Nomination for

Outstanding Special Operations

Unit of the Year Award - 1989

20th Special Operations Squadron

1. UNIT MISSION: The mission of the 20th Special Operations Squadron (USAF's largest helicopter squadron) is to employ the world's most sophisticated helicopter in support of national command authority and higher headquarters-directed operations and to maintain the highest state of combat readiness by constant exercise and coordination with both classified and unclassified elite components of USSOCOM. This highly complex mission also includes unconventional warfare (UW) and psychological (PSYOPS) operations. The squadron is tasked to conduct day or night adverse weather penetration into hostile or enemy controlled territory to accomplish clandestine infiltration/exfiltration, aerial gunnery support, and reinforcement/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 and shipboard operations. Psychological operations include speaker operations and aerial leaflet dispensing.

a. Corollary missions include:

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

(2) Helicopter joint service shipboard operations.

(3) Medical evacuation of injured personnel.

(4) Humanitarian and civic action programs.

(5) Limited photo reconnaissance by modular or hand-held camera.

b. The squadron's equipment, as authorized by Air Force Programming Documents, includes 15 special operations forces (SOF) configured MH-53Js. Various items of specialized equipment are available to accomplish its demanding mission. This equipment includes:

(1) Electical 7.62mm Gatling guns capable of firing 4000 rounds a minute.

(2) Gas recoil operated .50 cal heavy machine guns capable of firing 850 rounds a minute.

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

(4) PVS 5, ANVIS 6 (3rd generation), Aviators Night Vision Imaging Systems (Night Vision Goggle).

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

(1) The 9mm pistol.

(2) The GAU-5 assault rifle.

(3) The M-14 rifle.

(4) The .12 gauge shotgun.

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

(6) 40mm grenade launcher.

d. A highly sophisticated avionics package is installed in the MH-53J Pave Low 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 to provide these capabilities:

(1) Terrain Following/Terrain Avoidance Radar (TF/TA).

(2) Forward Looking Infrared Sensor (FLIR).

(3) Enhanced Navigation System (ENS).

(4) Inertial Measuring Unit (IMU).

(5) Doppler Navigation.

(6) Symbol Generator System (SGS).

(7) Projected Map Display (PMD).

(8) AN/ALR 69 Radar Warning Receiver (RWR).

(9) ALE-40 Flare/Chaff Dispensers.

(10) AN/ALQ 157(v) IRCM System.

(11) ALQ 162 Electronics Countermeasures System.

(12) NVG Heads-up Display (HUD).

(13) Satellite Communications Capability.

(14) Global Positioning System (NAVSAT).

2. IG REPORTS: During January 1989, the 20 SOS deployed to Pope AFB NC, for our ORI, JAGUAR BITE. During exercise JAGUAR BITE, our unit was billeted under austere field conditions on Ft Bragg. Even though the deployment exceeded 3 weeks, the 20th came through. Of 10 graded events, our crews were rated excellent on all. Tasked events sent our crews to suffer the conditions of a northern Michigan winter as well as the heat of southern Florida. In short, our crews established a forward base and then flew missions exceeding 1000 NM from there and forward deployed locations--a remarkable demonstration of unit capability and professional skill level of our crews.

3. ASET RESULTS: There was no ASET inspection in 1989; however, our crews consistently score very highly on 1 SOW/DOV annual tests. Additionally, our squadron stan/eval function runs an aggressive program of in-house aircrew testing. Our crews know our mission and equipment. Two 1 SOW and one 23 AF SAVs recognized, our high standards as "outstanding" Our last formal HQ MAC ASET was in Apr 88, it was graded "outstanding".

4. AIRCREW UPGRADE AND TRAINING ACCOMPLISHMENTS: Our innovative solution to the

overwhelming problem of fielding a new aircraft model and expanding our qualified crew force could be used as a model DOD-wide. The squadron established and maintains an on-going qualification program at Dobbins AFB, GA. Crewmen are placed in a highly challenging, intensive learning environment. The quality of training received and the numbers of qualified MH-53J full-system operators bears testimony to the return we've received on our investment. Our instructors have not only qualified our own crews, but have certified and trained crews from the 1550 CTTW, 21 SOS, and 23 AF. Forty-six pilots and forty-seven flight engineers have been trained. Additionally, the 20 SOS has provided the majority of acceptance test flight crews for contractor delivery inspections at NAS Pensacola, FL. In short, you would be hard-pressed to find another unit that not only works hand-in-hand with contractors to develop and field new aircraft models, but has to qualify itself and other units to use these new aircraft to full potential. We have completed in-house instructor upgrades and special mission crew qualifications as well as conducting 352 annual certification check-flights. We are the recognized experts in USAF SOF helicopter operations.

5. SAFETY RECORD: Nineteen-eighty nine was a zero-mishap year, a remarkable feat as this unit trains and operates in the most demanding environment encountered by any aircrews. Low-level, night, and inclement weather missions place our crews continually in a position where the utmost crew coordination and teamwork are demanded and there simply is no tolerance for error. Routinely operating in this environment, in all types of terrain, as well as operating from ships, places this unit's crews in a uniquely hostile environment. Our flight, ground and explosive safety sections were rated excellent during higher headquarters inspections in 1989 for their aggressive and well-tailored training programs. In 1989, the 20 SOS conducted approximately 12,000 tactical terminal night vision goggle operations.

6. AIRCREW ENHANCEMENT AND RETENTION: High morale and camaraderie are normal in the 20 SOS. Our aircrews flew 6254.2 hours during 3043 sorties in 1989. Responsibility to maintain professional standards is vested down to individual aircrews, resulting in a very

high sense of personal contribution to unit accomplishments and personal pride in our capabilities. Only one pilot of fifty-two primarily assigned, left the service in 1989. Only one eligible airman did not reenlist and two transferred to USAF reserve billets. Our greatest and most positive retention factor is being a member of an elite crew force capable of the following:

a. In December 1989, deploying no-notice, non-stop, 1500 miles over-water, in atrocious weather conditions, to be among the first U.S. military forces to engage the enemy in combat during operation JUST CAUSE. The 20 SOS provided the precision placement of elite ground forces in the opening minutes of the operation and provided aerial fire support and medical evacuation of classified elite component forces. Morale was at an all-time high, even though living conditions were abysmal and aircraft sustained battle damage. The people of the United States have every reason to take great pride in the individual and unit accomplishments of this team. An Airman's Medal, Bronze Stars, and Air Medals are in the pipeline for these outstanding warriors. The deployed crews flew 343.1 hours, logging 142 combat sorties.

b. Throughout 1989, the 20 SOS participated in 28 major and minor joint training excercises that spanned the length and breadth of the North American continent as well as off-shore activities and Central America. Our crews take great pride in the high state of readiness developed and maintained by constant exercise with other elite components. Our crews are the best and they train with the best other services have. People want to be in the 20 SOS, they're not just "assigned".

7. OUTSTANDING INDIVIDUAL AND CREW ACCOMPLISHMENTS: Thirty-eight individuals were recognized by award of medals and commendations in 1989. Over one hundred will be recognized for accomplishments related to operation JUST CAUSE.

8. MILITARY/CIVILIAN EDUCATION: In 1989, fourteen 20 SOS NCOs attended PME and six officers were selected to attend SOS in residence. As well as distinguished graduate ratings, squadron members captured in-class leadership and communication skills awards. Fifty-two (100%) officers have SOS completed, and 63 enlisted members have completed

appropriate level PME. Even though we're gone from home station so much of the time, many individuals are pursuing college degrees at all levels. Squadron supervision actively attempts to accommodate all member's desires and actively encourages self-improvement efforts. Twenty-three officers have completed master's degrees, with fourteen working toward it. In 1989, one enlisted member completed his baccalaureate degree, three completed associate's degrees, and eighty-seven were enrolled in CCAF, actively pursuing associate's degrees.

9. BASE AND COMMUNITY ACTIVITIES: The 20 SOS projects a favorable image in our community. Our honorary squadron commander is the president of one of the largest local banks and actively participates in squadron activities. From minimizing the impact of our 24-hour operation on local residents to conducting static displays and open house visits, the 20 SOS actively seeks to improve relations with the public. In 1989, we flew aerial demonstration flights for all levels of government officials and DOD personnel. We conducted 89 static displays and conducted 17 VIP helicopter capability demonstration flights, including the Assistant Secretary of Defense for Special Operations and Low Intensity Conflict and CINCMAC. Off duty, squadron members are involved in a myriad of community activities, Hornets participate in the Jolly Green Association, the Air Force Association local chapter, Air Commando Association, the Tuskagee Airmen's Association, and coach baseball and football teams. We have girl scout and boy scout leaders as well as an organizer of our community life-saving telephone crisis line service. Additionally, we exceeded our charity contribution goals; donating $3000 to the CFC and $2000 to the Air Force Assistance Fund.

10. ENERGY CONSERVATION: Frugal management of flying hours and maximum use of available sorties have saved the taxpayers untold thousands of dollars in fuel costs alone. Smart scheduling and individual crew leadership result in a high state of proficiency with minimum expenditure of precious fuel.

11. OTHER SIGNIFICANT AREAS AS DETERMINED BY THE COMMANDER: As our mission evolves and the capabilities of potential opponents in our arena improve, we've needed to continually

find ways to improve our capabilities. Significantly, during 1989, we accomplished the following:

a. Increased our ability to operate from sea-based platforms. We continue to cycle our crews through a U.S. Navy deck-landing qualification program that was tested during a classified real world contingency when crews deployed 1600 miles to accomplish the first night, communications silent rendevous with a U.S. Naval task force underway in the open ocean. This feat was further complicated by the requirement to conduct multiple, night communication and lights-out air refueling enroute.

b. We've developed tactics to more effectively support elite classified units, who may operate as isolated elements after our long-range infiltrations.

(1) We developed procedures that were proven effective during JUST CAUSE, to utilize our installed defensive .50 cal machine guns and 7.62mm rapid fire minigun systems as offensive close air support weapons to support our customers after we've placed them on the ground. Our tactic works and saved lives in Panama. In several instances during the opening hours of the operations the deployed MH-53J's support of pinned-down American forces allowed strategic objectives to be seized, allowing for safe insertion of the rest of JUST CAUSE assault forces as they arrived in-country.

(2) Another self-initiated development involves the innovative use of our airborne ground mapping radar to provide vectoring assistance to elite U.S. Navy forces as well as other aerial platforms. We are now able, after many exercise practices, to vector a small boat, after over the horizon open ocean deployment, to a specific spot on the shoreline, accurate to within feet. We can also vector them to tactically advantageous intercepts with moving waterborne targets. This new procedure was developed on our own initiative to remedy a recognized shortfall in elite force capability.

c. Our continued upgrade program at Dobbins AFB GA is a resounding success. New tactics are integrated into the training program as we develop them. Our growth in fully qualified crews from 7 to 21 will insure this unit is able to effectively use our assets to triumph anyplace, anytime.

20 SOS HISTORY 1989

KEY PERSONNEL CHANGES

The 20 SOS experienced no key personnel changes during 1989. Lt Col Gary L. Weikel was the commander, with Lt Col Michael J. Russell as Operations Officer.

FLYING STATISTICS

Flying hours for 1989 amounted to 6597.3, with 3185 sorties being flown.

EXERCISES

Throughout 1989, the 20 SOS participated in 28 major and minor joint training exercises that spanned the length and breadth of the North American Continent as well as off-shore activities and Central America. These exercises ranged from 3 days to 4 weeks and involved members from all our sister services and some allies. See atch for names and dates of the exercises we participated in.

DEPLOYMENTS

The 20 SOS deployed for all but 1 of the 28 exercises during 1989. This entailed deploying and redeploying over 100 airframes and 200 aircrews. At 6 crewmembers per crew, we deployed over 1200 aircrew members. This kept our squadron of 175 crewmembers TDY quite a bit. In addition to exercises, the 20 SOS maintains an ongoing qualification program at Dobbins AFB GA. During 1989, the 20 SOS had crewmembers deployed to Dobbins for 275 days. Many individuals were TDY over 180 days in 1989 supporting exercises and qualification training at Dobbins.

TESTS

There was no Aircrew Standardization Evaluation and Testing (ASET) inspections in 1989; however, our crews consistently score very high on 1 SOW/DOV annual tests. Two 1 SOW and 1 23 AF SAVs recognized our high standards as "outstanding".

TRAINING

Our innovative solution to the overwhelming problem of fielding a new aircraft model and expanding our qualified crew force could be used as a model DOD-wide. The squadron established and maintains an on-going qualification program at Dobbins AFB, GA. Crewmen are placed in a highly challenging, intensive learning environment. The quality of training received and the numbers of qualified MH-53J full-system operators bears testimony to the return we've received on our investment. Our instructors have not only qualified our own crews, but have certified and trained crews from the 1550 CTTW, 21 SOS, and 23 AF. Forty-six pilots and forty-seven flight engineers have been trained. Additionally, the 20 SOS has provided the majority of acceptance test flight crews for contractor delivery inspections at NAS Pensacola, FL. In short, you would be hard-pressed to find another unit that not only works hand-in-hand with contractors to develop and field new aircraft models, but has to qualify itself and other units to use these new aircraft to full potential. We have completed in-house instructor upgrades and special mission crew qualifications as well as conducting 352 annual certification check-flights. We are the recognized experts in USAF SOF helicopter operations.

DEMONSTRATIONS

In 1989, we flew aerial demonstration flights for all levels of government officials and DOD personnel, including the Assistant Secretary of Defense for Special Operations and Low Intensity Conflict and CINCMAC. In all, 24 VIP helicopter capability demonstration flights were conducted throughout the year. These flights demonstrated every facet of our mission, including call-for-fire support, swimmer and zodiac boat deployment, air refueling, and terrain following/terrain avoidance flight. (See atch)

STATICS

During 1989, the 20 SOS was a popular place for static aircraft displays. Our crews manned 89 displays for an untold number of people. Members of the audiences ranged from

senators, generals, and school children, to hundreds of thousands of taxpayers at base open houses. (See atch)

AIRCRAFT ACQUISITIONS

The 20 SOS received 10 MH-53J aircraft in 1989, while giving up 6 MH-53H aircraft to the Naval Air Rework Facility (NARF) at Pensacola Naval Air Station. The following are the tail numbers and dates of the aircraft received during 1989.

TAIL #	DATE	TAIL #	DATE
429	24 Jan 89	994	29 Apr 89 - O.T.& E. aircraft
795	10 Feb 89	369	16 Jun 89
789	28 Feb 89	367	21 Jun 89
432	26 Apr 89	630	7 Jul 89
797	14 Apr 89	356	5 Dec 89

The following were given to the NARF.

TAIL #	DATE	TAIL #	DATE
649	29 Mar 89	923	19 Jun 89
433	24 May 89	791	7 Jul 89
790	8 Jun 89	652	27 Jul 89

UNIT AWARDS/RECOGNITION

Thirty-eight individuals were recognized by award of medals and commendations in 1989. Over one hundred will be recognized for accomplishments related to operation JUST CAUSE.

OTHER SIGNIFICANT EVENTS

As our mission evolves and the capabilities of potential opponents in our arena improve, we've needed to continually find ways to improve our capabilities. Significantly, during 1989, we accomplished the following:

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JAGUAR BITE 1989

The U.S. Special Operations Command (USSOCOM) is conducting exercise Jaguar Bite 1989, which began Jan. 9 and ends Feb. 17. Jaguar Bite is a joint chiefs of staff-directed, USSOCOM-sponsored joint training exercise involving elements from the U.S. Army 1st Special Operations Command (Army component of USSOCOM) and the U.S. Air Force 23rd Air Force (Air Force component of USSOCOM).

The exercise will take place within the continental U.S. and will evaluate the operational efficiency of USSOCOM organizations as well as to evaluate the command and control of special operations forces. The exercise will also test the joint communications interoperability of USSOCOM units.

The joint exercise control group is located at Fort Campbell, Ky. The field training portion of the exercise will take place at various locations including Fort Chaffee, Ariz.; Fort Bragg, N.C.; Cherry Point Marine Corps Air Station, Neb.; Helena National Forest, Mt.; Hiawatha National Forest, Mich.; Francis Marion National Forest, S.C.; and Ocala National Forest, Fl.

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SLIDE	CAPTION
33	JAGUAR BITE 89 TITLE SLIDE.
34	HURLBURT FLD. FL. CONTROL TOWER. (PHOTO BY SSGT. RUSSEL POLLANEN)
35-43	C-141'S ARRIVED AT HURLBURT FLD. FL. TO LOAD EQUIPMENT AND PERSONNEL FOR THE 1ST SPECIAL OPERATIONS WING OPERATIONAL READINESS INSPECTION (ORI). THE WING WAS DEPLOYED TO TWO DIFFERENT LOCATIONS: FT. CAMPBELL KY. AND POPE AFB. N.C. (USAF PHOTOS BY SSGT. RUSSEL POLLANEN)
44	ROLL CALL IS TAKEN AS TROOPS ARE LOADED ONBOARD A C-141. (USAF PHOTO BY SSGT. RUSSEL POLLANEN)
45	SEE 35.
46	MAIN GATE AT FT. CAMPBELL KY. (USAF PHOTO BY TSGT. KIT THOMPSON)
47	C-141 STARLIFTERS ARRIVED AT FT. CAMPBELL ROUND THE CLOCK TO SUPPORT THE 1ST SOW. (USAF PHOTO BY TSGT. KIT THOMPSON)
48	A C-130 SETS IDLE ON THE FT. CAMPBELL AIRFIELD AWAITING THE ORI TO BEGIN. (USAF PHOTO BY TSGT. KIT THOMPSON)
49-50	SEE 47.
51-52	UPON ARRIVING TO FT. CAMPBELL PERSONNEL WERE BUSED TO THE IN-PROCESSING CENTER. (USAF PHOTO BY TSGT. KIT THOMPSON)
53-56	PERSONNEL WERE BRIEFED AND GIVEN ROOM ASSIGNMENTS AT THE IN-PROCESSING CENTER. (USAF PHOTOS BY TSGT. KIT THOMPSON)
57	COMBAT CONTROL TEAM MEMBERS SET UP A TENT. (USAF PHOTO BY TSGT. KIT THOMPSON)
58	SHUTTLE BUSES PROVIDED BY THE 834TH TRANSPORTATION SQUADRON RAN REGULAR SCHEDULES TO THE DORMS TO GET PERSONNEL TO AND FROM WORK ON THE FLIGHTLINE. (USAF PHOTO BY TSGT. KIT THOMPSON)
59	TENTS WERE SET UP TO SUPPORT THE OPERATIONS NEAR THE FLIGHT LINE. (USAF PHOTO BY TSGT. KAY PELLUM)
60-61	AIRCREW MEMBERS IN THE AIR FORCE SPECIAL OPERATIONS BASE (AFSOB) AT FT. CAMPBELL KY. PLAN THEIR MISSION. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
62	1LT PHILLIP J. LAWLOR (HAND COVERING MOUTH) AND CAPT CURTIS ROSS BOTH FROM THE 8 THSOS EXAMINE THEIR MISSION PLAN (USAF PHOTO BY SSGT. CHARLES TAYLOR)
63	1LT SCOTT E. BURNNETT (ELECTRONIC WARFARE OFFICER) ASSIGNED TO THE 8 AFSOB CHECKING OUT THEY FLIGHT PATH IN THE MISSION BRIEFING ROOM AT FT CAMPBELL KY. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
64	SSGT KEN J. BOCAGE SUPPLY SPECIALIST FROM THE 834TH SUPPLY SQUADRON, OPERATES THE COMBAT SUPPLY SYSTEM COMPUTER. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
65	2LT PAUL D. KUERNES EXAMINES A AERIAL MAP WITH THE ANALYTICAL PHOTO-GRAMMETRIC POSITIONING SYSTEM AT FT CAMPBELL. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
66	SGT D. L. HUNLEY, AIR INTEL SPECIALIST, IDENTIFIES A MAP POSITION WITH HIS MICRO-FICHE VIEWER, AT FT CAMBELL. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
67	SSGT MANLEY M. WHITTIER AN INFORMATION SYSTEM SPECIALIST OPERATING A UGC-129 TELETYPEWRITER AT FT CAMPBELL KY. (USAF PHOTO BY SSGT. CHARLES TAYLOR)

SLIDES	CAPTION
68	TSGT BRADFORD LEOPOLD FROM THE 834TH AGS. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
69	A1C MIKE LEYLO, DET. 8, 1361 AVS, DISPLAYS A SIGN DURING CONDITION BLACK. (USAF PHOTO BY SGT. DAVE HUDSON)
70	COL. DALE STOVALL, 1ST SOW WING COMMANDER AND MAJ. POOLE EXAMINE PAPERS WHILE UNDER CONDITION BLACK IN THE AFSOB. (USAF PHOTO BY CHARLES TAYLOR)
71	A1C DAN DRAPER, 834TH SVS, HURLBURT FLD. FL. COOKS UP SOME EGGS DURING THE MORNING (HOT MEAL) AT FT. CAMPBELL. (USAF PHOTO BY TSGT. KIT THOMPSON)
72	SSGT. LEONARD KLIEN, 1606 SVS, KIRTLAND AFB. NM., SERVES CUSTOMERS IN THE MESS HALL AT POPE AFB NC. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
73	WASHING UP THE DISHES AFTER THE EVENING MEAL AT POPE AFB. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
74	834TH AGS AND EMS WORKERS ENJOY THE MEAL READY TO EAT (MRE'S) AT LUNCH. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
75	AMN RICHARD FARRIS FROM THE 834TH SECURITY POLICE SQUADRON (SPS) CHECK A CREWCHIEF RESTRICTED AREA BADGE BEFORE HE ENTER THE FLIGHTLINE AT FT CAMPBELL KY. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
76	TOOLS OF THE TRADE. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
77	20TH AMU SPECIALIST CHECKS A MH-53 ENGINE AFTER AN ENGINE WASH. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
78	AMN KENNETH SHAMBLEN, AN AGS MAINTENANCE TROOP FILL OXYGEN TANK OF A AC-130 AIRCRAFT AT FT CAMPBELL KY. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
79-80	AGS PERSONNEL FILL OXYGEN TANKS, CHECK ENGINES, AND INSTALL AN ECM POD ON THE 1ST SOW AIRCRAFT. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
81	TSGT. CHARLES HENRY, 834TH AGS, WORKS THE JOB CONTROL DESK AT FT. CAMPBELL KY. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
82-83	ARRIVAL OF THE AC-130 GUNSHIPS TO FT. CAMPBELL KY. (USAF PHOTO BY TSGT. KIT THOMPSON)
84	SRA ERNEST ABBOTT, WEAPON SPECIALIST, CLEANS THE 105MM CANNON ON THE AC-130 GUNSHIP ON THE FLIGHTLINE AT FT CAMPBELL KY. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
85	AFTER AN ICE STORM PASSED THROUGH FT. CAMPBELL KY CREWS HAD TO USE ANTI-ICING ON THE 8TH SOS MC-130 TALON AIRCRAFT BEFORE TAKE-OFF. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
86	SEE 85. (USAF PHOTO BY TSGT. KIT THOMPSON)
87	AIRCREW MEMBERS PREPARE TO DEPART ON ANOTHER NIGHT MISSION WITH THE 8 SOS TALON. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
88	SGT. T. L. BAKER, 8TH SOS LOADMASTER, PERFORMS A PREFLIGHT ON THE MC-130 TALON. (USAF PHOTO BY TSGT. KIT THOMPSON)
89-91	THE COMBAT TALON (MC-130) DEPARTS FOR THE NIGHT MISSION. (USAF PHOTOS BY SSGT. CHARLES TAYLOR)

SLIDES	CAPTION
92-95	US ARMY SPECIAL OPERATION FORCES (SOF) PUT ON CAMOUFLAGE, RELAX, THEN JUMP INTO THE DARKNESS OUT OF THE 8TH SOS COMBAT TALON MC-130. (USAF PHOTOS BY TSGT. KIT THOMPSON)
96	SAME AS 92 EXCEPT RIDES MOTORCYCLE INTO A DROP ZONE. (USAF PHOTO BY TSGT. KAY PELLUM)
97	COMBAT CONTROLLERS ON THE GROUND CHECK A BALLOON AS IT RISES TO GET WIND DIRECTION AND CEILING BEFORE AN AIR DROP. (USAF PHOTO BY TSGT. KIT THOMPSON)
98-99	CAPT. TINO, COMBAT CONTROL OFFICER, PREPARES THE BALLOON TO CHECK WEATHER CONDITIONS. (USAF PHOTO BY TSGT. KIT THOMPSON)
100-102	CCT LAUNCH A FULTON RECOVERY BALLOON. (USAF PHOTOS BY TSGT. KIT THOMPSON)
103-104	MH-53J, FROM THE 20TH SOS REFUELS JUST AFTER SUNSET. (USAF PHOTO BY TSGT. KIT THOMPSON)
105	A NAVIGATOR ON A MC-130 DURING A NIGHT MISSION. (USAF PHOTO BY TSGT. KIT THOMPSON)
106-107	SEE 103. (USAF PHOTO BY TSGT. KIT THOMPSON)
108	A MH-53 TRANSPORTS ARMY SOF PERSONNEL FOR A SOFT DUCK INFILTRATION AT CHERRY POINT N.C. (USAF PHOTO BY CAPT. BOB MACALLISTER)
109-113	8TH SOS AIRCREW FLY THE MC-130 COMBAT TALON. (USAF PHOTO BY TSGT. KIT THOMPSON)
114	SMALL RANCH NEAR HELENA MONTANA IS USED BY PERSONNEL FOR A HOLD UP SITE. (USAF PHOTO BY TSGT. KIT THOMPSON)
115-119	TSGT. GILBERT "CHARLIE" HINE, 6TH WEATHER SQUADRON, HURLBURT FLD. FL. OPERATES A SATCOM RADIO IN MONTANA. THE AGGRESSORS FROM THE US ARMY ATTACKED THE RANCH AS TSGT. HINE FLEES INTO THE MOUNTAINS. (USAF PHOTOS BY TSGT. KIT THOMPSON)
120	A WINTER STORM COMES TO MONTANA, ONE OF THE WORST THIS CENTURY. THE TEMPERATURE DROPPED FORM 55 DEGREES ONE DAY TO 30 DEGREES BELOW ZERO THE NEXT. (USAF PHOTO BY TSGT. THOMPSON)
121	THE ARMY ADMINISTRATION TEAM CALLED THE EXERCISE OFF DUE TO THE STORM AND BEGAN THE TASK OF PULLING OUT THE TROOPS. THEY USED AN AIRCRAFT HEATER TO WARM THIS 2 1/2 TON TRUCK SO IT WOULD START. (USAF PHOTO BY TSGT. KIT THOMPSON)
122-123	IN THE MOUNTAINS THE TEMPERATURE WAS ABOUT 34 DEGREES BELOW ZERO AND THE WINDS BROUGHT THE CHILL FACTOR DOWN TO ABOUT 65 DEGREES BELOW. THIS TEAM FROM THE US AIR FORCE RESERVES AT COLORADO SPRINGS CO. WERE RESCUED FROM THE EXTREME COLD AND TAKEN TO HELENA. (USAF PHOTO BY TSGT. KIT THOMPSON)
124	FRONT GATE AT PHELPS COLLINS ANGB, MICHIGAN. THE 20TH SOS AND THE 55TH SOS DEPLOYED HERE. THEY WERE ALSO CAUGHT IN THE WINTER STORM. (USAF PHOTO BY SSGT. CHARLES TAYLOR)
125	SGT JACKIE S. POWELL MH-53 AIRCRAFT MECHANIC ASSIGNED TO THE 834 AIRCRAFT GENERATION SQUADRON (AGS)
126-130	THE 20TH SOS MH-53'S ENCOUNTERED SEVERE COLD WEATHER IN THE MICHIGAN AREA. (USAF PHOTO BY SSGT. CHARLES TAYLOR)

SLIDES	CAPTION
131	FLIGHT ENGINEER FOR THE 20 SPECIAL OPERATION SQUADRON (SOS) PREPARING FOR THE MISSION AT PHELPS COLLINS ANGB. (USAF PHOTO BY SSGT CHARLES TAYLOR)
132	SSGT. ANTHONY M. PETRUZZI GUIDANCE/CONTROL SPECIALIST ASSIGNED TO THE 834 AGS. (USAF PHOTO BY SSGT CHARLES TAYLOR)
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(END)

Report: Mistakes contributed to 2-copter accident

By TRACY WENZEL
Daily News Staff Writer

Human error was partly to blame for the crash of one Hurlburt Field helicopter and the grounding of another during a training mission last fall, according to a report on the Oct. 20 mishap.

The report says an Air Force official who investigated the accident had "reason to believe" two pilots involved were guilty of dereliction of duty, but he did not file any formal charges.

The two copters, both Pave Lows assigned to the 20th Special Operations Squadron at Hurlburt, went down within minutes of each other about 10:30 p.m. EDT during a training mission in Virginia.

One, an MH-53H, made what the Air Force calls a "hard landing," suffering $20,253 worth of damage. The other, an MH-53J, crashed into a power pole – shearing off its top – then ran into some power lines before coming to a stop in a cluster of trees.

Damage to that helicopter was estimated at $6.7 million.

The Air Force listed the official cause of the accident as "brownout," a condition in which dust and ground debris are swept into the air, hampering a pilot's vision.

But a safety report issued Wednesday by the 23rd Air Force concedes mistakes were made. It says the aircrews, which were participating in a joint Army-Air Force exercise called Graceful Follower, did not communicate with Army and Marine Corps ground personnel.

But the report says the communication problems between the services started long before then.

It says the Army understood the mission – which called for the two helicopters to pick up 28 soldiers at a designated landing zone in a wooded area near the Army's Fort Pickett – was to be an "administrative" type of exfiltration.

Simply put, that means the copters would land, pick up the troops and take off again, without doing anything fancy.

The helicopter crews, however, wanted to get some tactical train-

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ing out of the exercise. They approached the landing zone in blackout conditions, wearing night-vision goggles.

They thought the field would be marked with an infrared strobe light. Instead, the Army had set out a flashing white strobe light, which – when viewed through the goggles – played havoc with the crews' eyesight.

The report says that after the first copter – the MH-53H – landed, some of the soldiers on the ground ran toward it, not realizing it was disabled or that another copter was behind it.

As the MH-53J began to land, two scanners on board indicated there were people running underneath. The tail scanner called a "stop down" to notify the pilot to halt the copter's descent.

While the copter hovered, it got caught in the blinding dust stirred up by the first copter's rotors. It was then that the MH-53H crashed, stopping about 75 feet from the edge of the landing zone.

The ground troops' confusion apparently stemmed from what had happened during a similar exercise the day before. According to testimony given to the investigator, one of the two helicopters that were supposed to take the Army soldiers to the landing zone malfunctioned en route.

The first helicopter landed but the second aborted its approach, turned around and left. The soldiers all got on the first copter.

On the night of the crash, when the soldiers saw one copter land and the other keep going, they apparently thought the same scenario was being played out again.

The investigating officer, Col. Robert A. Rossi of the 39th Special Operations Wing, interviewed 24 witnesses. Among them was the pilot of the MH-53J, Capt. Joseph Clem of the 20th SOS.

Clem was interviewed twice, once Nov. 23 and again Dec. 6. At the start of the second interview Rossi told Clem, "I have reason to suspect you of the alleged offense of dereliction of duty, in that you failed to maintain aircraft control and properly execute an instrument takeoff."

No other reference to those charges was made in the report.

Rossi made a similar statement to another Hurlburt pilot, Capt. Benjamin F. Pulsifer. Pulsifer did not fly the Oct. 20 mission, but apparently led a survey team sent out the day before to check the landing zone.

The report alleges Pulisfer landed on and surveyed the wrong landing zone -- one that was about 300 yards from the one the Army wanted to use. As a result, the two copters involved in the Oct. 20 mishap also tried to land in the wrong place.

Hurlburt spokeswoman Victoria Hanson said the Air Force has filed no criminal charges against Clem or Pulsifer.



A US Special Forces detachment is dropped into the sea by a low-flying helicopter. They will swim ashore with all their equipment, leaving no trace of their secret arrival.

with intelligence gathering and instruction, providing a 'cadre' of experienced leaders who pass on their knowledge to people recruited locally. Not that all of that knowledge is military. It can just as well be about personal hygiene or farming methods – anything, in fact, that proves to the local population that you and your country have their best interests at heart.

Winning the battle for the hearts and minds of the people is really much more important than taking an objective by armed force, but you can't win either of them until you get to the battlefield itself. Inserting agents into hostile territory has been a front-line intelligence task for hundreds of years, and there are two main methods:

1 False identities and disguise
2 Covert operations

Even in time of war, it is usually possible to gain access to the enemy's territory from a neighbouring country. The success of this method depends on the quality of your cover and documentation.

The biggest advantage of this approach is that once you have got through the identity checks, searches and interrogation, you will be able to live quite openly in enemy territory, not having to run and hide every time there's an unexpected knock on the door. Of course, you'll be living a double life and this will be stressful in itself, but then no-one ever said that Special Forces work would be easy, and certainly not safe!

Clandestine insertion means entering the enemy's territory without his knowledge. It could mean trekking across a border in a remote and difficult part of the country, or para jumping from an aircraft from almost seven miles up, and waiting until you're just a hundred or so metres above the ground before opening your parachute.

Or it may be struggling with all your equipment through the 64-cm diameter access hatch of a fleet submarine and swimming five miles through the dark to land on a deserted beach.

Air infiltration

Insertion from an airborne operation is popular because no area is inaccessible by air; it's quick; and, when organised properly, minimises the risk both to the carrier and to the passenger and his reception committee. There are three normal variants:

1 Low and normal altitude parachute
2 High altitude low opening (HALO) parachute
3 Air landing operations

The object of the exercise is to insert



Special Forces troops set explosives to destroy a bridge: part of the team sets the charges while a third man keeps watch in the background. Note the mixture of US and Soviet rifles. Special Forces soldiers must be trained in all types of infantry weapons.

CLANDESTINE PENETRATION

HALO (High Altitude Low Opening) is a parachute technique used by Special Forces to arrive behind enemy lines without being detected. The aircraft flies at up to 8,000 metres; so high that it cannot be seen or heard from the ground. The troops free-fall most of the way down, linking up mid-air so they land in a tight group and only deploying their chutes when they are within 300 metres of the

Hurlburt due new copters

Air Force says it's a SLEP in right direction

By TRACY WENZEL
Daily News Staff Writer

HURLBURT FIELD – Air Force special operations aircrews will be test-flying two fresh-from-the-assembly-line helicopters in six weeks or so.

But neither of the copters – an MH-53J Pave Low IIIE and an MH-60G Pave Hawk – are what you would call new. They are tried-and-true old faithfuls that have been reconfigured with millions of dollars' worth of modifications at Pensacola Naval Air Station's Naval Aviation Depot.

The Pave Low, billed by the military as the most technologically advanced helicopter in the free world, has undergone a facelift through the Service Life Extension Program. The SLEP modifications are designed to make sure the copter remains fit to fly for years to come.

The modified copter has been equipped with new engines, newly designed electrical and hydraulic systems, better gear boxes and stronger gears, bearings and mounts. Improvements also have been made in its automatic flight control system, its airframe, its intercom system and its onboard minigun.



Daily News/MARK KULAW

An MH-53J Pave Low helicopter flies above the wooded Eglin Air Force Base reservation. The Pave Lows, said by military officials to be the most technologically advanced copters in the free world, are being upgraded at Pensacola Naval Air Station.

In addition, the Pave Low has received what the military calls ''shipboard operations'' modifications that will allow its main rotor blades and tail to fold up into the body of the copter. The result is a more compact package that will fit below the deck of a ship.

In 1980, personnel from Hurlburt Field's 1st Special Operations Wing took part in a failed attempt to rescue U.S. hostages in Iran. They didn't take their own helicopters. Navy helicopters, which could fold up for travel, were used for that mission; one collided with a Hurlburt transport plane, killing eight servicemen.

The Pave Hawk has undergone a Global Positioning System upgrade, which gives a pilot more accurate navigational information than the system now in use. With the GPS upgrade and the addition of another new system – the Forward Looking Infrared Radar Video Symbology Display System – the Pave Hawk is better equipped for night missions, officials say.

The two helicopters will be officially ''rolled out'' Friday at Pensacola NAS.

They will go first to the Air Logistics Center at Warner Robins Air Force Base, Ga.,

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where ground tests will be performed. Flight testing will be conducted at the Special Missions Operational Tests and Evaluation Center at Hurlburt.

Twelve of the Pave Lows are in the shop at the Naval Aviation Depot. Eventually, all of the special operations helicopters will be outfitted with the improvements. The SLEP modifications will be finished by October 1992 and the shipboard modifications by the summer of 1993.

Only one Pave Hawk has undergone the navigation upgrade. The Air Force plans to eventually modify all its Pave Hawks as well.