commander, 20th Special Operations Squadron, 1st Special Operations Wing from 1 July 1986 to 30 June 1987. During this period, Colonel Johnson orchestrated a sixty percent increase in manning, aircraft, and flying hours while doubling the number of mission ready crews and conducting eighteen unit deployments. The extraordinary leadership, dedication, and professionalism of Colonel Johnson reflect great credit upon himself and the United States Air Force.

BIOGRAPHY

LIEUTENANT COLONEL HORACE E. JOHNSON

[redacted]

AFSC: A1025N, SQUADRON COMMANDER

Lieutenant Colonel Horace E. Johnson is the Commander, 20th Special Operations Squadron, Hurlburt Field, Florida. The unit flies MH-53H Pave Low helicopters. Their mission includes unconventional warfare, counterinsurgency and psychological operations as directed by the National Command Authority.

Lieutenant Colonel Johnson was born April 18, 1944, at Winnfield, Louisiana. He graduated from Northwestern Louisiana State University with a Bachelors degree in 1967. He received his commission via Officer's Training School on March 28, 1968. He earned a Masters degree in 1981, from Auburn University. His professional military education includes Squadron Officer School in 1975, and Air Command and Staff College in 1981, both at Maxwell AFB, Alabama. He attended the Defense Language Institute studying Brazilian Portugese in 1975. He completed Air War College by seminar in 1986.

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Lieutenant Colonel Johnson is married to the former Gayle Crew of Montgomery, Louisiana. They have one son, Kelly.

LEADERSHIP IMAGE: Personal involvement and "in the trenches" guidance are consistently exhibited by Lieutenant Colonel Johnson. He maintains combat ready status as an instructor pilot. The number of exercises led and flight demonstrations conducted by Lieutenant Colonel Johnson are numerous. On exercise NIGHT POWER he personally led a 32-ship helicopter formation low-level at night to a difficult target. He personally flew the Secretary of Defense, Mr. Weinberger on a special operations capabilities demonstration. Lieutenant Colonel Johnson individually briefed the Assistant USAF Vice Chief of Staff, Israeli Major General Yaron, Senate Staffers, the Deputy Under Secretary of the Navy, Major General Patterson, Major General Luck, Brigader General Kelly, Venezuelan Air Force representatives, and civic leaders from five cities were all individually briefed or flown on special operations capabilities. Setting high standards, then standing before his men and meeting them himself has earned the complete confidence and following of all his crewmembers. He is viewed as an honest man, with the integrity and style of a down-to-earth statesman; approachable, yet highly respected. His personal leadership was demonstrated in individual briefings to Major General Steiner, Brigader General Mears, and interviews with local media personnel.

COMMUNITY INVOLVEMENT: On his limited off-duty time, Lieutenant Colonel Johnson serves as a youth soccer coach and member of a local church council. To have met, undertaken, and overcome any several combination of these challenges would speak highly of the leadership ability of any man. To have met and overcome them all is truly extraordinary.

SCOPE OF RESPONSIBILITY: Lieutenant Colonel Horace E. Johnson serves as Commander of the 20th Special Operations Squadron, 1st Special Operations Wing, Hurlburt Field, Florida. The 20th SOS consists of 8 MH-53H Pave Low and 6 HH-53B/C helicopters committed to conduct world-wide joint special operations and unconventional warfare in direct support of the National Command Authority. Lieutenant Colonel Johnson directs the training of 134 aircrew and support personnel to ensure combat readiness for night, adverse weather, long-range penetration of hostile or denied territory. The total dollar value of these assets exceeds $308 million dollars. His duties also include the management of 4,368 annual flying hours against demanding operational commitments and training requirements. Lieutenant Colonel Johnson is further responsible for the development of integrated joint tactics with elite components of Army and Navy special operations forces. The unit maintains alert status during periods of increased tension.

PROFESSIONAL LEADERSHIP: For the period of 1 July 1986 to 30 June 1987, the 20th SOS conducted 18 unit deployments, 23 static displays, and six major capabilities enhancement tests. The deployments included Joint Special Operations Command, Joint Chiefs of Staff and Headquarters Military Airlift Command directed exercises, all involving night, low-level, multi-ship formation to exacting time on targets. His unit always got it right the first time. Lieutenant Colonel Johnson's personal initiative led to the successful completion of several enhancement programs. Acquisition and testing of titanium rotor blades, 650 pound crash worthy tip tanks, and enhanced night vision goggle (NVG) cockpit lighting systems all directly improved aircraft capabilities. Development and validation of 450 round .50 caliber ammunition cans, NVG air refueling, and advanced air refueling tactics with the MC-130 Combat Talon all significantly improved the unit's combat capability. Looking to the future, Lieutenant Colonel Johnson drafted a schedule of production of mission ready crewmembers to match the proposed turn-out of 41 enhanced MH-53J Pave Low helicopters. The results of his leadership are significant. The number of mission ready Pave Low crews have doubled in his tenure. Flying hours, number of aircraft, and personnel have increased sixty percent, with an incredibly smooth transition. To continue to meet training requirements during this phase of growth, Lieutenant Colonel Johnson instituted the most effective mountain and upgrade training program in the history of the 20th SOS, semi-permanently based out of McGhee-Tyson, Tennessee. He guided his unit through this fluid time with discipline and standards that ensured the highest results in HHQ inspections. The 1986 HQ MAC ORI garnered an outstanding; the September 1986 HQ MAC ASET an excellent; and 25 of 25 flight evaluations were graded Q-1. Notwithstanding the myriad of variables already involved, Lieutenant Colonel Johnson is tasked extensively to support the joint special operations arena. NIGHT POWER, sustainment training, shipboard operations, capabilities exercises, SOLID SHIELD, mountain training, TRAINEX 86-02, and several classified deployments were completed flawlessly. Lieutenant Colonel Johnson's dynamic leadership abilities were tested each time, and proven to be superior.

CITATION TO ACCOMPANY THE AWARD OF

THE LANCE P. SIJAN USAF LEADERSHIP AWARD FOR 1987

TO

LIEUTENANT COLONEL HORACE E. JOHNSON

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22 Jan 87

Col Newton

The impending problem described in the sortie projection talking paper is quite serious. The paper you saw is a summary of the attached handwritten document I prepared while trying to get a handle on the nature/magnitude of the management of the J model acquisition. You may find it more complete and personally informative.

In answer to Col Scott's comments (which I numbered to make this reply clearer):

1. The talking paper is based on 18 sorties/6 mo (not 25) which is the requirement IAW AFM 51-2.

- The 25 sorties per 6mo is mentioned because 18 is too low to maintain proficiency (thats only 3 flights per month !) especially for new CTF graduates. Once a week may not even be enough.

2. The assumption that IPs need continuation plus CTF is a rough compensation for the fact that the IPs will fly far more than their 18 sorties/6 months. Currently they are sched 3-4 times/wk which is 75-100 sorties in 25 wks. The assumption that they need continuation plus CTF is optimistic in that someone (new CTF grads ?) will be short of their minimum 18 sorties.

3. The point paper only runs through April. CTF will need to pump out 2 pilots per month throughout the next few years to man 41 helicopters at only 1.0 crew ratio. Additionally the most recent class graduates in Apr and at least 4 sorties/wk will be required to finish them and conduct TAC interfly qualification training.

4. If we drop the IPs out of the equation (continuation - wise) we kid ourselves. In terms of the sorties remaining for non-IPs we ought to at least triple count them.

5. All pilots do not require 14 effective sorties but they use 14 actual sorties (or more) after the incomplete/ineffective sorties are considered. If less sorties were required the number of MR crews would increase sooner and the discrepancy between sorties required/availble would come on us sooner. (Additionally, the CTF students need TAC Qual after CTF graduation). The 14 sortie figure appears valid at any rate and additional CTF capability can be used to conduct interfly qual of inbound McCellan crews. The 18 s/mo remains the driving requirement.

6. The paper is absolutely requirement based. It assumes no sorties for 60-1 flyers (CV, DOT, CP, ADO and HQ DOV). It assumes all currency can be maintained in 18 sorties (including check rides). It assumes proficiency is maintained even on our newest pilots at this rate, and underestimates the deleterious effects of sortie concentration in a limited number of IPs.

The points to be made are in the recommendation paragraph. Additional considerations:

- Hot turn of slick lines at HRT and Pave lines at TYS at the 2 hour point can help.
- Maximumize use of TYS FOL.
- Additional gunners are necessary (TDY & PCS) to subsidize this effort. [Another paper is being worked in 20th to highlight this related but critical factor].
- Increase numbers of instructors (use CTF).
- Once IP numbers are up, use CTF to ground school and TAC interfly additional crews.
- Enter CTF students into AFORMs so their 51-2 currency can be logged.

STEPHEN R. CONNELY, Lt Col, USAF
ADO

87 RR RR UUUU D001508001

1SOW HURLBURT FLD FL//DO//
ZEN AFSOC HURLBURT FLD FL//DOO/LGM//
ZEN 8 SOS HURLBURT FLD FL//DO//
ZEN 16 SOS HURLBURT FLD FL//DO//
ZEN 20 SOS HURLBURT FLD FL//DO//
INFO HQ MAC SCOTT AFB IL//DOO/LGM//
USSOCOM MACDILL AFB FL//SOJ3//
39 ARRW EGLIN AFB FL//DOO//
CDR 1SOCOM FT BRAGG NC//AFVS-L/AF//

UNCLAS
SUBJ: 1 SOW OPERATIONS PLAN 12-87
REF: MACR 60-2 VOL IV, CHAP 6
PART I

DATE	EVENT	LOCATION	UNIT/ASSETS
3-9 JAN	SHIPBOARD OPS	OCEANA NAS	20SOS/6MH/HH-53
			16SOS/2AC-130
4-8 JAN	JOINT TRAINING	POPE AFB	8SOS/1MC-130
6-8 JAN	BILAT CAS 3/75	HURLBURT FLD	16SOS/1AC-130
8-15 JAN	JOINT CAS 3/7 SFG	HOWARD AFB	16SOS/1AC-130
9-17 JAN	JOINT READINESS TNG	LAWSON AAF	20SOS/3MH/HH-53(9-17)

Change dates
9-22 JAN Joint
Readiness TNG
T. Klein.

DOO, 6877

UNCLASSIFIED

02 87 RR RR UUUU D001708OOL

NO

DATE	EVENT	LOCATION	UNIT/ASSETS
			7MH/HH-53(17-22)
11-22 JAN	JOINT READINESS TNG	TBD	16SOS/2AC-130
13 JAN	AGOS STATIC	HURLBURT FLD	16SOS/AC-130
25 JAN	UW 88B (USAFSOS)	MACDILL AFB	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
26-31 JAN	WISKEY TEST SUPPORT	VANDENBERG AFB	16SOS/2AC-130
27-28 JAN	BILAT CAS	HURLBURT/POPE	16SOS/1AC-130
28 JAN-2 FEB	BILAT CAS	ROOSEVELT ROADS	16SOS/1AC-130

20 SOS JAN AIR REFUEL REQUIREMENTS

DATE	TANKER
12,14	8TH - NIGHT
26,28	55TH - DAY AND NIGHT
27,29	55TH - DAY, 8TH - NIGHT

PART II (FEB AND MAR 88)

1-8 FEB	BILAT TNG	HILL AFB	8SOS/2MC-130
1 FEB-18 MAR	MOUNTAIN TNG	MCGEE TYSON	20SOS/2MH-53,
			2HH-53
8-15 FEB	MOUNTAIN TNG	HILL AFB	8SOS/2MC-130

W.J. HEINTZE, LT COL, DOO, 6877

UNCLASSIFIED

1 SOW MONTHLY OPERATION PLAN (MARCH)

DATE	EVENT	LOCATION	UNIT/ASSETS
26 FEB-2 MAR	MOUNTAIN TNG	COLORADO SPRINGS	20SOS/3MH/HH-53
25 FEB-6 MAR	LOW LEVEL SCHOOL	ST JOSEPH MO	8SOS/1MC-130
2-19 MAR	BILAT TNG	MCCHORD AFB	20SOS/3MH/HH-53
3-12 MAR	VOLANT NIGHT	TONAPAH, NV	20SOS/2MH-53
4 MAR	HELO ASSOC SYMPOSIUM (STATIC)	WHITING NAS-SOUTH	20SOS/1MH-53
4-8 MAR	CAPSTONE DEMO	MACDILL AFB	8SOS/2MC-130
			16SOS/1AC-130
			20SOS/1MH-53
4-11 MAR	JOINT TNG (3/7, 193)	HOWARD AFB	16SOS/1AC-130
7-11 MAR	BILAT CAS (1724 STS)	POPE AFB	16SOS/1AC-130
7-18 MAR	BILAT TNG	MCCHORD AFB	16SOS/1AC-130
7-21 MAR	CASINO GAMBIT 2-88	HURLBURT FLD	8 SOS/1MC-130
			20SOS/1MH/HH-53
8 MAR	VOLANT LIGHTNING (STATIC)	HURLBURT FLD	16SOS/1AC-130
12-31 MAR	CENTCOM FTX	(TBD)	8SOS/1MC-130
15 (16) MAR	AC-130 AIRDROP TST (SMOTEC)	HURLBURT	16SOS/1AC-130
19 MAR-15 APR	PACOM FTX	(TBD)	16SOS/2AC-130
23 MAR	JFCC 88-05 (AGOS) (STATIC)	HURLBURT	16SOS/1AC-130
24 MAR	S. ILL. U. ROTC	HURLBURT	8SOS/1MC-130
			16SOS/AC-130
			20SOS/1MH-53
24-25 MAR	JOINT TNG (2/7) (SOFT DUCK)	HURLBURT	20SOS/1MH/HH-53

27-29 MAR	BILAT TNG	POPE AFB	8SOS/1MC-130
28 MAR	23AF 1ST SGT CONF	SCOTT/KIRTLAND	1SOW/C-130
28-29 MAR	JOINT TNG (2/7)	HURLBURT	16SOS/1AC-130
29 MAR-2 APR	BILAT TNG (SOADE)	POPE AFB	8 SOS/1MC-130
30 MAR-3 APR	WHISKEY TEST SUPPORT	VANDENBERG AFB	16SOS/2AC-130

1 SOW MONTHLY OPERATION PLAN (APRIL)

DATE	EVENT	LOCATION	UNIT/ASSETS
29 MAR-2 APR	BILAT TNG (SOADE)	POPE AFB	8SOS/1MC-130
3-24 APR	LANTCOM FTX	(TBD)	8SOS/1MC-130
			16SOS/2AC-130
			20SOS/2MH/HH-53
9-10 APR	POPE OPEN HOUSE (STATIC/DEMO)	POPE AFB	8SOS/1MC-130
			16SOS/1AC-130
11-13 APR	SFQC 2-88	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
11-20 APR	MAC ASET TEAM	SCOTT/HURLBURT	1SOW/1 C-130
12-14 APR	CIVIC LEADER TOUR	KIRTLAND/DYESS	1SOW/1 C-130
14 APR-17 MAY	EUCOM FTX	(TBD)	8SOS/1MC-130
			20SOS/2MH-53
17-23 APR	ESCORT/SPARKLE	HILL AFB	16SOS/1AC-130
18 APR	PENSACOLA NEWS JOURNAL VISIT (STATIC)	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
19 APR	UW COURSE 88C (STATIC)	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
20 APR	JFCC 88-06 (AGOS) (STATIC)	HURLBURT FLD	16SOS/1AC-130
23 APR	EGLIN OPEN HOUSE (STATIC/DEMO)	EGLIN AFB	8SOS/1MC-130
			20SOS/1MH-53

24, 25 APR	MAC BAND AIRLIFT	SCOTT/HURLBURT	1SOW/1 C-130
30 APR-1 MAY	LITTLE ROCK OPEN HOUSE (STATIC)	LITTLE ROCK AFB	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53

1 SOW MONTHLY OPERATION PLAN (MAY)

DATE	EVENT	LOCATION	UNIT/ASSETS
25 APR-20 MAY	IR SIGNATURE TEST	HURLBURT FLD	C-130 SAAM
2 MAY -			16SOS/1AC-130
28 APR-1 MAY	LITTLE ROCK OPEN HOUSE (STATIC)	LITTLE ROCK AFB	8SOS/1MC-130
29 APR -			16SOS/1AC-130
29 APR -			20SOS/1MH-53
1-2 MAY	WING TNG (CC-FLY)	FT BENNING	20SOS/1MH/HH
3 MAY	VOLANT LIGHTNING (STATIC)	HURLBURT FLD	16SOS/1AC-130
4-6 MAY	BILAT TNG	HURLBURT FLD/ POPE AFB	8SOS/1MC-130
6-11 MAY	BILAT LOAD TNG	FT CAMPBELL	8SOS/1MC-130
7 MAY	FAMILY DAY (STATIC)	HURLBURT FLD	16SOS/1AC-130
			8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
8-14 MAY	VOLANT KNIGHT	HURLBURT FLD	8SOS/1MC-130
10 MAY	UPI VISIT (STATIC)	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
13(14) MAY(TENT)	MAC SUPPLY SAV	HURLBURT FLD/ SCOTT AFB	1SOW/C-130
14-22 MAY	AAATC (LOW LVL SCHOOL	ST JOSEPH MO DAVIS MONTHAN AFB	16SOS/1AC-130

16 MAY	PROGRAM REVIEW COMMITTEE (STATIC)	HURLBURT AFB	8SOS/1MC-130 16SOS/1AC-130 20SOS/1MH-53
17 MAY	VOLANT LIGHTNING (STATIC)	HURLBURT FLD	16SOS/1AC-130
19/20 MAY	RED HORSE PHOTO SPT	HURLBURT FLD	20SOS/1MH/HH-53
20-27 MAY	BILAT CAS (3/75)	ROOSEVELT RDS NS	16SOS/1AC-130
22-28 MAY	23 AF INTERCHANGE	KIRTLAND AFB	8SOS/1MC-130
25 MAY	PHIL. CIV LDR TOUR (CINC) (STATIC)	HURLBURT FLD	20SOS/2MH-53 8SOS/1MC-130 16SOS/1AC-130 20SOS/1MH-53

1 SOW MONTHLY OPERATION PLAN (JUN)

DATE	EVENT	LOCATION	UNIT/ASSETS
6-9 JUN	JOINT TNG (2/75)	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
10-15 JUN	BILAT CAS	HURLBURT/FT BEN RGE	16SOS/1AC-130
12-19 JUN	SILVER FLAG	NELLIS AFB	16SOS/1AC-130
13-15 JUN	SFQC 3-88 SPT	HURLBURT FLD	8SOS/1MC-130
			20SOS/1 MH-53
14-15 JUN	JOEL MAYO MEMORIAL DED.	HOLLOMAN AFB	1SOW/1C-130
			8SOS/1MC-130
19-20 JUN	HELO NVG TEST	HURLBURT FLD	20SOS/1MH-53
27 JUN-1 JUL	JOINT TNG (FMFLANT)	HURLBURT FLD	8SOS/1MC-130
29 JUN	EGLIN AFROTC SUPPORT	HURLBURT FLD	8SOS/1MC-130
	(STATIC)		16SOS/1AC-130
			20SOS/1MH-53

1 SOW MONTHLY OPERATION PLAN (JUL)

DATE	EVENT	LOCATION	UNIT/ASSETS
5-6 JUL	JOINT TNG (FMFLANT)	HURLBURT FLD	20SOS/1MH-53
5-10 JUL	MOUNTAIN TNG (20SOS)	DOBBINS AFB	20SOS/4MH-53
10-15 JUL	SHIPBOARD OPS	OCEANA NAS	20SOS/3MH-53
11-26 JUL	JOINT READINESS TRAINING	(TBD)	16SOS/2AC-130
			8SOS/2MC-130
			20SOS/3MH-53(11-21)
			20SOS/4MH-53(21-26)
			20SOS/3HH-53(21-26)
14 JUL	PANAMA NAV OVERWATER	HOWARD AFB	1SOW/1C-130
19, 20(21) JUL	HELO NVG TEST	HURLBURT FLD	20SOS/1MH-53
20 JUL	FLIGHT INTERNATIONAL	HURLBURT FLD	16SOS/1AC-130
	EDITOR (STATIC)		8SOS/1MC-130
			20SOS/1MH-53
26 JUL-4 AUG	BULLDOG TEST	HURLBURT FLD	16SOS/1AC-130
			8SOS/1MC-130
			20SOS/1MH-53
25-29 JUL	WHISKEY TEST (W8175)	VANDENBERG AFB	16SOS/2AC-130
28 JUL	PANAMA NAV OVERWATER	HOWARD AFB	1SOW/C-130
29 JUL-8 AUG	AATTC (L/L SCHOOL)	ST JOE, MO	16SQS/1AC-130
		DAVIS MONTHAN	
30 JUL-11 AUG	CENTCOM FTX	(TBD)	20SOS/3MH/HH-53
31 JUL	USAFA CADET VISIT	KEESLER AFB	20SOS/1MH-53
	OUT AND BACK		
UL - 3 AUG	WHISKEY TEST (W9142)	VANDENBERG	16SOS/2AC-130

OPERATION PLAN (AUG)

DATE	EVENT	LOCATION	UNIT/ASSETS
24 JUL-11AUG	CENTCOM FTX	(TBD)	20SOS/3MH-53
26 JUL-4 AUG	BULLDOG TEST	HURLBURT FLD	16SOS/1AC-130
			8SOS/1MC-130
31 JUL-12AUG	MH-53J QOT&E		20SOS/1MH-53
1-2 AUG	BILAT CAS	KIRTLAND AFB	20SOS/2MH-53J
3 AUG	JFCC 88-09 (AGOS) (STATIC)	HURLBURT FLD	16SOS/1AC-130
5-10 AUG	WHISKEY TEST(WO305)	HURLBURT FLD	16SOS/1AC-130
8-11 AUG	BILAT CAS	VANDENBERG	
9 AUG	UW COURSE (USAFSOS) (STATIC)	POPE AFB	16SOS/2AC-130
		HURLBURT FLD	16SOS/1AC-130
10-16 AUG	BLU-82 AIRDROP TNG		16SOS/1AC-130
11-27 AUG	BILAT TRAINING	HILL AFB	8SOS/1MC-130
		HURLBURT FLD	20SOS/1MH-53
13-21 AUG	AATTC (L/L SCHOOL)	FT CAMPBELL	8SOS/1MC-130
		ST JOE, MO	16SOS/2AC-130
14-19 AUG	SFOQC #4-88	DAVIS MONTHAN	8SOS/1MC-130
		HURLBURT FLD	16SOS/1AC-130
15-19 AUG	JUMP TEST/VALIDATION		8SOS/1MC-130
24-25 AUG	N. VA. CIVIC LEADERS (STATIC/DEMO)	POPE AFB	20SOS/1MH-53
		HURLBURT FLD	20SOS/1MH/HH-53
			16SOS/1AC-130
24AUG-22SEP	VOLANT KNIGHT/QOT&E		8SOS/1MC-130
		HILL AFB	20SOS/1MH-53
			8SOS/1MC-130(SOFI)

1 SOW MONTHLY OPERATION PLAN (SEP)

DATE	EVENT	LOCATION	UNIT/ASSETS
24AUG- 22SEP	VOLANT KNIGHT/SOF-I	HILL AFB	8SOS/1MC-130
27AUG- 2 SEP	ECM/LL TNG	HILL AFB	16SOS/1AC-130
29AUG- 2 SEP	WHISKEY TEST	VANDENBERG	16SOS/2AC-130
7-10 SEP	USMC FIREPOWER DEMO	MIRAMAR NAS	16SOS/1AC-130
7-14 SEP	MOUNTAIN TNG(20SOS)	PETERSON FLD	20SOS/4MH-53
13-23 SEP	BILAT TNG	POPE AFB	8SOS/1MC-130
14SEP- 1 OCT	BILAT TNG	(TBD)	20SOS/4MH-53
15 SEP	JFCC 88-10 (AGOS) (STATIC)	HURLBURT FLD	16SOS/1AC-130
15-18 SEP	JOINT CAS (XVIII ABN)	HUNTER AAF	16SOS/1AC-130
16-18 SEP	XC TNG/OPEN HOUSE	OCEANA NAS	16SOS/1AC-130
16SEP-21 OCT	BILAT TNG	(TBD)	20SOS/4MH-53
18-27 SEP	BILAT TNG	(TBD)	20SOS/4MH-53
21-23 SEP	BILAT CAS (1724STS)	POPE AFB	16SOS/1AC-130
21-26 SEP	WHISKEY TEST(W9142)	VANDENBERG	16SOS/2AC-130
28-29 SEP	BILAT CAS	POPE AFB	16SOS/1AC-130

1 SOW MONTHLY OPERATION PLAN (OCT)

DATE	EVENT	LOCATION	UNIT/ASSETS
16SEP-21 OCT	BILAT TNG	(TBD)	20SOS/4MH-53
2-7 OCT	SFDOQC #5-88	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
3 OCT	USSOCOM CC'S STATIC	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
3 OCT	USSOCOM SUPPORT	HURLBURT FLD	20SOS/2MH-53
3,4,11 OCT	SEAL SUPPORT (ST-4)	HURLBURT FLD	16SOS/1AC-130
4 OCT	UW CLASS 89A (USAFSOS)	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
5,6,19,26 OCT	SEAL SUPPORT (ST-4)	HURLBURT FLD	20SOS/2MH-53
6,12,13 OCT	BILAT TRNG (1724STS)	HURLBURT FLD	20SOS/1MH-53
10,11 OCT	BILAT TRNG (1724STS)	HURLBURT FLD	8SOS/1MC-130
11,12,13 OCT	BILAT CAS	HURLBURT FLD	16SOS/1AC-130
13-16 OCT	JOINT TRNG (11SFG)	STEWART INT'L, NY	8SOS/1MC-130
17-21 OCT	SOADE TRNG	HURLBURT FLD	8SOS/1MC-130
18-20 OCT	BILAT TRNG	(TBD)	20SOS/3MH-53
19 OCT- 14 NOV	PACOM FTX	(TBD)	8SOS/1MC-130
			16SOS/2AC-130
20 OCT	VICE CHM JCS VISIT	HURLBURT FLD	8SOS/1MC-130
			20SOS/1MH-53
			16SOS/1AC-130

1 SOW MONTHLY OPERATION PLAN (NOV)

DATE	EVENT	LOCATION	UNIT/ASSETS
18 Oct-14 Nov	PACOM FTX	(TBD)	16SOS/2AC-130
			8SOS/1MC-130
29 Oct-2 Nov	Whiskey Test (W1305)	Vandenberg	16SOS/2AC-130
31 Oct-4 Nov	Rotor Balance Test	Hurlburt Fld	20SOS/1MH-53
3 Nov	Nav Overwater Trnr	Howard AFB(O&B)	16SOS/1C-130
4-12 Nov	SOF-I QOT&E	Elmendorf AFB	8SOS/1MC-130
4-12 Nov	Bilat Cas (3/75)	Roosevelt Roads	16SOS/1AC-130
6 Nov	W-R Open House	Robbins AFB	16SOS/1AC-130
			8SOS/1MC-130
			20SOS/1MH-53
9-10 Nov	Under Secretary of Defense Flight	Andrews AFB/ Majors, TX	8SOS/1MC-130
14-17 Nov	Bilat CAS.	Roosevelt Roads	16SOS/1AC-130
16 Nov	MAPP Conference (Static Display)	Hurlburt Fld	16SOS/1AC-130
			8SOS/1MC-130
			20SOS/1MH-53
17 Nov	Nav Overwater Trnr	Howard AFB(O&B)	16SOS/1C-130
17,18,22 Nov	Bilat CAS (3/75)	Hurlburt Fld/ Ft Benning	16SOS/1AC-130 (O&B)
21 Nov	Joint CAS (101ABN)	Hurlburt Fld/ Ft Campbell	16SOS/1AC-130 (O&B)
22 Nov	JFCC 89-02 (Static)	Hurlburt Fld	16SOS/1AC-130
30 Nov- 9 Dec	Joint Readiness Trng	(TBD)	16SOS/1AC-130
			20SOS/4MH-53
9-14 Dec	Joint Readiness Trng	(TBD)	16SOS/2AC-130
			20SOS/8MH-53

1 SOW MONTHLY OPERATION PLAN (DEC)

DATE	EVENT	LOCATION	UNIT/ASSETS
29 NOV-5 DEC	SOF-I/VOLANT KNIGHT	LAS ONTARIO	8SOS/1MC-130
29 NOV-14 DEC	JRT 1-89 (3/75)	(TBD)	16SOS/1AC-130(29-9)
			20SOS/4MH-53(29-9)
			16SOS/2AC-130(9-14)
			20SOS/8MH-53(9-14)
1 DEC	NAV OVERWATER TRNR	HOWARD AFB	1SOW/1C-130
4-9 DEC	SFDOQC CLASS 2-89	HURLBURT FLD	8SOS/1MC-130(6,7)
			16SOS/1AC-130(6,7)
			20SOS/1MH-53(8)
4-9 DEC	MOUNTAIN TRNG	DOBBINS AFB	20SOS/4MH-53
5 DEC	RAAF LEGAL DVs (AC,MC,MH-STATIC, AC-FLY)	HURLBURT FLD	8SOS/1MC-130
			16SOS/1AC-130
			20SOS/1MH-53
6 DEC	VOLANT LIGHTING (STATIC/BRIEF)	HURLBURT FLD	16SOS/1AC-130
10-17 DEC	BILAT TNG (2/75)	POINT MAGU/MCCHORD	8SOS/1MC-130
			16SOS/1AC-130
14-16 DEC	BILAT CAS	HURLBURT FLD	16SOS/1AC-130
15 DEC	CHOCTAW HS ROTC	HURLBURT FLD	8SOS/1MC-130
	(STATIC)		16SOS/1AC-130
			20SOS/1MH-53
15 DEC	NAV OVERWATER TRNR	HOWARD AFB	1SOW/1C-130

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

REPLY TO
ATTN OF: DOOT

3 Dec 87

SUBJECT: CTF Class 88-04 (MH-53H Interfly)

TO: 1 SOW/DOT
1 SOW/DOF

1. CTF Class 88-04 will consist of the following individuals:

Pilot	Flight Engineers
Capt Jack Hester (Pave IP)	SSgt Russ Henson
Capt Kevin Ewing	Sgt Charles Gutshall
Capt Mark Dorsett	CMSgt Tom Green
Capt Donald Mitchell	Amn Mark Dutram
Capt Foster Gerhart	Amn Mark O'Hara
Capt Jeff White	MSgt Rich Davis
Capt Ben Pulsifer	MSgt Rich Pinkowski

2. A waiver request will be submitted for MSgts Davis and Pinkowski since neither is NVG qualified. However, each has been assigned to the 20th and Pave Low before and have considerable NVG experience.

3. Pilot inputs for 88-05 will be:

Kingsley
Athanas
Schumacher
Tobias
Arvai (SMOTEC)

STEPHEN R. CONNELLY, Lt Col, USAF
Assistant Director of Operations

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	20 SOS/ CC	Coord		6			
2	1 SOW/ DO	Info		7			
3				8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Lt Col Connelly	20 SOS/DO	579-6434	bjb	

SUBJECT	DATE
Background/Status: MH-53 J Model	30 Dec 87

SUMMARY

1. Sir, you know the J model is a FAD 1, AF precedence 1-1 development/acquisition program. We have a few people working hard to keep the "schedule over configuration" PMD direction on track. We constantly run into obstacles (no. 8 gauge wire, late GFE deliveries, no titanium blades on input H-53, etc.) and the 1 SOW maintenance/ops cadre has done an outstanding job in overcoming most obstacles which others create or refuse to aggressively remove from the path of J model production. The record of the 1 SOW in support of the J model is absolutely outstanding, especially in comparison to other USAF support agencies.

2. The lack of adequate top down emphasis on the priority of this program and the directed primacy of schedule is the reason these obstacles arise with their synergistic delays. Coordination for the 18 Dec "J model" gun tests at Hurlburt was initiated weeks ago, yet the week of the test we found the ranges had slid through the crack. Additionally, the gun shop prevented testing of the modified gun system with 450 round cans, feeders and stands. Their objection that the stands or cans were not production or MAC approved impeded dual function testing so that the 18 December flights will need to be reaccomplished to complete secondary objectives. (Vibration tests were completed.) For the record, the J model is an AFLC (not MAC) aircraft undergoing qualification tests during depot status under fully authorized test profiles. Most equipments are not production approved. The cans/stands were approved for test by WRALC engineers at both Robins and Pensacola locations. While I believe our people to be the best and I believe they are willing and able to make the J model happen as envisioned, we must continue to ensure that delays do not occur because of the 1 SOW.

3. It is distressing that our additional cadre J model crews were disapproved by HQ AFLC on the 17th of December since we could have gained training on them without expense or risk to the test program during the gun test. We will get them approved eventually since they are essential to the support of simultaneous QT&E and PAT&E flight tests in January.

4. SAF/AQ has directed WRALC to incorporate blade fold into hydraulic and electrical SLEP efforts which will be accomplished on J models #19 (hydraulic) and #34 (tail #648 - crash damage) (electric).

5. PNAD continues to aggressively meet the challenges of the J model modification. Ship 3 is out of the modification hangar for paint/weight/FCF details. Ship 7 will be out on or before 30 March, with 4-6 spaced in between. The driver is hangar space which must be cleared to allow room for additional modification inputs.

6. The issue of how MAC will own or operate the production units, which cannot complete acceptance tests because QT&E is delayed, will require attention soon or helicopters will either be parked at Pensacola or 1 SOW will have an impressive maintenance/operations FOL at Pensacola. Additionally, we must begin construction of UTCs to reflect the final number of Paves assigned to 1 SOW, to include WRSK, life support, weaponry, etc. to accommodate the

☆ U.S. GPO: 1986—491-962/51463

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

REPLY TO
ATTN OF: DOOT

3 Dec 87

SUBJECT: CTF Class 88-04 (MH-53H Interfly)

TO: 1 SOW/DOT
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Tobias
Arvai (SMOTEC)

STEPHEN R. CONNELLY, Lt Col, USAF
Assistant Director of Operations

TALKING PAPER

ON

20 SOS INTERFLY REQUIREMENTS

- HQ MAC/DOX MSG 1620 20 Dec 87 requested change to modification flow which accelerates 1 SOW slick inputs.

- Modification of J models continues, although delivery is delayed due to testing problems.

-- Modification roll outs will be met to allow hangar space for additional inputs. Ship 7 out NLT 30 Mar.

- Our instructors will be needed in the J model in April and our slicks could also virtually be gone if MAC request (bullet one) is approved.

- Bottom Line - J model delivery schedule looks solid with delays in testing not production. Rapid expansion into the J model will tie up our instructors in the J and our current slick crews must be able to operate the H models by the end of March if we are to meet the demands of our mission and the J model expansion.

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	20 SOS/ CC	Coord		6			
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5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Lt Col Connelly	20 SOS/DO	579-6434	bjb	

SUBJECT	DATE
Background/Status: MH-53 J Model	30 Dec 87

SUMMARY

1. Sir, you know the J model is a FAD 1, AF precedence 1-1 development/acquisition program. We have a few people working hard to keep the "schedule over configuration" PMD direction on track. We constantly run into obstacles (no. 8 gauge wire, late GFE deliveries, no titanium blades on input H-53, etc.) and the 1 SOW maintenance/ops cadre has done an outstanding job in overcoming most obstacles which others create or refuse to aggressively remove from the path of J model production. The record of the 1 SOW in support of the J model is absolutely outstanding, especially in comparison to other USAF support agencies.

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6. The issue of how MAC will own or operate the production units, which cannot complete acceptance tests because QT&E is delayed, will require attention soon or helicopters will either be parked at Pensacola or 1 SOW will have an impressive maintenance/operations FOL at Pensacola. Additionally, we must begin construction of UTCs to reflect the final number of Paves assigned to 1 SOW, to include WRSK, life support, weaponry, etc. to accommodate the

additional aircraft/crew. Plans for slick H-53 inputs to PNAD need to be finalized to allow the 20 SOS to adequately flex to training requirements. Plans for radar installations need to be formalized to allow efficiency in training, i.e. Are radars to be on Hs or Js or a mix and which aircraft will be tasked in a contingency?

STEPHEN R. CONNELLY, Lt Col, USAF
Assistant Operations Officer

DRAFT MESSAGE

ADDRESSEES:

UNCLAS

SUBJECT: MH-53J TEST STATUS ASSESSMENT

1. BACKGROUND: MH-53J SOF HELICOPTER ENHANCEMENT IS A FAD 1, AF PRECEDENCE RATED 1-1, DEPSECDEF DIRECTED PROGRAM MANAGED BY WRALC/MMSX. THIS MODIFICATION PROGRAM OF EXISTING H-53 AIRFRAMES WAS ORIGINALLY INTENDED TO INSTALL ENHANCED PAVE LOW CAPABILITIES INTO ADDITIONAL H-53 AIRFRAMES AND WAS EXPANDED TO INCLUDE ALL USAF H-53S INCLUDING RETROFIT OF THE CURRENT H-MODEL PAVE LOW AIRCRAFT. ROLL OUT OF THE FIRST J WAS IN JULY 87 AND DT&E ALONG WITH LIMITED QT&E AS WELL AS QOT&E HAVE BEEN UNDERWAY AT PNAD (PENSACOLA NAVAL AVIATION DEPOT) SINCE AUGUST 87.

2. PROTOTYPE TESTING PROGRESS: TO DATE THE PROTOTYPE HAS FLOWN ~~OVER~~ 125 HOURS AND COMPLETED A PHASE INSPECTION AT HURLBURT. 1 SOW MAINTENANCE CADRE PROVIDED THE AIRFRAME AND AVIONICS SUPPORT AUGMENTED BY CONTRACTOR SUPPORT OF NEW (NON GFE) EQUIPMENTS. TESTING HAS INCLUDED ENHANCED NAVIGATION SYSTEM (ENS) NAVIGATION ACCURACY IN INS, DOPPLER, AND GPS MODES INCLUDING MIXED MODES, SENSORS, TF, GUIDANCE MODES, SYMBOLOGY DISPLAYS, SYSTEMS INTEGRATION, COMMUNICATION, ECM, IRCM, AND LIGHTING. SYSTEMS TESTING ARE IN VARIOUS STATES OF DEVELOPMENTAL, QUALIFICATION, OR OPERATIONAL TESTING. SYSTEM SPECIFIC TEST STATUS IS COVERED IN PARAGRAPH 4.

3. CREW TRAINING: INITIAL CADRE FACTORY TRAINING WAS CONDUCTED IN JULY. (C) ADDITIONAL CADRE ACADEMIC TRAINING WAS CONDUCTED BY 1 SOW/CTF IN DECEMBER 87 TO EXPAND THE J MODEL CREW FORCE SO THAT THE KITPROOF AND SUBSEQUENT PRODUCTION UNITS CAN BE ADEQUATELY SUPPORTED. COURSEWARE WAS DEVELOPED BY 1 SOW/CTF BASED ON FACTORY TRAINING AND FLIGHT TEST EXPERIENCE WITH LIMITED TECHNICAL ASSISTANCE FROM SRL. ADDITIONAL J MODEL ACADEMICS WILL BE TAUGHT ON A MONTHLY BASIS (PAVE LOW QUALIFICATION IS PREREQUISITE). IN THE MARCH-APRIL TIME FRAME COMPLETE PAVE LOW J MODEL ACADEMICS WITHOUT PREREQUISITE WILL INITIATE PARALLEL WITH CONTINUING H MODEL ACADEMICS AND J ONLY ACADEMICS TO CONTINUE TO CROSS-TRAIN EXISTING H MODEL CREWS. THE DIFFERENCES BETWEEN MODELS AND RAPID CREW EXPANSION UTILIZING BOTH H AND J MODELS OFFERS SOME EXCEPTIONALLY DYNAMIC TRAINING CHALLENGES. ON 17 DEC HQ AFLC/IGO DISAPPROVED FLIGHT CREW STATUS FOR ADDITIONAL PILOTS (4) NEEDED TO SUPPORT SIMULTANEOUS QT&E AND PRODUCTION ACCEPTANCE TEST AND EVALUATION (PAT&E) FLIGHTS ON THE KIT PROOF AND SUBSEQUENT PRODUCTION UNITS.

4. MAINTENANCE TRAINING: INITIAL FACTORY MAINTENANCE TRAINING WAS COMPLETED AT SYSTEMS RESEARCH LABORATORIES (SRL) TRAINING FACILITY IN PENSACOLA THIS MONTH.

5. TECHNICAL ORDERS. T.O.S WILL BE PRODUCED BY SRL. A PRELIMINARY FLIGHT T.O.S (OPERATORS MANUAL, CHECKLIST FCF MANUAL) EXIST, HOWEVER A FINAL SET OF T.O. IS NOT DELIVERABLE UNTIL LATE SPRING. MAINTENANCE TRAINING WILL USE PRELIMINARY MANUALS AND SOURCE DATA UNDER CONTRACTOR SUPERVISION UNTIL FORMAL T.O.S ARE RECEIVED/VERIFIED.

6. SCHEDULE: A MINOR SLIP IN THE TEST SCHEDULE HAS OCCURRED (30-60 DAYS) DUE TO SOME SOFTWARE PROBLEMS AND LATE DELIVERIES OF BOTH SOFTWARE AND HARDWARE ITEMS. PLO2 SHOULD FCF IN ~~DEC 87~~ Jan 88 AND FLY LIMITED PAT&E IN JAN. SUBSEQUENT DELIVERIES WILL EXCEED 1/MONTH WITH PL03 ALSO IN ACCEPTANCE TEST (LIMITED) IN JANUARY 88. (COMPLETE PAT&E CAN NOT BE ACCOMPLISHED UNTIL QT&E IS COMPLETE).

7. QT&E STATUS: QT&E OF NON ENS MODIFICATION IS UNDERWAY OR COMPLETE (SEE PARAGRAPH ___). QT&E OF THE ENS WILL NOT START UNTIL THE ENS INTEGRATION AND SOFTWARE DELIVERIES ARE COMPLETE AND DT&E IS SUFFICIENTLY COMPETE SO THAT THE RISK OF JEOPARDIZING THE QT&E DATA IS ELIMINATED. CURRENTLY, REVISIONS TO THE CENTRAL CONTROL DISPLAY UNIT (CDU) SOFTWARE AND THE RING LAZER GYRO (RLG) SOFTWARE ARE BEING WORKED. THESE REVISIONS ARE RELATIVELY MINOR BUT DIRECTLY IMPACT QT&E TEST RESULTS AND CONSEQUENTLY PRECLUDE INITIATION OF A SIGNIFICANT PORTION OF THE QT&E. QT&E WILL REQUIRE 16 FLIGHTS AND IS ESTIMATED TO COMMENCE JAN/FEB 88.

8. QOT&E STATUS: QOT&E HAS HAD TO BE EXTREMELY FLEXIBLE IN RESPONDING TO A SOMEWHAT UNUSUALLY FAST PACED PROGRAM WITH AN UNDETAILED SOC. 20 SOS HAS PROVIDED FLIGHT CREWS FOR DEVELOPMENTAL, QUALIFICATION AND OPERATIONAL TESTS. 1 SOW MAINTENANCE HAS PROVIDED EXCEPTIONALLY RESPONSIVE AND COMPETENT SUPPORT TO A VERY FLEXIBLE SCHEDULE INCLUDING AVIONICS, COMMUNICATIONS AND MUNITIONS TESTS. NEW EQUIPMENTS HAVE BEEN MAINTAINED BY CONTRACTOR.

5. SUBSYSTEM STATUS:

SYSTEM	DTE	QTE	QOT&E	TRAINING
MISSION COMPUTER	I	H	H	T
CDU	I	H	H	R
DTS	I	H	H	T
SYMBOLOGY	I	H	R	T
VIDEO MONITORS	I	H	R	T
INS	I	H	H	T
GPS	I	H	H	T
HF	N/A	I	I	T
KY-879	N/A	H	H	H
SATCOM	N/A	I	I	T
VHF/DF	I	I	I	T
C-12	I	I	I	T
158 RADAR	I	H	H	T
TF SYSTEM	I	H	H	R
FLIR	I	H	H	T
PMD	I	H	H	T
DOPPLER	I	H	H	T
ECM				
ALR 69	C	C	I	T
ALQ 162	C	C	I	T
ALQ 157	C	C	I	T
ALE 40	C	C	I	T
GUN SYSTEM	C	I	I	T
INTERNAL FUEL	C	I	I	H
SX-5	I	I	I	H

CODES: I - IN PROGRESS

H - ON HOLD/AWAITING FIXES

C - COMPLETE

T - CLEARED FOR OPERATIONAL CREW TRAINING

R - RESTRICTED USE/EVAL

10. GENERAL ASSESSMENT. NAVIGATION PERFORMANCE HAS BEEN SATISFACTORY (INS AND GPS). SOFTWARE FIXES TO MIXED MODES AND AIR/SHIP ALIGNMENTS ARE IN PROGRESS. CDU/COMPUTER SOFTWARE DEVELOPMENT HAS SLID SOME AND CERTAIN FUNCTIONS SUCH AS APPROACH GUIDANCE NEED WORK STILL. THESE AREAS OF CONTINUING WORK PREVENT START OF THE 16 FLIGHT QT&E PROFILE BUT ARE OF SIGNIFICANTLY LOW RISK SO THAT LIMITED PAT&E COULD BE DONE ON PRODUCTION UNITS AND CREW TRAINING COULD BE DONE WITH ADDITIONAL CREWS DURING THESE TESTS. ADDITIONAL SOFTWARE REVISION WITH ASSOCIATED TESTING WILL PROBABLY BE NEEDED IN THE SPRING TO INCORPORATE ADDITIONAL FIXES (POSSIBLE INTERRUPT ALIGN, LITTON RLG INTERFACE, ~~DOPPLER WAYCOINC LOADING VIA DTS~~ Airborne Align, Shipboard align, etc.) ~~ETC~~). THE MAJORITY OF SENSOR INTERFACE PROBLEMS ARE BEING WORKED OUT ALTHOUGH THE RADAR CONTINUES TO FLY HIGH IN TF. THOUGH THERE ARE SOME DELAYS, THERE ARE NOT "SHOW-STOPPERS" IN ANY SENSE AND PRODUCTION UNITS 2, 3, AND PROBABLY 4 WILL FINISH PORTIONS OF ACCEPTANCE FLIGHTS EARLY IN JANUARY.

11. THE SCHEDULE CHALLENGE: THE MAJOR CHALLENGE OF THIS PROGRAM IS THE AGGRESSIVE SCHEDULE. PMD DIRECTION INDICATES SCHEDULE HAS PRIORITY OVER CONFIGURATION ON THIS PROGRAM. THE PRIORITY AND SCHEDULE EMPHASIS IS NOT COMPLETELY SUPPORTED/ ACTIVELY ADVOCATED BY ALL INVOLVED AGENCIES. DAYS AND WEEKS OF DELAY HAVE BEEN CREATED BY UNNECESSARY, UNDIRECTED BUREAUCRATIC PROCESSES THAT ARE ALLOWED WITHIN WARNER ROBINS MANAGEMENT. THE NORMAL REQUISITION/SUPPLY SYSTEM HAS ALLOWED UNNECESSARY DELAY OF WIRING AND NUMEROUS GFE ITEMS. WRALC WILL NEED TO BE MORE INNOVATIVE AND AGGRESSIVE IN SUPPORT OF THIS PROGRAM, IF THESE HELICOPTERS ARE TO BE DELIVERED ON TIME WITH ALL EQUIPMENT INSTALLED. OTHER DELAYS, SUCH AS RECENT (HOPEFULLY TEMPORARY) DISAPPROVAL OF ADDITIONAL J MODEL CREW CADRE BY HQ AFLC, DIVERT THE ATTENTION OF THE FEW PEOPLE ON THIS PROGRAM FROM THEIR PRIMARY TASKS

TO FIXING PROBLEMS THAT COULD HAVE BEEN AVOIDED IF ADEQUATE SENIOR MANAGEMENT SUPPORT AND CLEAR GUIDANCE/DIRECTION EXISTED. CONTINUED AGGRESSIVE PRESENCE OF [illegible] MANAGEMENT AND ACCEPTANCE TEST TEAM Personnel WILL BE NEEDED TO MAINTAIN THE AGGRESSIVE DELIVERY SCHEDULE OF J MODELS AT PENSACOLA. PLANS FOR CONTINUED MANAGEMENT AFTER KIT PROOF ARE UNCERTAIN.

12. DEFICIENCIES: FIFTEEN PRELIMINARY DEFICIENCY REPORTS (PRIMARILY ECM) EXIST AND ARE IN WORK. DEFICIENCIES ON ENS MODIFICATIONS ARE DEFERRED UNTIL DEVELOPMENTAL PROBLEMS ARE RESOLVED AND SOFTWARE IS COMPLETE (UNTIL START OF QT&E).

13. PROBLEM AREAS: PRODUCTION UNITS WILL FLY AND COMPLETE LIMITED PAT&E PRIOR TO COMPLETION OF QT&E. THE H-53 FLEET IS DRAWN DOWN BY THE CONTINUING INPUT TO THE MODIFICATION LINE AND THESE UNQUALIFIED J MODELS ARE NEEDED AND COULD BE USED EFFECTIVELY IN A LIMITED (VFR) ROLE BOTH OPERATIONALLY AND FOR TRAINING IF AGREEMENT CAN BE WORKED BETWEEN AFLC AND MAC/USSOC/AFSOC. TRANSFER OF FLYING HOURS AND COMMAND/CONTROL ISSUES OR LIMITED TRANSFER OF BASIC AIRCRAFT/AVIONICS SYSTEMS NEED TO BE WORKED. IMMEDIATE RESOLUTION IS ESSENTIAL IF THE FIELDING OF THIS SYSTEM IS NOT BE TO DELAYED FURTHER.

14. POC: LTC CONNELLY, 20 SOS, AV579-6336; LTC BARNES, 1 SOW/MA, AV579-6868 or AV922-2524.

LOOKS GOOD!
MAY WANT TO GET THAT BY MID MARCH - A TOTAL OF
~ "J" MODELS FLYING IN TEST WILL BE OUT. IT
IS ESSENTIAL THAT THESE AIRCRAFT NOT BE
PARKED PENDING COMPLETION OF QT&E

Sat B

TALKING PAPER

ON

20 SOS INTERFLY REQUIREMENTS

- HQ MAC/DOX MSG 1620 20 Dec 87 requested change to modification flow which accelerates 1 SOW slick inputs.

- Modification of J models continues, although delivery is delayed due to testing problems.

-- Modification roll outs will be met to allow hangar space for additional inputs. Ship 7 out NLT 30 Mar.

- Our instructors will be needed in the J model in April and our slicks could also virtually be gone if MAC request (bullet one) is approved.

- Bottom Line - J model delivery schedule looks solid with delays in testing not production. Rapid expansion into the J model will tie up our instructors in the J and our current slick crews must be able to operate the H models by the end of March if we are to meet the demands of our mission and the J model expansion.

1 SOW MONTHLY OPERATION PLAN (FEBRUARY)

DATE	EVENT	LOCATION	UNIT/ASSETS
1 FEB-18 MAR	MOUNTAIN TRAINING	MCGHEE TYSON	20SOS/4MH-53
3-8 FEB	BILAT TRAINING	HILL AFB	8SOS/2MC-130
8-15 FEB	MOUNTAIN TRAINING	HILL AFB	8SOS/2MC-130 (FOLLOWS BILAT TNG)
16 FEB	BILAT TRAINING	HURLBURT FIELD	8SOS/1MC (O&B)
16-20 FEB	MOUNTAIN TRAINING	COLORADO SPRINGS	20SOS/3MH/HH (JSAAM)
18 FEB	JFCC 88-04 (AGOS)	HURLBURT FIELD	16SOS/1AC-130 STATIC
20 FEB-4 MAR	UNILAT TRAINING	NELLIS AFB	20SOS/3MH/HH (JSAAM) (FOLLOW-ON COS)
23 FEB-29 FEB	QUARTERLY EXER	(TBD)	16SOS/3AC-130 (?)
26 FEB-6 MAR	LOW LEVEL SCHOOL	ST JOSEPH, MO	8SOS/1MC-130

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

REPLY TO
ATTN OF: CC

2 Jul 87

SUBJECT: Inputs for Outstanding Unit Award

TO: 1 SOW/DO

Attached are the 20th SOS inputs for the Air Force Outstanding Unit Award (AFOUA) for the period May 1985 - May 1987.

HORACE E. JOHNSON, Lt Col, USAF
Commander

1 Atch
AFOUA Inputs

DA —
David,
Thanks for the good work!

1985

01 - 12 May 85 - Five HH-53H aircraft and 42 crewmembers TDY to Kirtland AFB, NM, for mountain training.

27 - 29 May 85 - Two HH-53H aircraft and 16 crewmembers TDY to Pope AFB, NC, for aircraft demonstrations.

6 Jun 85 - Three HH-53H and 18 crewmembers demonstrate for Col Garrison, USA.

14 Jun 85 - One HH-53H, with two aircrewmembers, static display for Ex-Hurlburt Commanders.

18 Jun 85 - One HH-53H static display for USA 7th Special Forces Group.

19 Jun 85 - HH-53H demonstration for BGen Vernon Chong, MAC/SG. One HH-53H and six aircrew.

1 X 18 Jul - 03 Aug- Three HH-53H helicopters participated in exercise Castle Hellion at Ft Benning, GA. This exercise required precise timing and navigation accuracy. It demonstrated the capability of the PAVE LOW III to accomplish tasking during adverse weather conditions.

2 15 Aug 85 - Mr. Murphy, a staff member for Senator Weicker of the House Ways and Means Committee, flew with the unit to evaluate applications for new technology to the SOF mission.

3 01 - 20 Sep 85 - Five HH-53H deployed to Shaw AFB, SC, during an evacuation brought on by Hurricane Elena. From there, the aircraft proceeded to Boise, Idaho to participate in a wing generated Operational Readiness Exercise.

1 Oct 85 - All UH-1N aircraft were transferred to Homestead AFB, Florida where they will permanently support Operation Bahamas and Turks (Op BAT). UH-1N personnel departed to other units or cross-trained into the HH-53H.

4 10 Oct 85 - An HH-53H aerial demonstration was flown for members of the House Appropriations Select Committee on Intelligence.

15 - 19 Oct 85 - Three HH-53H deploy to Pope AFB, NC, to participate in Army sustainment training.

20 - 25 Oct 85 - The unit performed an aerial demonstration for senior military and government leaders.

18 Nov 85 - The unit participated in a capabilities demonstration for Major General Patterson, the new 23 AF Commander.

02 - 18 Dec 85 - The 20th SOS participated in the MAC ORI that was conducted at Biggs Army Air Field, Texas. All assets were employed and upon completion the unit returned to Hurlburt and participated in the 1SOW MEI conducted by HQ MAC.

1986

02 Jan 86 - 3 MH-53H aircraft participated in a capabilities demonstration for Gen Piotrowski, USAF Vice Chief of Staff.

8 Jan - 26 Mar - 20th SOS deploys to Dobbins AFB, GA, for mountain training.

25 Jan - 2 Feb - 3 MH-53H deploy to Pope AFB, NC, to demonstrate unique Pave Low capabilities during capability exercise.

05 - 12 Feb 86 - 3 MH-53H deploy to Pope AFB, NC, for capability exercise.

20 Feb 86 - 3 MH-53H demonstrate Pave Low capabilities to Lt Gen Armstrong, CINCMAC/CV and BGen Smith, Asst DCS/OPS HQ MAC.

08 - 16 Mar 86 - 2 MH-53H deploy to Kirtland AFB, NM, to validate SMOTEC radar data and tests.

16 - 18 Mar 86 - 1 MH-53H deploys to NAS Norfolk for shipboard operations training.

24 - 30 Mar 86 - 4 MH-53H deploy to Pope AFB, NC, to participate in exercise Powerful Gaze.

30 Mar - 4 Apr - 4 MH-53H deploy to NAS Norfolk for shipboard operations training.

04 - 10 Apr 86 - 4 MH-53H deploy to Pope AFB, NC, for capability exercise.

05 - 22 May 86 - 5 MH-53H deploy to sites in western CONUS to participate in exercise Elated Cyclone.

20 May 86 - 3 MH-53H demonstrated Pave Low unique capabilities to MGen Patterson, 23 AF/CC.

5 15 Jun - 16 Aug- 5 MH-53H helicopters deployed to Kirtland AFB, NM. This TRAINEX was for the purpose of upgrading mission-ready crews and to verify new formation procedures for USAF special operations helicopters.

30 Jul 86 - Helicopter identification test held at Eglin AFB, FL.

08 - 12 Sep 86 - Joint training with the 10th SFG(a) on the Eglin range complex.

28 Sep - 3 Oct - CAPEX at Ft Bragg, NC. This exercise required precise training and navigation accuracy. It demonstrated the capability of the Pave Low III to accomplish tasking during night conditions.

6 19 - 22 Oct 86 - 3 MH-53H helicopters deploy to NAS Jacksonville, FL. Annual training to qualify and requalify 20 SOS aircrew members in the tasks of shipboard operations.

17 - 21 Nov 86 - Special Operations Aircrew Interchange Program.

20 - 23 Nov 86 - 2 MH-53H helicopters depart Hurlburt Field, FL, to Ft Bragg, NC. This exercise demonstrated the long-range capability of the Pave Low III helicopter and its exact navigation systems.

07 - 18 Dec 86 - 5 MH-53H helicopters deploy to Ft Bragg, NC. 20 SOS crewmembers work with Ranger ground troops to facilitate the training of both aircrews and ground personnel.

1987

06 - 10 Jan 87 - 1 MH-53H and 7 crewmembers TDY to Knoxville TN, for mountain training.

11 - 18 Jan 87 - 1 crewmember TDY to Pope AFB NC, to participate in joint training.

20 Jan 87 - 2 crewmembers TDY to Norfolk NAS, VA, to participate in joint training.

21 - 26 Jan 87 - 4 MH-53H and 40 crewmembers TDY to Knoxville TN, for mountain training.

31 Jan - 8 Feb - 10 H-53 and 63 crewmembers TDY to Hunter AAF, GA, to participate in exercise Night Power.

23 - 27 Feb 87 - 6 MH-53H and 36 crewmembers TDY to Knoxville TN, for mountain training.

02 - 05 Mar 87 - 4 MH-53H and 23 crewmembers TDY to Knoxville TN, for mountain training.

09 - 14 Mar 87 - 6 MH-53H and 33 crewmembers TDY to Pope AFB, NC, to participate in exercise Mini-Capex.

09 - 14 Mar 87 - 1 crewmember TDY to Pope AFB, NC, to participate in joint training.

23 Mar - 3 Apr - 4 MH-53 and 30 crewmembers TDY to Pope AFB NC, to participate in sustainment training.

05 - 12 Apr 87 - 5 MH-53H and 38 crewmembers TDY to Pope AFB, NC, to participate in exercise CAPEX 87-1.

14 - 19 Apr 87 - 3 MH-53H and 25 crewmembers TDY to Knoxville TN, for mountain training.

21 Apr - 22 May- 3 MH-53H and 37 crewmembers TDY to Knoxville TN, for mountain training.

02 - 04 May 87 - 1 MH-53H and 5 crewmembers TDY to Myrtle Beach for exercise Solid Shield.

In addition to the many deployments, the 20th SOS participated in a number of static displays held for various dignitaries and VIPs. They include:

1985

Jul - Louisiana Tech University Education Association
Aug - Joint Logistics Engineering Team
Aug - Defense Scientific Advisory Board
Oct - USAFSOS Joint Special Operations Planning Workshop
Oct - CV22A Programs Office
Nov - USAFSOS Unconventional Warfare Course

1986

Jan - WR ALC/MMSK and associated contractor personnel
Jan - Pentagon Research and Development Reservists
Feb - Congressional Staffers
Feb - Travis AFB Civic Leaders
Feb - Air Ground Operations School
Feb - General Cassidy CINC/MAC
Feb - Joint Special Operations Planning Workshop
Feb - Brigadier General Selectees (Scott AFB)
Feb - Niceville High School ROTC, FL
Mar - 3BN, 7th Special Forces Group
Apr - 907 TAG Civic Leader Tour
Apr - Army Command and General Staff College
Apr - Hixson High School ROTC, TX.
Apr - Joint Special Operations Planning Workshop
Apr - Brigadier General Selectees (Scott AFB)
Sep - ACSC International Officers Tour
Sep - POW/MIA Day
Oct - SMOTEC Symposium
Oct - Open House Robins AFB, GA
Nov - Joint Special Operations Workshop
Nov - USAFAGOS TFCC
Nov - Eglin AFB Open House

1987

Jan - General McPeak
Feb - MAC/TR
Feb - Colonel Sorenjon
Feb - Daily News
Feb - 1st of 7th SFG
Apr - Civic Leaders
Apr - General conference from Eglin AFB, FL
May - Family Day
May - TAB 6, 7th SFG
May - Israel General

Copter modified for covert activity to be unveiled Friday in Pensacola

16 July 87 – Daily News

PENSACOLA (AP) – The first of 41 Air Force helicopters billed by the military as the most technologically advanced in the free world is scheduled Friday for a roll-out ceremony at the Pensacola Naval Air Station.

The redesignated MH-53J Pave Low IIIEs are being reconfigured for covert operations by Navy maintenance workers from existing Sikorsky HH-53C Jolly Green Giant choppers that have been used by the Air Force for the past 20 years.

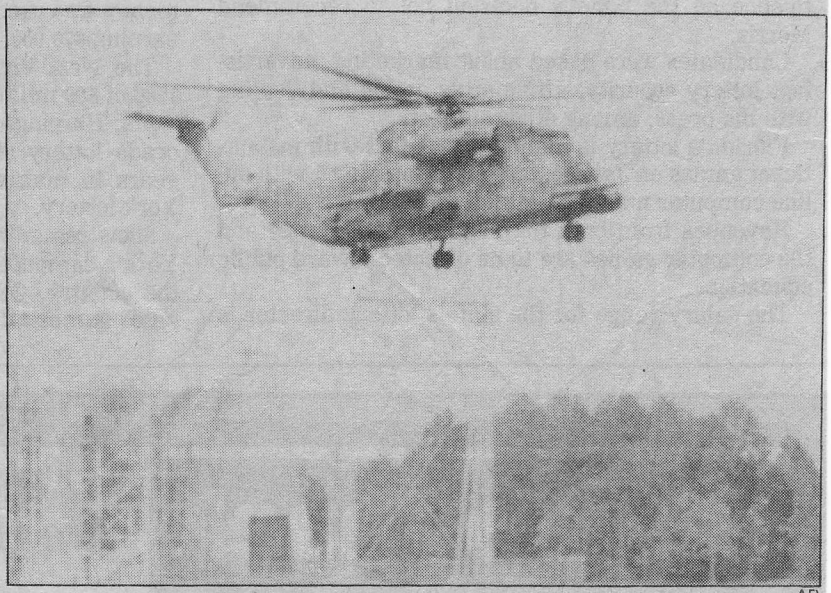
The Pave Low modifications are designed to enable the helicopters to slip behind enemy lines undetected to perform a variety of secret missions, including the rescue of down pilots. The reconfigured helicopters will be assigned to the 1st Special Operations Wing at nearby Hurlburt Field.

The MH-53J is the first helicopter to be equipped with satellite communications and navigation systems, said officials of the Naval Aviation Depot at the air station.

Satellite navigation combined with other systems, including a projected-map display, are described in a Navy press release as giving the helicopter the ultimate in precision navigation.

Officials said the modified chopper also has various secure voice-radio systems, a mission-control computer, titanium armor plating and advanced electronic countermeasures and flare and chaff dispensers designed to confuse enemy radar systems and anti-aircraft missiles.

The Pave Low has terrain-following and avoidance radar and forward-looking infrared systems that will let the helicopter fly at very low altitutes to avoid radar detection.



AP

THE AIR FORCE'S MH-53J PAVE LOW IIIE
...hovers over field at Pensacola Naval Air Station

It is armed with .50-caliber machine guns and a rapid-fire mini-gun system.

Officials said the modifications are based on needs discovered during prior conflicts, infiltrations and rescue-and-recovery attempts behind enemy lines.

The 1st Special Operations Wing, whose motto is "Any Time, Any Place," was involved in 1980 in the ill-fated attempt to rescue American hostages from Iran, but Navy helicopters were used for that mission. A helicopter collided on the ground with an Air Force C-130 cargo plane, killing eight servicemen, including five from the Hurlburt unit.

In addition to the 41 major modifications being made to upgrade the helicopters, each aircraft is undergoing a Service Life Extension Program, or SLEP, designed to make sure they are airworthy well into the 21st century by replacing critical components, said Marge Sanders, a Navy spokeswoman.

She said the SLEP and reconfiguration have been budgeted for $300 million, including work being performed by 16 subcontractors.

The project was assigned to the Navy because the Pensacola depot has been designated as the primary overhaul point for all H-53 type helicopters operated by both services, Ms. Sanders said.

The remaining 40 helicopters will be completed over the next two years.

In the meantime, the prototype will be undergoing six months of intensive test flying.