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HISTORICAL REPORT
TWENTIETH SPECIAL OPERATIONS SQUADRON (20 SOS)

COMMANDER
GARY L. WEIKEL, 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 (UF) and psychological operations (PSYOPS). The squadron is tasked to conduct single or multi-ship 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, aerial refueling, 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 Air Rescue forces are not available. SAR efforts would include: 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. Non-combatant evaluation operations.

g. Others missions, as directed by headquarters.

MANNING

AUTHORIZED	ASSIGNED	ATTACHED
147	210	35

KEY PERSONNEL

Commander	Gary L. Weikel, Lt Colonel
Operations Officer	Michael J. Russell, Lt Colonel
Assistant Operations Officer	Richard L. Comer, Major
Current Operations	James R. Teeple, Major
Executive Officer	Robert G. Leonik, Captain
First Sergeant	Bruce E. Shambo, SMSgt
Silver Flight Commander	Eugene A. Correll, Major
Blue Flight Commander	Michael J. Letica, Major
Gold Flight Commander	Thomas D. Webster, Major
Stan/Eval	Jeffrey W. Walls, Major

KEY PERSONNEL CHANGES

Maj James R. Teeple replaced Capt Joseph D. Clem as current operations officer.

SPECIALIZED EQUIPMENT

The squadron is equipped with nineteen special operations forces (SOF) configured MH-53J Pave Low III-Enhanced long range helicopters. The MH-53J heavy lift helicopter is aerial refuelable, heavily armored, and possesses crashworthy, ballistically tolerant, self-sealing fuel lines and cells.

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

(1) M-93 subsystem, which includes 7.62mm electrical gatling guns capable of firing 4000 rounds a minute.

(2) The XM-218 subsystem, which includes .50 cal/gas recoil operated machine guns capable of firing 750-850 rounds a minute.

(3) Variety of equipment for the infiltration/exfiltration of personnel to include rope ladder, ropes, rescue hoists, stabo rigs, zodiac boats and rappelling equipment.

(4) PVS-5 and ANVIS-6 (3rd generation) Aviators Night Vision Imaging System (Night Vision Goggle).

b. Various items of specialized equipment are available to aircrew members performing the primary and corollary mission. This equipment includes:

(1) The .38 cal/9mm pistols.

(2) The GAU-5 assault rifle

(3) The XM-214 and M-79 40mm grenade launcher.

(4) The M-14 rifle.

(5) The .12 gauge shotgun.

(6) M-60 and MAG-58 .30 cal machine guns.

c. A highly sophisticated avionics package is installed in the MH-53J Pave Low III-Enhanced providing remarkably accurate navigational capabilities to include terrain following/terrain avoidance. The helicopter can operate successfully in total darkness or instrument meteorological conditions at terrain following altitudes with no visual outside references. When conditions permit, night vision goggles can enhance night time mission capabilities by reducing the crew workload. The following equipment is installed and integrated through 1553 Databus architecture to provide these capabilities:

(1) Terrain Following/Terrain Avoidance Radar (TF/TA) - APQ-158(v)2

(2) Forward Looking Infrared Sensor (FLIR) - AAQ-10/18

(3) J-Model Mission Computer (MC)

(4) Inertial Navigation Unit (INU) - Ring Laser Gyro

(5) Doppler Navigation - APN-221A

(6) Symbol Generator System (SGS)

(7) Projected Map Display (PMD)

(8) Radar Warning Receiver (RWR) - ALR-69(v)7

(9) Flare/Chaff Dispensers - AN/ALE-40

(10) ALQ/157 IRCM pods

(11) C-12 Compass System

(12) Global Positioning System (GPS)

(13) SX-5 IR Spotlight

(14) ALQ-162 Radar Jammer

(15) ALQ-136 Radar Jammer

GARY L. WEIKEL, Lt Col, USAF
Commander, 20 SOS

DOOS (Maj Ettenson/7941)

05 JAN 1988

Tasking Order 88-02, Joint Readiness Tng 2-88

1 SOW/CCE	MA	MAL	MAM	MAAM	MACM	MACMAS	MAEM
DO	DOC	DOO	PA	SE	RM	ACFPT	LGT
LGX	LGS	TH	20 SOS	16SOS	8SOS		
834 CSG/CC	DPMUX	OTM					

1. **MISSION**: 1 SOW/DOOS has received tasking to provide aircraft for Joint Readiness Training 2-88 from 10-22 Jan 88 as follows: seven HH/MH-53s (three from 10-22 Jan, four additional from 15-22 Jan), two MC-130s (one from 1 SOS, one from 7 SOS), and two AC-130s. The HH/MH-53s and MC-130's will be flown out of Lawson AAF GA. The AC-130s will be flown out of Hurlburt. Mission planners will travel to Lawson via commercial air 7 Jan to prepare for applicable weapon systems. Appropriate aircrew, staff, support, and maintenance personnel/equipment will deploy aboard organic mission aircraft or the requested SAAM aircraft (see para 2). JRT aircraft are scheduled for practice, rehearsal, and backup execution of a scenario mission during 10-21 Jan 88, with 22 Jan as a weather backup date. All aircraft, personnel, and equipment are tentatively scheduled for redeployment to Hurlburt per schedule in paragraph two. Colonel Stovall will deploy as the wing mission commander/COMAFSOF.

NOTE: Four MH/HH-53s will reposition to Pope AFB on 20 Jan to participate in a MINI-CAPEX 20-22 Jan 88. Two 8 SOS MC-130's will also participate. 1 SOW/DOOS will coordinate airlift support from Lawson AAF to Pope AFB. 8 SOS will self-deploy. (Seperate tasking order will be published).

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

DATE	TIME	ACTIVITY
5/7 Jan	A/R	Mission planners deploy
A/R	A/R	1 SOS/7 SOS aircraft arrive HRT
8 Jan	0800	Cargo Marshalling
8 Jan	0900	Predeployment briefing (base theater)
8 Jan	1000	Mobility processing
9 Jan	1315	SAAM (1054-01) departs HRT
10 Jan	A/R	3xHH/MH-53s arrive LSF
10-21 Jan	A/R	Employment
15 Jan	A/R	4xHH/MH-53s depart HRT
23 Jan	1615	SAAM (1054-02) departs LSF
23 Jan	A/R	HH/MH-53s depart LSF

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.

H-53 AIRCRAFT FLOW

CURRENT	2/87 J	F	M	3/87 A	M	J	4/87 J	A	S	1/88 O	N	D	2/88 J	F	M	3/88 A	M	J	4/88 J	A	S	END
433	----------			----------			----------			----------			----------			----------			----------			433H
648	----------			----------			----------			----------			----------			----------			----------			648H
649	----------			----------			----------			----------			----------			----------			----------			649H
652	----------			----------			----------			----------			----------			----------			----------			652H
790	----------			----------			----------			----------			----------			----------			----------			790H
791	----------			----------			----------			----------			----------			----------			----------			791H
629	----------			----------			----------			----------			----------			----------			----------			629H
923	----------			----------			----------			----------			----------			----------			----------			923H
364*	----------			----------			----364					364	----------			----------			----------			364J
429*	----------			--------429																		
432*	----------			----------			----------			----------			----------			432						
794*	----------			----------			----------			----------			----------			794						
				431--------			----------			----------			----------			431						
				795--------			----------			----------			----------			795						
				995--------			----------			----------			----------			995						
									994	----------			----------			----------			----------			994J
									358	----------			----------			----------			----------			358J
										357---			----------			----------			----------			357J
										363---			----------			----------			----------			363J
																	784----		----------			784C
																					428	428B
TOTAL	12			15		14		13	15		17	18				13	14				15	15

Note: *Slick H-53

*Slick H-53

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FROM: 1 SOW/DOOS (Maj Ettenson/7941)

15 JAN 1988

SUBJECT: Tasking Order 88-04, [redacted] CAPEX

TO:							
	1 SOW/CCE	MA	MAL	MAM	MAAM	MACMAS	MAEM
	DO	DOC	DOO	PA	SE	ACFPT	LGT
	LGX	LGS	TH	20 SOS	8 SOS		
	834 CSG/CC	DPMUX	OTM				

1. MISSION: 1 SOW is tasked to provide four MH/HH-53s and two MC-130s for a MINI-CAPEX 19-23 January 1988. Aircraft will deploy from Hurlburt Field to Pope AFB on 19 Jan. Deployment may be tactical to maximize training opportunities. Mission planners will travel via commercial air from Lawson AAF on 18 Jan (JRT location). Aircrew briefings will occur on 20 Jan, and rehearsals will be flown on 21 Jan, followed by day CAPEX demonstration flights on the 22d. Aircrew, staff, maintenance and support personnel and equipment will deploy aboard organic mission aircraft. Redeployment will be 22 and/or 23 Jan as dictated by mission activity. Colonel Hobson, 39th ARRW commander is the COMAFSOF. Within 1 SOW, OPR for planning is DOOS.

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

DATE	TIME	ACTIVITY
A/R	A/R	Cargo Marshalling
15 Jan	1330	Mobility Processing
19 Jan	TBD	2 MC-130s deploy
19 Jan	TBD	4 MH/HH-53s deploy
21-22 Jan	A/R	Employment
22-23 Jan	A/R	Redeployment

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 1600, 13 Jan for preparation of TDY orders and finalization of quarters/transportation requirements.** The immediate suspense date is required due to processing on the 15th. 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.

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.

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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. A consolidated maintenance effort, combining the personnel and equipment from all deployed USAF units, will be used to support this deployment. 1 SOW/MA will provide COMAFSOF's Chief of Maintenance.

c. 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 on base billets and in off-base contract quarters in the local area. Ground transportation will be provided by a combination of military and civilian contract vehicles. Messing provisions are dependent on billeting arrangements. Details for computation of advance payment will be forwarded by 1 SOW/DOOS to ACFPT as they become known.

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.

b. 1 SOW/MA: Identify to 1 SOW/DOOS a 1 SOW field grade maintenance officer (preferably a squadron commander) and 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/HH-53:

- All Pave Gear operational 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
- A total of two stoke litters *

*20 SOS will ensure these items are brought

(2) MC-130: Operational TF/TA, INS, DOPPLER, airdrop capable (heavy equipment and HSLLADS) and helo A/R. Aircraft will depart HRT configured for HSLLADS.

(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 load plans.

d. 1 SOW/MAM: Insure 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. Daily SITREPs will be provided by 1 SOW/DOOS. Provide recap mission report to higher headquarters in accordance with current guidance.

f. 8th/20 SOS: Each unit identify 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.

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

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

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

j. 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. Provide planning support as required.

k. 1 SOW/TH: Provide comm support as identified by 1 SOW/DOOS. COMAFSOF will provide schedule for operation.

l. 834 CSG/DPMUX: Prepare TDY orders for all deploying personnel. The 1 SOW/DOOS fund cite and ESP code 2Y will apply.

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7. REPORTS:

a. 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.

b. 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.

BYRON R. HOOTEN, Colonel, USAF
Vice Commander
1st Special Operations Wing

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

REPLY TO ATTN OF: DOF (Capt Hull/6368) 21 January 1988

SUBJECT: Mountain Training Deployment to Knoxville

TO: 1 SOW/CCE	MAL	LGX	SE	834 CSG/CC
DO	MAM	LGS	ACFPT	
DOC	MAAM	LGT	8 SOS	
DOO	MAEM	TH	16 SOS	
MA	MACMAS	PA	20 SOS	

1. MISSION: 1 SOW is tasked to provide four MH-53's for mountain training 1 February - 18 March to Knoxville, TN. Deployment may be tactical to maximize training. ADVON party will depart 26 Jan with two government vehicles. WRSK and AGE equipment will depart 29 Jan and maintenance personnel will depart 31 Jan via 1 SOW C-130. Redeployment is scheduled for 18 Mar or as directed by mission activity. Continuing deployment into March will depend on airframe availability and logistic support. 1 SOW/DOF is the OPR with Capt Hull and LTC Schibler alternating as mission commander.

2. Executions: Schedule of events (all times local)

DATE	TIME	ACTIVITY
A/R	A/R	Cargo Marshalling
26 JAN	0900	ADVON Departs HRT
29 JAN	A/R	C-130 Loads With WRSK and AGE Equipment
31 JAN	A/R	C-130 Departs HRT With Maintenance personnel
1 FEB	1600	4XMH-53 Depart HRT

3. ADMIN:

a. Addressees are responsible for disseminating the information contained in this tasking order as necessary with their functional areas to properly support the deployment.

b. 20 SOS/DA will prepare orders for all deploying operations personnel and 1 SOW/MAL will prepare orders for all deploying maintenance personnel.

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

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.

DEPARTMENT OF THE AIR FORCE
Headquarters 1st Special Operations Wing (MAC)
Hurlburt Field, Florida 32544-5000

REPLY TO ATTN OF DOXT (1 Lt Socha, 7142) 1 Feb 88

SUBJECT Tasking Order 88-4, VOLANT KNIGHT

TO SMOTEC/FW
834 CSG/OTM
1 SOW/LGS
1 SOW/DOXT
1 SOW/MAEM (2)
1 SOW/MA
1 SOW/LGX
20 SOS/DO
1 SOW/MAAM (4)
1 SOW/MAL
1 SOW/LGT
1 SOW/MAMP (3)
1 SOW/MAM
1 SOW/CCE
1 SOW/RM
1 SOW/MACM (2)
[redacted]

1. MISSION. The 1 SOW will provide 2 MH-53H aircraft, two tactical low-level aircrews, and support personnel to support SMOTEC's VOLANT KNIGHT test.

2. EXECUTION. Schedule of events--all times are local unless otherwise indicated.

Date (88)	Time	Remarks
7-10 FEB	TBD	Site survey to deployment location.
2 MAR		Install G-band beacons.
2 MAR	0900	Predeployment brief all aircrews at SMOTEC.
2 MAR	0930	Aircrew inbrief and mission planning for test missions.
2 MAR	1300	Video and RWR installed in aircraft.
NLT 6 MAR	1200	Aircraft and aircrews inplace at deployment location.
7 MAR	1630	First test mission.
9 MAR	1630	Second test mission.
10 MAR	1630	Backup mission.
11 MAR	TBD	Redeploy to Hurlburt.

NOTE: Training sorties can be flown on off days.

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 test plan.

b. Each unit will prepare orders with a fund cite supplied by SMOTEC for the VOLANT KNIGHT portion of the TDY.

4. TASKING.

a. MA will:

(1) Provide two fully mission capable MH-53H aircraft. Participating aircraft must have operational navigation equipment; radar; SATCOM and UHF radios; identification, friend, or foe (IFF); and electronic countermeasures (ECM), (ALE-40 chaff, QRC 83-05, and ALR-69), and G-band beacons will be required for range tracking.

(2) Provide a total of 480 rounds of RR-170 chaff.

(3) Provide maintenance personnel to support the mission. Minimum requirements are a crew chief for each aircraft, one radar technician, one ECM technician, and navigation/INS technician.

(4) Insure that 1 SOW/MAL forwards an itemized list of all deploying maintenance personnel to 1 SOW/LGX. 1 SOW/MAL will coordinate with 1 SOW/LGX to develop the appropriate load plans.

b. 20 SOS will provide:

(1) A mission commander (squadron operations officer preferred) and a mission monitor for the test deployment. They will be responsible for coordinating the deployed operations and ensuring required securable facilities for mission planning, briefings and secure storage for mission materials are available.

(2) Two fully qualified tactical aircrews who will fly VOLANT KNIGHT missions. No special aircrew training is required for this test, but low-level night flying in the mountains is required. A range security briefing and debriefing will be required for most aircrew members and test personnel.

c. 1 SOW/LGX will:

(1) Ensure load plans are prepared.

(2) Request SAAM support.

d. 1 SOW/LGS will provide WRSK for maintenance operations, as required.

e. 1 SOW/DOC will:

(1) Flight follow aircraft on deployment and redeployment missions.

(2) Ensure normal MAIRS reporting is accomplished.

5. SECURITY. All concepts, tactics, and results of this project are classified SECRET NOFORN because they pertain to ECM operations and tactics evaluation. Some information is classified SECRET NOFORN Special Access Required (SAR). Portions of this test plan and the final report will be classified SECRET SAR. The HQ MAC Test Manager will be the primary MAC point of contact for MAC Special Access Clearances; the Deputy Director, Test and Evaluation, will be the alternate.

6. COORDINATION. Direct coordination with project officers is authorized.

a. MAC Test Manager -- HQ MAC/XPT, Maj McAlister, AUTOVON 576-3903/3904.

b. MAC Test Directors -- Lt Col Mitchell, Maj Kemerer and Maj Gentry, SMOTEC/FW, AUTOVON 579-7726/7955.

c. HQ MAC/DOX -- Maj Irons, AUTOVON 576-5553.

d. 23 AF/DOXT -- Maj Rohling, AUTOVON 579-2201.

e. 1 SOW/DOXT -- Maj Webster, Capt Menthe or Lt Socha, AUTOVON 579-7142.

f. 20 SOS -- Capt Leese, AUTOVON 579-6608.

g. 1 SOW/MA -- Capt Adamson, AUTOVON 579-6624.

h. 1 SOW/MAL -- SSgt Bailey, AUTOVON 579-7175.

i. 1 SOW/LGX --TSgt May, AUTOVON 579-5366.

Dale E. Stovall

DALE E. STOVALL, Colonel, USAF
Commander

RCVD MSG # TIME RADAY PRIORITY
11581 0618 055/88

B-43

WHEN PREPARING THE DD FORM 173/2 ALL ADDRESS ELEMENTS MUST CONTAIN THE ORGANIZATION, GEOGRAPHICAL LOCATION, STATE OR COUNTRY. THIS ADDRESS IS FOLLOWED BY TWO SLANTS. THE FAS, FOLLOWED BY TWO SLANTS.

1SOW/DO
CC

PTTUZYUW RUEAHQA7803 0550617-UUUU--RUCLHUA.
ZNR UUUUU
P 2322452 FEB 88
FM HQ USAF WASHINGTON DC//XOOS//
TO RUCLHUA/1SOW HURLBURT FLD FL//DO/CC//
RUCIROA/AFSOC HURLBURT FLD FL//DO//
RHCUAAA/HQ MAC SCOTT AFB IL//DOO//
INFO RUCJAAA/USSOCOM MACDILL AFB FL//SOJ-3-011//
BT
UNCLAS
SUBJ: MH-53 ORIENTATION FLIGHT FOR MR JOHN MICHAEL KELLY, SAF/RF
REF: TELECON 1SOW CCE CAPT LINDEMAN, 17 FEB 88
1. MR JOHN MICHAEL KELLY, DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE FOR FORCE SUPPORT (SAF/RF) HAS REQUESTED AND CSAF HAS APPROVED A NIGHT MOUNTAIN ORIENTATION FLIGHT IN THE MH-53H PAVE LOW. A TENTATIVE ITINERARY HAS BEEN DEVELOPED INVOLVING A 24 FEB 88 FLIGHT IN THE MH-53H AT HURLBURT FIELD, FLORIDA.
2. HQ USAF POC FOR THIS VISIT IS CAPT MALDONADO, AV 227-8479.
BT
#7803

NNNN

1 SOW/DO

	ACT	INFO
ADO		
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DOXT		
SG		
8 SOS		
16 SOS		
20 SOS		✓
OTHER:		

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE	DTG RELEASER TIME	PRECEDENCE	CLASS	SPECAT	LMF	CIC	ORIG MSG IDENT
	DATE TIME / MONTH / YR						
01 02	222052Z FEB 88	PP PP	UUUU				DOOM181530

FROM AFSOC HURLBURT FLD FL//DO//

TO 375ABG SCOTT AFB IL//CC/OT/SP//

21AF MCGUIRE AFB NJ//DO/DOS//

ZEN 1723CCS HURLBURT FLD FL//CC//

ZEN 1SOW HURLBURT FLD FL//DO//

INFO USSOCOM MACDILL AFB FL//SOJ3//

HQ MAC SCOTT AFB IL//DOO//

DO
ADOB
DOO

UNCLAS

SUBJ: SUPPORT FOR CAPABILITY DEMONSTRATION

REFS: A. HQ MAC/DOO 172330Z FEB 88

B. 19 FEB 88 TELECON BETWEEN LT COL ELLER, USSOCOM/SOJ3-O, AND MAJ BULFINCH, AFSOC/DOOMS

1. REF A REQUESTED A NIGHT CAPEX FOR THE COMMANDER OF THE ISRAELI AIR FORCES AT SCOTT AFB 26-27 FEB 88. REF B APPROVED AFSOC'S PARTICIPATION IN THE CAPEX.

2. FOR THE 1 SOW: PROVIDE ONE EACH MC-130E, AC-130H, AND MH-53H AS REQUESTED IN REF. APPOINT MISSION COMMANDER IN THE GRADE OF LT COL. COORDINATE CCT SUPPORT WITH THE 1723 CCS POC, MSGT BURCH, AV 579-7357.

3. FOR THE 1723 CCS: PROVIDE CCT PERSONNEL AND EQUIPMENT AS

BULFINCH/MAJ/DOOM/2242

SIGNED

RAYMOND TURCZYNSKI, JR.
Colonel, USAF
Asst DCS/Operations

UNCLASSIFIED

DD 173/2

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

Title ops 2
Hdqtrs

REPLY TO
ATTN OF: CC

24 MAR 1988

SUBJECT: Hurlburt Field Family Appreciation Day Tasking Order (Suspense: 6 May 88)

TO: Distribution B, C, & D

1. The 1 SOW will host a Family Appreciation Day on Saturday, 7 May 1988 for all Hurlburt Field personnel, their dependents and friends, and selected guests. Aside from required support, 1 SOW will have a "down day" to allow maximum participation.

2. The Family Appreciation Day will begin at 0930 on the north side of Eason Hanger and will coincide with AFJROTC drill competition. The schedule of events and unit tasking at static displays are outlined in Attachment 1.

3. The following units will provide support as indicated (also see item 6):

a. 1 SOW/PA - Articles for Commando issues dated 29 Apr and 6 May 88.

b. 1 SOW/DO - MH53, MC130, and associated support for aerial demonstration.

c. 1 SOW/SS - Four 50-person bleachers, three tables, and six chairs for AFJROTC competition, and five 50-person bleachers for aerial demonstration.

d. 1 SOW/DOC - Mission request to Eglin Range Control to ensure availability of airspace for the aerial demonstration. DOO

e. 8 SOS/16 SOS/20 SOS - Aircrews for static displays (must ensure declassification at panels, etc., prior to allowing visitors on board).

f. 8 SOS/20 SOS - Personnel for aerial demonstrations.

g. 834 Trans - One forklift to haul bleachers, one vehicle to haul chairs and tables, one aircrew bus, one vehicle to move palletized loads for 834 Sups, and drivers for said vehicles.

h. 834 CSG/HC - Invocation at opening of JROTC competition.

i. 834 CSG/OT - Place in NOTAMS airfield closure 7 May 88, 1615-2000Z. FOD sweep at completion of Appreciation Day.

j. 834 CES - Four portable latrines facilities, four trash cans, and ropes and stations as per atch 1 and electrical requirements as per atch 2.

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FROM: DOS (Capt Cook/ 41)

12 MAY 1988

SUBJECT: Tasking Order 88-13, Bilateral Training

TO:								
1 SOW/CCE	MA	MAL	MAM	MAAM	MACM	MAEM	DO
DOC	DOO	20 SOS	PA	SE	RM		
ACFPT	LGC	LGT	LGX				
834 CSG/CC	DPMUX	OTM					

1. MISSION: Two H-53s will deploy to Oceana NAS VA to support bilateral training 15-17 May 88. Configuration is Pave (or Slick with 20 SOS/CC concurrence) with fastrope bars, rafts, air refueling capability, and hoist (desired not required). Secure voice, Pave Low, ECM and guns are not required.

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

DATE	TIME	ACTIVITY
15 May	0700	Brief
	0900	Takeoff HRT
	1600	Land Oceana
16 May	1300	Brief
	1600-2100	Mission
17 May	A/R	RTB HRT

3. Due to short-notice tasking, maintenance/logistics support has been coordinated between 1 SOW/MAL/DOS. Support consists of four specialists, two crew chiefs, two hydraulic carts, and six tool boxes. All support will deploy organically. No SAAM is scheduled.

4. 20 SOS billeting will be nonavailability in Virginia Beach, VA. All four officers will be authorized a rental car. Maintenance personnel will also be billeted under nonavailability and the senior NCO will be authorized a rental car. Orders will be cut by DPMUX. Units will submit a deployment list ASAP. All personnel will double up due to seasonal tourist population in area. Billeting is arranged at the Holiday Inn, Virginia Beach ($43.00 plus tax for double). Nine doubles are available to accommodate six enlisted maintenance personnel and four officer/eight enlisted ops personnel. Five sedans will be delivered to base ops Oceana NAS on 15 May (3 ops/2 maintenance). Sedans must be turned in toAce Rental Car on 17 May at their Azalea Garden Road terminal.

5. Mission commander is Major Lettica. Normal reporting channels (ops & maintenance) will be used. POC at DOS is Capt Cook or Maj Ettenson, AV579-7941, COM (904)-884-7941.

BYRON R. HOOTEN, Colonel, USAF
Vice Commander
1st Special Operations Wing

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DEPARTMENT OF THE AIR FORCE
Headquarters 1st Special Operations Wing (MAC)
Hurlburt Field, Florida 32544-5000

REPLY TO ATTN OF: DOXT (Major Webster, 7142)

17 MAY 1988

SUBJECT: Tasking Order 88-12, Special Operations Aircrew Interchange Program

TO: 1 SOW/CCE, 834CSG/OTM, 1SOW/PA, 1SOW/LGT, 8 SOS/DO, 1SOW/MAEM (2), 1SOW/MA, 1SOW/LGX, 1SOW/DOC, 20 SOS/DO, 1SOW/MAAM (4), 1SOW/MAL, 1SOW/LGS, 1SOW/DOI, 1SOW/MAMP (3), 1SOW/MAM, 1SOW/LGC, 1SOW/DOO (2), 1SOW/RM, 1SOW/MAC, 1SOW/AC, 16 SOS/DO

REF: ANNEX D to SOAIP 88 OPORD.

1. MISSION. The 1 SOW will provide aircrews, aircraft, observers and support for the Special Operations Aircrew Interchange Program (SOAIP) at Kirtland AFB NM from 22-28 May 88.

2. EXECUTION. Schedule of events--all times are local.

Date (88)	Time	Remarks
18 May	A/R	C-130 ADVON support to Kirtland.
22 May	A/R	C-141 SAAM from Hurlburt to Kirtland.
22 May	0730	2 x MH-53H depart Hurlburt.
22 May	1500	2 x MH-53H arrive Kirtland.
22 May	A/R	MC-130E departs Hurlburt.
22 May	1430	MC-130E arrive Kirtland.
23-24 May	0730	SOAIP Briefs.
25 May	A/R	2 x MH-53 fly SOAIP scenario.
25 May	A/R	MC-130 flies SOAIP scenario.
26 May	A/R	2 x MH-53 fly SOAIP scenario.
26 May	A/R	MC-130 flies SOAIP scenario.
27 May	A/R	Hot Wash.
28 May	A/R	Redeploy from Kirtland to Hurlburt.

3. TASKING.

a. MA will provide:

(1) 1 x MC-130E configured to perform airdrops, TF/TA, ECM, Helo A/R, IFR, Personnel S/L drops, HSLLADS, NVG operations.

(2) 2 x MH-53H configured to perform TF/TA and live fire.

(3) 1 x C-130 to deploy 23AF ADVON and CCT per ref.

(4) Support equipment and munitions per ref.

(5) A trip report from POC to 1 SOW/DOXT for consolidation.

b. DOXT will provide:

(1) Two observers.

(2) A consolidated trip report from 1 SOW to 23 AF.

c. 20 SOS will provide:

(1) Two aircrews, one FCF crew, two observers and one mission planner.

(2) A trip report from the observers to 1 SOW/DOXT for consolidation.

d. 8 SOS will provide:

(1) One aircrew and three observers.

(2) A trip report to 1 SOW/DOXT for consolidation.

e. 16 SOS will provide:

(1) Two observers.

(2) A trip report to 1 SOW/DOXT for consolidation.

4. COORDINATION. Direct coordination with project officers is authorized.

a. 23 AF/XPPF: Maj Ferreira, 2201

b. 1 SOW/DOXT: Maj Webster, 7142

c. 1 SOW/MAL: SSgt Bailey, 7175

d. 20 SOS/DOW4: Capt Burrell, 6574

e. 8 SOS/DO: Capt Kirkpatrick, 6343

Dale E Stovall

DALE E. STOVALL, Colonel, USAF
Commander

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE	DATE-TIME GROUP	PRECEDENCE	CLASS	SPECAT	CAT	CIC	ORIG MSG IDENT
01 02	23150Z MAY 88	RR	RR	UUUU			DOOM191417

TOOO*

FROM AFSOC HURLBURT FLD FL//DO//

TO 39SOW EGLIN AFB FL//DOO//

ZEN 1SOW HURLBURT FLD FL[redacted]

INFO USCINCSOC MACDILL AFB FL//SOJ3/SOPA//

HQ MAC SCOTT AFB IL//DOO/PA//

375AAW SCOTT AFB IL//DO/PA//

11AAS SCOTT AFB IL//DO//

ZEN 1SOW HURLBURT FLD FL//PA//

UNCLAS

SUBJ: AFSOC SUPPORT OF SCOTT AFB IL OPEN HOUSE

1. FOR 1 SOW. PER TELECON WITH YOUR MAJ BURKE, PROVIDE THE FOLLOWING SUPPORT:

DATE	LOCATION	SUPPORT	SPONSOR
18-19 JUN	SCOTT AFB IL	AC-130/MH-53	LT COL ROCHELE
.	OPEN HOUSE	STATICS	AV576-4101

2. FOR 39 SOW: PER TELECON WITH YOUR MAJ LANDRY, PROVIDE THE FOLLOWING SUPPORT:

DATE	LOCATION	SUPPORT	SPONSOR
18-19 JUN	SCOTT AFB IL	MH-60 STATIC	LT COL ROCHELE
.	OPEN HOUSE		AV576-4101

DISTR

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE: MAJ LAYNE/DOOM/2242

SPECIAL INSTRUCTIONS

RELEASER

JOHN C. FLOURNOY
Colonel, USAF
DCS/Operations

SIGNATURE

SECURITY CLASSIFICATION: UNCLASSIFIED

DATE TIME GROUP

DD [illegible] 173/2

PREVIOUS EDITION IS OBSOLETE

*U.S.GPO 1987-0-187-428

0 6 JUL 1988

DOS (Lt Col Ramsey/7941)

Tasking Order 88-15, DOBBINS MOUNTAIN TRAINING, SHIPBOARD OPS, JOINT READINESS TRAINING

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

1. MISSION: 1 SOW/DOS has received tasking to provide three HH/MH-53s for Shipboard Operations from 10-16 Jul 88 to be flown at NAS Oceana VA. Tasking has also been received to support JRT at Hunter AAF, GA with 2XAC-130, 2XMC-130s, and 7XHH/MH-53s from 11-27 Jul 88. This letter addresses how 1 SOW will support these taskings and Dobbins Mountain Training (unit tasking).

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

a. Dobbins Mountain Training:

DATE	TIME (LOCAL)	ACTIVITY
1 Jul	1430	Mobility processing
5 Jul	1900	* 4XMH/2XHH depart HRT
5 Jul	TBD	C-130 depart (Advon/WRSK)
5 Jul	TBD	C-130 arrive Dobbins
5 Jul	TBD	C-130 depart (WRSK)
5 Jul	TBD	C-130 arrive Dobbins
5 Jul	0030	4XMH/2XHH arrive Dobbins
6-10 Jul	AR	Exercise dates
10 Jul	1300	1XMH/2XHH depart Dobbins to Oceana
10 Jul	1500	SAAM departs Dobbins to Oceana
11 Jul	1500	3XMH depart Dobbins to JRT

*One J model assigned to AFLC will also deploy to Dobbins for a total of 5XMH/2XHH. 20 SOS will coordinate support but will not fund.

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b. Shipboard Operations:

DATE	TIME	ACTIVITY
6 Jul	AR	ADVON deploys
7-10 Jul	AR	Mission planning
10 Jul	1300	1XMH/2XHH depart Dobbins
10 Jul	1500	SAAM (1078) departs Dobbins
10 Jul	1700	1XMH/2XHH arrive Oceana
10 Jul	1700	SAAM (1078) arrives Oceana
11-15 Jul	TBD	Employment
16 Jul	1100	1XMH/2XHH depart Oceana
16 Jul	1515	SAAM (TBD) departs Oceana
16 Jul	1600	1XMH/2XHH arrive HRT
16 Jul	1715	SAAM (TBD) arrives HRT

c. Joint Readiness Training:

DATE	TIME	ACTIVITY
8 Jul	1300	Mobility processing
11 Jul	1000	SAAM (1044-01) departs HRT
11 Jul	1200	SAAM (1044-01) arrives SVN
11 Jul	1400	SAAM (1044-02) departs HRT
11 Jul	1500	3XMH depart Dobbins
11 Jul	1500	SAAM (1044-03) departs HRT
11 Jul	1600	3XMH arrive Hunter AAF
11 Jul	1630	SAAM (1044-02) arrives SVN
11 Jul	1700	SAAM (1044-03) arrives SVN
19 Jul	1400	Mobility processing
21 Jul	1100	1XMH/3XHH depart HRT
21 Jul	1515	1XMH/3XHH arrive SVN
27 Jul	0830	4XMH/3XHH RTB HRT

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. 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/HH-53 Dobbins/Shipboard Ops

- Full up Pave (not required for Shipboard Ops)
- Operational HF, UHF, VHF, FM, SATCOM (Pave only)
- Transponder with all modes except Mode IV IFF
- Operational hoist with Fast Rope Clevis and Forest Penetrator
- One 20 man life raft per aircraft (all rafts will go to Shipboard Ops after Dobbins for a total of six at Shipboard Ops or two per aircraft)
- AR capable
- Two stokes litters total
- Three rope ladders total (for Shipboard Ops)
- RWR, IRCM (shell only), and secure voice are required for Paves only. Secure comm tapes and Mode IV will not be carried but will link up at Hunter AAF.
- Paves will have mini-gun mounts on all three stations. Slicks will have 50 cal mounts on all three stations. No guns or ammo will be carried. Guns and ammo will link up at Hunter AAF.

MH/HH-53 JRT/Gallant Eagle

- Full up Pave
- Secure Voice (Squadron will bring COMSEC on SAAM)
- Operational HF, UHF, VHF, FM, SATCOM (Pave only)
- Transponder with all modes to include Mode IV IFF (Squadron will bring Mode IV equipment).
- Operational hoist with Fast Rope Clevis and Forest Penetrator.
- AR capable
- Rafts not required
- Fast Rope bars

- Two stokes litters total

- RWR and IRCM (shell only) are required for all aircraft.

- Paves from Dobbins to JRT will have mini-gun mounts on all 3 stations. Guns/ammo for these aircrraft will arrive on SAAM from HRT. Paves from HRT to JRT will have three mini-guns installed. Slicks will have three 50 cal installed.

(2) MC-130: Both aircraft will be configured to support NVG ops, TF, ECM (to include Chaff/Flares), personnel airdrop, aerial refueling (tanker/receiver), Rapid off-loads of vehicles, and FAARP operations.

(3) AC-130: First aircraft will be configured with operable fire control systems and guns to support live fire and dry fire mission. Both aircraft will be configured with operable fire control systems, gun fire simulator light, and aerial refueling system to support long range dry fire missions. Carousel or Litton INS is also required.

(4) All aircraft require NVG compatible lighting. Additional configurations may be requested by 1 SOW/DOS 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. 8 SOS/16 SOS/20 SOS: Each unit designate to 1 SOW/DOS a unit mission commander and provide aircrews as required. Bring COMSEC and Mode IV equipment as required to support all aircraft. Comply with configuration requirements of para 6b.

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/DOS via AF Form 9's.

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.

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

REPLY TO
ATTN OF: DOX (Maj Mueggenborg, 6164) 30 Jun 88

SUBJECT: Tasking Order 88-16, GALLANT KNIGHT 88 (GK88) and GALLANT EAGLE 88 (GE88)

TO: 1 SOW/CC/DO/DOC/DOI/DOO/TH/MA/MASL/MAM/MAMP/RM/LGX/LGS/LGT
834 EMS/CC 834 AGS/CC 834 CRS/CC 20 SOS/CC 23 AF/DO

REFERENCES:

a. USCENTAF EXORD GALLANT EAGLE 88
b. MAC Concept/Tasking Message, 061305Z May 88 (S)
c. 23 AF OpOrd 02-87

1. MISSION. To participate in exercise GK88 and GE88, a JCS directed joint command post exercise (CPX) and field training exercise (FTX) scheduled for 19 Jul-10 Aug 88. The 1 SOW will deploy three MH-53s and support personnel to March AFB CA for the FTX.

2. EXECUTION. Schedule of events--all times LOCAL.

Date (88)	Time	Event
[redacted]	0900	[redacted] redeployment briefing, all participants, Base Theater.
16 Jul	A/R	ADVON deploys.
[redacted]	1300	GALLANT KNIGHT processing.
19 Jul	A/R	One C-141 deploys.
22 Jul	1300	GALLANT EAGLE processing.
22-29 Jul		CPX
[redacted]	[redacted]	[redacted] MH-53s deploy.
29 Jul	A/R	One C-5 deploys.
1-10 Aug		FTX
[redacted]	[redacted]	[redacted] MH-53s redeploy.
10 Aug	A/R	One C-141, one C-5 redeploy (tentative).

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MAC--THE BACKBONE OF DETERRENCE

3. TASKING.

a. MA will:

(1) Provide three MH-53s to perform tasked missions. A total of 14 missions are planned over the exercise time period. A spare aircraft will be available for the departure from Hurlburt Fld.

(2) Provide appropriate maintenance personnel to deploy on GE88. Six mission essential ground personnel (MEGP) and three hydraulic carts will deploy with mission aircraft.

(3) Configure each aircraft with external tanks and ECM equipment. Each aircraft will be capable of air refueling.

(4) Ensure that aircraft have sufficient time remaining prior to phase/isochronal inspection to accomplish all phases of this exercise.

(5) Ensure maximum use is made of available equipment, facilities and services at the employment base.

(6) Ensure maintenance personnel deploy and redeploy with technician tool kits and/or consolidated tool kits as applicable.

b. LGS will:

(1) Ensure that spares support is provided from deployed organic War Readiness Spares Kit (WRSK), mobile bench stock, local repair capability and normal supply channels.

(2) Ensure sufficient mobility A Bags are available for issue to all personnel.

c. 20 SOS will:

(1) Provide three air refueling qualified crews. Ferry crews will deploy in the MH-53; other aircrew will deploy/redeploy via exercise airlift.

(2) Ensure aircrew members comply with applicable 51- and 55-series manuals.

(3) Ensure aircraft deploy with appropriate FLIP documents; COMSEC material will be as directed.

(4) Ensure all crew members comply with the items in paragraph 4a.

(5) Designate a highly qualified aircrew member as Deployment/Redeployment Mission Commander who will:

(a) Brief 1 SOW/DO prior to deployment.

(b) Ensure appropriate briefings are conducted for all participants IAW applicable directives.

(c) Ensure ferry crews are thoroughly familiar with en route bases and appropriate regulations/directives.

(d) Coordinate deployment operations with en route bases.

(e) Provide inputs for the 1 SOW final trip report to the 1 SOW COMAFSOB.

d. DOC will:

(1) Flight follow aircraft through the Wing Command Post during deployment/redeployment.

(2) Keep 1 SOW/DO informed of mission progress.

(3) Submit required launch reports.

e. The 1 SOW COMAFSOB will:

(1) Establish an AFSOB at March AFB CA.

(2) Ensure daily SITREPs are transmitted to SOCCENT and are IAW 23 AF OpOrd 02-87 and SOCCENT EXORD.

JOINT MESSAGEFORM	UNCLASSIFIED

01 02 220005Z FEB 88 RR UUUU DOOM181400

FM AFSOC HURLBURT FLD FL//DO//

39ARRW EGLIN AFB FL//DO/DOO//

ZEN 1SOW HURLBURT FLD FL//DO/MA/DOO//

INFO USCINCSOC MACDILL AFB FL//SOJ3-O//

USSOCOM WO WASHINGTON DC//

ZEN 8SOS HURLBURT FLD FL//DO//

ZEN 16SOS HURLBURT FLD FL//DO//

ZEN 20SOS HURLBURT FLD FL//DO//

ZEN 1723CCS HURLBURT FLD FL//CC//

DO
ADO B
DOO

UNCLAS

SUBJ: CAPSTONE TASKING

REF:

A. USCINCSOC 031638Z FEB 88, NDU CAPSTONE DEMONSTRATION SUPPORT, 7 MAR 88 (ONLY TO COMAFSOC)

B. 16 FEB 88, FINAL PLANNING CONFERENCE

1. REF A LEVIED TASKING FOR CAPSTONE SUPPORT ON AFSOC. REF B FINALIZED REQUIREMENTS AND ARRIVAL TIMES.

2. FOR 1 SOW/DO/MA: PROVIDE TWO MC-130'S, ONE AC-130 AND ONE MH-53H TO SUPPORT ABOVE DEMO. THE PRIMARY MC-130 SHOULD ARRIVE NLT 1500 4 MAR 88. THE SECOND MC-130 MUST BE IN PLACE NLT 1300

LT COL ROBSON/DOOM/2242 DIST: 23 AF/LG/DOT, 1720 STG

Raymond Tarnuzzer Jr

UNCLASSIFIED

DD 173/2

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

DOD Cy
Hold

REPLY TO
ATTN OF: Capt Burrell

21 Apr 88

SUBJECT: Special Operations Aircrew Interchange Program (SOAIP)

TO: CC 24th 35 Capt
1SOW DOO 27 Apr
DOW
DOS
1SOW DO

In Turn

1. 23rd AF Special Operations Aircrew Interchange Program (SOAIP) Conference was held 10-14 April 88 at Kirtland Air Force Base. The SOAIP will include threat analysis, mission planning, tactics, and observation flights. Two MH-53s will be required for the SOAIP with crew qualifications being TF, NVG air refueling qualified. There will also be a live fire with one 7.62 mini-gun and 2.50 caliber per airplane. The ammo load will be 3000 rounds 7.62 and 1000 rounds .50 caliber.

2. The schedule includes a closure of 2100Z on 22 May 88 at KAFB. A flight of 2 MH-53s and 2HH-60s will depart on or about 0730L. On 23 and 24 May lecture, seminars and mission planning will be accomplished. The observation flights will be conducted on 25 and 26 May. The live fire will be accomplished on 25 May. Both nights will be TF night operations with five ship terminal operations. Duration for both flights will be four hours. The hot wash will be 27 May 88. Redeployment will be on 28 May 88 to Hurlburt.

3. Recommendations: The 20th and 55th should plan on flying formation work here in the local area prior to the SOAIP. There has been no foresight into having an FCF crew. 23rd will have to make provisions in terms of funding the FCF crew. 23rd will also be made aware of costs so they can fund the TDY. The 20th and 55th will also need to get together to flight plan the deployment as well as the flights out there.

CONCLUSION: Although we will only have two night flights, I feel we can make the trip as productive as possible with the deployments as well as working with the other units i.e. 1550 FTS. The guest speakers at the lectures and seminars will be very beneficial. I say make the best of the situation.

HUGH F. BURRELL, Capt, USAF
Plans Officer

JOINT MESSAGEFORM

UNCLASSIFIED

01 02 2617372 AUG 88 PP PP UUUU DOOM240900

HOLD

OPR: DOO

FROM AFSOC HURLBURT FLD FL//DO//

USAFSAM BROOKS AFB TX//CC/RZV/VNB//

HQ MAC SCOTT AFB IL//DOVF//

ZEN 1SOW HURLBURT FLD FL//DO/DOO//

UNCLAS

SUBJ: ORIENTATION FLIGHTS FOR USAF SCHOOL OF AEROSPACE MEDICINE PERSONNEL

REF: USAFSAM/CC LTR DTD 18 MAY 88, SUBJ: OPERATIONAL EXPERIENCES FOR MAJ LEON MCLIN AND 1ST LT SANDRA MOSCOVIC (ONLY TO 23 AF)

1. REF REQUESTED SUBJECT ORIENTATION FLIGHTS FOR MAJ MCLIN AND 1ST LT MOSCOVIC. MAJ MCLIN IS AN OPTOMETRIST WHO IS ALSO QUALIFIED IN PHYSIOLOGICAL OPTICS. HE IS PRESENTLY WORKING IN USAFSAM'S LASER BIOEFFECTS RESEARCH PROGRAM. HIS SPECIFIC AREAS OF INTEREST ARE IN LASER PROTECTION AND NIGHT VISION GOGGLES. LT MOSCOVIC WILL BE WORKING IN HUMAN FACTORS ANALYSIS FOR THE COMBAT TALON II PROGRAM.

2. FOR THE 1 SOW: PROVIDE H-53 AND MC-130 NIGHT ORIENTATION FLIGHTS AND APPROPRIATE GROUND BRIEFINGS FOR THE USAFSAM PERSONNEL NAMED ABOVE. PLAN THESE EVENTS FOR SEPTEMBER 1988. APPOINT A POC TO COORDINATE DIRECTLY WITH MAJ MCLIN, USAFSAM/RZV, AV 240-3622 OR LT MOSCOVIC, USAFSAM/VNB, AV 240-3464. (MAJ BILL STORM)

BULFINCH/MAJ/DOOM/2242

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DD FORM 173/2

PREVIOUS EDITION IS OBSOLETE

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01 02 171515Z AUG 88 RR RR UUUU DOOM161000

WHA

B

AFSOC HURLBURT FLD FL//DO//

39SOW EGLIN AFB FL//DO/DOO//

ZEN 1SOW HURLBURT FLD FL//DO/DOO//

INFO USCINCSOC MACDILL AFB FL//SOJ3//

HQ MAC SCOTT AFB IL//DOO//

UNCLAS

SUBJ: AIR SUPPORT FOR CHIEF OF STAFF VISIT, 23-24 AUG 88

REF: A. TELECON BTW HQ MAC/DOOS, USCINCSOC/SOJ3-O, AND AFSOC/DOOM, 2 AUG 88

B. TELECONS BTW AFSOC/DOOM, 39 SOW/DOO, AND 1 SOW/DOO

1. REF A REQUESTED AN MH-60, MH-53, AND AC-130 BE MADE AVAILABLE TO SUPPORT THE AIR FORCE CHIEF OF STAFF'S VISIT TO HURLBURT FIELD AND EGLIN AFB 23 AND 24 AUG RESPECTIVELY. REF B WAS VERBAL TASKING OF AIRCRAFT. THIS MESSAGE IS FOLLOW-UP TASKING.

2. FOR 39 SOW: PROVIDE AN MH-60G AND BACKUP TO TRANSPORT THE CHIEF OF STAFF FROM PENSACOLA NAS TO HURLBURT FLD ON 23 AUG 88. PLAN TO DEPART PENSACOLA NAS AT 1400 LOCAL TO CONDUCT EN ROUTE INFLIGHT REFUELING WITH AN HC-130 AND LAND AT HURLBURT NLT 1500L. ON 24 AUG 88, BE IN PLACE AT PENSACOLA WITH A MH-60G AND BACKUP NLT 1400L. PROVIDE A COCKPIT BRIEFING ON MH-60G TO THE CHIEF OF

LT COL ROBSON/DOOM/2242/TMT

RAYMOND TURCZYNSKI, JR.
Colonel, USAF
Asst DCS/Operations

UNCLASSIFIED

02 02 171515Z AUG 88 RR RR UUUU DOOM161000

STAFF AND PARTY, AND DEPART PENSACOLA AT 1430L TO ARRIVE EGLIN AFB NLT 1500L. ALSO PICK UP THE CHIEF OF STAFF AND PARTY AT EGLIN AFB (SITE A-15) AT 1630L AND RETURN TO PENSACOLA NAS TO ARRIVE NLT 1700L.

3. FOR 1 SOW: ON 23 AUG 88, PROVIDE AN AC-130H AND BACKUP FOR A LIVE FIRE MISSION WITH A TENTATIVE DEPARTURE TIME OF [redacted]L AFTER THE LIVE FIRE MISSION IS COMPLETED, RETURN TO HURLBURT FLD AND TRANSLOAD TO AN MH-53 FOR THE RETURN TRIP TO PENSACOLA. ARRIVAL TIME IN PENSACOLA IS TO BE NLT 1800L.

4. THE AFSOC POC IS LT COL ROBSON, AV 579-2242.

MR

Changes X 1002

G-T-G

3 CVD 16 SEP 88

DOS (Lt Col Ramsey/7751) 9 September 1988

Tasking Order, 88-16, ALASKAN HUSKY

1 SOW/CCE	MA	MASD	MAM	MAACCR	MACCCR	MAECCR	
DO	DOC	DOO	PA	SE	RM	ACFPT	LGT
LGX	LGS	TH	20 SOS/CC DO		DOW	DOWX	
834 CSG/CC	DPMUX	OTM					

1. MISSION: The 1 SOW/DOS has received tasking to provide four MH/HH-53s to support joint exercise ALASKAN HUSKY, 7 Sep-1 Oct 88. Air mission commander will be designated by 20 SOS/CC. Primary planner is Capt Cook, 1 SOW/DOS.

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

DATE	TIME (LOCAL)	ACTIVITY
6 Sep	AR	Advon departs
6 Sep	1400	Mobility processing
7 Sep	0730	Flight briefing
7 Sep	0930	4XMH/HH-53 depart HRT
7 Sep	1115	SAAM C-141 departs HRT
*7 Sep	AR	4XMH/HH-53 air refuel with 9 SOS
7 Sep	1300	SAAM C-141 arrives/departs Peterson AFB CO
7 Sep	1730	4XMH/HH-53 arrive Peterson AFB CO
7-12 Sep	AR	Mountain training
13 Sep	AR	Mission briefings with 9 SOS
*14 Sep	1200	4XMH/HH-53 depart Peterson AFB CO
14 Sep	1900	4XMH/HH-53 arrive Pt Mugu NAS CA
15 Sep	AR	Mission briefing
*16 Sep	AR	4XMH/HH-53 depart Pt Mugu
17 Sep	AR	4XMH/HH-53 arrive Davis Monthan AFB AZ
17 Sep	1015	SAAM C-141 arrives/departs Peterson AFB CO
17 Sep	1115/1130	SAAM C-141 arrives/departs Pt Mugu
17 Sep	1300	SAAM C-141 arrives Davis Monthan
18-30 Sep	AR	Mountain training
*1 Oct	AR	4XMH/HH-53 RTB HRT
1 Oct	1515/1815	SAAM C-141 departs Davis Monthan/arrives HRT

*Tanker support has been tasked for deployments on 7 Sep and 14 Sep. Tankers will also support the mission on 16/17 Sep and the redeployment on 1 Oct. Coordination for deployment ARs on 7 Sep will be done by 20 SOS/DOWX at HRT ASAP. Coordination for all other ARs will be accomplished at Peterson AFB CO on 13 Sep. HC-130 beddown is at Kirtland AFB NM; however tanker pilots and planners will close to Peterson AFB CO on 13 Sep for planning.

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE	DTG/RELEASER TIME			PRECEDENCE	CLASS	SPECAT	ME	EYE	SPEC MSG DESIG
	DATE-TIME	MONTH	YR	ACT	INFO				
01 01	132122Z	OCT	88	RR		UUUU			DOOM131250

BOOK

AFSOC HURLBURT FLD FL//DO//

39SOW EGLIN AFB FL//DO/DOO//

ZEN 1SOW HURLBURT FLD FL//DO/DOO//

DO NL

ADO BDO 10-14 NL

DOJ: 10-14

UNCLAS

MSGID/SYS.RRM/23 AF DOOM//

REF/A/TEL/23 AF TASKING/12 OCT 88//

REPLY/ACK//

RMRKS/SUBJ: SUPPORT FOR VICE CHAIRMAN, JCS VISIT TO HURLBURT FLD FL, 20 OCT 88

1. FOR 1 SOW: PROVIDE AN AC-130, MC-130, AND MH-53 FOR A STATIC DISPLAY 20 OCT 88. TIMES OF THE STATIC DISPLAY WILL BE 1250-1440L. CREWS SHOULD BE IN PLACE NLT 1230L. ALSO PROVIDE AN ORIENTATION FLIGHT IN AN MH-53 PAVE LOW FROM 1500 - 1525-1645L. ADDITIONALLY, COORDINATE THE PARKING OF AN MH-60 AND AN EC-130 FOR THE SAME STATIC.

2. FOR THE 39 SOW: PROVIDE AN MH-60 FOR THE SAME STATIC. INSURE THAT THE AIRCRAFT AND CREW ARE IN PLACE AT HURLBURT FLD FL NLT 1230L.

3. THIS MSG IS CONFIRMATION OF TELECON TASKING ON 12 OCT 88. AFSOC POC IS LT COL ROBSON, DOOM, AV 579-2242.

DRAFTER/RELEASER: LT COL ROBSON/DOOM/2242

RELEASER: COL JONES/DO/2211

SECURITY CLASSIFICATION: UNCLASSIFIED

DATE TIME GROUP:

DD FORM 173/2 PREVIOUS EDITION IS OBSOLETE

STAFF SUMMARY SHEET

WJH F/C SA-1 LW

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

Insure "they" schedule they

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Hanson, GS-7	1SOW/PA	7464	VH	On Command

SUBJECT: Defense Helicopter World Media Visit 20 Dec 88

DATE: 28 Nov 88

SUMMARY:

1. Frank Colucci, North American editor for Defense Helicopter World, has requested to visit the 1 SOW for a story on the MH-53J (Tab 2). The article would focus on SOF visit the 1 SOW primarily. Some areas he'd like to cover, unclassified, are MH-53 training hardware primarily. Some areas he'd like to cover, unclassified, are MH-53 training programs, crew skills developed for low-level/night/adverse weather operations, and joint service operations with fixed and rotary wing support. Mr Colucci will also talk to representatives from the 23 AF about the overall MH-53J program prior to coming to the 1 SOW. He will also be visiting the 55 SOS at Eglin for a similar story on the MH-60G.

2. A proposed itinerary for Mr Colucci is at Tab 1. The 20 Dec date is one of the few dates available in the upcoming months.

RECOMMENDATION

3. 1SOW/CC approve Mr Colucci's visit and the 1 SOW portion of the proposed itinerary at Tab 1.

THOMAS CONNELL, III, Captain, USAF
Chief, Public Affairs Divison

2 Tabs
1. Proposed Itinerary
2. Visit Request Letter

cc: 1SOW/DOF, [redacted]
Det. 8, 1361 AVS

Scheduled

AF FORM 1768 SEP 84 PREVIOUS EDITION WILL BE USED.

☆ U.S.G.P.O.: 1987 - 201-386/70075

ITINERARY FOR MR FRANK COLUCCI
DEFENSE HELICOPTER WORLD
20 DEC 88

0815	Arrive Hurlburt Field front gate, Mrs Hanson will meet	1SOW/PA van
0830	23AF Mission Briefing (23AF/XP) geared towards helicopter operations Mr Colucci Mrs Hanson	MCR
0915	Question and Answer Period Brig Gen Scott Col Jones Col Dennis Col Thalberg Mr Colucci Mrs Hanson	CCR
1005	History of Special Ops Videotape Lt Col Weikel Mr Colucci Mrs Hanson	20 SOS conference room
1025	20 SOS Mission Briefing/Tour Same attendees as above	20 SOS
1110	CTF Mission Briefing	CTF 1 SOW conference room
1130	Question and Answer Period Col Stovall Col Hooten Col Anderson Col Stephens Lt Col Weikel Maj Power Mr Colucci Mrs Hanson	
1215	Lunch at Hurlburt Officers' Club Mr Gaines Mrs Hanson	Officers' Club
1315	MH-53J Static Display Lt Col Weikel Mr Colucci Mrs Hanson	Flightline
1400	Photo Lab to Review Slide File	Photo Lab
1420	Depart Hurlburt for Eglin	1SOW/PA van

CURRENT AS OF
1500/25 FEB 88

ITINERARY
FOR THE VISIT OF
SPECIAL OPERATIONS PLANNING ADVISORY GROUP
(SOPAG)

Friday, 26 February

1. 1145: MGEN PATTERSON ARRIVES FLT LINE VIA C-21

MRS PATTERSON	MET BY:	BGEN SCOTT
COL FLOURNOY		COL STOVALL
CAPT KOENIG		CAPT DEAN
CMSGT RAY		
CMSGT KLICKOVICH		

(NOTE: MSGT CASPERSON TRANSPORTS MRS PATTERSON)
CMSGT BORG TRANSPORTS CHIEFs RAY AND KLICKOVICH

2. 1215: VISITORS ARRIVE FLT LINE VIA T-43

GEN LINDSAY	MET BY:	MGEN PATTERSON
GEN MEYER		BGEN SCOTT
GEN KINGSTON		COL STOVALL
LT GEN YARBOROUGH		CAPT DEAN
LT GEN GRANGE		
LT GEN MANOR		
BGEN DOWNING		
BGEN BLACKBURN		
CMDR MABRY		
MAJ PAGE		
MAJ HEIDMOUS		
MS WASHINGTON		

3. 1215-1225: EN ROUTE TO HQ AFSOC, BLDG 1

23 AF/CC CAR	VAN 1 W/DRIVER	1 SOW/CC CAR	23 AF/CSP CAR
GEN LINDSAY	LT GEN YARBOROUGH	COL STOVALL	MAJ PAGE
GEN MEYER	LT GEN GRANGE	COL FLOURNOY	MAJ HEIDMOUS
GEN KINGSTON	LT GEN MANOR	CMDR MABRY	CAPT KOENIG
MGEN PATTERSON	BGEN DOWNING	MS WASHINGTON	CAPT DEAN
	BGEN BLACKBURN		
	BGEN SCOTT		

4. 1225-1450: 23 AF BRIEFINGS (COMMANDER'S CONFERENCE ROOM)

INTRODUCTION/RM BRIEFING
(MGEN PATTERSON)

COMMAND AND CONTROL BRIEFING
(LT COL MILES)

SPECIAL AIR WARFARE CENTER
(COL SCHLACHTER)

USAF SPECIAL OPERATIONS SCHOOL
(COL BRAUER)

SOF MODERNIZATION
(MAJ JOHNSON)

TRAINING ENHANCEMENT
(LT COL NICHOLS)

AFSOC HQ MANPOWER
(LT COL HECKMAN)

ATTENDEES:

GEN LINDSAY
GEN MEYER
GEN KINGSTON
LT GEN YARBOROUGH
LT GEN GRANGE
LT GEN MANOR
BGEN DOWNING
BGEN BLACKBURN
CMDR MABRY
MAJ PAGE
MAJ HEIDMOUS
MS WASHINGTON
MGEN PATTERSON
BGEN SCOTT
COL HEETER
COL STOVALL
COL FLOURNOY
COL EVERS
COL CARNEY
COL LENAHAN
COL BOSSER
COL PURDY
COL SCHLACHTER
COL KIMSEY
COL CHALKLEY
COL BRAUER
LT COL SCHENK
CAPT KOENIG
CAPT DEAN

5. 1450-1500: EN ROUTE TO FLIGHTLINE

23 AF/CC CAR	VAN 1 W/DRIVER	1 SOW/CC CAR	23 AF/CSP CAR
GEN LINDSAY	LT GEN YARBOROUGH	CMDR MABRY	MAJ PAGE
GEN MEYER	LT GEN GRANGE	MS WASHINGTON	MAJ HEIDMOUS
GEN KINGSTON	LT GEN MANOR	COL STOVALL	CAPT KOENIG
MGEN PATTERSON	BGEN DOWNING		CAPT DEAN
	BGEN BLACKBURN		
	BGEN SCOTT		

6. 1500-1545: STATIC DISPLAY OF MH-53J PAVE LOW, HC-130 AND MH-60G PAVE HAWK

1500-MH-53 PAVE LOW	1500-HC-130	1500-MH-60G PAVE HAWK
1515-HC-130	1515-MH-60G PAVE HAWK	1515-MH-53 PAVE LOW
1530-MH-60G PAVE HAWK	1530-MH-53 PAVE LOW	1530-HC-130
(MGEN PATTERSON)	(BGEN SCOTT)	(COL STOVALL)
GEN LINDSAY	LT GEN GRANGE	CMDR MABRY
GEN MEYER	LT GEN MANOR	MAJ PAGE
GEN KINGSTON	BGEN DOWNING	MAJ HEIDMOUS
LT GEN YARBOROUGH	BGEN BLACKBURN	MS WASHINGTON

DOO cy

13 Apr 88
0815

File Ops

OPERATIONS ITINERARY

DEPUTY ASST SECRETARY OF DEFENSE
Mr John M. RUSS

13 Apr 88

1230 - 1430 Squadrons mission briefings and life support and NVG briefings/fittings at Wing Conference room.

1235 - 1255 8 SOS

1300 - 1320 20 SOS

1325 - 1345 16 SOS

1350 - 1410 Life Support

1415 - 1430 (Open)

1430 - Depart on base tour

1830 - 2230 Orientation flights begin with onload on AC-130 in front of Base Operations.

(HRT) AC 1830 - 1955/2000 (HRT)

(HRT) MH 2005 - 2100/2100 (FD6)

(FD6) MC 2110 - 2220/2230 (HRT)

MC - Wise 35

AC - STING 45

MH - C/Boy - 83 + 84

① If C52N Add 15-30 minutes more up front for S/A + Tweak!

② Talons OK

③ Helos OK -

PROPOSED ITINERARY FOR MR BILL SWEETMAN, INTERNATIONAL DEFENSE REVIEW
20 ~~21~~ APR 88

0715 - Courtesy Call with 23AF/CC
Attendees: Mr Sweetman
Col Lenahan
Mrs Hanson (23AF/PA)

0930 - 23AF Mission Briefing
Attendees: General Patterson
General Scott
Colonel Lenahan
Colonel Flournoy
Colonel Dennis
Colonel Thalberg
Lt Col Nichols
DOX Briefer

1015 - Questions and Answers (Discussion on SOF Modernization/Training)
Attendees: Same as above briefing.

1130 - Lunch at Hurlburt Officers' Club
Attendees: Mr Sweetman
General Patterson
General Scott
Colonel Stovall
Colonel Hooten
Colonel Lenahan
Colonel Anderson
Captain Guidry
Mrs Hanson

1245 - Courtesy Call with 1 SOW/CC
Attendees: Mr Sweetman
Colonel Hooten
Colonel Lenahan
Mrs Hanson

1315 - Static Display of 1 SOW Aircraft
Attendees: Mr Sweetman
Colonel Anderson
Colonel Lenahan
Mrs Hanson
Designated Crew Members

OPS/ 1 SOW/1000

VISIT OF MR. BILL SWEETMAN
INTERNATIONAL DEFENSE REVIEW
20 APR 88

INSURE THIS GETS ON SCHEDULE / IT "FELL OFF" COMMIT SHEET.

0915	Courtesy call with 23 AF/CV	23 AF/CV office
	Brigadier General Scott	
	Mr. Sweetman	
	Colonel Lenahan	
	Mrs Hanson	
0930	23 AF Mission Briefing	CCR
	Brigadier General Scott	
	Colonel Flournoy	
	Colonel Thalberg	
	Colonel Lenahan	
	Colonel Dennis	
	Lt Col Nichols	
	Capt Guidry	
	Mrs Hanson	
	DOX briefer	
1015	Questions and Answers	
	(Primarily about SOF Modernization/Training)	
	Attendees are same as 23 AF Briefing	
1115	Travel to Officers' Club	1 SOW/PA GOV

1315	Statics	Flightline
1415	Visit to Central Training Flt	
	Mr. Sweetman	
	Colonel Anderson	
	Colonel Lenahan	
	Major Spence	
	Major Power	
	Mrs. Hanson	
1515	Visit Det 8, 1361 AVS, to review stock photos	
	Mr. Sweetman	
	Colonel Lenahan	
	Major Garner	
	Capt McClean	
	Mrs Hanson	
1615	Depart Hurlburt	

POC Victoria Hanson
Public Affairs
ext 7464

Proposed Itinerary
McChord Civic Leaders
3-4 May 88

3 May

1200	Arrive Hurlburt Flightline Col Stovall Greets
1215	Tour Static Displays of 1st Special Operations Wing Aircraft Group Photograph at Aircraft
1345	Depart Flightline
1350	Arrive Wing Headquarters for "History of Special Operations" Videotape
1420	Depart Wing Headquarters
1425	Arrive 834th Component Repair Squadron LTC Rauhecker Greets
1530	Depart CRS for Holiday Inn
1600	Arrive Holiday Inn
	Free Time
1800	Depart Holiday Inn
1830	Arrive Hurlburt Officers Club for Seafood Buffet
2130	Depart Hurlburt Officers Club
2200	Arrive Holiday Inn

4 May

As Desired	Breakfast At Holiday Inn Buffet
0600	Luggage Picked up in Holiday Inn Lobby
0715	Depart Holiday Inn
0745	Arrive Hurlburt Flightline
0800	Depart Hurlburt Field

1 SOW/CCE	COORD	23 AF/DO	COORD
1 SOW/CV	COORD	23 AF/CCE	COORD
1 SOW/CC	COORD	23 AF/CS	COORD
23 AF/DOOM	COORD	23 AF/CV	COORD
23 AF/DOO	COORD	23 AF/CC	APPROVE

ADO B
DOO ——

Sikes, GS-7 23 AF/PA 7464 ss

Proposed Itinerary for CINCMAC Sponsored Civic Leader Tour 24-25 May 88 27 Apr 88

1. Civic Leaders from the Philadelphia area will visit Hurlburt on 24-25 May as part of a CINCMAC sponsored tour. MAC has requested an itinerary similar to the one used for the New York area CINCMAC tour in July 87 which included a 15 minute operational demonstration. The operational demonstrations were very well received by the tour members. If 23 AF/CC approves, we will coordinate with USSOCOM.

2. The proposed general itinerary is as follows:

24 May
1100 Arrive at Hurlburt
23 AF Briefing
—— Lunch and 1 SOW Briefing Officers' Club (1 SOW/CC Hosts)
HALO Drop (to set up LZ) CCT from Pave Low or Talon
Fast Rope (employment to LZ) CCT from Pave Low
HSLLADS (for resupply) Talon
Seafood Buffet at Officers' Club (23 AF/CC Hosts)

DO

25 May
0800 Tour 834 Component Repair Squadron
0900 Depart Hurlburt (next stop, Altus)

RECOMMENDATION:

3. 23 AF/CC approve itinerary including operational demonstrations listed in paragraph 2.

JOHN R. GUIDRY, Captain, USAF
Chief, Public Affairs Division

cc: 1 SOW/DO
1 SOW/DOO
1 SOW/MA
834 CRS
1723 CCS
1720 STG

YOUR COPY

On Commit.

File 1SOW/DOOR

VISIT OF MR DAVE TORTORANO
UNITED PRESS INTERNATIONAL (UPI)
10 MAY 88

0900	History Brief with 23 AF/HO Mr Little Mr Tortorano Mrs Hanson	23 AF/HO office
0930	Courtesy call with 23 AF/CC Maj Gen Patterson Mr Tortorano Mrs Hanson	23 AF/CC office
0945	23 AF Command Briefing Brig Gen Scott Col Heeter Mr Tortorano Mrs Hanson	CCR
1015	Question and Answer Period Same Attendees as 23 AF Command briefing	CCR
1040	Travel to 1SOW/CC office Mr Tortorano Mrs Hanson	1 SOW/PA van
1045	Courtesy call/question and answer period with 1 SOW/CC Col Stovall Col Hooten Mr Tortorano Mrs Hanson	1 SOW/CC office
1125	Travel to Statics Mr Tortorano Mrs Hanson	1 SOW/PA van
1130	Walk-through of available MH-53 static Col Anderson Mr Tortorano Mrs Hanson 20 SOS pilot Briefer	1 SOW/PA van
1150	Walk-through of available MC-130 static Same as above (8 SOS pilot briefer)	1 SOW/PA van
1210	Walk-through of available AC-130 static Same as above (16 SOS pilot briefer)	1 SOW/PA van
1240	Depart Hurlburt	

PHILADELPHIA CIVIC LEADERS

STATIC/AERIAL DEMONSTRATION ITINERARY

25 May 88

TIME	EVENT	UNIT/AIRCRAFT	LOCATION
1315-1345	CCT EQUIPMENT STATIC	1723 CCS	CCT YARD
1345-1500	AIRCRAFT STATIC	AC-130, MC-130, MH-53	TRANSIENT RAMP (E2, D2)
1500-1515	MOVE TO BLEACHERS/ COL STOVALL REMARKS		FRONT OF BASE OPS
1515	HALO PARADROP	MC-130/CCT (4)	OMAR DZ/RAMP IN FRONT OF STANDS
1527	FAST ROPE	MH-53/CCT (4)	OMAR DZ
1531	HSLLADS	MC-130	OMAR DZ

DEMO COMPLETE

1535-1600 TOUR MEMBERS MEET WITH CCT MEMBERS

NOTES:

1. CCT will control Demo from OMAR DZ. They will make adjustments to demo times if conditions dictate.
2. All players brief at 8th SOS crew brief 25 May.
3. CCT and 8 SOS will provide briefers for DEMO comments.

Current as of
1100/1 June

ITINERARY FOR THE VISIT OF SENATE BUDGET COMMITTEE STAFFERS

6 JUNE 1988 ONLY

1430 Arrive Hurlburt via C-12. Greeted by MGen Patterson and Col Stovall.

Mr Doug Cook
Mr Randy Devalk
Mr Frank Faust
Lt Col Broadhurst, USA
Lt Col Wood, USA

1430-1435 En Route to Billeting

DV VAN - Capt Lindeman, Driver

Mr Cook
Mr Devalk
Mr Faust
Lt Col Broadhurst
Lt Col Wood

1435-1555 At leisure (Change into flight suits)

1555-1600 En Route to 1 SOW HQ

1600-1800 1 SOW Growth Briefing
Squadron Briefings
NVG Demo
Life Support Fittings

Mr Cook
Mr Devalk
Mr Faust
Lt Col Broadhurst
Lt Col Wood
Col Stovall
Col Hooten
Col Anderson
Lt Col Harbison
Lt Col Napier
Lt Col Johnson

1800-1805 En Route to Hurlburt ~~Officers Club~~ Golf Course

1805-1915 Dinner - ~~Gourmet Room~~ Golf Course

Mr Cook
Mr Devalk MR FAUST
Lt Col Broadhurst
Lt Col Wood
Col Stovall
Col Hooten
Col Anderson

1915-1925 En Route to Base Ops

DV VAN

1930-2330 AC-130H, MC-130E, and MH-53H Demonstration Flights

2330 Return to Billeting

ITINERARY FOR
MGEN EDWIN H. A. BECKETT, ROYAL ARMY
DEFENSE ATTACHE, UK MINISTRY OF DEFENSE

Monday, 26 Sep 88

1330	Arrive at Hurlburt Wing HQ (Bldg 90226) via Eglin Staff Car	
	MGen Beckett Sq Ldr LeBas	
1335-1355	Courtesy call with 1 SOW/CC	
	MGen Beckett Sq Ldr LeBas	Col Stovall
1355-1400	Enroute 23 AF HQ (Bldg 1) via 1 SOW Staff Car	
	MGen Beckett Sq Ldr LeBas Col Vycital	
1400-1425	Courtesy call with 23 AF/CC	
	MGen Beckett Sq Ldr LeBas	MGen Patterson
1425-1430	Enroute Flight Line via 1 SOW Staff Car	
	MGen Beckett Sq Ldr LeBas Col Vycital	
1430-1530	Tour Static Displays	
1415	MGen Beckett Sq Ldr LeBas	Col Vycital

1430-1450 (AC-130H Spectre Gunship)
1450-1510 (MC-130E Talon)
1510-1530 (MH-53J Pave Low)

1530-1535	Enroute 1 SOW Intel Bldg 90758 via 1 SOW Staff Car	
	MGen Beckett Sq Ldr LeBas Col Vycital	
1535-1600	Mini Camps Demo	
	MGen Beckett Sq Ldr LeBas	Col Vycital TSgt Chisholm

26 Sep 88
1800

OPERATIONS ITINERARY

OJCS/J-3

LTGEN Thomas W. Kelly

27 Sep 88

1445 - 1630 Visit squadrons for unit mission briefings, and receive life support and NVG briefings/fittings at 20 SOS.

1445 - 1510 8 SOS: Briefing and tour.

1515 - 1540 16 SOS: Briefing and tour.

1545 - 1610 20 SOS: Briefing and tour.

1610 - 1630 Life Support/NVG fittings at 20 SOS.

1630 - Depart for quarters.

1905 - 2305 Orientation flights. Begin with onload onto AC-130 in front of Base Operations.

(HRT) AC 1905 - 2030/2035 (HRT)

Live Fire/Dry Fire

(HRT) MH 2040 - 2135/2135 (FD6)

NVG Flight, Air Refuel with MC-130, NVG Landings.

(FD6) MC 2145 - 2300/2305 (HRT)

NVG Landings (B/O, Box and One), TF Low Level, High Speed Drops.

OPERATIONS - FLYING ITINERARY

OFFICE OF THE JOINT CHIEFS OF STAFF J-3

LTGEN Thomas W. Kelly

27 Sep 88

1905 VIP boards AC-130 in front of Base Ops (H-2).

1905 - 2035 AC-130 live fire demonstration at A-77 with landing HRT for transload to MH-53.

2035 - 2040 Transload VIP AC-130 to MH-53 in front of Base Ops (MH waiting, facing N at spot H-2, and AC parks at H-1 facing S. Transfer from R-rear of AC to R-front MH).

2040 - 2135 H-53 flys L/L, AR with MC (ARCT 2055) and LZ demo. MH TOT 2135 Field 6 LZ (strobe marked). Transfer VIP to CCT and departs, but stays in vicinity and insures MC-130 lands to pickup VIP.

2135 - 2145 VIP with CCT to observe blacked out NVG landing by MC-130.

2143 MC-130 TOT Fld 6 LZ landing to S. Turn around and onload VIP (via ramp) vicinity intersection.

2145 - 2300 MC-130 demos two NVG landings Fld 6 LZ (TOT 2205, and 2220), then HSLLADS drops at Sontay DZ (TOT 2240, 2250 IR strobe marking PI), and TF L/L demo. Landing HRT 2300 to offload VIP at base ops.

2305 Offload VIP in front of Base Ops (MC facing N, offload through crew door), to 1 SOW/CV.

NOTES: (1) Airborne AC spare. Preflighted ground spare MC. Only two MH/J available as the primary and a flying spare.

(2) Command post will insure ranges are kept open for aircraft.

(3) Command post frequencies are primary C2 net (320.7, 140.4). Command post will pass call signs of Demo A/C to tower.

(4) FLD 6 LZ CCT frequency 371.1.

ALTUS AFB TOUR
ITINERARY

29 Sep
Thurs

1130	Arrive Hurlburt Base Operations
	Greeted by Maj Gen Robert B. Patterson, Commander, 23rd Air Force
	Col Dale E. Stovall, Commander 1st Special Operations Wing
1135-1145	Travel to Hurlburt Officers' Club
1145-1320	Lunch, Three Salad Plate, our Famous Cornbread Muffins and Cheese Cake Followed by Hurlburt Briefing, Col Stovall
1320-1330	Travel to Flightline
1330-1335	Group Photograph
1335-1500	Statics of 1 SOW Aircraft
	MC-130, Combat Talon AC-130, Gunship MH-53, Pave Low Helicopter
1500-1505	Travel to 834 Component Repair Squadron (CRS)
1505-1600	Tour 834 CRS
1600-1615	Travel to Holiday Inn on Okaloosa Island
1815-1830	Travel to Hurlburt Officers' Club for Cocktails and Dinner Seafood Buffet
2130	Evening Ends Travel to Holiday Inn

MORE

11 Oct 88
1400

OPERATIONS ITINERARY

SASC STAFFER

Mr. Norm Mosher

12 Oct 88

1415 - 1615 Visit squadrons for unit mission briefings, and receive life support and NVG briefings/fittings at 20 SOS.

1415 - 1445 8 SOS: Briefing and tour.

1450 - 1520 16 SOS: Briefing, tour and Life Support.

1525 - 1555 20 SOS: Briefing and tour.

1555 - 1615 Life Support/NVG fittings in 20 SOS briefing room.

1615 - Depart for quarters.

1900 - 2300 Orientation flights. Begin with onload onto AC-130 in front of Base Operations.

(HRT) AC 1900 - 2025/2030 (HRT)

Live Fire/Dry Fire

(HRT) MH 2035 - 2130/2130 (FD6)

NVG Flight, Air Refuel with MC-130, NVG Landings.

(FD6) MC 2140 - 2255/2300 (HRT)

NVG Landings (B/O, Box and One), TF Low Level, High Speed Drops.

OPERATIONS - FLYING ITINERARY

SENATE ARMED SERVICES COMMITTEE STAFFER

Mr. Norm Mosher

12 Oct 88

1900 DV boards AC-130 in front of Base Ops (H-2).

1900 - 2030 AC-130 live fire demonstration at A-77 with landing HRT for transload to MH-53.

2030 - 2035 Transload DV AC-130 to MH-53 in front of Base Ops (MH waiting, facing N at spot H-2, and AC parks at H-1 facing S. Transfer from R-rear of AC to R-front MH).

2035 - 2130 H-53 flys L/L, AR with MC (ARCT 2055) and LZ demo. MH TOT 2130 Field 6 LZ (strobe marked). Transfer DV to CCT and departs, but stays in vicinity and insures MC-130 lands to pickup DV.

2130 - 2140 DV with CCT to observe blacked out NVG landing by MC-130.

2138 MC-130 TOT Fld 6 LZ landing to S. Turn around and onload VIP (via ramp) vicinity intersection.

2140 - 2255 MC-130 demos two NVG landings Fld 6 LZ (TOT 2200, and 2215), then HSLLADS drops at Sontay DZ (TOT 2235, 2245 GAR-I and IR strobe marking PI), and TF L/L demo. Landing HRT 2255 to offload DV at base ops.

2300 Offload DV in front of Base Ops (MC facing N, offload through crew door), to 1 SOW Rep.

NOTES: (1) Airborne AC spare. Preflighted ground spare MC. Flying and ground spare MH-53H.

(2) Command post will insure ranges are kept open for aircraft.

(3) Command post frequencies are primary C2 net (320.7, 140.4). Command post will pass call signs of Demo A/C to tower.

(4) FLD 6 LZ CCT frequency 371.1.

(5) Due to range activities, A-77 is only live fire range and is not available earlier than 1800, nor later than 2045. TAB 6 is not usable after 2330.

DOUBLE ORIENTATION PROGRAM
OPERATIONS ITINERARY

19 Oct 88

Cdr, 1 Gp RAF Strike Command: AVM Thomson

1010 - 1145 Unit mission briefings and life support and NVG fittings at Wing Conference Room.

1010 - 1030 8 SOS briefing.

1035 - 1055 20 SOS briefing.

1100 - 1120 16 SOS briefing.

1125 - 1145 Life support and NVG fittings and briefings.

1235 - 1310 DOI Mini-CAMPS Demo, Bldg 90758.

Assistant Secretary of Defense for Public Affairs: Mr Howard

1515 - 1540 8 SOS briefing and tour.

1545 - 1610 16 SOS briefing, life support and tour.

1615 - 1640 20 SOS briefing and tour.

1640 - 1700 Life Support and NVG fittings and briefings at 20 SOS Briefing Room.

ORIENTATION FLIGHTS

1900 - 2300 Begin with onload in front of Base Ops. AVM Thomson begins on the AC-130, and Mr Howard on the MC-130.

AVM Thomson (DV-1)

TIMES: On A/C - Land/Off A/C

(HRT) AC 1900 - 2020/2025 (HRT)

Live Fire/Dry Fire

(HRT) MH 2030 - 2130/2130 (FD6)

NVG L/L, NVG Landings

(FD6) MC 2140 - 2255/2300 (HRT)

NVG Landings (B/O, Box and One), TF L/L, High Speed Drops (Tng Load and SATB)

Mr Howard (DV-2)

TIMES: On A/C - Land/Off A/C

(HRT) MC 1900 - 2025/2030 (HRT)

NVG Landings (2-B/O, Box and One), TF L/L, High Speed Drop (Tng Load)

(HRT) AC 2035 - 2155/2200 (HRT)

Live Fire/Dry Fire

(HRT) MH 2205 - 2255/2300 (HRT)

NVG L/L, NVG Landings

ITINERARY FOR THE VISIT OF

SCOTT AFB CIVIC LEADERS

26-27 October 1988

26 Oct, WEDNESDAY

0945	ARRIVE HURLBURT COL MITCHELL SCOTT CIVIC LEADERS	MET BY: COL STOVALL COL HOOTEN COL STILES CAPT CONNELL MRS SIKES AMBASSADORS, FT WALTON BEACH CHAMBER OF COMMERCE

(LUGGAGE DETAIL WILL PLACE LUGGAGE IN ROOMS)

0950	GROUP PHOTO IN FRONT OF PAVE LOW COL MITCHELL SCOTT CIVIC LEADERS	COL STOVALL COL HOOTEN PHOTOGRAPHER, DET 8, 1361 AVS
0955-1115	VIEW STATIC DISPLAY OF 1SOW AIRCRAFT, AC-130 GUNSHIP, MC-130 COMBAT TALON, MH-53H PAVE LOW HELICOPTER COL MITCHELL SCOTT CIVIC LEADERS	COL STOVALL 1SOW AIRCREWS MRS SIKES
1115-1130	EN ROUTE TO HURLBURT OFFICERS' OPEN MESS (HOOM) BUS COL MITCHELL SCOTT CIVIC LEADERS MRS SIKES	1SOW/CC STAFF CAR COL STOVALL
1130-1250	LUNCH, HURLBURT BRIEFING COL MITCHELL SCOTT CIVIC LEADERS	BRIEFER: COL STOVALL MGEN PATTERSON COL STOVALL COL HOOTEN HURLBURT DCS'S AND COMMANDERS MRS SIKES
1250-1315	EN ROUTE TO EGLIN AFB WEST GATE BUS COL MITCHELL SCOTT CIVIC LEADERS MRS SIKES	MET BY: MRS PIGGOT

ITINERARY
FOR THE VISIT OF

COL WILLIAM BENDER, USAF
HQ ESC/DOO

COL MILTON DRIGGERS, USAF
HQ CESD/CV

9-10 NOV 88

9 NOV (WED)

0920 - 0930	COURTESY VISIT WITH 23 AF/DO
0930 - 1015	23AF COMMAND BRIEFING
1015 - 1030	COURTESYVISIT WITH 23 AF/CV
1030 - 1050	VISIT 23 AF/DOC
1050 - 1200	VISIT WITH 23 AF/DOOJ
1200 - 1300	LUNCH (DO/ADO/DOO/DOE)
1300 - 1315	COURTESY VISIT WITH 1 SOW/CC
1315 - 1500	1 SOW BRIEFINGS (8 SOS, 20 SOS, 16 SOS)
1500 - 1600	STATICS (MH-53; MC/AC-130)
1600 - 1630	1723 CCS VISIT/ORIENTATION

NO MC
1 AC-
MH-H- WASH RACK/SHED

10 NOV (THUR)

	AFSOC ORIENTATION
	VISIT 23 AF/IN
	OUTBRIEF WITH 23 AF/DO

Pass Briefing requirement to Squadrons — coord where with 1SOW/CC.

(Pass Static Requirements also)

23 POC MAJ HAHN 2211

FINAL DRAFT

ITINERARY FOR PARTICIPANTS OF USAF/IAF OPERATOR TALKS 13-15 NOV 88

12 Nov 88 Saturday

1100L — Air Staff contingent arrives Hurlburt Field via C-22
Met by Capt Dunham and Capt Smith

LTC Frank A. Wilcie	Maj Ronald E. Foy
LTC David A. Bina	Maj Steven N. Rapp
LTC Michael J. Nietzel	Maj Jeff Fortesso
Maj Thomas A. Popp	Maj Robert W. Lane
Maj Charles A. Lovett	Maj Donald O. Ross

1100-1110L — Enroute to Quarters

Bus
Air Staff

1110L- — Open

ITINERARY FOR
PARTICIPANTS OF USAF/IAF OPERATOR TALKS
13-15 NOV 88

13 Nov 88 Sunday

1100-1130L Greeting party en route to Okaloosa Air Terminal

Staff Car	DV Vans
Col Ron Jones	Air Staff

1205L- IAF contingent arrives via commercial air **(Delta Airline)**
Met by Col Ron Jones, Capt Dunham, and Air Staff escorts

BGen Eytan Ben-Eliahu	LTC Abraham Menkes
Col Uzzi Rozzen	Maj Cohen Boaz
LTC Jakov Reshef	Maj Jacob Ilan
LTC Shraga Yarry	

1230-1300 USAF/IAF parties en route to HFld FL Quarters

Staff Car	DV Vans
BGen Eytan Ben-Eliahu	Air Staff
Col Ron Jones	IAF Members

1300L- HQ USAF/XOO arrives HFld FL via C-21
Greeted by Maj Gen Patterson, BGen Scott, and Col Hooten

Maj Gen Walter E. Webb III
Col Jerome C. Jones

1300-1305L En route to Quarters

Staff Car	Staff Car
MGen Webb	Col Jerome C. Jones
MGen Patterson	Capt Smith, CSP

TBD Arrival of BGen Gorden at Okaloosa Air Terminal
Met by Air Staff - Transportation as required

1455-1500L En route to Bldg 1

Staff Car	DV Vans
MGen Webb	Air Staff
Col Jerome C. Jones	

1500L- US Team game plan / strategy meeting in 23 AF MCR

ITINERARY FOR
PARTICIPANTS OF USAF/IAF OPERATOR TALKS
13-15 NOV 88

13 Nov 88 Sunday (Continued)

1755-1800L Enroute to HFOOM Ballroom

Staff Car	COMAFSOC Car
MGen Webb	MGen Patterson
Col Jerome C.Jones	
Staff Car	**Bus**
BGen Ben-Eliahu	Air Staff
BGen Gorden	IAF Members
Driver	

1800-1900L Cocktails (Uniform: Short-sleeve Blue Shirt)

1900-2030L Dinner

2030L- Enroute to Quarters

Staff Car	COMAFSOC Car
MGen Webb	MGen Patterson
Col Jerome C.Jones	
Staff Car	**Bus**
BGen Ben-Eliahu	Air Staff
BGen Gorden	IAF Members
Driver	

As of 6 Dec 88

BURKE

ITINERARY FOR MR JOHN BRODER
LOS ANGELES TIMES
12 DEC 88

1200	Arrive Okaloosa airport, rental car to Hurlburt	Rental car
1250	Arrive Back Gate, Mrs Hanson escorts to 23 AF HQ	Rental car
1300	Courtesy Call with 23AF/CV Brig Gen Scott Mr Broder Lt Col Sheffield (USSOCOM/SOPA) Mrs Hanson	23AF/CV office
1315	23 AF Briefing (23AF/XP) Brig Gen Scott Col Hodge Col Jones Col Dennis Col Thalberg Mr Broder Lt Col Sheffield Mrs Hanson	CCR
1400	Question and Answer period (same attendees as above)	CCR
1430	Travel to 1 SOW Headquarters	23AF/PA van
1435	Courtesy call with 1SOW/CC Col Stovall Col Hooten Col Anderson Mr Broder Lt Col Sheffield Mrs Hanson	1SOW/CC office
1450	History of Special Ops videotape (same attendees as above)	1SOW/CC office
1510	Travel to 8 SOS	23AF/PA van
1515	8 SOS for Squadron Briefing Lt Col Thigpen Mr Broder Lt Col Sheffield Mrs Hanson	8 SOS conference room
[redacted]	[redacted] displays of MC-130 with aircrew briefers (same attendees as above)	Flightline
1600	Travel to 20 SOS	23AF/PA van
1605	20 SOS Squadron Briefing Lt Col Weikel Mr Broder Lt Col Sheffield Mrs Hanson	20 SOS conference room

ITINERARY FOR
PARTICIPANTS OF USAF/IAF OPERATOR TALKS
13-15 NOV 88

15 Nov 88 Tuesday (Uniform: Flight suits / Short-sleeve Blue Shirt)

0735-0740L Depart quarters for Bldg 1.

Staff Car	Staff Car	DV Vans
MGen Webb	BGen Ben-Eliahu	Air Staff
Col Jerome C.Jones	Driver	IAF Members

0740-0800L Continental Breakfast in 23 AF Main Conference Room

0800-0845L **MH-53 Brief (Capt Walters, 1 SOW)**

0845-0930L Air-to-Air Evasive Maneuvering - IAF

0930L-0945L Break

0945-1030L **MH-60G Brief (Capt Harden, 55 SOS)**

1030-1115L SOF Helo Deployment Package - IAF

1115-1200L **Combat Rescue CONOPS (Capt Dunham, DOX)**

1200L- Depart Bldg 1 for HFOOM.

Staff Car	COMAFSOC Car
MGen Webb	MGen Patterson
Col Jerome C.Jones	

Staff Car	Bus
BGen Ben-Eliahu	Air Staff
BGen Gorden	IAF Members
Driver	

1215-1315L Lunch in Daedalian Room

1315-1325L Depart HFOOM for Bldg 1.

Staff Car	COMAFSOC Car
MGen Webb	MGen Patterson
Col Jerome C.Jones	

Staff Car	Bus
BGen Ben-Eliahu	Air Staff
BGen Gorden	IAF Members
Driver	

1330-1415L **CCT Preparation of Rough Fields (Capt Tino, DOY)**

[redacted]	tic Display of MH-53 (same attendees as above)	Flightline
1655	Travel to 1 SOW Headquarters	23AF/PA van
1700	Questions and Answer period Col Stovall Col Hooten Col Anderson Col Stephens Col Smith Col Stiles Mr Broder Lt Col Sheffield Mrs Hanson	WCR
1730	Travel to 16 SOS	23AF/PA
1735	16 SOS Squadron Mission Briefing (23AF/PA will bring in dinner for Mr Broder and Lt Col Sheffield to eat during briefing) Lt Col Chambers Mr Broder Lt Col Sheffield Mrs Hanson	16 SOS
1805	Life Support	16 SOS
1820	Travel to Flightline	23AF/PA van
1830	AC-130 Engine Start and Live Fire Ammo Load Mr Broder Lt Col Sheffield TSgt Torrence, 23AF/PA	Flightline
1930	Take Off Mr Broder Lt Col Sheffield TSgt Torrence	
2400	Land (possible drop off earlier)	
0030	Depart Hurlburt	

** Lt Col Sheffield is the new USSOCOM Deputy Public Affairs Director and is joining Mr Broder to become aquainted with the 23AF/1SOW mission

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

REPLY TO
ATTN OF: CC

22 September 1988

SUBJECT: Trip Report "Flight Suit" Briefings (6-15 Sep 88)

TO: 1 SOW/DO
1 SOW/CC
23 AF/DO
23 AF/CC

1. Purpose: To provide a "Flight Suit"-type briefing to HQs USSOCOM, MAC, USAF, JCS/J-3, DASD for Narcotics Interdiction, ASD/SO-LIC, ASD/ISA, SAF/AQQ, and selected Senate staffers, et al.

2. Travelers: Captain Thomas R. O'Boyle, Lt Col Gary L. Weikel

3. Itinerary:

6 Sep - HQ USSOCOM:	DCINCUSSOCOM	- Maj Gen Cox
	J-3 and staff	- Maj Gen Kelly
7 Sep - HQ MAC:	VCINCMAC	- Lt Gen Burschnik
	MAC/DO	- Maj Gen Kellum
	MAC/XP	- Maj Gen Trzaskoma and staff
8 Sep - HQ USAF:	USAF/XOOTU	- Col Paul
	ASD/ISA	- Mr Rylander
	ASD/SO-LIC	- Col Rodway
	ASD/SO-LIC	- Capt(P) Boink (USN) and staff
9 Sep - ASD/SO-LIC:	ASD	- Ambassador Whitehouse
	DASD/SO-LIC	- Gen Murray
	DASD/ISA	- Mr Ropka and staff
9 Sep - JCS	JCS/J-3	- Lt Gen Kelly (USA) and staff
12 Sep - ASD/Narcotics Interdiction		
	DASD	- Mr Dale Clark and staff
13 Sep - HQ USAF	AF/XO	- Lt Gen Dugan
	AF/DXO	- Maj Gen Smith
	AF/DOO	- Maj Gen Webb and staff
13 Sep - Senate Armed Services/Budget Committee Staffs		
		- Mr Rick Finn (SO/LIC)
		- Mr Jim Locher (DOD Reform)
		- Mr Norm Mosher (DOD Reform)
		- Mr Ken Johnson (Sen Thurmond)
		- Mr Jim Morehard (Sen Kasten)
		- Mr Chris Mellon (SASC - Sen Cohen)
		- Col Rodway (ASD/SO-LIC)
		- Col Ringo (USMC, OSD/LL)
14 Sep - SAF/AQ	SAF/AQQ	- Maj Gen Hall and staff
15 Sep - CSAF, Air Force Council		

4. Discussion: HQs USSOCOM and MAC appeared very pleased and enthusiastically endorsed Capt O'Boyle's JRT 88-4 "THIRSTY DRAGON" Flight Suit Briefing. General Burschink commented "That's just what the Chief wants to hear!" After the 9 September pitch to Ambassador Whitehouse, General Murray and Mr Ropka; Mr Rylander remarked that he has never seen such a senior DOD official (Whitehouse) react so favorably and intensely regarding a briefing. Mr Whitehouse decided that the briefing should be forwarded outside of the Pentagon (Atch 1).

The afternoon briefing to JCS J-3, Lt Gen Kelly, seemed to alter the former JSOA Director's views regarding the MH-53 vis a vis JSOC. General Kelly initially remarked that Air Force MH-53s and helo support should be moved away from JSOC and more towards classical theater SOF. Lt Col Weikel, Major Maldonado, and Capt O'Boyle vigorously defended the MH-53's application across a spectrum of JSOC missions. Afterwards, General Kelly told his aide to "Book me down to Hurlburt next week because there's obviously a lot more (that) I need to learn."

The 13 September briefing to Lt Gen Dugan, Maj Gens Smith and Webb was very well received with AF/XO expressing interest and pleasure in Capt O'Boyle's relatively long tenure in SOF at Hurlburt. Gen Webb made a special point of asking whether Randy was available for an Air Staff XOO position "due to rather large turnovers." Gen Dugan told Randy to change nothing for either the Senate staff or the Chief's briefing and to "get used to working here."

The late afternoon pitch to the six Senate staffers, scheduled for twenty minutes lasted one hour and forty-five minutes. Only the departure of the last Pentagon shuttle terminated the questions. The staffers literally asked hundreds of questions regarding the planning and execution of the operation. (Question: "Did you hand massage your aircraft before the operation?" Answer: "No. In fact they were pretty well abused in the previous two weeks of continous training.")

The only two questions which we and Legislative Liaison felt were pointed and unanswered by adjudging reactions were: 1. Mr Mellon: "It looks like you guys are training just fine at Hurlburt, do you agree?" Answer: "Yessir." Mr Mellon: "Then we don't need to spend big bucks for training in New Mexico!" Answer: "We're unit level operators who will train anywhere we happen to be to get the job done. Basing issues are not our forte, only conducting missions such as we briefed." Mr Mellon, Mr Locher, Mr Finn and Mr Johnson looked at one another, laughed and said, "Nice tap dance!" 2. Mr Locher (author of Goldwater/Nichols Defense Reorganization Act) asked: "Why are your guys still wearing the patch of an Air Force major command when we specifically assigned you to your own unified command?" Answer: "From the squadron level, our present organizational arrangement has not precluded us from building and maintaining close personal relationships with our sister Army and Navy units. Obviously, given the success of this briefed mission and dozens like it, we don't feel wiring diagram concerns affect our joint ability to take it to the bad guys. Besides, under MAC, our squadron has received its best ever officer and airmen effectiveness reports." Locher, Mellon, Johnson, Morehard and Finn conferred but did not appear convinced.

The 14 September briefing to Maj Gen Hall (SAF/AQQ) was again well received. Gen Hall was "delighted to hear, for a change, that the fliers are happy about what we're doing. All I hear is MAC bitching about everything we're trying to do."

The 15 September pitch to the CSAF, VCSAF and Air Force Council (attendance list at Atch 2) went exceptionally well. After Capt O'Boyle got over the initial 10 seconds of shock in seeing seventeen general officers, he proceeded to deliver his most powerful presentation. When Randy concluded with his Vince Lombardi slide: "Luck is where preparedness meets opportunity" and finished by saying, "And Gen Welch, if anybody tells you that your Air Force special operations helicopter force isn't ready to stuff it up the bad guys, they're liars and don't believe 'em!" Gen Welch laughed and exclaimed, "Oh no! Not me!" The CSAF then asked, "How often do you guys train in such small and rugged landing zones?" Capt O'Boyle: "All the time, sir. Besides our nightly training, we conduct at least four similar major exercises a year not counting numerous smaller ones supporting our Tier One shooters and swimmers." Gen Welch: "We don't really have a tanker (HC-130) shortfall, do we?" Capt O'Boyle: "In this exercise the available tankers were gross weight, hence payload, limited due to their wing modification status. We are presently short of them in the active force." Randy also strongly enunciated the need for strategic air refueling mods on the HC-130. Gen Welch then asked, regarding the aborted airfield seizure operation: "I thought that the Pave Low could get around or through the storms.?" Capt O'Boyle: "Yessir, it can. The airfield abort was due to fixed wing limitations and not the helos. In fact one MC-130 was on final when the mission was scrubbed. If all the fixed wing force had COMBAT TALON capabilities, then we could have pulled this off again." After the briefing, Gen Welch remarked, "Thanks, Capt O'Boyle. Great briefing and keep it up down there!" A Col Hess who has headed the Air Force Council Room for three years said that that was the best flight suit briefing he's heard during his tenure.

Lt Col Weikel and Capt O'Boyle returned to Hurlburt immediately after the council brief although ASD/SO-LIC wanted us to stay around in case they could arrange short-notice briefings for the SECAF and Vice President's people. All in all, the Washington trip is best summed up by Mr Whitehouse: "I'd much rather hear how the guys in the field think we're doing rather than listen to some out-of-touch bureaucrats."

Gary L Weikel

GARY L. WEIKEL, Lt Col, USAF
Commander

2 Atch
1. ASD Memo, 9 Sep 88
2. Air Force Council Attendance Roster

THE ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301-2400

SPECIAL OPERATIONS/
W-INTENSITY CONFLICT

09 SEP 1988

MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE

SUBJECT: Briefing on THIRSTY DRAGON

This morning I received a briefing from members of the 20th Special Operations Squadron on a joint Air Force-US Army Ranger training exercise nicknamed THIRSTY DRAGON. I understand the Chief of Staff, Air Force is receiving the briefing next week and the JCS, J-3, LTG Kelly, received the briefing on 9 September.

I commend this briefing to you as it vividly displays the superb capabilities of our Air Force PAVE LOW aircraft and crews to support joint special operations ground forces.

Furthermore, I think that the briefing demonstrates the ability of the Air Force to conduct special operations on short notice in such a compelling way that, if you agree, I would recommend that it be given to a limited number of decision makers outside the Pentagon. I propose Don Gregg in the Vice President's office; Senators Nunn, Kennedy, Cohen, Warner in the SASC; and Representatives Aspin and Hutto on the HASC.

Charles S. Whitehouse

Charles S. Whitehouse
Assistant Secretary of Defense
for Special Operations and
Low Intensity Conflict

✓ marks indicate attendance.

15 Sep 88

ACCESS ROSTER

Revised 30 Aug 88

CSAF STAFF MEETING ATTENDEES (TUESDAYS/THURSDAYS)

AF/CC		Gen Welch	Col Hinkel	LC Wald	Maj Hostage	Col Gregory
AF/CV		Gen Hatch	Col Navarro	Maj Lennon		
AF/CVA		LG Smith	LC Buckner			
AF/XO	79991	LG Dugan	MG Smith	MG Boyd	BG Craft	BG Eggers
AF/PR	77151	LG McCarthy	MG Goodrich	MG Fogleman	BG Kaufman	BG Landers
AF/DP	76088	LG Hickey	MG Dillingham	BG Coffinger	BG Boles	
AF/LE	53153	LG McDonald	MG Skipton	MG Ellis	MG Bracken	MG Ahearn
SAF/AQ	76363	LG Monahan	MG Lamberson	MG Yates	MG Hall	BG Loy
AF/SG	767-4343	LG Miller	MG Sloan	BG DeHart	Col Poel	
SAF/AC	74774	LG Watts	Mr Popple	MG Larson		
SAF/IG	76733	LG Lary	BG Stapleton	Col Foley	Col Dillon	
SAF/LL	78153	BG Moore	BG Hullender			
AF/IN	55613	MG Wood	Col Bingham	Col Lotz	Col Parrott	
AF/RE	59225	MG Scheer	BG Carpenter	Col Williams	Col Skanchy	
NGB/CF	53544	MG Conaway	BG McMerty			
AF/JA	45732	MG Nelson	MG Morehouse			
AF/SC	54440	MG Ludwig	Col Key	Col Cougell		
AF/SA	77546	BG Alexander	Col Kersey	Col Masiola	Col Ewart	
SAF/PA	76061	BG McRaney	Col Sloan	Col Harris		
SAF/AGA	76281	BG Pflumm				
AFDW	767-4109	BG Giddings	Col Tafres			
AF/CCN	77844	Dr Selden				
SAF/AAD	74191	Col Nations	Col Czaja			
AF/CVAX	75540	Col Haffa	LCs Speigel/Roszak/Majs Randolph/Mullery/Mrs King			
AF/CHO	75600	Mr. Neufeld				
AF/CVS	70196	Col Hess	Col Milne	TSgt Pittman/SrA Carter		
AF/CVAZ	50137	LC Miles	Col Overstreet	COL LANAM		

CSAF STAFF MEETING ATTENDEES (THURSDAYS ONLY)

NO REP AF/HC	767-4577	MG Barstad	BG McDonough	
AF/CHO	767-5764	Dr. Kohn	Col Shiner	
AF/CMS	70844	CMS Binnicker		
SAF/OS	77376	B/G Reynolds	Maj Van Pelt	
JCS	77000			
DSAA	53291			
OSD	57060	LG Abrahamson		
OSD	74166	Vacant		
OSD	55261			
MTMC	756-1137	BG Vickery		
SAF/MIPC	24737	BG Metz		
CIA	482-6725			
DMA	653-1478			
DIA	57353	LG Perroots		
DCA	20018			
IADC	646-1337			
DNA	325-7004			
DLA	274-6113	MG Campbell		
State Dpt		Vacant		
CIA	376-5610	LG Heinz		

BRIEFERS/ASSISTANTS

XO: LC Lefforge
Maj Lease
Maj Crist
Maj Watson
Maj Grasso

ADDITIONAL AF/IN BRIEFERS

CAPT FASIO
CAPT OLEK
MAJ FALLS

IN: Maj Russell, Capt Pratuch, Capt Stern, Lt George, MSgt Spillman, SSgt Gaines, SSgt Hinchey, Sgt Stevison, Sgt Fowlks, Sgt Block

AF/CVA	57913	
AF/CV	57911	
AF/CC	79225	

Cy to: AF/CC (Topsy)
AF/CV (Exec/Barbara/Kay)
AF/CVA (Exec/Ms Hurley)
AF/CVS (Col Hess/Mrs Wills)
AF/IN Exec (LC Mannix)
AFIA/INOZ (Maj Russell)
IN Bfg Team - 71379
AF/INSD (TSgt Staples) - 70673/4
AF/XOOOD (LC Lefforge)
xo Bfg Team - 57241

Note: All of the above personnel are indoctrinated for SCI.

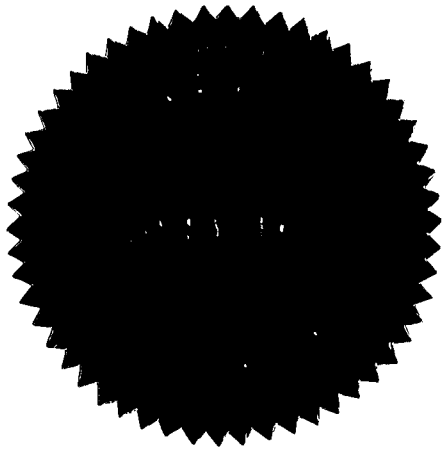
CITATION TO ACCOMPANY PRESENTATION OF

THE MAC GROUND SAFETY ACHIEVEMENT AWARD

TO

20TH SPECIAL OPERATIONS SQUADRON

The MAC Ground Safety Achievement Award is presented to the 20th Special Operations Squadron, Hurlburt Field, Florida, in recognition of outstanding achievements in the Ground Safety Program in 1988. During this period, the 20th Special Operations Squadron achieved a zero on-duty military disabling injury rate. The safety awareness these accomplishments exhibit, plus the excellence of services rendered, reflect great credit on the 20th Special Operations Squadron and the Military Airlift Command.



90

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - USE BLANKET PAS - AF FORM 11.)

REQUEST AND AUTHORIZATION FOR TDY TRAVEL OF DOD PERSONNEL

(Reference: Joint Travel Regulations)

Travel Authorized as Indicated in Items 2 through 21.

1. DATE OF REQUEST: 13 SEP 88

REQUEST FOR OFFICIAL TRAVEL

2. NAME *(Last, First, Middle Initial)* AND SSAN: SEE REVERSE

3. POSITION TITLE AND GRADE OR RATING: SEE REVERSE

4. OFFICIAL STATION: NA

5. ORGANIZATIONAL ELEMENT: SEE REVERSE (MAC)

6. PHONE NO.: 579-5202

7. TYPE OF ORDERS: CEM

8. SECURITY CLEARANCE: SEE REVERSE

9. PURPOSE OF TDY: (SPECIAL MISSION TRAVEL) PARTICIPATE IN EXERCISE PAVE JUNGLE (MSN) PID: NA

10a. APPROX. NO. OF DAYS OF TDY *(Including travel time)*: 43

b. PROCEED O/A *(Date)*: 14 SEP 88

11. ITINERARY XXXX ☐ VARIATION AUTHORIZED

FROM: HURLBURT FLD, FL
TO: FORT SHERMAN, PN
RETURN TO: HURLBURT FLD, FL

12. MODE OF TRANSPORTATION

COMMERCIAL				GOVERNMENT			PRIVATELY OWNED CONVEYANCE *(Check one)*
RAIL	AIR	BUS	SHIP	AIR	VEHICLE	SHIP	RATE PER MILE:
				X			☐ MORE ADVANTAGEOUS TO GOVERNMENT

☐ AS DETERMINED BY APPROPRIATE TRANSPORTATION OFFICER *(Overseas Travel only)*

☐ MILEAGE REIMBURSEMENT AND PER DIEM LIMITED TO CONSTRUCTIVE COST OF COMMON CARRIER TRANSPORTATION AND RELATED PER DIEM AS DETERMINED IN JTR. TRAVEL TIME LIMITED AS INDICATED IN JTR.

13. XXXX ☐ PER DIEM AUTHORIZED IN ACCORDANCE WITH JTR.

☐ OTHER RATE OF PER DIEM *(Specify)*

14. ESTIMATED COST				15. ADVANCE AUTHORIZED
PER DIEM	TRAVEL	OTHER	TOTAL	
$ 2f7.f2	$	$	$	$

16. REMARKS *(Use this space for special requirements, leave, superior or 1st-class accommodations, excess baggage, registration fees, etc.) (Prior to travel overseas comply with the Foreign Clearance Guide for passport, immunization, and clearance requirements. Attach receipts showing cost of all lodgings used during the period of this claim.* SUBMIT TRAVEL VOUCHER WITHIN 5 WORKDAYS AFTER COMPLETION OF TRAVEL.)

Actual period of PAVE JUNGLE is from 14 SEP 88 to 26 OCT 88. Report to the Personnel processing facility upon arrival at the employment location. If variations in itinerary are used your supervisor is required to sign your travel voucher prior to submitting it to AFO for settlement. Travel by mil air is directed, if available. Wear of fatigues/ flt suits while traveling on govt owned or leased acft is auth. Mbr will handcarry mil ID card, mil ID tags w/chains, OJT rcds, and shot records. Billeting/messing: Govt quarters and mess are available. Must pay the surcharge at mil dining facilities

17. REQUESTING OFFICIAL *(Title and signature)*
TAMARA D. DEEB, 2LT, USAF
Chief, Personnel Utilization

18. APPROVING OFFICIAL *(Title and signature)*
Tamara D Deeb

AUTHORIZATION

19. ACCOUNTING CITATION

DEPARTMENT OF THE AIR FORCE 5783400 308 65NB 218501 11 40839 40939 664600 ESP: 3Z
834 CSG (MAC) 5793400 309 65NB 218501 11 40839 40939 664600 ESP: 3Z
HURLBURT FLD, FL 32544-5065 CIC: 4 4 865 1185 664600 CIC: 4 4 965 1185 664600
TDN: FOR THE COMMANDER DISTR: TE CERT OFF: Yolande L Bade

20. ORDER AUTHORIZING OFFICIAL *(Title and signature)* OR AUTHENTICATION

S.M. CURRAN, CAPT, USAF
Asst Chief, Base Admin

HEADQUARTERS 834TH CMBT SPT GP OFFICIAL

21. DATE ISSUED: 13 SEP 88

22. TRAVEL ORDER NUMBER: TB-576

DD FORM 1 JUN 67 1610 REPLACES AF FORM 626, JUN 76, WHICH IS OBSOLETE.

Items 2, 3, 5, 8, & 16 cont.

except when under fld duty. Wear of civilian clothes is authorized. Crew integrity must be maintained. Use of FY89 funds pending CRA approval. Submit TDY vouchers 2 workdays after completion of travel. Upon completion of TDY report to mil pay to determine entitlements for Foreign Duty Pay (FDP), Cost of Living Allowance (COLA), and Family Separation Allowance (FSA) (ref AFR 177-103, chap 14, para 14-3a). In addition a confirmation of absence must be obtained from the commander/supervisor in the approved for payment block on the original and second copy of the travel voucher(ref AFR 177-103, chap 14, para 14-70). AUTH: 1 SOW/DOS, 091930Z SEP 88 msg. LEGEND: 3-TOP SECRET, 4-SECRET, V-TS SCI, S-offl cour of classified info, WC-auth to handcarry concealed weapons

RC/CC: 218501 EEIC: 40X39 ESP: 3Z

FRN/LNR	NAME	SSAN	GRD	DAFSC CAFSC	SC CL	SEX	PAS	REMARKS
C1AA020	MARENGO, ROGER P.	[redacted]	TSG	27172	3	M	EE0QFYWC	WC, S
C1AA025	HEDGLIN, SCOTT, E.		SSG	A46250	3	M	EE0QFYWC	WC
C1AA027	REILLY, ROBERT W.		SSG	A46250	3	M	EE0QFYWC	WC
C1AA032	DEAN, DAVID M.		SGT	K46250	3	M	EE0QFYWC	WC
C1AA034	KNOX, MICHAEL A.		SGT	12250	4	M	EE0QFYWC	WC
C1AA036	ROBERSON, TOMMY R.		SGT	A46250	3	M	EE0QFYWC	WC

REQUEST AND AUTHORIZATION FOR CHANGE OF ADMINISTRATIVE ORDERS

(If more space is required, use reverse, identifying items by number)

TO:	FROM:	TELEPHONE
834 CSG/DPMUX	834 CSG/DPMUX	579-5202

THE FOLLOWING ORDER IS: XX AMENDED AS SHOWN IN ITEM 5 (☐ Rescinded ☐ Revoked ☐ Totally ☐ In Part)

IDENTIFICATION OF ORDER BEING CHANGED *(Issued by this Headquarters unless otherwise stated in item 6.)*

1. BASIC ORDER				2. PREVIOUSLY AMENDED BY		
A. PARA	B. ORDER *(Type and Number)*	C. DATE	D. ☐ TDY ☐ PCS WITH PCA *(EDCSA)* ☐ PCS WITHOUT PCA	A. PARA	B. ORDER *(Type and Number)*	C. DATE
	SO TB-576	13 SEP 88	[redacted]			

3. RELATING TO *(TDY, PCS, Short Tour of AD, etc)*

FAVE JUNGLE

4. IDENTIFICATION OF INDIVIDUALS TO WHOM CHANGE ACTION PERTAINS

A. GRADE	B. LAST NAME, FIRST, MIDDLE INITIAL	C. SSAN OR CIVILIAN POSITION TITLE	D. ORGANIZATION
TSGT	MARENGO, ROGER P.	[redacted]	20 SOS (MAC)
SSGT	HEDGLIN, SCOTT E.		20 SOS (MAC)
SSGT	REILLY, ROBERT W.		20 SOS (MAC)
SEE REVERSE	SEE REVERSE	SEE REVERSE	SEE REVERSE

5. AMENDMENT *(Identify item in order being amended)*

A. ITEM	AS READS	IS AMENDED TO READ

B. ITEM	IS AMENDED TO *(Include)* ~~(Delete)~~ XXXX
16	DE conformidad con el Parrafo (5a) del Articulo XVII del acuerdo para la Ejecucion del Articulo IV del tratado del Canal de Panama de 1977, el indivd-uo(s) cuyo nonbre(s) aparece arriba, miembro(s) de las Fuerzas, esta exento de la inspeccion de aduana al entrar o salir de la Republica de Panama cuando

6. REMARKS

16 cont. viaja bajo ordenes oficiales.

7. ACCOUNTING CITATION

865 1185 664600 5783400 308 65NB 218501 11 40839 40939 664600 ESP: 3Z CIC:4 4
5793400 309 65NB 218501 11 40839 40939 664600 ESP: 3Z CIC;4 4

8. DATE	9. ISSUING/APPROVING OFFICIAL *(Typed name, grade, and title)*	10. SIGNATURE
15 SEP 88	TAMARA D. DEEB, 2LT, USAF Chief, Personnel Utilization	965 1185 664600 Tamara D Deeb

11. DESIGNATION AND LOCATION OF HEADQUARTERS	12. ORDER *(Type and Number)*	13. DATE
DEPARTMENT OF THE AIR FORCE 834 CSG (MAC) HURLBURT FLD, FL 32544-5065	SO TB- 591	15 SEP 88

14. TDN

FOR THE COMMANDER

15. DISTRIBUTION

TE

16. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL

HEADQUARTERS OFFICIAL

S.M. CURRAN, CAPT, USAF
Asst Chief, Base Admin

AF FORM OCT 83 973 PREVIOUS EDITION WILL BE USED.

GPO : 1986 O - 159-971

SGT	DEAN, DAVID M.	[redacted]	20 SOS (MAC)
SGT	KNOX, MICHAEL A.		20 SOS (MAC)
SGT	ROBERSON, TOMMY R.		20 SOS (MAC)

[redacted]

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

REPLY TO
ATTN OF: CCE (Capt Jones, AV 579-6434) 11 Jan 88

SUBJECT: Squadron Information

TO: 3588 FTS

1. Per your request I hope the following information is helpful in your career decision making.

2. The primary mission of the 20 SOS is special operations. To accomplish this mission we use HH-53 and MH-53 Pave Low aircraft to fly night, low-level operations to insert or extract personnel. To assist in this demanding mission, we train our personnel to operate complex navigational and countermeasures equipment and fly with night vision goggles.

3. All of our aircraft are slated to be modified to MH-53J standard. This modification is an enhancement of the basic Pave Low system with emphasis on more precise navigational and expanded electronic countermeasures equipment. Eventually we will possess 18 of these aircraft at Hurlburt. Current crew ratios call for 1.5 crews per airframe which equates to 54 pilots (not including staff positions). Due to the complexity of the avionics and the inherent difficulty of the mission, we are presently only accepting experienced pilots, but this may change in the future. Pilots average 20 flight hours per month and upgrade requirements are based on AFR 51-2 and prior experience. Someone with no H-53, tactical, or special operations experience should expect a longer upgrade.

4. Typical work schedules are based on each individual's additional duties when not on the flying schedule. Once Pave Low qualified, the TDY schedule is heavy. Four and a half to five months TDY a year is not uncommon. The squadron possesses a mobility commitment and deploys worldwide with little or no warning.

5. Bachelors are not required to live on base and there is a good supply of area housing. For more information, please contact the Hurlburt Housing Office. The enclosed newcomer's packet should answer some of your questions.

6. Troy State is the major graduate school on base with a few others offering courses downtown or occasionally on base. Graduate programs often do not include any "hard" sciences with the most common being International Relations and Management.

HORACE E. JOHNSON, Lt Col, USAF
Commander

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

REPLY TO
ATTN OF: DAD (TSgt Cook)

29 FEB 88

SUBJECT: BAT Air Medal Package

TO: CC

Memo for record:

History of the BAT Air Medal Package

OCT 83- Air Medal package made up for sustained missions (20). The package was held in-house until decision was made on the Blunt Arrow mission package (16th SOS Panama missions).

SEP 84- Blunt Arrow package approved. OpBat package was submitted using Blunt Arrow as a reference.

JUN 85- Maj Gen Mall,23AF CC disapproved sustained performance package and suggested that we resubmit as individual Air Medals.

MAY 87- Sent package as Air Medals to wing DO. Base decorations board suggested that we go with Air Force Commendation Medals (AFCMs).

JUN 87- Sent to wing DO as AFCMs. DO suggested that we go with Meritorious Service Medals.

NOV 87- Wrote them up as MSMs. LtCol Weikel suggested that we go back to Air Medals due to the rank of the individuals concerned.

DEC 87- Capt Harden's Air Medal made it up to MAC HQ, but was disapproved and MAC HQ suggested that we write them up as outstanding acheivement Air medals.

JAN 88- We have them all done up as individual Air Medals and are ready to resubmit them at this time.

Sir, Capt Mitchell and myself would like to see if we could possibly get an appointment with Col Anderson and discuss the history of this package with him to get his feelings on what he feels the wing and the 23d will approve.

Patrick J Cook

PATRICK J. COOK, TSgt, USAF
Awards and Decorations

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	1 SOW/ DO	Info	Col 15 Jun 88	6			
2	1 SOW/ CCE	Info	WS Murray MAT 15 Jun 88	7			
3	1 SOW/ CV	Info		8			
4	1 SOW/ CC	Info		9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Lt Col Weikel	20 SOS/CC	7312	bjb	

SUBJECT: Saga of OpBAT Awards and Decorations

DATE: 14 Jun 88

SUMMARY

1. The 20 SOS and 1 SOW have vainly attempted to reward key UH-1N OpBAT participants since October 1983.

- October 1983 - Air Medal package constructed on the basis of twenty sustained missions to align with Blunt Arrow methodology. Package held in-house pending HHQ approval of overall Blunt Arrow approach.

- September 1984 - Blunt Arrow package approved. OpBAT submitted referencing Blunt Arrow.

- May 1985 - 1 SOW/CC attempted to break log jam...again requested reconsideration for inclusion into sustained air ops award provisions (Atch 5).

- June 1985 - 23 AF/CC disapproved inclusion under sustained air ops group package, recommended individual submission for Air Medals (Atch 4).

- May 1987 - Reaccomplished Air Medal packages for individuals sent to 1 SOW/DO who referred them to base decorations board. Board suggested they be downgraded to AFCMs.

- June 1987 - Reaccomplished and sent to 1 SOW/DO as AFCMs. 1 SOW/DO suggested that we go with MSMs.

- November 1987 - Reaccomplished as MSMs. Further guidance from 1 SOW/DO and then-Colonel Scott indicated that Air Medals were appropriate.

- December 1987 - Individual Air Medals resubmitted. Capt Harden's was disapproved at HQ MAC (Atch 3) because, although they were individual, they still represented sustained air operations vice outstanding achievement.

- January 1988 - All four Air Medals reaccomplished and submitted (individually and based upon outstanding achievement).

- April 1988 - Two Air Medal submissions (Capts Shaffer and Hester) were rejected by MAC/DPAP due to unintelligible reasons. 1 SOW and 20 SOS chided for late/slow actions (Atch 2).

- June 1988 - Capt Harden's Air Medal downgraded to AFCM (Atch 1).

2. We have found no one familiar with the rigors and perils of OpBAT who believes Air Medals to be inappropriate. Although it is obvious that the squadron and wing may have followed some false trails, we were both in constant contact with 23 AF and MAC regarding these courses of action.

Return to Burrell

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS TWENTY-THIRD AIR FORCE (MAC)
HURLBURT FIELD, FLORIDA 32544-5000

REPLY TO ATTN OF: CC

23 May 1988

SUBJECT: Appreciation

TO: 1 SOW/CC

1. Please extend my personal appreciation to Captain Hugh F. Burrell for the outstanding support he provided Major General Harvey during Volant Rally. The extra efforts were noticeable and his attitude was super.

2. I always appreciate good words about our people and Paco certainly brought a good deal of credit to the entire base. He is to be commended for a job well done!

ROBERT B. PATTERSON
Major General, USAF
Commander

1 Atch
322 ALD/CC Ltr,
9 May 1988

1) Coordinated planned SOAIP in ABQ over a 2 month program. Planner - ADVON - ... all coord

2) Most important: PAVE IP

3) Flew General Cassidy at the SOAIP (Special Operations Aircrew Interchange Program)

4) Flew Alaskan Husky. (12 hour mission)

5) J-Model IP, ATP ~~tests~~

6) Planned a JRT @ Fort Benning Jan [coordinated 22 ship] → Same TOT for [redacted] 18 birds

7) Coordinated ~~TDY~~ deployment to Dobbins Mountain Training. Great job and upgraded to J-IP (did all coord - CC/OPS, etc.)

8) SOAIP: Went to a week long planning conference. Coordinated multi-ship operations utilizing different units with dissimilar formation e.g. HH-53s from 1550 and HH-60s from the 55th. Planned live fire missions with the CINC onboard. Participated in setting up the briefing schedule for guest speakers. Back at Hurlburt, took 2 months working with 23rd AF on coordination. Over

9.) Flew shipboard operations at Oceana during [redacted] min illumination period.

10). JRT - Jan 88: Planned [redacted] by myself a three week joint ops training schedule. 22 ship ops for endex.

11)

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

20 Apr 88

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

SUBJECT: Correction of Recommendation for Decoration

TO: 34CS6/DPMAP

We're returning the enclosed recommendation pertaining to CPT SHAFER, T. D. FSc MOORE, K 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

** Decoration returned without action. The Air Medal is awarded for "Meritorious Achievement while participating in aerial flight and serving in any capacity with the Air Force. The required achievement to warrant award of the Air Medal is less than required for award of the Distinguished Flying Cross..." (see Table 3-13). Awards for achievement are rare and are intended to "recognize a single specific act or accomplishment that is separate and distinct from regularly assigned duties, such as successful completion of important project or on reaching major milestones of long-term projects or negotiations, or accomplishments in a TDY status." A significant project is not considered regularly assigned duties and as such may meet the criteria even if the project is related to the individuals area of responsibility." (See para 3-9c) Outstanding achievement is not intended to provide a means to authorize additional decorations or a decoration when a completed period of service have not been fulfilled. (See para 3-9c). An outstanding achievement normally covers a short period of time with definite beginning and ending dates. (see para 3-9c).

By submission of these awards for individuals doing their normal duties, if approved this entire period of service would not be able to be used to justify an award for "end-of-tour", or "extended tour".

Also, both awards have been submitted after the 2 year time limitation established by 10 USC 8744 (see para 3-7), and well after the suggested 60 days identified in para 3-9c.

All references to Tables and paragraphs from AFR 900-48.

20 SOS EXTENDED TOUR AWARD STATUS 88

The attatched letters were distributed to the appropriate supervisors/flight chiefs on 18 OCT 88.

Below is a listing of the members concerned/supervisors:

MEMBER	SUPERVISOR	FLIGHT
~~TSgt~~ Dawson	~~Cpt Conley~~	GOLD
TSgt Harrington	Cpt Brown	BLUE
Sgt Knox	SSgt Hosford	GOLD
Sgt King	SSgt Hosford	BLUE
SSgt Livelsberger	Cpt Minish	SILVER
TSgt Moore	Cpt Ewing	GOLD
TSgt Rech	Maj Wildermuth	SILVER
TSgt Rockwell	Cpt Cunningham	SILVER
c/w ~~SMS Selfridge~~	~~Maj Correll~~	~~SILVER~~
Cpt Aldrich	Maj Walls	SILVER
Cpt Burrell	Maj Letica	Blue
c/w ~~Cpt Hester~~	~~Maj Webster~~	~~Gold~~
Cpt Martin	Maj Walls	Silver
Cpt O'boyle	Maj Comer	Blue
Cpt Otto	Maj Correll	Silver
c/w ~~Cpt Shaffer~~	~~Maj Webster~~	~~Gold~~

As of [illegible], the awards and decs section has'nt received any inputs what so ever.

Patrick J Cook

PATRICK J. COOK, TSgt, USAF
20 Awards and Decs

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

REPLY TO
ATTN OF: CCE (Capt Mitchell, 7439) 29 Jun 88

SUBJECT: Explosive Safety Award 2nd Quarter

TO: 1 SOW/SEV

1. Dean, David M., Sgt, [redacted] 20 SOS, MH-53H Instructor Aerial Gunner (A462X0), is nominated for the explosive safety award submitted for the quarter of 1 April, 1988 to 30 Jun 88.

2. During an MH-53H demonstration flight with Gen Cassidy, CINCMAC, on-board, a 7.62 mini-gun jammed with a live round in the chamber. The jam was caused by a broken helix bolt which resulted in catastrophic failure of the entire firing assembly. Sgt Dean used his extensive knowledge of the mini-gun coupled with his cool-headedness to correct the problem. Within 30 minutes the mission was resumed and completed for the distinguished passenger.

3. A live round in the chamber of this particular weapon on-board a helicopter is a potentially extreme situation. Sgt Dean saved a valuable piece of equipment and contributed to a highly successful mission for the CINCMAC.

GARY L. WEIKEL, Lt Colonel, USAF
Commander

CINCMAC/Aircraft Association

Aerial Gunner of the Year
1988

Technical Sergeant RANDY K. PATRICK, [redacted]
20th Special Operations Squadron (MAC)
Hurlburt Field, Florida

Sergeant Patrick is the most versatile aerial gunner in the 20th Special Operations Squadron. In 1988 the expertise and dedication of Sergeant Patrick was used extensively in program development, student instruction and VIP orientation. As the resident expert on explosive safety, he completely reorganized the explosive safety program for the squadron, contributing to the wing winning the MAC Explosive Safety Award. His knowledge helped him rewrite the Squadron Operating Instructions for handling explosives onboard the HH-53 helicopter, pyrotechnics in the Life Support Section, and the storage and control of weapons and ammunition in the Armory. Sergeant Patrick recognized a potentially dangerous situation involving the design of the GAU-2B mini-gun and the collection of expended brass in the aircraft. By redesigning the collection chutes and implememting a program to replace the deficient chutes he averted a possible accident involving the loose brass in the aircraft. Sergeant Patrick's gift for academic instructing is put to good use as the most popular instructor for initially qualifying new gunner students. Also in demand for hands-on training sessions, Sergeant Patrick conducts training with new personnel as well as mission ready gunners needing additional training in the GAU-2B mini-gun and .50 caliber machine-gun. In support of the 2nd Ranger Battalion, Sergeant Patrick deployed to McChord AFB Washington to instruct them in fast rope procedures and emergency egress from the H-53. At home station he has demonstrated and explained helicopter operations and the aircraft weapon systems for many VIPs including Governor Bob Brahm and Congressman Earl Hutto. Away from home at Pope AFB North Carolina, he participated in a fast rope demonstration for former Secretary of Defense Mr. Frank Carlucci. General Cassidy and many high ranking Isralei dignitaries reviewed a demonstration of air field seizure techniques in which Sergeant Patrick's experience was instrumental.

CINCMAC/Airlift Association

Flight Engineer of the Year
1988

Staff Sergeant RUSSELL D. HENSON, [redacted]
20th Special Operations Squadron (MAC)
Hurlburt Field, Florida

Staff Sergeant Russell D. Henson has been a driving force in the expansion of the 20th Special Operations Squadron in 1988. His rapid upgrade to MH-53H Pave Low instructor flight engineer contributed significantly to the readiness of the unit. The valuable training time saved during his upgrade was used to train other flight engineers. Sergeant Henson trained many of these flight engineers himself, putting his instructor upgrade to good use. Overall he was responsible for the upgrade of 30 flight engineers to mission ready status in the following qualification levels: Day Tactical, Night Tactical, Interfly, Pave Low, Shipboard Operations, and Hot Refuelings. The driving force in squadron flying training, Sergeant Henson prepared and implemented an efficient system of tracking squadron upgrade training programs. Despite the speed at which the squadron has grown, his efforts in coordinating with scheduling to more effectively use the flying time for training has produced a better quality crew member, in less time. "Outstanding" was the rating given to the squadron during the 1988 Aircrew Standardization Evaluation Team visit for aircrew testing. Sergeant Henson developed and monitored the weekly testing program responsible for this rating as well as scoring highest among the engineers. Recognizing a need and taking action to fulfill that need is one of Sergeant Henson's strongest traits. He further demonstrated this by recommending and implementing changes to the squadron's shipboard operations training package. His changes stressed accuracy with an emphasis on safety, earning MAC/DOV approval and implementation as squadron standard operating procedures. Hand-picked by the Special Mission Operational Test and Evaluation Center to test the results of helicopter evasive maneuvers against specific weapons systems, Sergeant Henson provided results to help better prepare Pave Low crews to defend themselves in combat. Sergeant Henson is constantly setting a positive example for other instructors by teaching ground school on the latest Pave Low and aircraft defense systems. He teaches Radar Warning Receiver, Satellite Communications, Secure Communications, Infrared Countermeasures, and systems refresher to new and seasoned engineers, ensuring they are ready to support the motto "Any Time, Any Place". His efforts to improve the squadron earned him "NCO of the Quarter" for September - December 1988.

Recommend Captain Steven P. Athanas, [redacted] for the award of the Air Medal. Captain Athanas distinguished himself by meritorious achievement while participating in aerial flight as an MH-53H Pilot on 24 July 1988. On that Sunday morning, Captain Athanas was a primary crewmember on an all-volunteer MH-53H crew tasked to fly to the Daniel J., a 52' fishing trawler, located 550 miles SSW of New Orleans, LA. The mission was to medevac the captain of the vessel who had suffered a gunshot wound to the leg inflicted by a mutinous crewmember. Initially tasked to launch late on Saturday night, the crew was put into crew rest when many unanswered questions arose regarding size, speed, direction of travel, and exact location of the Daniel J., and whether the intentions of its crew were still hostile. After only four hours of crew rest, the MH-53 crew was recalled for immediate launch when more concrete information became available. Since it would take at least five hours to reach the vessel, an HC-130 and MC-130 were launched for aerial tanker duties. After refueling the MH-53 approximately half way to the target, the HC-130 raced ahead to pinpoint the exact location of the vessel. Despite degraded internal navigational capabilities, the helicopter crew reached the Daniel J. after the planned five hours of flight and began to assess the situation. It was relayed by the on-scene commander, Coast Guard 2018, that the mutinous crewmember was still armed, but cooperative for the moment. As per the prebriefed rules of engagement for this potentially explosive situation, no Air Force personnel were to be hoisted down to the vessel without the concurrence of MGen Patterson, 23 AF/CC, who was in constant contact with the rescue force via HF radio. Preparing for the worse scenario, crewmembers in the rear of the helicopter had firearms at ready to counter the threat of gunfire. As the helicopter hovered over the Daniel J., Captain Athanas monitored flight and engine instruments and was prepared to take control of the helicopter if the aircraft commander became disorientated or lost sight of the vessel. Twenty minutes after first sighting the Daniel J., the MH-53 crew had the stricken captain on-board receiving medical treatment. After two more hours of flight, the patient was delivered to Corpus Christi NAS, TX, without further incident. While the fishing boat's crewmembers had performed rudimentary first aid on the victim during the 14-hour wait for medevac and allowed him (the captain being the only english-speaker on-board) to utilize the radio to call for help, the threat of further violence directed towards either the captain of the Daniel J. or the helicopter was always present. Luckily this threat never materialized and the aircrew was credited with a save from the Rescue Coordination Center. The 7-hour-plus mission was the longest over water flight by a USAF helicopter for some time. The professional skill and outstanding aerial accomplishments of Captain Athanas reflect great credit upon himself and the United States Air Force.

GARY L. WEIKEL, Lt Colonel, USAF
Commander

Recommend Captain Paul R. Schumacher, [redacted], for the award of the Air Medal. Captain Schumacher distinguished himself by meritorious achievement while participating in aerial flight as an MH-53 Aircraft Commander during an in-flight emergency on 1 Dec 1987. On this date, he was on his first flight as an H-53 aircraft commander and performing a routine training profile. On the initial approach to a "hover-only" landing zone, the crew heard a loud explosion from outside the aircraft. They immediately received a master caution light indicating a main rotor blade failure. Simultaneously, the tail gunner stated that the right main landing gear had fallen off the helicopter and the right door scanner informed the crew of a massive hydraulic leak and smoke coming from the area of the missing gear. It was learned later that the main landing gear strut had exploded upward due to excessive pressure, severing hydraulic lines and finally striking one of the six main rotor blades with enough force to cause spar impairment. Captain Schumacher judged that a landing straight ahead was extremely unsafe due to the combination of asymmetrical gear configuration, very uneven terrain, and the lack of space due to the close proximity of trees. Furthermore, the landing gear could not be raised because it had been pinned in the down position for a previous emergency extension system problem. Taking a recommendation from his co-pilot, Captain Schumacher began steering the crippled aircraft towards an airfield two miles away. While enroute, he directed other crewmembers to consult technical data concerning main rotor blade damage and led a short discussion over how the aircraft could be somehow leveled for landing and thus avoid rotor blade-to-ground contact. Approximately one mile from the airfield, the scanner confirmed visible damage to the rotor blade system, making an immediate landing essential. Otherwise the crew risked allowing the entire rotor system to fail which would quickly lead to aircraft disintegration and probable loss of life. Thinking quickly, the crew believed that they could use a protective metal INS table from inside the aircraft to aid in leveling the aircraft for shutdown. At the airfield, Captain Schumacher deftly manuevered the aircraft so that only the good main landing gear was touching the ground. This allowed deplaned crewmembers to crawl under the aircraft and place the INS table under the stub of the missing gear. As the helicopter was slowly lowered onto the table, the aircraft assumed a more stable and level attitude which in turn allowed the aircraft to be shut down without rotor blade-to-ground contact. Captain Schumacher directed an emergency shutdown and egressed the helicopter without further incident. It should be noted that a landing gear strut explosion is not covered in aircrew technical orders and thus the crew had to rely exclusively on their best judgement in dealing with this emergency. Captain Schumacher's coolness and ingenuity not only saved the lives of the crew but also an extremely valuable national asset. The distinctive accomplishments of Captain Schumacher reflect great credit upon himself and the United States Air Force.

GARY L. WEIKEL, Lt Colonel, USAF
Commander

CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL

TO

PAUL R. SCHUMACHER

Captain Paul R. Schumacher distinguished himself by meritorious achievement while participating in aerial flight as an MH-53 Aircraft Commander, 20th Special Operations Squadron, 1st Special Operations Wing, Hurlburt Field, Florida, on 1 December 1987. On that date, Captain Schumacher led his crew in recovering from an upward-exploding landing gear strut that resulted in structural damage to a main rotor blade and in the affected gear departing the aircraft. With further flight impossible due to impending rotor system disintegration, the crew used their ingenuity by removing an internal metal Inertial Navigation System table and placing it under the gear strut to prop up the damaged helicopter, thus providing a stable and level aircraft attitude for subsequent engine shutdown. The professional skill and airmanship displayed by Captain Schumacher reflect great credit upon himself and the United States Air Force.



From left to right: SSgt. Kevin C. Thurman - Commandant's Award and Communicative Skills Award, SSgt. Brian K. DiBiasi - distinguished graduate and Esprit De Corps Award, SSgt. Kevin A. White - Academic Achievement Award, Col. Richard F. Brauer, commnadant USAF Special Operations School, SSgt. Peter W. Karr - John Levitow Award and Americanism Award, Sgt. Joseph Lankford - distinguished graduate, and SSgt. Russell C. Howell - distinguished graduate. (USAF photo)



From left to right are: SrA. Richard J. Reisen, Distinguished Graduate, SrA. James C. Johnson Jr., MAC Professional Image Award winner, CMSgt. John B. Burritt, guest speaker, SrA. Michael F. Mohr, John Levitow Award winner, and SrA. Jason G. Nogalski, Distinguished Graduate. (USAF photo by A1C Gary R. Coppage)

Geneva woman returns home after doctors reattach her severed arm

MOBILE, Ala. (AP) – A woman whose left arm was reattached after it was severed by an airplane propeller returned home from the hospital Monday with doctors optimistic about her recovery.

Dr. David Hurley, a plastic surgeon at the University of South Alabama Medical Center, said Tracy Ellenburg, 18, would require additional therapy, but he was optimistic for her recovery.

"She'll see me again on Friday, just to make sure everything is healing well," the doctor said.

Miss Ellenburg, who went back to her home in Geneva in southeast Alabama after her 17-day stay in the hospital, said she hoped to return to her job as a bookkeeper, but her June wedding plans with fiance Scott Jordan probably would be delayed until September.

"I can go and do things," Miss Ellenburg said during an interview in her hospital room. "In my right hand, I can still write. I'm excited about going home. I just feel like the Lord's going to give me feeling in it before long."

Her parents, Harold and Nell Ellenburg, stood beside their youngest of four children. They said they received an outpouring of support from residents of Geneva and their church.

Miss Ellenburg said The Maple Avenue Baptist Church has declared June 5 "Tracy Ellenburg Day."

Miss Ellenburg was injured April 29, when she stepped into the propeller at a rural airport in Geneva, a community near Dothan.

"We have put a skin graft on to get some skin coverage. Everything looks great," Hurley said Monday.

But he said it would take 3-6 months to determine the extent of the arm's function. "The nerves regenerate very slowly. They grow about one millimeter a day. It just takes time."

Two military helicopters were used in the rescue and evacuation of Miss Ellenburg from the small airport. She still remembers the accident and described her survival as a "miracle."

"I remember walking into the propeller. The next thing I remember was being on the ground, but I never passed out," she said. "When I got to the emergency room I was talking."

The twin-engine plane was operated by Miss Ellenburg's brother-in-law, Ricky Hornsby and her fiance was a passenger.

Hornsby recovered the severed arm immediately after the accident.

-20H SOS MH-53

Woman, 18, leaves hospital with severed arm reattached

MOBILE, Ala. (AP) — A woman whose left arm was reattached after it was severed by an airplane propeller last month returned home from the hospital Monday with doctors optimistic about her recovery.

Dr. David Hurley, a plastic surgeon at the University of South Alabama Medical Center, said Tracy Ellenburg, 18, would require additional therapy, but he was optimistic for her recovery.

"She'll see me again on Friday, just to make sure everything is healing well," the doctor said.

Ellenburg, who went back to her home in Geneva in southeast Alabama, said she hoped to return to her job as a bookkeeper, but her June wedding plans with fiance Scott Jordan probably would be delayed until September.

"I can go and do things," Ellenburg said during an interview in her hospital room. "In my right hand, I can still write. I'm excited about going home. I just feel like the Lord's going to give me feeling in it before long."

Her parents, Harold and Nell Ellenburg, stood beside their youngest of four children. They said they received an outpouring of support from residents of Geneva and their church.

Ellenburg was injured April 27, when she stepped into the propeller at a rural airport in Geneva, a community near Dothan.

"We have put a skin graft on to get some skin coverage. Everything looks great," Hurley said Monday. But it will take 3-6 months to determine the extent of the arm's function. "The nerves regenerate very slowly. They grow about one millimeter a day."

Two military helicopters were used in the rescue and evacuation of Ellenburg from the small airport. She still remembers the accident and described her survival as a "miracle."

– 20 SOS MH-53

Hurlburt copter crashes

By TRACY WENZEL
Daily News Staff Writer

One of Hurlburt Field's new high-tech helicopters crashed Thursday night during a training exercise in Virginia.

All six crewmen aboard were able to walk away from the crash, although one – an aerial gunner from Valparaiso – had to be hospitalized.

The gunner, Sgt. Joseph White, was in stable condition Friday at Kenner Army Community Hospital in Fort Lee, Va. Two other Hurlburt airmen, whose names were not available, were treated for cuts and bruises and then released.

The copter, an MH-53J Pave Low assigned to the 20th Special Operations Squadron, went down about 10:15 EDT in a wooded area near Fort Pickett, an Army base in southeast Virginia.

Fort Pickett is about 95 miles west of Norfolk and about 50 miles southwest of Richmond.

The helicopter crash-landed into some trees not far from a designated landing zone, said Hurlburt spokeswoman Victoria Hanson. She could provide no details of the crash and said a damage estimate was not available.

The MH-53J Pave Low is billed by the Air Force as "the most technologically advanced (helicopter) in the free world." The 20th SOS, part of the 1st Special Operations Wing, has been flying the Pave Low for only about 15 months.

The 20th SOS is the only military unit that flies the Pave Low, which actually is a souped-up version of the HH-53C Jolly Green Giant – which the Air Force has been flying for 20 years.

Hurlburt currently is assigned five of the "J" models of the Pave Low, all of which were recently modified to include sophisticated avionics such as a central computer, terrain-following and avoidance radar, forward-looking radar and a projected map display.

The copter that crashed Thursday was what the Air Force calls a "slick," which means it had not yet been fully modified into the MH-53J configuration.

Hanson said the Pave Low had been working out of Pope Air Force

Please see COPTER/7A

COPTER

From 1A

Base, N.C., since it left Hurlburt on Tuesday. She said the copter, accompanied by a second MH-53J from Hurlburt, left Pope for Fort Pickett about 8:25 p.m. EDT.

The second Pave Low was not involved in the crash, Hanson said.

Congress has allocated more than $300 million to upgrade all 41 of the Air Force's HH-53s into J-model Pave Lows. The first came off the assembly line in July 1987.

Each twin-engine Pave Low is manned by two pilots, two aerial gunners and two flight engineers. All the crewmen aboard Thursday's flight were from Hurlburt, Hanson said.

The copters were designed to slip undetected behind enemy lines and fly at low altitude to avoid radar. They are used to get special operations troops into and out of an area quickly, and for resupplying ground troops.



Daily News/MARK KULAW

ONE OF HURLBURT'S MH-53J PAVE LOW HELICOPTERS
...like the one that crashed Thursday in Virginia

CC DO 27 OCT 1988

Shooting suspect captured

1 killed, 1 wounded in gunfight

By ROBERT KUNTZ
Daily News Staff Writer

A man accused of killing his brother-in-law and wounding his father-in-law during a gunfight early Tuesday fled onto the wooded Eglin reservation and eluded lawmen for four hours before being captured.

The suspect, 37-year-old Ronald Lee Guisasalo of 116 Johnson Court, Crestview, was found hiding under a bush near State Road 123. He was charged with first-degree murder, attempted first-degree murder and armed burglary of an occupied dwelling.

Authorities said Guisasalo shot to death his brother-in-law, Steven Michael Sabor, 35, and also shot his father-in-law, John Frank Sabor, 59. The elder Sabor was in stable condition Tuesday night in Humana Hospital Fort Walton Beach.

According to law enforcement authorities and emergency personnel, this is what happened:

Guisasalo went to John Sabor's home at 748 Mayflower Ave., Wright, about 4:15 a.m. He brought along his two children, girls ages 3 and 7.

"He entered the house with a gun and an argument ensued," said Investigator Joe Nelson of the Okaloosa County Sheriff's Department. "He was recently separated from his wife, and he was asking (the Sabors) where she was. Words were exchanged and then he started shooting."

Nelson said the elder Sabor returned fire with a .22-caliber rifle but didn't hit Guisasalo. Neither Guisasalo's daughters nor John Sabor's wife, Iby, who also was present, were injured.

"It's just a miracle those girls weren't hurt," Nelson said.

When Emergency Medical Services paramedics arrived about 4:20 a.m., they found Steven Sabor lying about 10 feet outside the house and John Sabor lying just inside the front door.

Nelson said John Sabor had been shot three times, once in the neck and twice in the abdomen.

Steven Sabor, who died later at Humana Hospital, also was shot more than once, Nelson said. The exact number of wounds won't be known until after an autopsy today.

Altogether, Nelson said, more than a dozen shots were fired.

Nelson said Guisasalo fled in his 1968 Chevrolet pickup truck, then ditched the truck about two blocks away on Green Street.

Guisasalo then walked with his two girls to the nearby home of a friend, whom Nelson didn't identify.

"He stayed there about an hour and a half," Nelson said. "They knew him there and they were trying to calm him down, but they apparently didn't know there had been a shooting."

When Guisasalo left, Nelson said, he to his friend's 1988 Chevy pickup and left his daughters behind. The girls later were turned over to state child welfare authorities.

"They (the friends) didn't report for about 40 minutes that the truck had been stolen," Nelson said.

During the intervening time, Nelson said, Guisasalo drove to Crestview and possibly to his home. For a while, lawmen thought Guisasalo had picked up another gun there, but Nelson said he hadn't.

About 8:15 a.m., Sheriff Larry Gilbert and a group of other lawmen were headed to Crestview, where they believed they would find Guisasalo. As they drove north on SR 123, they passed Guisasalo speeding south in the stolen pickup.

Gilbert said he pulled his car over and fired three shots from his 9mm pistol at Guisasalo's swerving truck.

"I don't guess any of them hit," Gilbert said.

Please see HUNT/7A

HUNT

From 1A

Guisasalo veered onto the road's east side and drove a short distance into the woods. Lawmen briefly lost track of him.

"You could hardly see the truck for the dust it kicked up," said Sheriff's Department spokeswoman Michelle Nicholson. "You couldn't see him. He took off into the woods."

Gilbert and the other officers couldn't immediately follow Guisasalo into the woods, Nicholson said.

"They were being cautious," she explained. "They believed he had a gun and he was on top of a hill, looking down on them."

Since Guisasalo had run onto Eglin Air Force Base property, the 3201st Security Police Squadron was contacted. The unit sent its 13-member Emergency Services Team – a heavily armed, specially trained group similar to a SWAT team – and later sent in another 50 or so officers, said Lt. Col. William Baxter, chief of the 3201st.

They joined about 60 deputies from two shifts and several Florida Highway Patrol troopers.

An AC-130 Spectre gunship from Hurlburt Field, already aloft on a

BRIEFLY

Hurlburt man injured in helicopter crash

HURLBURT FIELD — One crewman is in stable condition in a Virginia hospital following the crash of an Air Force helicopter based here.

Sgt. Joseph White was in the Kenner Army Community Hospital, Fort Lee, Va., according to a Hurlburt Field spokeswoman. She would not release the nature or extent of his injuries.

The Air Force MH-53 Pave Low helicopter assigned to the 20th Special Operations Squadron crashed about 9:15 p.m. Thursday near Fort Pickett.

The helicopter was on a training mission. A board of officers will investigate the cause of the crash.

Five other crew members remained at Fort Pickett on Friday. They are: Capt. Joseph Clem, the pilot; Capt. Louis Caporicci, a co-pilot; Staff Sgt. Kevin Hanley, flight engineer; Airman 1st Class Michael O'Hara, flight engineer; and Staff Sgt. Joseph Archangel, aerial gunner.

Fort Pickett is about 40 miles southwest of Petersburg, Va.

Hurlburt man hospitalized after helicopter crash

Sgt. Joseph White of Hurlburt Field, who was hospitalized after a helicopter crash here last week, remained in stable condition Sunday.

White, of Valparaiso, was part of a six-member crew that crashed during a training exercise last Thursday near Fort Pickett, an Army post in southeast Virginia.

White was the only crew member to be hospitalized. The remaining crewmen escaped serious injury.

Manhunt finds suspect charged with murder

By Jeff Newell
News Journal

EGLIN AIR FORCE BASE — A Crestview man charged with shooting two of his in-laws — one of them fatally — is in jail today without bond.

Ronald Lee Guisasola, 37, was charged with first-degree murder, attempted first-degree murder and armed burglary after his brother-in-law, Stephen Michael Sabor, 35, was shot to death and his father-in-law, John Frank Sabor, 59, was wounded.

The shooting occurred about 4 a.m. Tuesday.

Stephen Sabor died about 8 a.m. at Humana Hospital- Fort Walton Beach, sheriff's reports said.

A Humana spokesman said John Sabor was in stable condition following surgery. John Sabor's wife, Ivy, escaped from the house and called deputies at a neighbor's home.

Before his arrest Guisasola eluded about 150 law enforcement officers for five hours in the densely forested Eglin Reservation, northeast of Highway 123. He was found shortly after 1 p.m. by Okaloosa Sheriff's Deputy Chris Lahr and a K-9 police dog, Czar.

Guisasola and his wife, Cindy, apparently fought last week and she was hospitalized after she suffered a broken or dislocated shoulder, said Okaloosa Undersheriff Jerry Alford.

Alford said Guisasola was armed with a 9mm handgun when he forced his way into the Sabor's house in Ocean City early Tuesday. Several gunshots were exchanged inside the house, and more shots were fired outside, some of them striking

See MANHUNT, back of section



Jeff Newell/News Journal

Homer Godwin, right, and Fred Gibson, left, escort Ronald Lee Guisasola, 37, after Guisasola had evaded law officers for more than five hours Tuesday. Guisasola is charged in the shooting death of his brother-in-law and the wounding of his father-in-law Tuesday morning.

FROM 1A

Guisasola's truck.

During the gunfight, Guisasola's two children, ages 3 and 7, were with him. He left his truck on Green Street and went to a friend's home. Alford said Guisasola left his children there and stole his friend's truck.

The children are in the custody of the Health and Rehabilitation Services

About 8:30 a.m., six deputies traveling toward Crestview to search for Guisasola saw him driving south, and chased him at speeds reaching 100 mph, said Sheriff Larry Gilbert. The pickup stopped near the Tom's Creek Bridge on Highway 123.

Lawmen organized a sweep of the woods with Eglin security police, Florida Game and Fresh Water Fish Commission officers, the Florida Highway Patrol, Okaloosa Correctional Institution officers and police from Niceville and Valparaiso.

Officers formed a mile-long human chain, and walked into the woods as an Air Force UH-60 helicopter buzzed overhead. An Air Force C-130 airplane, a Florida Highway Patrol Cessna and Air Force MH-53 and UH-60 helicopters searched from the skies.



Daily News/BRIAN E

LAWMEN LEAD HANDCUFFED SHOOTING SUSPECT RONALD LEE GUISASALO OUT OF THE EGLIN RESERVATION WOODS
...Guisasalo had fled into the woods, authorities said, after an early morning shootout involving his in-laws in Wright

training mission, was called in to begin an aerial search.

"The aircraft was using an infrared device to scan the ground," Baxter said. "At that time of the morning (before the sun began to heat the ground), it was hoped the infrared would be effective in finding the man."

The AC-130 eventually ran low on fuel and returned to base. By then, a UH-60 Blackhawk helicopter from Eglin and an MH-53 Pave Low helicopter from Hurlburt had joined the search. An FHP airplane also circled overhead.

SR 123 was closed at both ends for nearly four hours as lawmen pressed the search.

During the search, Guisasalo's attorney, Dixie Powell, showed up at the roadblock at the south end of SR 123.

Powell said he had been leaving court in Shalimar, noticed all the law enforcement activity and called his office.

"They told me on the car phone that this involved my client," Powell said. "I came up because I thought if they got him cornered somewhere, I might be able to calm him down."

Powell said he was representing Guisasalo in a pending divorce action against his wife, Cindy Sabor Guisasalo.

Lawmen said Tuesday's violence was the worst, but not the first, for the family. Last weekend, Nelson said, Guisasalo severely beat his wife. She was still hospitalized Tuesday.

About 1 p.m., after the air search had proved fruitless, the officers on the ground formed a human chain, each separated from the other by about 50 feet. They began a sweep of the woods.

Deputy Marion Arnett's police dog, Sam, had tracked Guisasalo to a general area after picking up Guisasalo's scent from the truck and a hat he had left at the shooting scene, so lawmen made their first sweep through that area.

About 300 yards from the road, Deputy Chris Lahr was looking up into the trees when he felt his dog, Czar, pull the slack out of his leash.

"I looked in the direction he was looking and there was the guy, huddled under some brush," Lahr said.

Lahr and two security police officers searched and handcuffed Guisasalo. Lahr said the suspect did not resist.

Guisasalo wasn't armed, either. A search of Guisasalo's truck and the truck he allegedly stole turned up no weapon. He is believed to have used a 9mm pistol in the Wright shootings.

Guisasalo was held without bond Tuesday night in Okaloosa County Jail. Lawmen said he has made no statement about the incident.

Civilian GPS Users Fear Pentagon's Ability to Degrade System Accuracy

BRUCE D. NORDWALL/COLORADO SPRINGS, COLO.

Growing civil aviation interest in the use of the global positioning system (GPS) satellites for aircraft navigation is tempered by European concerns over the ability of the U. S. Defense Dept. to degrade system accuracy.

As a hedge against unilateral U. S. degradation, some potential users would like a receiver that could use both the GPS and the Soviet Global Navigation Satellite System (Glonass) (AW&ST July 27, 1987, p. 38). Another proposal, from the International Maritime Satellite Organization (Inmarsat), would augment GPS with three or four geostationary satellites that would transmit GPS-type signals, but on a different frequency. Unfortunately, the time when those satellites would be most useful is during the interim period, before the entire GPS constellation is in place, between now and 1990.

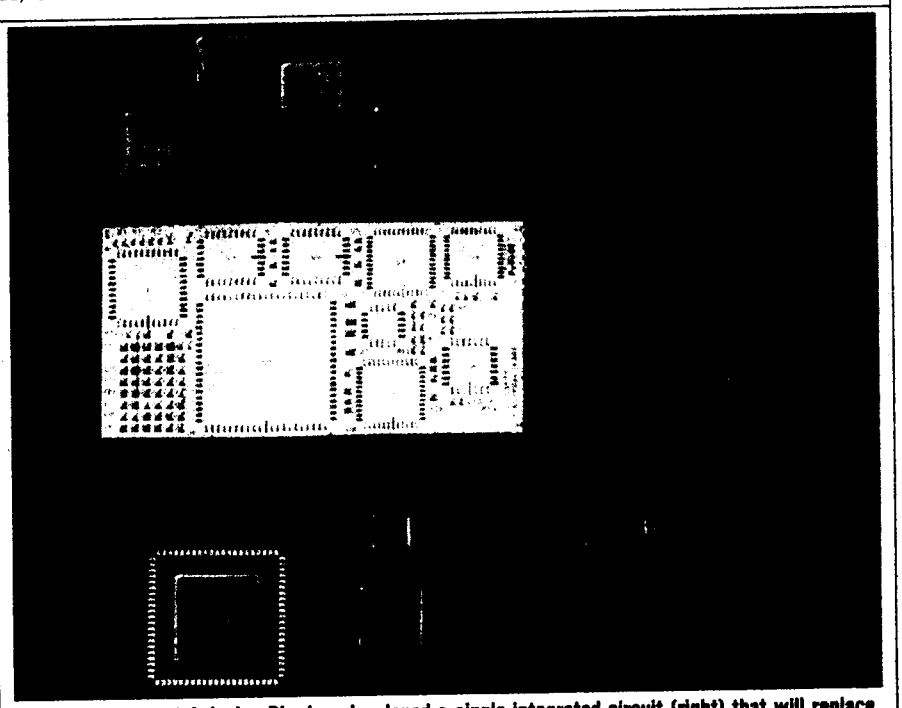
"Selective availability" is the term for the Defense Dept.'s capability to degrade the navigation accuracy of GPS for civil users. Developed as a military system, GPS gives Defense Dept.-approved users at least 15-meter position accuracy. But concern about an enemy's having access to a system with that degree of accuracy worldwide caused the Pentagon to add errors to the signal that degrade civil accuracy to 100 meters for two-dimensional (latitude, longitude) navigation.

Studies concluded that 100-meter navigation accuracy was sufficient for the bulk of civil air needs, USAF Col. Gaylord B. Green, director of the Navstar GPS joint program office, said. The navigation accuracy required to use the system for instrument landings would be nearer to 10 meters, he said.

The U. S. Air Force Space Command is responsible for monitoring the performance of the system and advising users of any degradation. With the launch of the Block-2 satellites, Falcon AFS near Colorado Springs also will control the navigation accuracy of the system. The Pentagon policy is to maintain standard position accuracy for civil users at 100 meters.

At present, all users are receiving the more accurate signals, generally reported at 30 meters or better. But the Defense Dept. has the ability to degrade the navigation signal to worse than 100-meter accuracy, and some civil users are concerned that the U. S. might degrade worldwide navigation because of a perceived threat.

Other potential customers argue that as GPS use increases, the sheer number and power of the constituents will make degradation to more than 100 meters politically unacceptable.



Collins Government Avionics Div. has developed a single integrated circuit (right) that will replace the seven integrated circuits and substrate for the GPS satellite correlator subassembly (left).

The initial Block-2 satellite, scheduled for launch in December, will be the first to have the selective-availability capability. The feature will be tested soon after it becomes available, Green said.

CIVIL USE ON THE RISE

An increasing number of civilians already are using global positioning satellites for navigation and precise time data, according to reports presented at the Institute of Navigation's international GPS conference held last month in Colorado Springs.

Seven of the original 10 satellites still are usable, Air Force Lt. Randall White told the conference. Although they were designed for an operational life of five years, the first four satellites launched have been operating more than 10 years.

The primary constellation of 21 satellites actually will consist of 24 satellites, including three active satellites as spares in orbit (AW&ST Oct. 5, 1987, p. 30). The primary constellation of 21 satellites will be implemented in the mid-1990s, Green said.

Only two of the GPS satellites currently are scheduled to be launched by shuttle, with 26 slated to be launched on the Medium Launch Vehicle. Twenty more of the improved, Block-2R series are planned. McDonnell Douglas is under contract to launch 20 satellites, with the first launch scheduled for late December, Green said.

Until the primary satellite constellation is in place, the Air Force will attempt to optimize coverage with the satellites it has. In the fall of 1989, the Air Force will increase the altitude of the four primary, Block-1 satellites already in orbit by 49 km., from a semi-major axis of 26,560 to 26,609 km.

Satellites of the subsequent Block-2 design also will be placed in this slightly higher orbit. The purpose of the higher orbit is to reduce satellite drift, and consequently the amount of orbital stationkeeping required.

In the past each stationkeeping maneuver required that a satellite be inoperative for three days before being declared healthy. The altitude change, and a change in the tolerance requirements, should change stationkeeping requirements from once a year to once every seven years, Green said.

The Defense Dept. plans to maintain the constellation with what Green called "launch-on-schedule." The concept is for a launch about every other month while building up to the full constellation, and then once every three months to replenish satellites that are reaching the end of their mission lives. In practice, there should be

24 satellites available most of the time, he said, and the constellation rarely should be reduced to 21.

The replacement satellites will have a design life of 7.5 years, but will be scheduled for a mission life of six years. The first of the Block-2R replenishment satellites should be ready for launch in 1995.

Once the primary constellation is in place, the USAF Space Command will be responsible for ensuring that the 21 satellites are operational and provide adequate coverage to the command centers. The requirement is that the coverage not degrade more than it would with the average three-satellite failure, or from the worst case of two adjacent satellites failing. If those limits are exceeded, Falcon AFS will reposition satellites, as needed, to improve the coverage.

INFORMATION CENTER

The basis for adequate coverage depends on the fraction of Earth and amount of time for which three-dimensional service is available.

GPS satellites offer the user both accurate position and time. Simultaneous signals from three satellites can determine surface position (latitude, longitude and time.) A fourth satellite allows altitude determination. With a fifth satellite visible, the user can monitor a second frequency for correction of ionospheric variations.

Most early designs planned five receivers for aircraft, while surface users and some slow-speed helicopters would have two channel receivers. Some of the smaller receivers have a single channel, which sequentially tunes to different satellites.

With earlier technologies, adding a channel meant a significant increase in both size and cost. But with GPS chip sets, it soon will be possible to have a fully functioning GPS receiver in a 100-cu. cm. package—about the size of a box of king-sized cigarettes, according to Texas Instruments.

The cost and size penalty for adding channels will shrink so that single-channel receivers will disappear, and receivers may have as many as 20 channels, according to one company. Prices are decreasing, and one industry observer estimated prices in 1995 would be $3,000-4,000.

Optimism over Navstar Global Positioning System and the growing number of receiver manufacturers and civilian users are causing the Transportation Dept. to establish a civilian GPS information center.

The Defense Dept. operates GPS, but is not organized to respond to all civilian requests for GPS information. So the Transportation Dept. will establish a civilian global positioning satellite information center and will function as the advocate for civilian users. □

as per Ken Hines / Joe Barnes 13 Jan 87

J MODEL / ROLLOUT SCHEDULE

Sep 87	1, 2	(I will fly July-Sep test)
Nov 87	3	
Dec 87	4, 5	
Jan 88	6	
Feb	7	
Mar	8	
Apr	9	
May	10	
Jun	11, 12	
July	13	
Aug	14, 15	
Sep	16, 17	
Oct	18	
Nov	(19) 20	
Dec	21, 22	
Jan 89	23	
Feb 89	24, 25	
Mar	26, 27	
Apr	28,	
May	29, 30	
Jun	31, 32	
Jul	33	
Aug	34, 35	} Old NH-53K models
Sep	36, 37	
Oct	38, 39	
Nov	40, 41	

Tentative

- SLEP - (Elec + Hyd refurb are key drivers for SLEP) ①

Fairst SLEP is J model (#19) goes in June '88.

- resub - ② MGB ⑥ 100 Engine
- ③ - NGB
- ④ - IGB
- ⑤ - AGB

contract Field Team or O + I maint @ Heribert

- ⑦ Self retaining bolts on FM controls
- ⑧ MGB swaynout w/ RH-530 gear
- ⑨ airframe mods (upper cowling, work platforms)
- ⑩ AFCS
- ⑪ Swashplate
- ⑫ Shipboard folding (Elastomeric + Blade + tail fold) instead of heavy hub
- ⑬ Engg brg mon, chip detectors also w/ elec refurb

(MMSXP W/R AUTO 468-2878 BARNES)

Commando coin symbolizes mission

Hurlburt adopts Army tradition

by SrA. Russ Kennedy
Commando staff writer

A tradition started by our sister services many years ago has been carried on in the 1st Special Operations Wing since 1982.

The tradition involves a coin, associated with checks of a different kind, has no value as money, but can cost the individual not carrying it, a lot.

The Commando Coin, started by the then 1st SOW commander, Col. Hugh Cox III, has a unique history. "Colonel Cox wanted to issue a coin so Air Commandos could be prepared when associating with troops from other services," said Lt. Col. Rusty Napier, 16th Special Operations Squadron operations officer. He and then Capt. Scott Stephens were the officers in charge of designing and minting the coin for the commander. Stephens is now a lieutenant colonel assigned to Headquarters Air Force at the Pentagon.

Several drawings for the coin were submitted by wing personnel. The two best were used, one for the front of the coin and the second for the back. The base graphics shop, which at that time came under the wing director of operations, fine tuned the drawings and came up with a design. "The minted coin actually looked better than the drawing. Only 399 were originally produced," explained Colonel Napier.

"These coins serve to inspire unit pride and camaraderie. Coin checks began as a bar game to next round of libations. Now coin checks may occur "Any Time, Any Place," which is symbolic of the 1st SOW mission," said Col. Dale Stovall, 1st SOW commander, in his policy letter dated Oct. 15.

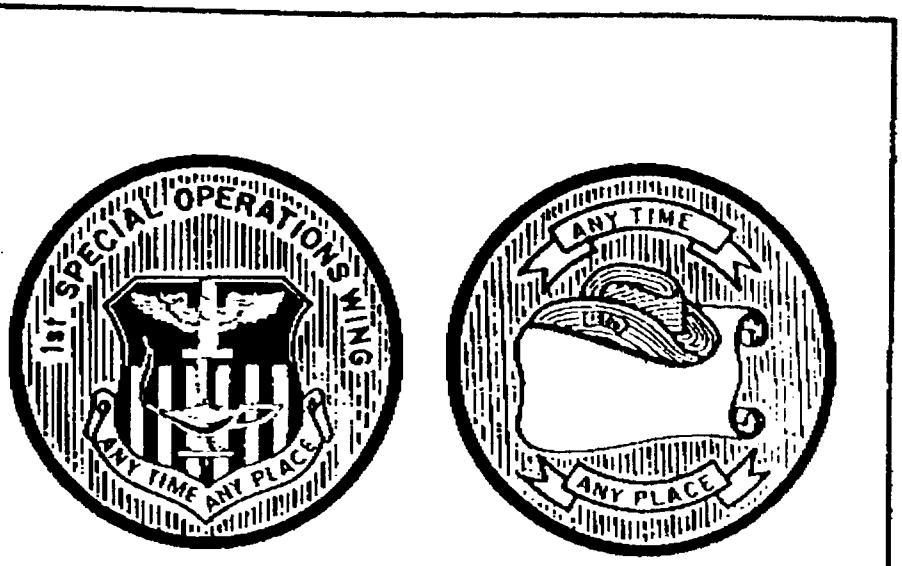
Colonel Stovall's guideline for determining who should receive a wing coin is simple. "Unit commanders may award a wing coin to individuals after they complete their initial unit training and are making a positive contribution to the 1st SOW mission," explained Colonel Stovall.

"Those individuals who don't meet Air Force weight and appearance standards or whose on-the-job performance is substandard should not receive a coin. You may also ask individuals to return their coins if they fail to continue to uphold the high standards of the 1st SOW," he continued.

There are two basic rules for a coin check. The first one is at any time, any coin carrying member can demand a "coin check" on another coin carrying member. If the second coin authorized member or members fail to produce their coin, they will be required to purchase a round of refreshments. The second rule is very important. If the challenged member produces his/her coin, the challenging member must pay for the refreshments.

Other base units also have their Special Operations Squadrons, 1723rd Combat Control Squadron, and the 6th Weather Squadron's Special Operations Weather Team have their own versions of the coin.

Unit commanders may obtain wing coins by sending a letter to Major Murray, 1st SOW executive officer, specifying the number of coins needed. While units may keep a stock of coins to meet their anticipated needs for each quarter, commanders must insure adequate security is provided to prevent the theft or sale of wing coins, added Colonel Stovall.



REMEMBER THE MOTTO OF THE 1st SOW,

"ANY TIME, ANY PLACE".....

OCT 05 '93 09:28AM HQ AFSOC/HO P.2/2



USAF photo by Sgt. R. Scott McFarland

A mysterious bird

An MH-53 "Jolly Green Giant," which is sometimes used to insert or rescue forces from behind enemy lines at night or in adverse weather, is shown here on a McChord transient ramp. This helicopter was joined by two other MH-53s and an AC-130 Gunship here for routine training at nearby Fort Lewis last week. The aircraft were visiting from the 1st Special Operations Wing at Hurlburt Field, Fla.



9 May 1988

Dear Bob,

Thanks for a great Volant Rally. I can't think of a better location to host such an event and your staff did just a superb job all the way around.

Please extend my personal thanks to Captain Hugh F. (Paco) Burrell for his efforts as my escort officer. He ensured my every need was attended to.

Hurlburt Air Force Base is one of our best kept secrets and it's obvious Headquarters, 23d Air Force has settled in to its new home. It was great seeing you and Sandy, and I'm looking forward to a visit at Keesler from you both.

Again, thanks for the hospitality, everything was tops.

Warmest Personal Regards,

PAUL A. HARVEY
Major General, USAF
Commander, 322d Airlift Division (MAC)

Major General Robert B. Patterson, USAF
Commander
23d Air Force
Hurlburt Air Force Base, Florida 32544-5000

HEADQUARTERS
1ST SPECIAL OPERATIONS WING (MAC)

COMMANDER

7 JUN 1988

TO: 20 SOS/CC Bo

I would like to express my thanks, along with those of Maj Gens Patterson and Harvey, to Capt Burrell for his successful efforts as escort officer during the recent Volant Rally. His efforts certainly contributed to the overall success of the conference, and his outstanding representation of the 1st SOW is sincerely appreciated. Please urge him to keep up his fine work.

Dale E Stovall

DALE E. STOVALL, Colonel, USAF
Commander

2. Flew Cassidy

SMS - Good face time!
Good OER fodder.
Thanks,
USE


CUE