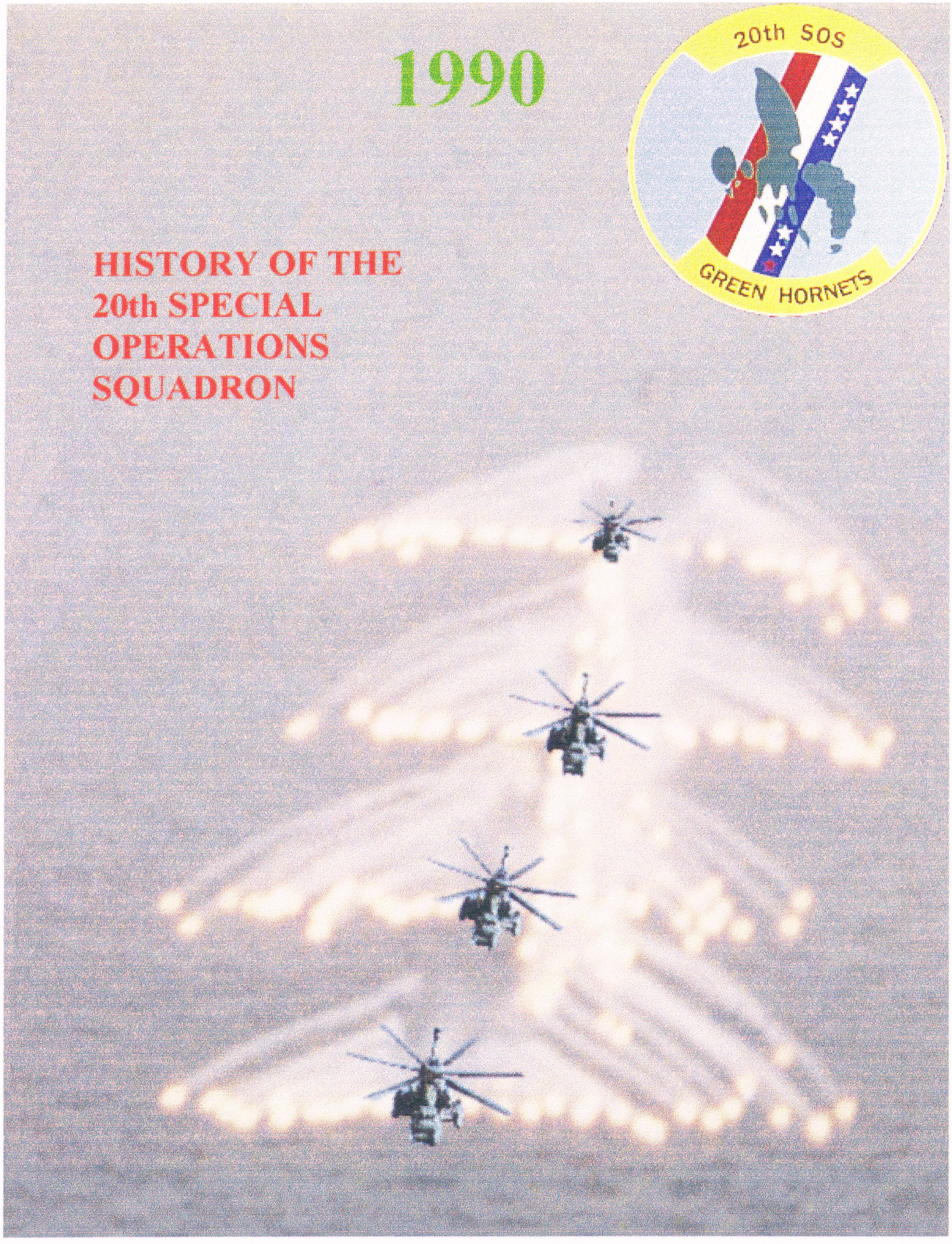
1990

HISTORY OF THE 20th SPECIAL OPERATIONS SQUADRON



UNIT HISTORY FOR CY1990

20th Special Operations Squadron

1. UNIT MISSION: The mission of the 20th Special Operations Squadron (USAF's largest experienced 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, other sister services, and foreign assets. This highly complex mission also includes unconventional warfare (UW) and psychological operations (PSYOPS). 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 and alternate infiltration/exfiltration techniques, and entail land and water overflight and shipboard operations. Psychological operations include but are not limited to speaker operations and aerial dispensing of leaflets.

a. Corollary missions include:

(1) Recovery of personnel and/or equipment, which entails evasion and escape operations, and combat search and rescue (CSAR). SAR operations would normally be prosecuted from forward operating locations (FOLs) or forward staging bases (FSBs) where dedicated Aerospace Rescue Service (ARS) forces are not available or limited. SAR efforts would include the majority of ARS techniques, search and location of personnel, airland or aerial recovery (hoist, stabo rig, rope ladder, etc), medical treatment, and transportation to appropriate collection point.

(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.

(6) Other missions as directed by higher headquarters.

b. The squadron's equipment, as authorized by Air Force programming documents, includes 17 special operations forces (SOF) configured MH-53Js. Various items of specialized equipment are available to accomplish its demanding mission. This equipment presently includes:

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

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

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

(4) ANVIS-6 (3rd generation), aviators' night vision imaging systems (night vision goggles).

c. Various items of specialized equipment are available to aircrewmembers performing the primary and corollary missions. The equipment includes:

(1) 92SF 9mm pistol.

(2) GAU-5 5.56mm assault rifle.

(3) M-14 rifle.

(4) M-870 12-gauge shotgun.

(5) MAG-58 .30 cal machine guns.

(6) M-203, 40mm grenade launcher.

(7) MBU-19/P Integrated Aircrew/Assault chemical defense AERPs equipment.

(8) 2000 pounds of titanium aircraft armor plating.

(9) Individualized ballistic body armor.

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 selectable terrain following altitudes, down to 100', with no visual outside references. When conditions permit, night vision goggles with integral heads-up display (HUD) can enhance night-time mission capabilities by reducing the crew workload. The following equipment is installed to provide these capabilities:

(1) AN/APQ-158 Terrain Following/Terrain Avoidance Radar (TF/TA).

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

(3) Inertial Navigation Unit (INU).

(4) Enhanced Navigation System (ENS).

(5) AN/APN-221 B Doppler Navigation.

(6) Symbol Generator System (SGS) for Heads-Down Display and Heads Up Display (HDD/HUD).

(7) AN/ASN-99A Projected Map Display (PMD).

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

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

(10) AN/AAR-47 Electro-Optical Missions Warning Detector.

(11) AN/ALQ-136 Electronics Countermeasures Systems (ECM).

(12) AN/ALQ-102 ECM System.

(13) AN/ALQ-157 Infrared Countermeasures System (IRCM).

(14) Mission Computer and 1553B databus.

(15) Global Positioning System (NAVSAT).

(16) Securable voice/data comm via FM, UHF, SATCOM, and HF.

2. IG Reports: The 1 SOW did not receive an IG inspection in CY90. However, the unit has demonstrated wartime readiness extensively by its actions in JUST CAUSE, an unqualified military victory, and the remarkably immediate response in mobilizing deploying and employing for the contingency Operation DESERT SHIELD. Furthermore, the 20 SOS was tasked for four Quarterly exercises--basically joint community evaluations and several capability exercises (CAPEXs), in which we demonstrated our ability to process and mobilize our crews and support personnel and subsequently deploy and employ well within our tasked time frames. In late October we tested, validated, accepted, and procured an aircrew chemical defense system: AERPS. We then immediately deployed on a Joint exercise flying several mission profiles, one in excess 8 hours, to demonstrate our upgraded capability of flying, night tactical mission on night vision goggles (NVG) in a chemical environment. In all evaluated events the 20 SOS consistently impressed the wing and the entire SOF helicopter community through its flexibility and adaptability. The last IG inspection of the 1SOW was in January 1989. Of 10 graded events, our crews were rated excellent on all. It is important to note that every Joint or bilateral evaluation we participated in this year all were unqualified successes.

3. ASET RESULTS: There was no ASET inspection in 1990; however our crews consistently score very highly on 1SOW/DOV annual test with no failures or retakes this year. Additionally our squadron star level and weapons and tactics run an aggressive program at in-house testing and tactics validations. Our last formal HQ MAC ASET was in April 88, the performance of the 20SOS was the best at any flying squadron in the wing and unquestionably contributed directly to the wings overall outstanding rating.

4. AIRCREW UPGRADE AND TRAINING ACCOMPLISHMENTS:

a. The recently discontinued MH-53J Aircrew Qualification Program at Dobbins AFB proved to be an effective and unique solution to the daunting task of fielding a new aircraft model and training crewmembers simultaneously. The Air Staff has always and continues to show interest in the way we organize, train and equip. While at Dobbins, crewmembers were placed in highly challenging, intensive learning environments. The quality of training received and the numbers of qualified MH-53J full-system operators bears testimony to the return we have received on our investment. Our instructors not only qualified our own crews this year, but have certified and trained crews from AFSOC, the 1550 CCTW, the 39 SOW, the 353 SOW, 21 SOS, and 31 SOS; all after Pave Low CTF was discontinued. This single-handed effort yielded our greatest qualification of crewmembers ever; 75 pilots, 70 flight engineers, and 59 aerial gunners. Additionally, we upgraded 14 pilots, 9 flight engineers, and 6 aerial gunners to

instructor level. We increased out output over 65 percent from last year and with primary training responsibility returning to the 1550 CCTW the 20 SOS still continues to upgrade its own crewmembers during this transition period.

b. The 20 SOS appears at times to resemble a test group. The 20 SOS provides aircrewmembers to assist SMOTEC and has provided the majority of acceptance test flight crews for contractor delivery inspections at NAS Pensacola, FL. There are few, if any other, units that not only work hand-in-hand with contractors to develop and field new aircraft models, but has to qualify itself and other units to use these aircraft to their full potential. In addition to testing and accepting our airframes we also "write the book" by providing the preponderence of data through experience and technical expertise to update our 1H-53(M),J-1 and the recently published AFSOCR 55-54. The 20 SOS sets the standards for future SOF helicopter operations in the increasingly lethal low/high-threat low-level environment as we are the recognized combat experienced experts in this area. In addition to local area tactical validations we make use of various other facilities to develop our ongoing electronic countermeasures (ECM), Infrared countermeasures (IRCM), offensive weapons training, and integrated profiles to support such tactics as call-for-fire CAS, base defense, airfield seizure, boat vectoring, and open water over-the-horizon (OTH) total emissions control (TEMCON) comm-out aerial refueling and shipboard operations.

c. Despite an extremely heavy off-station commitment, incredible poor flying weather, and introduction of a new aircraft squadron crew members logged 6009.5 hours, 2924 sorties, and over 17,000 NVG takeoffs and landings. Of these, 63 hours were flown in support of combat operations in JUST CAUSE in 1990 and so far 1128 hours have been flown during DESERT SHIELD. Even though these were only 15 days in 1990 in which the 20SOS did not have somebody TDY we still conducted 352 annual certification check-rides and no mission-ready crewmember went noncurrent or unqualified in a mission qualification. Above all, we flew more hours, sorties, and night vision take off/landings than any unit in AFSOC for a mishap free year. Our flight operations in DESERT SHIELD are being studied by others since we have the most successful helicopter operation, combat or support, in-theater in terms of safety, availability, and support of other operations.

5. SAFETY RECORD: 1990 was a zero-mishap year; the second year in a row. This accomplishment is not remarkable in light of the fact that approach with respect the issue of training and operating in the most demanding environment encountered by <u>any aircrew, period.</u> Low-level, night, adverse weather mission place our crews continually in a position where the utmost crew coordination and teamwork are demanded and there simply is no tolerance for error. Except for the occasional daytime EP and transition sortie, we rarely operate from a prepared airfield. Routinely we operate in all types of terrain, as well as operating from ships, and other platforms placing our crews in a unfquely hostile environment. Our flight, ground, and explosive safety sections were rated excellent during higher helicopter inspections in 1990 for their aggressive and well-tailored training program. Despite the constant comings and goings of personnel due to mission needs, the continuity of our safety program is an outstanding example of sound staff work and individual dedication. At home and on the road our assigned and deployed safety officials display serious commitment to tactical but smart ground and flying operations.

6. AIRCREW ENHANCEMENT AND RETENTION: As one might expect in a unit with such a unique mission, morale among Hornets remains typically high. Responsibility to maintain professional and technical standards remains at the individual level because of a high level of personal pride resulting from a genuine sense of personal contribution to unit accomplishments. Requests for tour extensions are the rule and not the exception. This year only 1 pilot of 46 assigned, left the service. Only one eligible airman did not reenlist and 25 others elected to continue their military service, all still with the 20 SOS. Our most positive aircrew retention factor is the unit's varied and challenging missions. The following are some notable examples:

a. January - 22-25 Jan., 3 MH-53Js participated in the Key West boat vector operations bilateral training in which PPN-18/19 radar beacon validation was accomplished.

b. February - 13-18 Feb., 6 MH-53Js participated in Underway Vector Operations, Deck Landing Qualifications, assaults, and communication training at NAS Norfolk. Immediately afterward, 2 MH-53Js followed on, 18-20 Feb., to Ft. Bragg for Bilateral training, demonstrating our SOF capabilities while carrying specialized vehicles. In attendance were Mr. James R. Locher III, ASD SO/LIC; Gen James Lindsay, CINCSOC; and Lt Gen Carl Stiner, CG XVIII Airborne Corps.

c. March - 20-23 Mar, 2 MH-53Js participated in deck landing shipboard operations off of NAS Oceanas.

d. April - 1-4 Apr, 2 MH-53Js along with AC-130s participated in UNLIMITED OPTION off of Vascapes, VA, performing vector ops and DLQs. 12-18 Apr, 5 MH-53Js participated in JRT 2-90 with the 1/75 Rangers of Ft Stewart GA performing company assault raids. 18-19 Apr, 3 MH-53Js along with MH-60Gs and MC-130s participated in vector ops and DLQs off of Oceanas NAS, performing long endurance over the horizon open water ops and air refueling. 20-26 Apr, 2 MH-53Js self deployed to Roosevelt Roads, Puerto Rico for ROWDY PILGRIM, a joint call-for-fire, close-air-support Bilat. The 24-28 Bilat at Ft Bragg/Pope AFB with 5 MH-53Js immediately rolled into the CAPEX, 29 Apr - 4 May at Ft Bragg which despite poor weather and prevailing IMC conditions was an unqualified success.

e. May - 7-12 May, Oceana NAS Bilat, DLQs, vector ops, 2 MH-53Js with immediate follow-on to Pope AFB Bilat 13-14 May. 10-18 May, CENSORED PRANK, at Eglin Range involved 1 MH-53J, MH-60Gs, MH-47s, supporting special elements infiltration and navigation following, open water SOF duck deployment and vectoring. Also the Quarterly evacuation, basically a SOF ORI, ELECTRIC ITCH, from 15-21 May involved the deployment of 3 MH-53Js to Wallops Island VA and involved the tactical support of a yard ops, open water assault, beacon vectoring, precision overwater nav, and night air refueling. The joint evaluation was rated outstanding.

f. June - 10-13 June, Ft Benning, Trilat, 1 MH-53J and other 1 SOW assets as well as the 75th Ranger Regiment Ranger Reconnaissance Detachment conducted day and night assault raids. 17-21 June, Memphis Bilat 2 MH-53Js conducted NALO customer support. 18-21 June, Oceana NAS Bilat, 3 MH-53Js conducted SOF duck deployment vector ops to beach infil and inland assaults.

g. July - 9-11 Jul JSOC Commander's Conference, 2 MH-53Js to Ft

McClellan AL to perform fast rope infils and airland/rope ladder exfils. 17Jul - 2 Aug JRT 3-90 at Ft Bliss TX, Roswell NM, and Whitesands Test Range, 5 MH-53Js to validate long range deployment (9 hrs each way non-stop) and desert operations supporting 2/75 Rangers for assaults and call-for-fire. These tactics validated our excellent operability the following week in DESERT SHIELD. 23-28 Jul, 2 MH-53Js to Vacapes VA for DLQs. 30 Jul - 4 Aug BOND WRATH, 2 MH-53Js, Corpus Christi, SOF duck deployment, and vector ops.

h. August - On returning 9 hours non-stop from Ft Bliss deploying at midnight arrived at Pensacola NAS on 3 Aug for the MH-53J shipboard and MH-60G gunship roll-out ceremony. 12 Aug deploy to DESERT SHIELD.

i. September - 9-15 Sep, 3 MH-53Js deployed to ROWDY ROVER, Roosevelt Roads Puerto Rico for a joint/combined C3I, CAS, and raid/rescue operation.

j. October 1-5 Oct, 2 MH-53Js deployed to JARGON ECLIPSE at Vacapes VA to dem/val over the horizon open water beacon vectoring. Immediate follow-on to Ft Campbell, KY 7-10 Oct, WINDOW CURTAIN to perform night water SOF duck deployment and special land nav support dem/val of BRAZE (drop zone, landing zone, recovery zone report). Again immediate follow-on to Pope Bilat 10-13 Oct joined by 2 MH-53Js additionally deployed from Hurlburt Field.

k. November - Operations in late October and through November fell under various operational dem/val tests - JRT I-91/JAVA MAN I/JAVA MAN II/JACK PLANE and the Quarterly eval at Camp Shelby MS. These ops all validated our capability to acquire, test, develop, and employ the SERPS MBU-19/P Aircrew CW gear at night and on extended missions (6 hours +), open water vectoring, night water rescue, precision open water nav, and joint raid/rescue.

l. December - 12-15 Dec, OMEN CRINGE, Ft Bragg Bilat 3 MH-53Js demonstrating long range inclement weather low-level mountain penetration without the aid of refueling tankers by utilizing special interest fuel bladders. 17-21 Dec, 3 MH-53Js, Hurlburt Bilat continued validation of open water SOF duck deployment at night and small boat vectoring in coastal infiltration and ravine operations.

7. OUTSTANDING INDIVIDUAL AND CREW ACCOMPLISHMENTS:

a. Awards earned by squadron individuals:

CAPT ALDRICH	MSM
SSGT ANDERSON	AFCM
SSGT ARCHANGEL	AFCM
SGT BAILEY	AM
SGT BAILEY	AFCM
SGT BAPTISTE	AFCM
SSGT BINGHAM	AFCM
SSGT BRUNGLE	AFCM
TSGT CHAMBLESS	AFCM
TSGT CHRISTENSEN	AFCM
CAPT CONLEY	AFCM
MSGT COOK	AFCM
MSGT DAVIS	AFCM
CAPT DEES	AFCM
TSGT DUFFY	AM

SGT DUTRAM	AFCM
CAPT GERHART	AFCM
SGT GONZALEZ	AFCM
CMSGT GREEN	AFCM
SGT GUTSHALL	AFCM
SGT HANK	AFCM
SGT HERRICK	AFCM
SGT HINSON	AFCM
SGT HINSON	AM
TSGT HOWARD	AM
TSGT JOHNSON	AFCM
SSGT KARR	AFAM
SGT KEMPKE	AFCM
MAJ LETICA	MSM
SGT MCGILLIS	AFCM
CAPT MILLER	AFCM
SSGT MILU	AFCM
TSGT MOORE	AFCM
CAPT OBOYLE	MSM
SGT OHARA	AFCM
SGT SARGENT	AFCM
SGT SELLS	AFCM
SGT SMITH, M.D.	AFCM
SGT SMITH, W.A.	AFAM
SSGT TASH	AFCM
SSGT THURMAN	AFCM
SGT TORRES	AFCM
MAJ WALLS	MSM
TSGT WEBER	AFCM
MSGT SULLIVAN	MSM

b. Over 200 individual combat decoration award packages related to operation JUST CAUSE are still working through the system.

c. This year we promoted 4 enlisted men to Technical Sergeant through normal channels and one other through the single STEP promotion available this year. Additionally, we promoted one enlisted man to Master Sergeant his first year available and 5 others to Staff Sergeant. All officers eligible for promotion were selected to include 4 new Majors, one selected one year below the zone and one new Captain.

d. TSgt Chambless was selected as the MAC Enlisted Aircrewmember of the Year and Capt O'Boyle was selected as the MAC Pilot of the Year. Furthermore, Major Walls was selected as the MAC and then Air Force recipient of the Capt Lance P. Sijan Leadership Award.

8. MILITARY/CIVILIAN EDUCATION:

a. The 20 SOS commander repeatedly reaffirms his commitment to continued Professional Military Education (PME) and encourages off-duty civilian education for both officers and enlisted.

b. During 1990, 4 20 SOS NCOs completed the NCO Academy in residence, 4 completed NCO Leadership School, and 9 completed NCO Preparatory Course in residence. Five Captains completed Squadron Officer School in residence and the percentage of officers with SOS complete remains 100 percent. One Lieutenant Colonel completed Air War College this year.

c. Even though individuals averaged 182 days TDY this year, Hornets are pursuing college degrees at all levels. Squadron supervision actively supports all members desires and actively encourages self-improvement efforts. Of our 46 line officers, 15 have received Masters of Science degrees, 2 completed this year, 3 are more than half way complete, and 6 others are enrolled in courses. Of our 112 enlisted members 91 are enrolled in the Community College of the Air Force, an 81 percent rate well above the USAF standard. Our enlisted force accounted for 1 Bachelor of Science degree and 3 Associate degrees, two of which were completed this year.

d. As well as distinguished graduate ratings, squadron members captured in-class leadership, writing, and communications skills awards. Our high operational commitment would offer a sound excuse for below average education participation but clearly our people have surpassed this obstacle and continue to improve themselves educationally beyond typical Air Force norms.

9. BASE AND COMMUNITY RELATIONS:

a. The national and international scope of Special Operations Forces (SOF) continues to draw widespread attention and publicity from both media and military and government officials. During 1990, there was considerable military and public interest in the men and machines that make up our special operations forces. In our effort to educate, the 20 SOS conducted 92 static displays and 21 VIP helicopter capability demonstration flights. These flights demonstrated every facet of our mission including call-for-fire support, swimmer and combat rubber raiding craft deployment, air refueling and terrain following/terrain avoidance flight. The following are a few of the individuals and organizations that attended these events: Congressman Earl Hutto, Secretary of Air Force Donald Rice, General Steiner USSOCOM, General Johnson CINCMAC/TRANSCOM, Major General Downing JSOC, Officers from the Israeli Air Force, as well as attendees of the USAF Special Operations School and USAF Air Ground Operations School, ROTC and JROTC cadets from all over the country, and local and national education and civic leaders.

b. Our positive image is enhanced by our strict "good neighbor" policy of noise abatement restricted overflight of populated areas, numerous appearances at national air shows and base open houses, as well as favorable articles and reporting as seen in various publications and news media programs such as Rotor & Wing International and 60 Minutes.

c. Individual squadron members are involved in many off-duty social and service activities. Hornets participate in community service groups and youth development organizations such as the Jaycees, Cub Scouts, Boy Scouts, Girl Scouts, church activities include members that are deacons or lay ministers as well as performing volunteer work; members coach youth and adult baseball, softball, and football teams; and they participate in community life-saving telephone crisis line service and contribute as volunteer emergency medical technicians.

d. The Hornets are a supportive and generous group. We contribute in membership and donations to such organizations as the local Air Force Association Chapter, the Jolly Green Association, the Air Commando Association, and the Tuskegee Airmen's Association so they they may be able to support their community and sponsor scholarships for many deserving

youths. Ever since the 20 SOS was reactivated at Hurlburt, a year has not gone by where we haven't exceeded our donation goal to the Combined Federal Campaign and the Air Force Aid Society, and this year was no exception. With most of our people deployed overseas, we still managed to contribute over $3000 in a recent Combined Federal Campaign drive.

e. Perhaps most importantly is our established reputation as a tight knit family. There are numerous 20 SOS retirees and widows in the local area and they are not only included in all our social activities but also contribute their time and effort to assist the families at deployed crewmembers. Between active duty squadron members and these wonderful volunteers we have plumbers, mechanics, roofers, electricians, landscapers, baby sitters, tax experts, investment consultants, or just someone to talk to when things get tough and you're alone. The families of the late Dick Brims and Don Appleby for example have received a continued support during their time of grief but they too contribute to the camaraderie, high morale, and moral support of the 20 SOS as whole. Our unofficial motto "Once a Hornet, Always a Hornet" is not so much prideful identity but our steadfast proclamation of loyalty to one another while we pursue our hazardous but critical duties.

10. ENERGY CONSERVATION: This year, more so than years past, marks a period of severe restraint in government spending and this acutely affects how we decide to manage our military. In light of these budgetary constraints it is a fine balancing act to ensure all our training and exercise flying is managed so as to maintain our C-rating, minimize the sorties flown, and still have proficient crews. Nonetheless, the 20 SOS continually strives to ensure that each sortie's effectiveness is maximized in terms of continuation training events and systems/tactical validations. Crewmembers are individually matched to sortie profiles based on their specific training requirements. This conserves airframe and component life as well as jet fuel. Additionally, we have a strict energy conservation policy for the squadron area enforced by the building custodian and the duty officer. Signs are posted in all areas to shut off water and turn off lights and appliances in empty rooms and at the end of the duty day the duty officer ensures that all lights and water are secured prior to locking up.

11. OTHER SIGNIFICANT AREAS AS DETERMINED BY THE COMMANDER: Even though peaceful overtures in Europe are thawing the grip of the cold war, the world is indeed a much more dangerous place to live. As such, our mission continues to evolve and expand as the capabilities of potential opponents in our arena improves. Significantly during 1990 we accomplished the following:

a. In terms of hardware improvements, the three greatest contributions to our overall capability were the operational introduction of the Pave Low mission rehearsal weapon simulator, the roll-out of the first MH-53J IIIE shipboard capable aircraft in August and the integrated MBU-19/P AERPS aircrew chemical warfare equipment in October. The Pave Low IIIE ROF simulator is the "most advanced and sophisticated weapons simulator in the world"--Armed Forces Journal. Crews from the 20 SOS were instrumental in bringing it on line during ATPs, data base development, and mission rehearsal development. Members of the 20 SOS were the primary military participants in the program and not only brought it on line on time but also carried on their operational responsibilities. The recently developed shipboard capable MH-53 has hydraulic folding blade and tail along with

various other SLEP improvements and innovations. The shipboard equipment allows the MH-53 to be transported by various alternate means and allows for parking and storage under cover in limited space. The AERPs equipment gives us a 24-hour capability to fly and fight in any chemical environment even with the use of ANVIS-6 NVGs. All these modifications were made possible by the direct technical input and flying support of our line personnel to SMOTEC, Warner Robins ALC, and the various contractors. We continue to take an older airframe and keep it in the forefront of readiness and support for the national command authority. No other helicopter today, or soon foreseen, matches the Pave Low IIIE.

b. Along with airframe improvements our crews continue to upgrade their repertoire of skills, capabilities, and qualifications. We continue to cycle our crews through a U.S. Navy deck landing qualification program as well as various other "graduate level" shipboard training that few units can ever attempt because of the limitations of their aircraft and crews. We improved and expanded our capability to fly and fight in a chemical environment. Recently, we developed and utilized the new MBU-19/P on a long-range, extended endurance (9-hour) night exercise. Additionally, we led the way in DESERT SHIELD in developing night time desert tactical capabilities. Our safety record is unparalleled in the theater and operators from other services and other nations come to us for assistance in developing their night tactical capability.

c. This year we've remained committed in our efforts to develop procedures and tactics to more effectively support elite classified units, who may operate as isolated elements after our long-range infiltrations.

(1) Our call-for-fire close air support tactics which were proven highly effective during JUST CAUSE continued to be revised and developed this year. We've received new equipment as a result of the MH-53 electrical SLEP that improves our offensive firepower delivery. During two major exercises ROWDY ROVER and ROWDY PILGRIM, we continued to demonstrate that our .50 caliber machine guns and 7.62mm minigun systems can be depended upon as reliable and accurate offensive close air support weapons. During JRT 3-90 for the first time we delivered live firepower in offensive support of Ranger ground operations during a Joint Readiness Training exercise. This tactic continues to be utilized and practiced in the harsh desert environment of DESERT SHIELD.

(2) An self-initiated development of the beacon vectoring assistance to elite US Navy and US Army Forces using our airborne ground mapping radar continues and is broadened with new capabilities. We are now able to vector small boats, after over the horizon open ocean deployment, to a specific spot on the shoreline, for follow-on riverine infiltration, or to tactically advantageous intercepts with moving waterborne targets. Additionally, we have developed the capability to vector other aircraft while attempting long over water flights followed by pinpoint coastal penetrations. This procedure is being enhanced through the use of improved UHF/DF steering and the LARS RF locating system.

(3) Recently we have utilized the installation of 600 gallon fuel bladders to enhance our autonomous operability. In a recent exercise, OMEN CRINGE, we proved that we can perform long-range mountainous adverse-weather penetrations and perform specific direct action of SOF missions without the use of FARPS, FOBS, or aerial refuelers. This increases the likelihood of success by minimizing assets and is in fact a force multiplier. All our tactics this year were self-initiated programs that our people discovered and developed at the line level in order to remedy a

recognized shortfall in elite force capability.

d. The 20th Special Operations Squadron has conducted another year to be proud of. We continue to perform the toughest job in the US Air Force with the highest esprit and expertise. Our people are working very hard towards the task at hand but also in taking care of one another. We send an inordinate amount of time away from home but still write the reports that get awards and promotions above typical unit levels. Our folks are steadfastly loyal and generous to each other, the military family, and the community. The charitability and civic consciences of the Hornets is well-known and well-founded.

In summary, the 20th Special Operations Squadron's performance has been truly superior in all aspects. A listing of the excellent ratings received in numerous HQ inspections and visits would only serve to highlight the obvious--that the 20th Special Operations Squadron is unique among helicopter units anywhere in the world and its documented exceptional achievements and combat record sufficiently justify award to this organization of the Outstanding Special Operations Squadron award.

1. The attached nomination package for the Outstanding Special Operations Unit of the Year provides a summary of the numerous outstanding accomplishments of the 20th Special Operations Squadron in 1990. This was another watershed year in which the Hornets continued writing military history. The year began with our heroic return from JUST CAUSE and ends with our continued support of CENTAF in DESERT SHIELD. In between we've flown 6009 mishap free hours in 2924 sorties, including 63 combat support hours in 8 sorties in the final stages of JUST CAUSE and 1178 hours in 403 sorties and counting, in direct support of DESERT SHIELD operations. Within 30 hours of arrival in the CENTAF theater the 20 SOS was operational, and not one helicopter unit, combat or support, has matched our safety, support, or availability record. Thirty-one exercises of various nature were conducted that firmly established our global capability, spanning North America, Central America, the Carribean and Southwest Asia. Our unit continues to grow and the MH-53 Qualification program at Dobbins AFB, that ended in May, contributed to that growth and to the operational readiness of AFSOC, the 1550 CCTW, 21 SOS, and 31 SOS. No other operational flying squadron in the USAF has trained to fully mission-ready status, validated evolving tactics, developed and accepted its own aircraft and still met operational demands. Our crewmembers at home and abroad continue to validate and develop combat tactics based on our unique radar and weapons systems and the extraordinary skills of those we support.

2. As in years past, the high caliber of our people and their extraordinary teamwork have resulted in another proud record of accomplishments. Award of the Outstanding Special Operations Unit of the year is a well deserved reward for our consistently high standards for 1990.

3. RECOMMENDATION: That AFSOC/CC approve attached nomination package.

EUGENE A. CORRELL, LT COL, USAF
Operations Officer

1 Atch
Nomination Package

NOMINATION FOR

OUTSTANDING SPECIAL OPERATIONS

UNIT OF THE YEAR AWARD - 1990

20th Special Operations Squadron

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(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.

(6) Other missions as directed by higher headquarters.

b. The squadron's equipment, as authorized by Air Force programming documents, includes 17 special operations forces (SOF) configured MH-53Js. Various items of specialized equipment are available to accomplish its demanding mission. This equipment presently includes:

(1) M-93 subsystem, which includes 7.62mm electrical gattling-type miniguns capable of firing 4000 rounds per minute.

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

(3) Various equipment for the infiltration/exfiltration of

NOMINATION FOR

OUTSTANDING SPECIAL OPERATIONS

UNIT OF THE YEAR AWARD - 1990

20th Special Operations Squadron

1. UNIT MISSION: The mission of the 20th Special Operations Squadron (USAF's largest experienced helicopter squadron) is to employ the world's most sophisticated helicopter in support of national command authority and higher headquarter 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, other sister services, and foreign assets. This highly complex mission also includes unconventional warfare (UW) and psychological operations (PSYOPS). 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 and alternate infiltration/exfiltration techniques, and entail land and water overflight and shipboard operations. Psychological operations include but are not limited to speaker operations and aerial dispensing of leaflets.

a. Corollary missions include:

(1) Recovery of personnel and/or equipment, which entails evasion and escape operations, and combat search and rescue (CSAR). SAR operations would normally be prosecuted from forward operating locations (FOLs) or forward staging bases (FSBs) where dedicated Aerospace Rescue Service (ARS) forces are not available or limited. SAR efforts would include the majority of ARS techniques, search and location of personnel, airland or aerial recovery (hoist, stabo rig, rope ladder, etc), medical treatment, and transportation to appropriate collection point.

(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.

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(3) Various equipment for the infiltration/exfiltration of

personnel to include rope ladder, fast ropes, rescue hoists, stabo rigs, zodiac boats, and rappelling equpment.

(4) ANVIS-6 (3rd generation), aviators' night vision imaging systems (night vision goggles).

c. Various items of specialized equipment are available to aircrewmembers performing the primary and corollery missions. The equipment includes:

(1) 92SF 9mm pistol.

(2) GAU-5 5.56mm assault rifle.

(3) M-14 rifle.

(4) M-870 17-guage shotgun.

(5) MAG-58 .30 cal machine guns.

(6) M-203, 40mm grenade launcher.

(7) MBU-19/P Integrated Aircrew/Assault chemical defense AERPs equipment.

(8) 2000 pounds of titanium aircraft armor plating.

(9) Individualized ballistic body armor.

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 selectable terrain following altitudes, down to 100', with no visual outside references. When conditions permit, night vision goggles with integral heads-up display (HUD) can enhance night-time mission capabilities by reducing the crew workload. The following equipment is installed to provide these capabilities:

(1) AN/APQ-158 Terrain Following/Terrain Avoidance Radar (TF/TA).

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

(3) Inertial Navigation Unit (INU).

(4) Enhanced Navigation System (ENS).

(5) AN/APN-221 B Doppler Navigation.

(6) Symbol Generator System (SGS) for Heads-Down Display and Heads Up Display (HDD/HUD).

(7) AN/ASN-99A Projected Map Display (PMD).

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

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

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(10) AN/AAR-47 Electro-Optical Missions Warning Detector.

(11) AN/ALQ-136 Electronics Countermeasures Systems (ECM).

(12) AN/ALQ-102 ECM System.

(13) AN/ALQ-157 Infared Countermeasures System (IRCM).

(14) Mission Computer and 1553B databus.

(15) Global Positioning System (NAVSAT).

(16) Secureable voice/data comm via FM, UHF, SATCOM, and HF.

2. IG Reports: The 1 SOW did not receive an IG inspection in CY90. However, the unit has demonstrated wartime readiness extensively by its actions in JUST CAUSE, an unqualified military victory, and the remarkably immediate response in mobilizing deploying and employing for the contingency, Operation DESERT SHIELD. Furthermore, the 20 SOS was tasked for four Quarterly exercises--basically joint community evaluations and several capability exercises (CAPEXs), in which we demonstrated our ability to process and mobilize our crews and support personnel and subsequently deploy and employ well within our tasked timeframes. In late October we tested, validated, accepted, and procured an aircrew chemical defense system: AERPS. We then immideately deployed on a Joint excercise flying several mission profiles, one in excess 8 hours, to demonstrate our upgraded capability of flying, night tactical mission on night vision goggles (NVGs) in a chemical environment. In all evaluated events the 20 SOS consistently impressed the wing and the entire SOF helicopter community through its flexibility and adaptability. The last IG inspection of the 1SOW was in January 1989. Of 10 graded events, our crews were rated excellent on all. It is important to note that every Joint or bilateral evaluation we participated in this year all were unqualified successes.

3. ASET RESULTS: There was no ASET inspection in 1990; however our crews consistenly score very highly on 1SOW/DOV annual test with no failures or retakes this year. Additionally our squadron star level and weapons and tactics run on aggressive program at in-house testing and tactics validations. Our last formal HQ MAC ASET was in Apr 88, the performance of the 20SOS was the best at any flying squadron in the wing and unquestionally contributed directly to the wings overall outstanding rating.

4. AIRCREW UPGRADE AND TRAINING ACCOMPLISHMENTS:

a. The recently discontinued MH-53J Aircrew Qualification Program at Dobbins AFB proved to be an effective and unique solution to the daunting task of fielding a new aircraft model and training crewmembers simultaneously. The Air Staff has always and continues to show interest in the way we organize, train and equip. While at Dobbins, crewmembers were placed in highly challenging, intensive learning environments. The quality of training received and the numbers of qualified MH-53J full-system operators bears testimony to the return we have received on our investment. Our instructors not only qualified our own crews this year, but have certified and trained crews from AFSOC, the 1550 CCTW, the 39 SOW, the 353 SOW, 21 SOS, and 31 SOS; all after Pave Low CTF was discontinued. This

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single-handed effort yielded our greatest qualification of crewmember's

ever; 75 pilots, 70 flight engineers, and 59 aerial gunners. Additionally, we upgraded 14 pilots, 9 flight engineers, and 6 aerial gunners to instructor level. We increased out output over 65 percent from last year and with primary training responsibility returning to the 1550 CCTW the 20 SOS still continues to upgrade its own crewmembers during this transition period.

b. The 20 SOS appears at times to resemble a test group. The 20 SOS provides aircrewmembers to assist SMOTEC and has provided the majority of acceptance test flight crews for contractor delivery inspections at NAS Pensacola, FL. There are few, if any other, units that not only work hand-in-hand with contractors to develop and field new aircraft models, but has to qualify itself and other units to use these aircraft to their full potential. In addition to testing and accepting our airframes we also "write the book" by providing the prepondence of data through experience and technical expertise to update our 1H-53(M)J-1 and the recently published AFSOCR 55-54. The 20 SOS sets the standards for future SOF helicopter operations in the increasingly lethal low/high-threat low-level environment as we are the recognized combat experienced experts in this area. In addition to local area tactical validations we make use of various other facilities to develop our ongoing electronic countermeasures (ECM), Infrared cosuntermeasures (IRCM), offensive weapon training, and integrated profiles to support such tactics as call-for-fire CAS, base defense, airfield seizure, boat vectoring, and open water over-the-horizon (OTH) total emissions control (TEMCON) comm-out aerial refueling and shipboard operations.

c. Despite an extremely heavy off-station committment, incredible poor flying weather, and introduction of a new aircraft squadron crew members logged 6009.5 hours, 2924 sorties, and over 17,000 NVG takeoffs and landings. Of these, 63 hours were flown in support of combat operations in JUST CAUSE in 1990 and so far 1128 hours have been flown during DESERT SHIELD. Even though these were only 15 days in 1990 in which the 20SOS did not have somebody TDY we still conducted 352 annual certification check-rides and no mission-ready crewmember went noncurrent or unqualified in a mission qualifiction. Above all, we flew more hours, sorties, and night vision take off/landings than any unit in AFSOC for a mishap free year. Our flight operations in DESERT SHIELD are being studied by others since we have the most successful helicopter operation, combat or support, in-theater in terms of safety, availability, and support of other operations.

5. SAFETY RECORD: 1990 was a zero-mishap year; the second year in a row. This accomplishement is not remarkable in light of the fact that approach with respect the issue of training and operating in the most demanding environment encountered by <u>any aircrew, period.</u> Low-level, night, adverse weather mission place our crews continually in a position where the utmost crew coordination and teamwork are demanded and there simply is no tolerance for error. Except for the occasional daytime EP and transition sortie, we rarely operate from a prepared airfield. Routinely we operate in all types of terrain, as well as operating from ships, and other platforms placing our crews in a uniquely hostile environment. Our flight, ground, and explosive safety sections were rated excellent during higher helicopter inspections in 1990 for their aggressive and well-tailored training programs. Despite the constant comings and goings of personnel due to mission needs, the continuity of our safety program is an outstanding example of sound staff work and individual dedication. At home

and on the road our assigned and deployed safety officials display serious commitment to tactical but smart ground and flying operations.

6. AIRCREW ENHANCEMENT AND RETENTION: As one might expect in a unit with such a unique mission, morale among Hornets remains typically high. Responsibility to maintain proffessional and technical standards remains at the individual level because of a high level of personal pride resulting from a genuine sense of personal contribution to unit accomplishments. Requests for tour extensions are the rule and not the exception. This year only 1 pilot of 46 assigned, left the service. Only one eligible airman did not reenlist and 25 others elected to continue their military service, all still with the 20 SOS. Our most positive aircrew retention factor is the unit's varied and challenging missions. The following are some notable examples:

a. January - 22-25 Jan, 3 MH-53Js participated in the Key West boat vector operations bilateral training in which PPN-18/19 radar beacon validation was accomplished.

b. February - 13-18 Feb, 6 MH-53Js participated in Underway Vector Operations, Deck Landing Qualifications, assaults, and communication training at NAS Norfolk. Immediately afterward, 2 MH-53Js followed on, 18-20 Feb, to Ft Bragg for Bilatateral training, demonstrating our SOF capabilities while carrying specialized vehicles. In attendance were Mr. James R. Locher III, ASD SO/LIC; Gen James Lindsay, CINCSOC; and Lt Gen Carl Stiner, CG XVIII Airborne Corps.

c. March - 20-23 Mar, 2 MH-53Js participated in deck landing shipboard operations off of NAS Oceanas.

d. April - 1-4 Apr, 2 MH-53Js along with AC-130s participated in UNLIMITED OPTION off of Vascapes, VA, performing vector ops and DLQs. 12-18 Apr, 5 MH-53Js participated in JRT 2-90 with the 1/75 Rangers of Ft Stewart GA performing company assault raids. 16-19 Apr, 3 MH-53Js along with MH-60Gs and HC-130s participated in vector ops and DLQs off of Oceanas NAS, performing long endurance over the horizon open water ops and air refueling. 20-26 Apr, 2 MH-53Js self deployed to Roosevelt Roads, Puerto Rico for ROWDY PILGRIM, a joint call-for-fire, close-air-support Bilat. The 24-28 Bilat at Ft Bragg/Pope AFB with 5 MH-53Js immediately rolled into the CAPEX, 29 Apr - 4 May at Ft Bragg which despite poor weather and prevailing IMC conditions was an unqualified success.

e. May - 7-12 May, Oceans NAS Bilat, DLQs, vector ops, 2 MH-53Js with immediate follow-on to Pope AFB Bilat 13-14 May. 10-18 May, CENSORED PRANK, at Eglin Range involved 1 MH-53J, MH-60Gs, MH-47s, supporting special elements infiltration and navigation following, open water SOF duck deployment and vectoring. Also the Quarterly evacuation, basically a SOF ORI, ELECTRIC ITCH, from 15-21 May involved the deployment of 3 MH-53Js to Wallops Island VA and involved the tactical support of a yard ops, open water assault, beacon vectoring, precision overwater nav, and night air refueling. The joint evaluation was rated outstanding.

f. June - 10-13 June, Ft Benning, Trilat, 1 MH-53J and other 1 SOW assets as well as the 75th Ranger Regiment Ranger Reconaissance Detachment conducted day and night assault raids. 17-21 June, Memphis Bilat 2 MH-53Js conducted HALO customer support. 18-21 June, Oceans NAS Bilat, 3 MH-53Js conducted SOF duck deployment vector ops to beach infil and inland assaults.

g. July - 9-11 Jul JSOC Commander's Conference, 2 MH-53Js to Ft McClellan AL to perform fast rope infils and airland/rope ladder exfils. 17Jul - 2 Aug JRT 3-90 at Ft Bliss TX, Roswell NM, and Whitesands Test Range, 5 MH-53Js to validate long range deployment (9 hrs each way non-stop) and desert operations supporting 2/75 Rangers for assaults and call-for-fire. These tactics validated our excellent operability the following week in DESERT SHIELD. 23-28 Jul, 2 MH-53Js to Vacapes VA for DLQs. 30 Jul - 4 Aug BOND WRATH, 2 MH-53Js, Corpus Christi, SOF duck deployment, and vector ops.

h. August - On returning 9 hours non-stop from Ft Bliss deploying at midnight arrived at Pensacola NAS on 3 Aug for the MH-53J shipboard and MH-60G gunship roll-out ceremony. 12 Aug deploy to DESERT SHIELD.

i. September - 9-15 Sep, 3 MH-53Js deployed to ROWDY ROVER, Roosevelt Roads Puerto Rico for a joint/combined C3I, CAS, and raid/rescue operation.

j. October 1-5 Oct, 2 MH-53Js deployed to JARGON ECLIPSE at Vacapes VA to dem/val over the horizon open water beacon vectoring. Immediate follow-on to Ft Campbell, KY 7-10 Oct, WINDOW CURTAIN to perform night water SOF duck deployment and special land nav support dem/val of GRAZE (drop zone, landing zone, recovery zone report). Again immediate follow-on to Pope Bilat 10-13 Oct joined by 2 MH-53Js additionally deployed from Hurlburt Field.

k. November - Operations in late October and through November fell under various operational dem/val tests - JRT 1-91/JAVA MAN I/JAVA MAN II/JACK PLANE and the Quarterly eval at Camp Shelby MS. These ops all validated our capability to acquire, test, develop, and employ the SERPS MBU-19/P Aircrew CW gear at night and on extended missions (6 hours +), open water vectoring, night water rescue, precision open wter nav, and joint raid/rescue.

l. December - 12-15 Dec, OMEN CRINGE, Ft Bragg Bilat 3 MH-53Js demonstrating long range inclement weather low-level mountain penetration without the aid of refueling tankers by utilizing special interest fuel bladders. 17-21 Dec, 3 MH-53Js, Hurlburt Bilat continued validation of open water SOF duck deployment at night and small boat vectoring in coastal infiltration and revine operations.

7. OUTSTANDING INDIVIDUAL AND CREW ACCOMPLISHMENTS:

a. Awards earned by squadron individuals:

CAPT ALDRICH	MSM
SSGT ANDERSON	AFCM
SSGT ARCHANGEL	AFCM
SGT BAILEY	AM
SGT BAILEY	AFCM
SGT BAPTISTE	AFCM
SSGT BINGHAM	AFCM
SSGT BRUMBLE	AFCM
TSGT CHAMBLESS	AFCM
TSGT CHRISTENSEN	AFCM
CAPT CONLEY	AFCM
MSGT COOK	AFCM
MSGT DAVIS	AFCM

TSGT DUFFY	AM
SGT DUTRAM	AFCM
CAPT GERHART	AFCM
SGT GONZALEZ	AFCM
CMSGT GREEN	AFCM
SGT GUTSHALL	AFCM
SGT HANK	AFCM
SGT HERRICK	AFCM
SGT HINSON	AFCM
SGT HINSON	AM
TSGT HOWARD	AM
TSGT JOHNSON	AFCM
SSGT KARR	AFAM
SGT KEMPKE	AFCM
MAJ LETICA	MSM
SGT MCGILLIS	AFCM
CAPT MILLER	AFCM
SSGT MILU	AFCM
TSGT MOORE	AFCM
CAPT OBOYLE	MSM
SGT OHARA	AFCM
SGT SARGENT	AFCM
SGT SELLS	AFCM
SGT SMITH, M.D.	AFCM
SGT SMITH, W.A.	AFAM
SSGT TASH	AFCM
SSGT THURMAN	AFCM
SGT TORRES	AFCM
MAJ WALLS	MSM
TSGT WEBER	AFCM
MSGT SULLIVAN	MSM

b. Over 200 individual combat decoration award packages related to operation JUST CAUSE are still working through the system.

c. This year we promoted 4 enlisted men to Technical Sergeant through normal channels and one other through the single STEP promotion available this year. Additionally, we promoted one enlisted man to Master Sergeant his first year available and 5 others to Staff Sergeant. All officers eligible for promotion were selected to include 4 new Majors, one selected one yrar below the zone and one new Captain.

d. TSgt Chambless was selected as the MAC Enlisted Aircrewmember of the Year and Capt O'Boyle was selected as the MAC Pilot of the Year. Furthermore, Major Walls was selected as the MAC and then Air Force recipient of the Capt Lance P. Sijan Leadership Award.

8. MILITARY/CIVILIAN EDUCATION:

a. The 20 SOS commander repeatedly reaffirms his commitment to continued Professional Military Education (PME) and encourages off-duty civilian education for both officers and enlisted.

b. During 1990, 4 20 SOS NCOs completed the NCO Academy in residence, 4 completed NCO Leadership School, and 9 completed NCO Preparatory Course

in residence. Five Captains completed Squadron Officer School in residence

and the percentage of officers with SOS complete remains 100 percent. One Lieutenant Colonel completed Air War College this year.

c. Even though individuals averaged 182 days TDY this year, Hornets are pursuing college degrees at all levels. Squadron supervision actively supports all members desires and actively encourages self-improvement efforts. Of our 46 line officers, 15 have received Masters of Science degrees, 2 completed this year, 3 are more than half way complete, and 6 others are enrolled in courses. Of our 112 enlisted members 91 are enrolled in the Community College of the Air Force, on 81 percent rate well above the USAF standard. Our enlisted force accounted for 1 Bachelor of Science degree and 3 Associate degrees, two of which were completed this year.

d. As well as distinguished graduate ratings, squadron members captured in-class leadership, writing, and communications skills awards. Our high operational commitment would offer a sound excuse for below average education participation but clearly our people have surpassed this obstacle and continue to improve themselves educationally beyond typical Air Force norms.

9. BASE AND COMMUNITY RELATIONS:

a. The national and international scope of Special Operations Forces (SOF) continues to draw widespread attention and publicity from both media and military and government officials. During 1990, there was considerable military and public interest in the men and machines that make up our special operations forces. In our effort to educate, the 20 SOS conducted 92 static displays and 21 VIP helicopter capability demonstration flights. These flights demonstrated every facet of our mission including call-for-fire support, swimmer and combat rubber raiding craft deployment, air refueling and terrain following/terrain avoidance flight. The following are a few of the individuals and organizations that attended these events: Congressman Earl Hutto, Secretary of Air Force Donald Rice, General Steiner USSOCOM, General Johnson CINCMAC/TRANSCOM, Major General Downing JSOC, Officers from the Israeli Air Force, as well as attendees of the USF Special Operations School and USAF Air Ground Operations School, ROTC and JROTC cadets from all over the country, and local and national education and civic leaders.

b. Our positive image is enhanced by our strict "good neighbor" policy of noise abatement restricted overflight of populated areas, numerous appearances at national air shows and base open houses, as well as favorable articles and reporting as seen in various publications and news media programs such as Rotor & Wing International and 60 Minutes.

c. Individual squadron members are involved in many off-duty social and service activities. Hornets participate in community service groups and youth development organizations such as the Jaycees, Cub Scouts, Boy Scouts, Girl Scouts, church activities include members that are deacons or lay ministers as well as performing vounteer work; members coach youth and adult baseball, softball, and football teams; and they participate in community life-saving telephone crisis line service and contribute as volunteer emergency medical technicians.

d. The Hornets are a supportive and generous group. We contribute in membership and donations to each organizations as the local Air Force

Association Chapter, the Jolly Green Association, the Air Commando Association, and the Tuskegee Airman's Association so they they may be able to support their community and sponsor scholarships for many deserving youths. Ever since the 20 SOS was reactivated at Hurlburt, a year has not gone by where we haven't exceeded our donation goal to the Combined Federal Campaign and the Air Force Aid Society, and this year was no exception. With most of our people deployed overseas, we still managed to contribute over $3000 in a recent Combined Federal Campaign drive.

e. Perhaps most importantly is our established reputation as a tight knit family. There are numerous 20 SOS retirees and widows in the local area and they are not only included in all our social activities but also contribute their time and effort to assist the families at deployed crewmembers. Between active duty squadron members and these wonderful volunteers we have plumbers, mechanics, roofers, electricians, landscapers, baby sitters, tax experts, investment consultants, or just someone to talk to when things get tough and you're alone. The families of the late Dick Brims and Don Appleby for example have received a continued support during their time of grief but they too contribute to the comradorie, high morale, and moral support of the 20 SOS as whole. Our unofficial motto "Once a Hornet, Always a Hornet" is not so much prideful identity but our steadfast proclamation of loyalty to one another while we pursue our hazardous but critical duties.

10. ENERGY CONSERVATION: This year, more so than years past, marks a period of severe restraint in government spending and this acutely affects how we decide to manage our military. In light of these budgetory constraints it is a fine balancing act to ensure all our training and exercise flying is managed so as to maintain our C-rating, minimize the sorties flown, and still have proficient crews. Nonetheless, the 20 SOS continually strives to ensure that each sortie's effectiveness is maximized in terms of continuation training events and systems/tactical validations. Crewmembers are individually matched to sortie profiles based on their specific training requirements. This conserves airframe and component life as well as jet fuel. Additionally, we have a strict energy conservation policy for the squadron area enforced by the building custodian and the duty officer. Signs are posted in all areas to shut off water and turn off lights and appliances in empty rooms and at the end of the duty day the duty officer ensures that all lights and water are secured prior to locking up.

11. OTHER SIGNIFICANT AREAS AS DETERMINED BY THE COMMANDER: Eventhough peaceful overtures in Europe are thawing the grip of the cold war, the world is indeed a much more dangerous place to live. As such, our mission continues to evolve and expand as the capabilities of potential opponents in our arena improves. Significantly during 1990 we accomplished the following:

a. Im terms of hardware improvements, the three greatest contributions to our overall capability were the operational introduction of the Pave Low mission rehersal weapon simulator, the roll-out of the first MH-53J IIIE shipboard capable aircraft in August and the integrated MBU-19/P AERPS aircrew chemical warfare equipment in October. The Pave Low IIIE SOF simulator is the "most advanced and sophisticated weapons simulator in the world"--Armed Forces Journal. Crews from the 20 SOS were instrumental in bringing it on line during ATPs, data base development, and mission rehearsal development. Members of the 20 SOS were the primary military

participants in the program and not only brought it on line on time but also carried on their operational responsibilities. The recently developed shipboard capable MH-53 has hydraulic folding blade and tail along with various other SLEP improvements and innovations. The shipboard equipment allows the MH-53 to be transported by various alternate means and allows for parking and storage under cover in limited space. The AERPs equipment gives us a 24-hour capability to fly and fight in any chemical environment even with the use of ANVIS-6 NVGs. All these modifications were made possible by the direct technical input and flying support of our line personnel to SMOTEC, Warner Robins ALC, and the various contractors. We continue to take an older airframe and keep it in the forefront of readiness and support for the national command authority. No other helicopter today, or soon foreseen, matches the Pave Low IIIE.

b. Along with airframe improvements our crews continue to upgrade their repertoire of skills, capabilities, and qualifications. We continue to cycle our crews through a U.S. Navy deck landing qualification program as well as various other "graduate level" shipboard training that few units can ever attempt because of the limitations of their aircraft and crews. We improved and expanded our capability to fly and fight in a chemical environment. Recently, we developed and utilized the new MBU-19/P on a long-range, extended endurance (9-hour) night exercise. Additionally, we led the way in DESERT SHIELD in developing night time desert tactical capabilities. Our safety record is unparalleled in the theater and operators from other services and other nations come to us for assistance in developing their night tactical capability.

c. This year we've remained committed in our efforts to develop procedures and tactics to more effectively support elite classified units, who may operate as isolated elements after our long-range infiltrations.

(1) Our call-for-fire close air support tactics which were proven highly effective during JUST CAUSE continued to be revised and developed this year. We've received new equipment as a result of the MH-53 electrical SLEP that improves our offensive firepower delivery. During two major exercises ROWDY ROVER and ROWDY PILGRIM, we continued to demonstrate that our .50 caliber machine guns and 7.62mm minigun systems can be depended upon as reliable and accurate offensive close air support weapons. During JRT 3-90 for the first time we delivered live firepower in offensive support of Ranger ground operations during a Joint Readiness Training exercise. This tactic continues to be utilized and practiced in the harsh desert environment of DESERT SHIELD.

(2) As self-initiated development of the beacon vectoring assistance to elite US Navy and US Army Forces using our airborne ground mapping radar continues and is broudened with new capabilities. We are now able to vector small boats, after over the horizon open ocean deployment, to a specific spot on the shoreline, for follow-on rivenine infiltration, or to tactically advantageous intercepts with moving waterborne targets. Additionally, we have developed the capability to vector other aircraft while attempting long over water flights followed by pinpoint coastal penetrations. This procedure is being enhanced through the use of improved UHF/DF steering and the LARS RF locating system.

(3) Recently we have utilized the installation of 600 gallon fuel bladders to enhance our autonomous operability. In a recent exercise, OMEN CRINGE, we proved that we can perform long-range mountainous adverse-weather penetrations and perform specific direct action of SOF missions without the use of FARRPS, FSBS, or aerial refuelers. This increases the

likelihood of success by minimizing assets and is in fact a force multiplier. All our tactics this year were self-initiated programs that our people discovered and developed at the line level in order to remedy a recognized shortfall in elite force capability.

d. The 20th Special Operations Squadron has conducted another year to be proud of. We continue to perform the toughest job in the US Air Force with the highest esprit and expertise. Our people are working very hard towards the task at hand but also in taking care of one another. We send an inordinate amount of time away from home but still write the reports that get awards and promotions above typical unit levels. Our folks are steadfastly loyal and generous to each other, the military family, and the community. The charitibility and civic consciencies of the Hornets is well-known and well-founded.

In summary, the 20th Special Operations Squadron's performance has been truly superior in all aspects. A listing of the excellent ratings received in numerous HQ inspections and visits would only serve to highlight the obvious--that the 20th Special Operations Squadron is unique among helicopter units anywhere in the world and its documented exceptional achievements and combat record sufficiently justify award to this organization of the Outstanding Special Operations Squadron award.

STAFF SUMMARY SHEET

COORD
1 SOW/DOE
1 SOW/DO
1 SOW/CCE
1 SOW/CV
1 SOW/CC
AFSOC/CS
AFSOC/CV
AFSOC/CC (APPROV)

1. The attached nomination package for the Outstanding Special Operations Unit of the Year provides a summary of the numerous outstanding accomplishments of the 20th Special Operations Squadron in 1990. This was another watershed year in which the Hornets continued writing military history. The year began with our heroic return from JUST CAUSE and ends with our continued support of CENTAF in DESERT SHIELD. In between we've flown 6009 mishap free hours in 2924 sorties, including 63 combat support hours in 8 sorties in the final stages of JUST CAUSE and 1178 hours in 403 sorties and counting, in direct support of DESERT SHIELD operations. Within 30 hours of arrival in the CENTAF theater the 20 SOS was operational, and not one helicopter unit, combat or support, has matched our safety, support, or availability record. Thirty-one exercises of various nature were conducted that firmly established our global capability, spanning North America, Central America, the Carribean and Southwest Asia. Our unit continues to grow and the MH-53 Qualification program at Dobbins AFB, that ended in May, contributed to that growth and to the operational readiness of AFSOC, the 1550 CCTW, 21 SOS, and 31 SOS. No other operational flying squadron in the USAF has trained to fully mission-ready status, validated evolving tactics, developed and accepted its own aircraft and still met operational demands. Our crewmembers at home and abroad continue to validate and develop combat tactics based on our unique radar and weapons systems and the extraordinary skills of those we support.

2. As in years past, the high caliber of our people and their extraordinary teamwork have resulted in another proud record of accomplishments. Award of the Outstanding Special Operations Unit of the year is a well deserved reward for our consistently high standards for 1990.

3. RECOMMENDATION: That AFSOC/CC approve attached nomination package.

EUGENE A. CORRELL, LT COL, USAF
Operations Officer

1 Atch
Nomination Package



20th AMU
Unit Info For Base Paper
5 July 1990



Births-

To the family of SrA Webb, a new baby boy.

Promotions-

To MSgt: TSgt Yockey, TSgt Smith, TSgt Hotaling, TSgt Westphal
To TSgt: SSgt Marty Moore, SSgt Roger Capps, SSgt John Sullivan, SSgt Pat Zumbo
SrA Below-The-Zone: AlC Bragg (pin on 9 Sep)

Educational Achievements-

Community Involvement-

TSgt Rocker awarded Plaque for Community Baseball Coach for Doubles Pizza of Shalimar 1990 Savings Bond Drive success, 100% of AMU contacted, including deployed personnel.

Mission Taskings (TDY's, special projects, must be unclassified)-
Deployed aircraft and personnel to:
Bilateral Exercise-Memphis NAS Tennessee
Bilateral(Oceana) Exercise-Norfolk, Virginia
Dobbins AFB-Mountain Training
Kirtland AFB, NM, support of Mountain Training
Pensacola NADEP/NAS-J-Mod work
Support to other Agencies:
2 people to Elmendorf AFB, Alaska
1 person to Keflavick, Iceland

Special Awards (unit or individual)-

Awarded "Excellent" Rating in Quality Assurance Activity Inspection
Awarded "Excellent" Rating in 834th Transportation SQ Vehicle Inspection
NCO of the Month for June for AMU-SSgt Porta 20th Dedicated Crew Chief for June-Sgt Eble
Amn of the Month " "-AlC Joseph Long

Athletic Involvement (individual or group)-

MSgt Terry Owens coaching HFLD 11-12 year-old All Star Baseball Team
MSgt McDonald coach for 834th AGS Raquetball Team

Other (anything that might be noteworthy and could go in the base paper)-
Farewell to TSgt Kenneth Baker, retiring after 7 years of service to the 20th AMU. Closed the Mountain Training Deployment at Dobbins AFB, Georgia, after many years of successful Mtn Tng for Pave Low Operators. Responsible for upgrade of many of the aircrews at Hurlburt, Woodbridge, and Kirtland to the new systems. Closed 29 June 90.

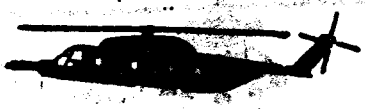
TURN IN TO LT OHLRICH BI-WEEKLY

William T. Singer

WILLIAM T. SINGER, 1Lt, USAF
Asst OIC, 20th AMU



20th AMU
Unit Info For Base Paper
31 JULY 90



Births-

SRA MARR	SPEC	BOY
SRA MURAWSKI	SPEC	BOY

Promotions-

SELECTED FOR SSGT

SGT HAMILTON	SPEC
SGT WEISENBERGER	APG
SGT SEARS	APG

Educational Achievements-

SSGT EDMUNDSON----------OJT TRAINER/SUPERVISOR COURSE
SGT LEE----------H-3 457X1 FAM COURSE
MSGT McDONALD----------DRUGS AND FAMILY SEMINAR*ADDICTION AND ADDICTIONOLOGY
SSGT BERRY----------CCAF DEGREE MODERN TREND IN DRUG ABUSE
AIC WEIR----------5 LEVEL UPGRADE *MEDICAL ASPECT OF ADDICTIVE DISEASES

Community Involvement-

MSGT McDONALD----------VOLUNTEER PHOTOGRAPHER FOR SPECIAL OLYMPIC FOR 3rd ANNUAL EAST PAST DESTIN FISHING TOURNMENT

Mission Taskings (TDY's, special projects, must be unclassified)-

54 PEOPLE DEPLOYED, 3 LOCATIONS INCLUDING CORPUS CHRIST, TX. AND KIRTLAND AFB NM PREPARING FOR OPERATION B-STING 15-30 AUG 90

Special Awards (unit or individual)-

SPECIALIST OF THE MONTH----------TSGT WILKERSON
CREW CHIEF OF THE MONTH---------- SGT STRICKLAND
SUPPORT PERSON OF THE MONTH----------SSGT MORETTI
MAINTENANCE PERSON OF THE QUARTER----------TSGT WILKERSON
DEDICATED CREW CHIEF OF THE MONTH----------TSGT (SEL) SULLIVAN

Athletic Involvement (individual or group)-

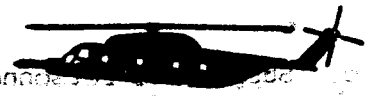
Other (anything that might be noteworthy and could go in the base paper)-

SMSGT (SEL) RONALD CLARK DEPART FOR OSAN, KOREA***NEW ARRIVALS - SGT WHITE SPEC
AIC SILVER SPEC
SSGT SAMPLE HUMAN. DISCHARGE
SSGT DALTON PCA TO JOB CONTROL
SGT NEISENT PCA TO QA/ANALYSIS

TURN IN TO LT OHLRICH BI-WEEKLY - 15th and 1st of each month.



20th AMU
Unit Info For Base Paper



15 SEP 90

1 AUG → 15 Sep

Births- AUGUST 90
SrA Murawski - girl
Sgt Newell - boy
SSgt Cassella - girl
TSgt Gaza - girl

SEP 90
Sgt Sear - boy

Promotions-

Sgt McFadden - NCO status
A1C McMurray - upgraded to 5 level
SrA Jon Cooper - promotion
SSgt Weisenberger - promotion

promotion to A1C
AMN Laughlin
AMN James
AMN Smith
AMN morgan

Educational Achievements-

A1C Peters - NCO prep
SSgt Simpkins and SSgt Glidden completed Blade Folding class MH-53J

Community Involvement-

Mission Taskings (TDY's, special projects, must be unclassified)-

3 people TDY to the NCO Academy.
77 people deployed (classified).
18 people TDY to Roosevelt Roads, Puerto Rico.

Special Awards (unit or individual)-

Sgt Quebedeaux - received his fourth consecutive Zero Defect Award
SSgt Whilden - Crew Chief of the Month for August
SSgt Griffin - Dedicated Crew Chief of the Month

Athletic Involvement (individual or group)-

Other (anything that might be noteworthy and could go in the base paper)-

New arrival - SrA Caddell, specialist

TURN IN TO LT OHLRICH BI-WEEKLY

c. Support to Personnel and Community: Since the "Desert Shield" deployment the families of those deployed have been receiving assistance from those left in the AMU. Personnel still at home station have helped by mowing lawns, assisting in moves, answering questions, chasing down information on packages and mail, and numerous other situations the spouses have come across. The AMU also helped with the Squadron Spouses Picnic on the 29th.

d. Training: With the implementation of the new AGE power unit, the AGPU (Aircraft Generator Power Unit; a combination mobile hydraulic servicing, power, and bleed air unit), the AMU has pressed with training all associated flightline personnel in its operation.

e. Community/Humanitarian Projects: TSgt Brooks (Building Custodian) taught a CPR Class in Pensacola for the Red Cross.

4. OTHER INFORMATION

a. New Additions: For the month of September the new additions to the AMU family were...a baby boy to the family of SSgt Keesee, a son to Amn Hall, and a son to TSgt Robinson.

WILLIAM T. SINGER, 1Lt, USAF
Asst OIC, 20 AMU/AMU Historian

FROM: MAAMH (Lt Singer/4-6608) 5 Oct 90

SUBJECT: September Historical Report

TO: MAAM (Lt Ohlrich)

1. ACCOMPLISHMENTS

a. Weapon System Performance: For the month of September, the 20th AMU had a on-time departure rate of 72.4%, and a mission capable rate of 88.8%.

b. Operational Deployments: After the deployment of 74 personnel and and aircraft to the "Desert Shield" operation, the 20th AMU continued to support the tasking with equipment, resupply, and more personnel. The 20th AMU also deployed 3 MH-53's and 18 people for BILAT Training operation "Rowdy Rover", which lasted 8 days and met all original mission taskings successfully. The AMU also transferred two MH-53's to Clark AFB, PI, by flying the helicopters to Travis AFB, CA, meeting up with a teardown crew from Hurlburt and flying them to the Philippines in a C-5. Mission accomplished!

c. Fund Drives: September also saw the CFC in full swing, heartily supported by the 20th AMU. The AMU raised over $3900 (over half of the 834 AGS goal) and by the end of the month, was wrapping up the successful campaign in donations and final contacts.

d. AFTO Form 22's: Approved during September were AFTO 22's for:

-The use of an AFCS Line Analyzer to save time and obtain more accurate reading for testing during open loop spring adjustments.

-Installation of blocks at fore, aft, and lateral primary servos during pre-track of the main rotor head rigging procedures to prevent rigging error induced by cyclic movement.

-Addition of a caution and change to the Towing checklist, the caution for the stowing of the IR spotlight before towing. The change made was for the FOD and tire inspection checks.

e. Awards: AFCM-TSgt Roeker (2nd oak leaf cluster), SSgt Miller, MSgt Hagar. MSM-MSgt Toberman. Other awards: Sgt Hamilton presented Commandants Award upon graduation of NCO Leadership Class 90-1. TSgt Greene received the Levitow Award for excellence while enrolled in the TAC NCO Academy at Tyndall AFB.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES

a. Management and Control of AF Assets: The support section revamped it's support bench stock area, to increase accountability while ensuring fast access to parts. The 20th AMU is also host to the 1-H-53(H)B-4 T.O. rewrite, providing aircraft and personnel to assist the Warner Robins and SRL representatives. The goal of the rewrite is to make the -4 (parts listing) actually match the helicopters after their numerous modifications.

3. INNOVATIVE MANAGEMENT ACTIONS

a. Improve Mission Capability: In response to the situation in the Middle-East the 20th AMU was tasked to paint (with the assist of EMS) two helicopters in the Desert Camouflage Scheme prior to their deployment. This was accomplished in record time.

b. Improved Work Environment/Self Help: The AMU is nearing completion of the Self-Help project to renovate the Tech Admin and Supervision offices. Recently completed was the Debrief Office, with a new counter to provide ease for the aircrews during their debriefing and more room for the debriefers.

SPECIALIST B FLIGHT HISTORICAL PROGRAM

October 1990

1. Accomplishments

A. Operational Deployments--Deployed 6 personnel on Joint Readiness Training (JRT).

B. Accomplished 90% of modules and scheduled training.

C. Raised funds and supplied appliances for the spouse of a deployed member.

D. Moved the spouse of a deployed member to a new residence.

E. Painted offices in a self-help project.

F. Assisted with the installation of the new, improved telephone system.

G. MSgt Adrian, SSgt O'Hanlon, and AIC Fair set up a Halloween Haunted House at Florosa Elementary School.

H. Sponsored a picnic for members and spouses of deployed members.

2. Other information

A. Sgt Hamilton had a new addition to his family, a baby boy.

B. Sgt Osewski had two new additions to his family, twin boys!!!

3. Awards

A. SSgt Sellers was awarded the Air Force Commendation Medal.

B. MSgt Toberman was awarded the Air Force Commendation Medal.

DEPARTMENT OF THE AIR FORCE
834TH AIRCRAFT GENERATION SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544-5000

FROM: MAAMH

13 NOV 90

SUBJECT: Unit Historical Report - Oct 90

TO: MAAM (Lt Ohlrich)

BIRTHS - October 1990

Sgt Lester - baby boy

PROMOTIONS -

MSgt G. Davis/APG

EDUCATION -

NCO prep - SrA Quigley

COMMUNITY INVOLVEMENT -

- Support to personnel and to community, sponsored a picnic for members of deployed.

- Support to personnel and to community, MSgt Adrian, SSgt O'hanlon and AlC Fair setup.

- Haunted house on Halloween at Florosa Elementary school.

- Support to personnel and to community, TSgt Brooks worked with Girl Scouts and Boy Scouts at a booth at the county fair.

- Support to deployed personnel spouse, raised funds for food and supplied a new appliance.

- Support to deployed personnel spouse, moved the spouse of deployed person to another location.

MISSION TASKINGS -

- Deployed 9 personnel on Joint Readiness Training.
- Deployed 16 personnel to DESERT SHIELD.
- Deployed 16 personnel to deck landing qualification (VACAPES) 6-12 Oct.
- Deployed 2 personnel to El Monte CA for tech data review of combined altitude/radar altimeter TSgt Garza and Sgt White.
- Deployed 1 person for SKT development, Randolph AFB TX, MSgt Ortiz.
- On time departures 86.7%.
- M/C rate 77.9%.

SPECIAL AWARDS

Air Force Commendation Award:
SSgt Sears

Air Force Good Conduct Medal:
SMSgt Tryon
TSgt J. Moore
SSgt Isom
SSgt McGee
SSgt Simms
SSgt Sullivan
SSgt Whilden
SSgt Sears
Sgt Allison

Air Force Achievement Medal:
Sgt Allison

Q.A. Certificates:
SSgt Weisenberger
Sgt Arthur
Sgt Quebedeaux

Letter of Appreciation:
SSgt Giordano

TIMOTHY E. McPHARLIN, Capt, USAF
OIC, 20 AMU

DEPARTMENT OF THE AIR FORCE
834TH AIRCRAFT GENERATION SQUADRON (MAC)
HURLBURT FIELD, FLORIDA 32544-5000

REPLY TO
ATTN OF: MAAMH (Lt Singer/4-6608) 5 Dec 90

SUBJECT: November Historical Report

TO: MAAM (Lt Ohlrich)

1. ACCOMPLISHMENTS

a. Weapon System Performance:
MH-53J Mission Capable Rate---80%
On-Time Departures-----87.1%

b. Operational Deployments:

Mission	Location	#Personnel	Dates
Desert Shield	Classified	74	continuing
JRT-1-91	" "	30	29 Oct-15 Nov

c. Special Programs:
Continuing spouse support for those of deployed personnel.

d. Awards:
The 20th AMU ran away with the Squadron awards this month with Specialists AlC McMurray and SSgt Remillard honored with Amn/NCO awards, and Crew Chief SSgt Moran being selected as the Maintenance Professional for the month.

Medals/Awards:

AFCM
MSgt Villarreal
Sgt Sears
Sgt Sellars
Sgt Allison
Sgt L. White
Sgt Williams
AlC Dunwoody

AFGCM
SMSgt Tryon
MSgt Webb
TSgt Henry
Tsgt Yarborough
SSgt Colon
SSgt Isom
SSgt McGee
SSgt Patton
SSgt Simms
SSgt Sullivan
SSgt Whilden
Sgt Allison
Sgt Fields
Sgt Klamerus
Sgt Sears
SrA Boykin
SrA Lincoln
SrA Oliver
SrA Scott

Letters of Appreciation/Recog.
TSgt Greene
SSgt Marshall (Randy)
SSgt Fair
SSgt Giordano
SSgt Todd
Sgt Buckner
Sgt L. White
Amn Herron
Amn Holland
SSgt D. Thompson

2. EFFECTIVE USE OF MAINTENANCE RESOURCES

a. Improved Management and Control of AF Assets:

The AMU, with the aid of TSgt Hinds, reorganized the FOM (removed For-Other-Maintenance) storage room. After many days he managed to make the room more efficient, neater, and locate and turn in to base suppply over $37,000 in assets for redistribution. This effort will ensure better control of the parts removed from aircraft sent to Pensacola and those at home station undergoing modifications and inspections.

3. INNOVATIVE MANAGEMENT ACTIONS

a. Improve Mission Capability:

TSgt Garza (Specialist A Flt) submitted a suggestion for the 1 SOW to procure a new piece of test equipment that will enable the AMU to trouble-shoot more Terrain-Following Radar problems without generating flights. The equipment will also provide more sensative adjustment capabilities for the technicians.

b. Improved Work Environment/Self Help:

Digital phones are now the rage of the 20th AMU, with the recent installation of the new phone system, complete with intercom and many other features. AMU personnel assisted the comm squadron in the installation.

The support section repainted their tool room.

Early November saw the completion of a two-month self-help project to rennovate the supervision and admin offices. The new offices are a remarkable improvement and much appreciated by the occupants.

c. Support to Personnel and Community:

Sgt Anthony (APG) participated in the National Highway Safety Council Buckle up for Safety Drive by going to local high schools and briefing.

d. Training:

SSgt Knight (APG) became the first helicopter crew chief to complete the H-53 electrical systems course.

e. Community/Humanitarian Projects:

B-Flight Specialists assisted Florosa Elementary School in setting up their Haunted House for their Annual Halloween Carnival (late Oct news).

The AMU is providing personnel to help prepare the H-3 recently flown in to Hurlburt Field to become a new addition to the 1 SOW airpark.

4. OTHER INFORMATION

a. New Additions:

Sgt Beach (APG) and wife accepted stork contribution of one each 6lb 5oz baby girl.

WILLIAM T. SINGER, 1Lt, USAF
Asst OIC, 20 AMU Historian

DEPARTMENT OF THE AIR FORCE
3334TH AIRCRAFT GENERATION SQUADRON (AFSOC)
HURLBURT FIELD, FLORIDA 32544-5000

FROM: MAAMn (Lt Singer/4-7671) 9 Jan 9[illegible]

SUBJECT: December Historical Report

TO: MAAM

1. ACCOMPLISHMENTS

a. Weapon System Performance:
MH-53J Mission Capable Rate---73.6%
On-Time Departures-----91.9%

b. Operational Deployments:

Mission	Location	#Personnel	Dates
Desert Shield	Classified	72	[illegible]
Bilat	Pope AFB, NC	14	12-14 Dec

c. Special Programs:
To make mailing easier, and perhaps more frequent, the Specialist Branch initiated Operation 'Desert Letter'. Mailing lables, envelopes, and paper are provided for those who wish to write deployed members. The AMU is expanding the program to include all sections and branches.

d. Awards:
A1C McMurray-20 AMU Airman of the Quarter
A1C Terry-Amn of the Month for Dec for AGS
A1C R. Smith-20 AMU Crew Chief of the Month for Dec
SSgt Knight-Esprit De Corps Award winner from NCOLS
Letter of Appreciation from 1 SOW Wing CC for support in National Traffic and Safety Adm.'s safety briefing to:
Sgt Anthony and A1C Nickel

2. EFFECTIVE USE OF MAINTENANCE RESOURCES
N/A

3. INNOVATIVE MANAGEMENT ACTIONS

a. Improve Mission Capability:
To extend the capabilities of the MH-53J, the 20 AMU spearheaded the modification of its' helicopters fuel systems. All aircraft were modified in a timely manner, and operational checks were successful.

b. Improve Work Environment/Self-Help:
To gain better accountability and securability of the Hover Inn, the AMU built wood and plexiglass partitions and commodities holders, which also improved the appearance of the area.

c. Support to Personnel and Community:
See Special Programs (Desert Letter)
See Awards (NHTSA Safety Briefing)

The AMU contributed generously to Operation Warmheart this year, aiding military members and their families during the holiday season.

20 AMU personnel set up a Car Clinic for spouses of deployed members, providing air, oil, and coolant servicing and routine checks of vehicles.

d. Training:
No special training incentives this month.

e. Community/Humanitarian Projects:

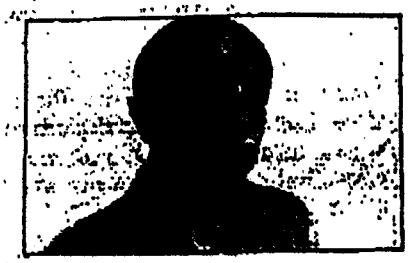
7 AGS/20 AMU personnel volunteered to be counselors for the Special Olympics December District Bowling Games.

One 20 AMU member, who is also on the Holly-Navarre Volunteer Fire Dept., assisted in extinguishing a structure fire on 9 Dec 90.

The Toys for Tots campaign was given a boost by those of the 20 AMU who volunteered time and contributed to the program.

WILLIAM T. SINGER, 1Lt, USAF
OIC for Production, 20 AMU

FRIDAY, JULY 6, 1990



BILL CAMPBELL

Commandos cash in on coveted coin

I was browsing the other day through a newspaper that few of you ever see. It comes out quarterly and has a readership as avid as anything this side of the Watchtower.

It's called the Air Commando Association Newsletter, and it's written and edited by volunteers at the association headquarters here.

Several of my friends belong to that group. Maybe yours, too.

You can usually pick them out of a crowd because they're always slapping these heavy bronze coins on the bar. The resulting noise is enough to wake even the most devoted lush.

You see, if you've ever been given one of these coins you are obligated to carry it with you always and everywhere. Failure to produce said coin on demand dictates that you buy a round for all those who have theirs.

My closest Air Commando alum and buddy, Gary Crowther, and I were at a club a while back chatting with a lieutenant. She allowed as how she worked at Hurlburt Field and, yes, had been given the coveted bronze coin.

SLAM! SLAM!

Silence.

The two slams were Gary and my coins hitting the bar. The silence was hers, as a result of not having the requisite coin *with* her. She grudgingly bought beverages of our choice.

We saw her again recently enjoying an intimate dinner at the Upper Crust. She had her back to us, and her escort probably wondered why these two guys were advancing on their table.

SLAM! SLAM!

Silence.

"Hi, lieutenant, just wanted to see if you've learned anything."

Pained, she replied in the negative and asked if we'd take a rain check on the toddys. Being gentlemen, we said we would. I've yet to hear from her.

But the last I saw of her she was trying to explain to her date why these two bronze-banging buffoons had destroyed their quiet evening.

Gary carries his coin with religious zeal. He even has a pocket sewn into his swimsuit so he can carry it while windsurfing. You never know when you're going to run into a thirsty air commando.

As in a year ago when I was relaxing in a piano bar in Alexandria, Va. A former Hurlburt commander, Bill Kornitzer, came in with his wife.

"Hi, Bill."

"Hi, Bill."

SLAM!

Silence.

His wife produced about eight coins from her purse. Nice try, Jane, but not in the rules.

The Irish coffee was very nice. Thanks, Bill.

Air commandos aren't the only people with these trinkets. Anyone who's been in what the military calls "special operations" probably has one. Lots of guys in Fayetteville, N.C., carry them; Fort Bragg people who have worked at the JFK Center there and were invited to some of the special parties that special operators attend.

Parties in places like Grenada, Iran, Panama, Laos and Curacao. Special parties that not everyone is invited to. Parties that make the coin *very* special.

I can't find anyone who can tell me exactly who originated the coin, or where.

I'm sure the heritage is interesting. Enough so to make anyone who has been honored with the coin carry it everywhere.

Even lieutenants.

Campbell is a columnist for the Daily News.

Defense official: Modified copters needed

By BILL KACZOR
Associated Press Writer

PENSACOLA (AP) — The Kuwait invasion is an example of why the nation needs to keep upgrading its military with weapons such as two highly modified helicopter types rolled out Friday by the Navy, a Defense Department official said.

Air Force special operations squadrons at nearby Eglin Air Force Base and Hurlburt Field will fly the helicopters being upgraded from existing choppers in a program not originally sought by the military but ordered by Congress to beef up special forces.

Assistant Defense Secretary James R. Locher III had been scheduled to preside over the rollout but he canceled because of the Kuwait crisis.

Locher was replaced by Seth Cropsey, principal deputy assistant secretary for special operations and low-intensity conflicts, who cited Iraq's invasion of Kuwait.

"Economic sanctions by the international community against thugs like (Iraqi President) Mr. Saddam Hussein more likely will succeed than ever before, but there are many elements involved in maintaining our influence," Cropsey said. "One certainly is flexible, responsive military forces with equally adaptable equipment."

He declined to discuss possible U.S. military options in connection with the Kuwait crisis.

The newly modified helicopters will be part of the the Air Force Special Operations Command, headquartered at Hurlburt near Fort Walton Beach.

It is the air element of the joint U.S. Special Operations Command, headquarted at MacDill Air Force Base in Tampa. Generals from both commands participated in the rollout ceremonies.

Special forces are designed for low-intensity warfare, operating behind enemy lines under cover of darkness for rescues and commando attacks.

The MH-53J Pave Low IIIE is being altered for shipboard operation and given other modifications to extend its life through the end of the decade. The MH-60G Pave Hawk is receiving sophisticated navigation gear and a host of weaponry, including rockets and 20mm cannons.

Pre-modification Pave Lows and Pave Hawks participated in the U.S. invasion of Panama last December. They are special versions of the heavy-lift H-53 Super Stallion that dates back to the Vietnam War and the Army's H-60 Black Hawk, both built by Sikorksy Aircraft Co.

The Naval Aviation Depot at the Pensacola Naval Air Station is modifying 41 Pave Lows at a cost of $455 million and 10 Pave Hawks for $23 million, said Col. Tom Reiter, program manager at the Warner Robins Air Logistics Center in Georgia, which is supervising the projects.

The Pave Hawks are expected to be completed by late next year, while the Pave Low target date is in April 1993.

The Navy depot overhauls and modifies heavy-lift helicopters for all services and several types of Navy airplanes.

Cropsey and military commanders stressed the interservice cooperation involved in the projects.

The front section of the first modified Pave Low was taken from a crashed Air Force helicopter, and its middle and back areas came from two different Marine Corps H-53s, said Maj. Gen. Richard Gillis, commander of the Warner Robins center.

Prior to the modifications, Pave Lows had been equipped with such special equipment as terrain following radar and sophisticated navigation gear.

One problem with their present configuration is that they cannot fit on the elevators of aircraft carriers unless their rotors are taken apart, a tricky procedure on a pitching and rolling flight deck, Reiter said. The modifications include folding rotor blades and tails like those on Navy variants of the H-53 so the Air Force choppers can operate on ships.

New electronic and hydraulic gear and other improvements make Pave Low the world's most sophisticated helicopter, military officials say.