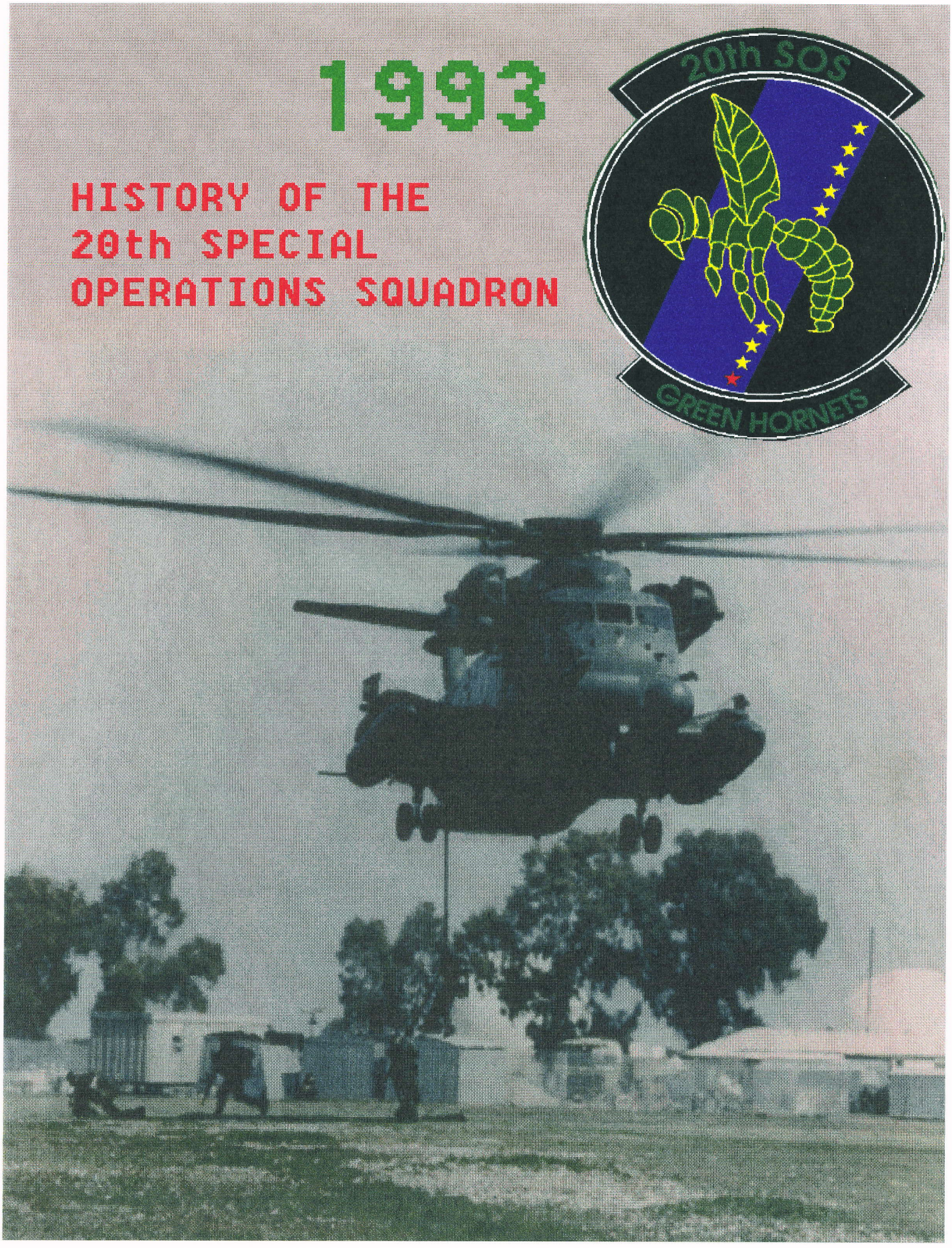
1993

HISTORY OF THE 20th SPECIAL OPERATIONS SQUADRON



1993

History of the 20 Special Operations Squadron

MAJCOM: AFSOC

Location: Hurlburt Air Field (Eglin field 9)

Wing: 1 Special Operations Wing

Type Aircraft: MH-53J

Hours : 5777.8

Sorties: UNK

Passengers: UNK Cargo: UNK lbs. Expended 7.62: UNK rds 50 CAL: UNK

Commander: Lt. Col. Russell E. Rakip, Jr.

Senior Enlisted: Chief Master Sergeant Gregory A. Kebil

Personnel Strength (Min/Max): 75 Officers 475 Enlisted

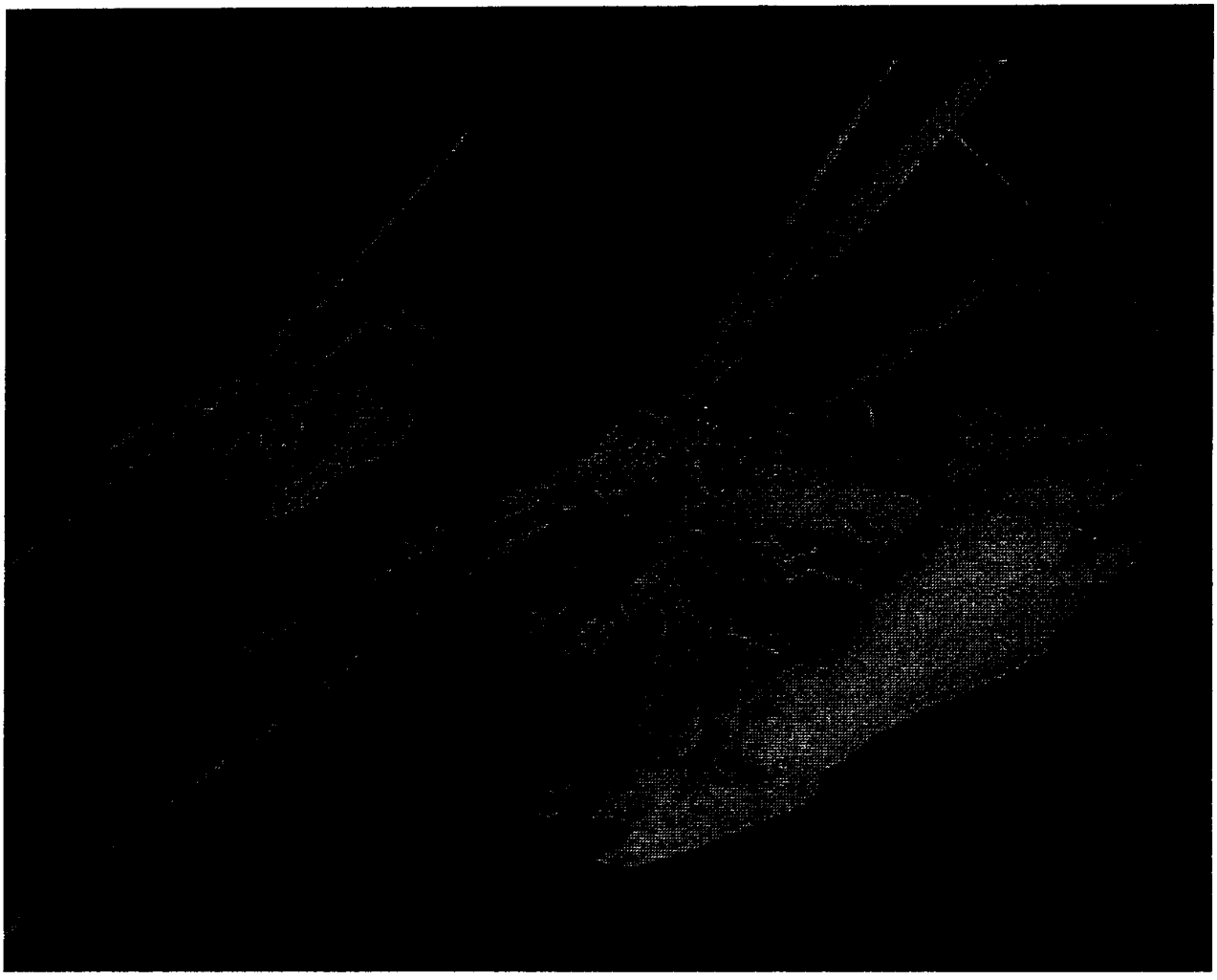
Commentary: 1993 saw the 20th covering manning and support for the 21 SOS in Turkey for operation Provide Promise, and Provide Comfort II staged from Italy. This commitment continued throughout 1993. 1993 also sawthe final withdrawal of 20th personnel from Southwest Asia bringing support for Operation Southern Watch to a close for us. In October we deployed to real world situations within 16 hours of notification with 9 aircraft and crews for Operation Restore Democracy.

Significant Missions: 21 October 1993 while returning from Cuba aircraft 1649 had a .50 cal round rupture the barrel of the tail gun and pass through the upper and lower skin of the tail pylon. This incident lead to evaluations of the .50 cal barrels and subsequent replacement of many barrels.

Significant Awards:

Air Force Cross:
Distinguished Flying Cross:
Purple Heart:
Silver Star:
Bronze Star:
Air Medals:

20 SOS



PAVE LOW LEADS

1993

20th Special Operations Squadron History for
1 January 1993 to 31 December 1993

- MISSION -

The mission of the 20th Special Operations Squadron (Green Hornets) is to employ the MH-53J Pave Low, in support of National Command Authorities and higher headquarters-directed operations. Our 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 covert infiltrations, exfiltrations, aerial gunnery support, and reinforcement and resupply of UW forces. Corollary missions include (1) personnel recovery, (2) shipboard operations, (3) medical evacuation, (4) humanitarian and civic actions, (5) photo reconnaissance, and (6) other missions as directed by higher headquarters.

- ORGANIZATION -

The 20 SOS is located at Hurlburt Field, Florida (Eglin Auxiliary Field number nine) and supports numerous deployments worldwide. We have over 550 personnel assigned with over 370 in aircraft maintenance and support, 70 pilots, 68 flight engineers, and 54 aerial gunners. The organization of the squadron falls into seven functional areas; combat readiness, requirements and resources, operations and training, flightline operations, sortie generation, mission logistics, and technical administration.

- OTHER RESOURCES -

Squadron equipment: 16 special operations forces configured MH-53J Pave Low IIIE helicopters outfitted with several specialized weapons, avionics, and alternate insertion and extraction equipment. The squadron is projected to possess 19 primary airframes and three training/restricted use airframes. The aircraft weapons are the GAU-2A/B 7.62mm minigun and the GAU-18 .50 caliber heavy machine gun. Avionics and sensor equipment includes : (1) AN/APQ-158 terrain following/terrain avoidance radar, (2) AN/AAQ-18 forward looking infrared sensor (FLIR), (3) CN-1656 ring laser gyro inertial navigation unit, (4) AN/ASN-99A projected map display, (5) RC-RPU-3A global positioning system, (6) AN/APN-221B doppler navigation set, (7) CP-1733/A mission computer, (8) dual 1553B data busses, (9) CV-4081 bus interface unit, (10) AN/ASN-151 symbol generator for both heads-up and heads-down display systems, (11) AN/ALE-40 flare and chaff dispensers, (12) ALR-69 radar warning receiver, (13) ALQ-162 electronics countermeasures system, (14) ALQ-157 infrared countermeasures system, (15) AN/AAR-47 Missile Warning System (16) securable voice and data communications via UHF, VHF, FM, SATCOM, HF, and UHF Have Quick II anti-jam radios, and (17) AN/ARS-6(V) Personnel Locator and Rescue System (LARS). Personal equipment and weapons include: (1) ANVIS-6 (3d generation) aviator's night vision imaging systems (night vision goggles), (2) M-9 9mm pistols, (3) GAU-5.56mm assault rifles, (4) M-14 7.62mm rifles, (5) M-870 12-gauge shotguns, (6) M-79 40mm grenade launchers, (7) kevlar personal body armor, (8) MBU-19/P integrated aircrew/assault chemical defense eye/respiratory protection (AERPs) equipment, (9) helicopter emergency egress device system (HEEDS), and (10) PRC-112 survival radio.

- ASSIGNED AIRCRAFT -
As of 31 December 1993

66-4431 Sent to Depot maintenance Jul.
67-4995 Sent to Depot maintenance Feb.
68-0356
68-0364
68-0367 Assigned to 31 SOS Oct.
Feb.
68-0369
68-0923 Sent to Depot maintenance Jul.
68-0930
68-8284
68-8286 Assigned to 31 SOS Oct.

69-4993 Assigned to Kirtland, AFB Apr.
69-5785
69-5790
69-5793
69-5794 Received from depot maintenance

69-5795 Assigned to 31 SOS Jan.
69-5796
73-1648 Sent to Depot maintenance Dec.
73-1649
73-1652

- KEY PERSONNEL -
As of 31 December 1993

RANK/NAME	POSITION
Lt Col Russell E. Rakip Jr.	Squadron Commander
SMSgt Gregory A. Kebil	Chief Enlisted Manager
SMSgt Kenneth L. Hudson	Squadron First Sergeant
Lt Col Donald L. Hoover	Operations Officer
Lt Col Robert R. Maldonado	Assistant Operations Officer
Major Norman M. Hils	Assistant Operations Officer
Capt Darrel B. Bach	Squadron Section Commander
Major Larry W. Hudson	Maintenance Officer
Major Richard A. Kianka	Chief, Operations and Training Division
Major Mark E. Lesage	Chief, Operations and Information Management Division
Capt Lance E. Bodine	Chief, Current Operations Division
Capt Theo D. Donaldson	Chief, Requirements and Resources Division
Major Mark A. Clark	Chief, Combat Readiness Division
Capt Lin A. Mack	Chief, Flightline Operations Division
MSgt Richard G. Pinkowski	Flight Engineer Superintendent
Msgt Stephen R. Gordon	Aerial Gunner Superintendent
CMSgt Robert L. Middleton	Maintenance Superintendent
Capt Thomas J. Trask	Chief, Standardization and Evaluation
Capt Robert T. McCreadie	Chief of Safety
Major Richard Kianka	Alpha Flight Commander
Major Mark E. Lesage	Bravo Flight Commander
Capt Theo D. Donaldson	Charlie Flight Commander
Major Mark A. Clark	Delta Flight Commander

- CHRONOLOGY OF EVENTS -

EVENT (DATES)	COMMENTS
Operational Readiness Inspection (06-31 Jan) "Omega Lightning"	Squadron received "Outstanding" rating.
Bilateral Training (05 Feb)	Trained with other service SOF personnel.
Bilateral Training (07-18 Feb)	Trained with other service SOF personnel.
Mountain Training (10 Feb- 03 Mar)	Training at Dobbins for squadron proficiency.
Capabilities Exercise (10-12 Feb)	Local capabilities exercise for members of the National Security Agency.
Returned from Kuwait (12 Feb)	Return to HFLD after 31 months in theater in support of Desert Shield/ Storm.
Local Authorities Assist (12 Feb)	Cowboy 23 assists local authorities in capture of bank robbery suspect.
Operation Provide Promise (27 Feb-30 Jun)	Deployed to support operation (continuing operation).
Operation Provide Comfort II (27 Feb-30 Jun)	Deployed to support operation (continuing operation).
Joint SOF Training (01-05 Mar)	Supported elite Navy SOF during their Emergency Deployment Readiness Exercise (EDRE).
Commando Look (08-19 Mar)	Screening process for 20 SOS personnel.
Bridle Horse (15-19 Mar)	Overwater mass casualty exercise working with other A.F. units.
Static Display (17 Mar)	Static display for the Brigadier General Orientation Course.
Capabilities Exercise (26 Mar- 01 Apr)	Exercise showing capabilities to VIP's.
Operation Denied Flight (12 Apr-30 Jun)	Deployed to support operation (continuing operation).
Bilateral Training (19-22 Apr)	Training with other service SOF personnel.
Bilateral Training (22-29 Apr)	Training with other service SOF personnel.

- CHRONOLOGY OF EVENTS -
(continued)

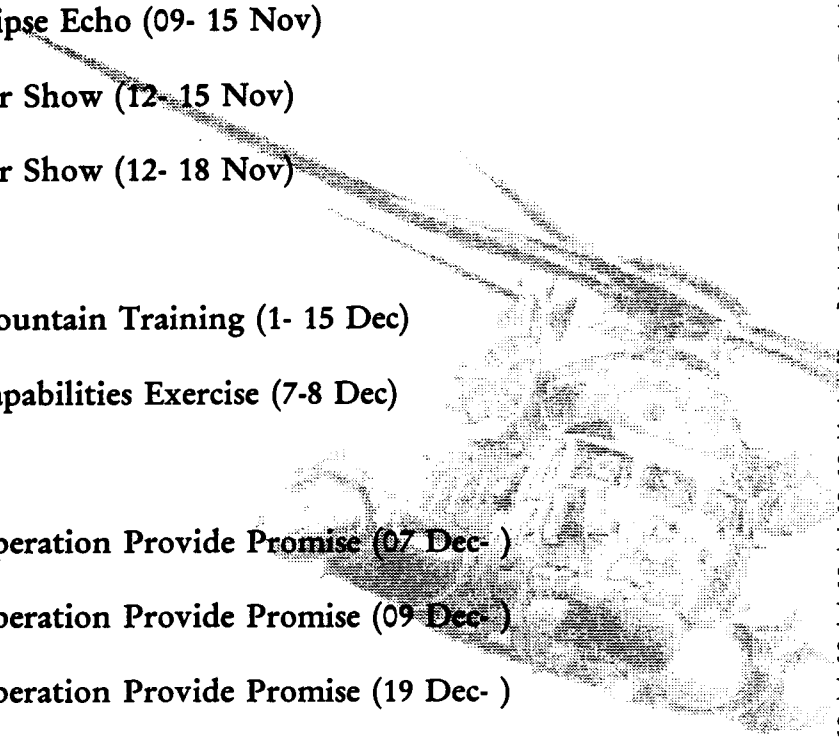
EVENT (DATES)	COMMENTS
Eglin Open House/ Air Show (24 Apr)	Static displays and flight.
MATTS Range Testing (8- 21 May)	SMOTEC flight testing at Hill AFB, Ut. in support of COMANDO MATT.
Bilateral Training (04-07 May)	Soft duck deployment training with Navy SEALs.
Commando Mount (08-21 May)	Flights supporting SMOTEC testing.
Bilateral Training (17-21 May)	Supported elite Army special operations forces exercise.
Mountain Training (24 May- 11 Jun)	Training in Asheville, N.C. for squadron proficiency.
Gate Latch (7- 11 June)	Bilateral forces local exercise supporting SOF.
Distinguished Visitor (9 June)	Brigadier General Joseph K. Kellogg, Jr. SOCEUR visited the 20th at Hurlburt.
Distinguished Visitor (1-2 July)	Lieutenant General Eugene H. Fischer Inspector General of the Air Force visited the 20th at Hurlburt.
Operation Provide Promise (01 July- 01 Sept)	Deployment to Italy supporting 21 SOS presence.
Bilateral Training (09 July- 3 July)	Trained with other service SOF personnel and DLQ training.
1SOG ASET (12- 23 July)	1 Special Operations Group Aircrew Standardization and Evaluation Team visit resulted in a outstanding rating for the squadron with a noteworthy mention for the 20th DOV.
MH-53J Heavyweight Test (14 July- 15 Sept)	Deployment to West Palm Beach, Fl. supporting testing of new max gross aircraft weights.
Distinguished Visitor (29 July)	Brigadier General Bailey visited the 20th at Hurlburt.
Joint Resources Training 93-2	Bilateral forces local exercise supporting SOF.
Krafty Kaper (29 July- 01 Sept)	Trained with other service SOF personnel at Biggs AFB, Tx. Largest joint training exercise of it's kind.

- CHRONOLOGY OF EVENTS -
(continued)

EVENT (DATES)	COMMENTS
Cabanas 93 (9- 28 Aug)	Deployed in support of JCS/ SOCOM exercise.
Operation Provide Promise (14 Aug- 14 Oct)	Deployment to Italy supporting 21 SOS presence.
Distinguished Visitor (17-19 Aug)	Mr. Timothy G. Connolly the Principal Deputy Assistant Secretary of Defense (Special Operations and Low-Intensity Conflict) visited the 20th at Hurlburt.
Mountain Training (09 Sept- 10 Dec)	Training at Asheville, N.C. for squadron proficiency.
HQ AFSOC Directed Test Flight (12 Sept- 10 Jan 94)	Deployment to Patuxent River, Md. and Dahlgreen, Va. to support flight testing.
MH-53J Heavyweight Test (22 Sept- 07 Nov)	Deployment to Albuquerque, N.M. and Alamosa, Co. supporting testing of new max gross aircraft weights.
DLQ Training (26- 30 Sept)	TDY to Oceana NAS, Va. to support squadron deck landing qualifications.
Embedded Stone (29 Sept- 2 Oct)	Bilateral training in Delonga, Ga. supporting SOF forces. Flown from Asheville, N.C. with General Bailey observing.
Bilateral Training (2-7 Oct)	Bilateral forces local exercise supporting SOF.
Operation Provide Promise (14 Oct- 14 Dec)	Deployment to Italy supporting 21 SOS presence.
Static Display/ Air Show (16-20 Oct)	Static display/ air show in Washington, D.C. for the National Security Agency.
Contingency Deployment(16- 21 Oct)	Deployed 9 aircraft, crews, and support personnel to Guantanamo Bay, Cuba within 16 hours of initial notification.
Joint SOF Training (16- 21 Oct)	Trained with other service SOF personnel.
Operation Provide Promise (21 Oct- 21 Dec)	Deployment to Italy supporting 21 SOS presence.
Mountain Training (27 Oct- 15 Nov)	Training at Asheville, N.C. for squadron proficiency.

- CHRONOLOGY OF EVENTS -
(continued)

EVENT (DATES)	COMMENTS
Bilateral Training (29 Oct- 15 Nov)	Trained with other service SOF personnel and DLQ training.
Static Display (31 Oct- 15 Nov)	Static display at Bolling AFB, D.C. for Defense Intelligence Agency.
Air Show (29 Oct- 1 Nov)	Air show/ static display in Kissimee, Fl.
Distinguished Visitor (1-3 Nov)	Brigadier General Bailey visited the 20th in Asheville, N.C.
Elipse Echo (09- 15 Nov)	Deployed to support operation and quarterly exercise.
Air Show (12- 15 Nov)	Air show/ static display in Daytona Beach, Fl.
Air Show (12- 18 Nov)	Air show/ static display for dedication ceremony for the UDT/ Seal Team Museum in Ft. Pierce, Fl.
Mountain Training (1- 15 Dec)	Training at Asheville, N.C. for squadron proficiency.
Capabilities Exercise (7-8 Dec)	Local capabilities exercise for members of the House Armed Services Committee Congressional Staffer Delegation.
Operation Provide Promise (07 Dec-)	Deployment to Italy supporting 21 SOS presence (continuing operation).
Operation Provide Promise (09 Dec-)	Deployment to Italy supporting 21 SOS presence (continuing operation).
Operation Provide Promise (19 Dec-)	Deployment to Italy supporting 21 SOS presence (continuing operation).



- COMMENTARY -

The 20 SOS started the year with the AFSOC Operational Readiness Inspection in January. We received a rating of "Outstanding" and the Mobility Section received a laudatory comment for their efforts.

On 15 February this year the 20 SOS returned from Kuwait after maintaining a continuous presence in Southwest Asia at various locations including Riyadh and Dhahran, Saudi Arabia, and Kuwait City International Airport since 9 August 1990. At that time the 20 SOS redeployed to Hurlburt Field, Florida, our unit had the longest continuous presence in the Southwest Asia theater. We provided combat recovery coverage around-the-clock as well as other more specialized missions supporting Operations DESERT SHIELD, DESERT STORM, DESERT CALM and SOUTHERN WATCH.

Within 10 days after we brought our people and helicopters home from Kuwait we were tasked to provide manning assistance in the form of aircraft, aircrew, maintenance, support personnel, readiness spares package, and specialized tools ensuring the 21 SOS was able to perform their mission during Operation PROVIDE PROMISE. Initial deployment package consisted of one aircraft and crew to Turkey and two aircraft and three crews to Italy. In Turkey we deployed to bring our specialized capabilities to the support the 21 SOS with further manning assistance in Operation PROVIDE COMFORT II with one helicopter and one crew. We are still deployed to Italy and will remain in theater as long as required.

In June the 20 SOS began mountain training at Asheville, North Carolina. This is a new location for us after having flown out of Dobbins AFB, Georgia for many years. The change of location will provide us more flexibility and greater opportunities to provide quality training to our aircrews at a reduced cost. The move to Asheville solved our problems with maintaining aircrew terrain following and avoidance systems training but does not alleviate the necessity to rotate often during most long deployments. Having the correct situation to maintain currency during long deployments is not the norm. The facilities are much improved and the low level area is only minutes from the Asheville Airport where we are based when deployed to Asheville.

In September the squadron adopted the policy that all flights at home or TDY would be formed crew missions. The goal of this policy is to send the best trained aircrews to all operations, improve leadership opportunities, and eliminate thought processes encompassing single crew positions. Although initially riddled with growing pains, formed aircrews have given the squadron a more flexible and dynamic way of doing business.

The maintenance Support section built an additional bench stock that is designed to fit the rental truck contracted by the squadron this year for use on Asheville deployments as well as other CONUS obligations. Driven to the deployment location by maintenance personnel this system saves the squadron countless hours waiting for parts and funding not having to have many parts and bench stock items resupplied while deployed through other means

The 1 SOG Aircrew Standardization and Evaluation Team visit in July allowed the 20th to shine. The 20th had 15 flight evaluations for all crew positions (inclusive) with no failures. The 20th personnel also took a total of 73 written examinations during the visit and had 0 failures; the only squadron at Hurlburt to have done so. 20 SOS/OGOV received laudatory comments for their preparations which were designed to continue this type record for the 20th. If the 20th had not done as well as it did the wing would have scored less favorably on the visit.

- COMMENTARY -
(continued)

In October we deployed a nine ship package to Guantanamo Bay, Cuba in support of a real world contingecy. This was a feat never before accomplished by a special operations helicopter squadron; to launch 9 aircraft with full crews and support capability within 16 hours of notification was a tremendous effort for all personnel involved.

While returning from Cuba in October the 20th had an incident involving the GAU-18 .50 calibre weapons system. On aircraft 1649 while firing the gun from the tail position a round ruptured the side of the barrel and punctured the aircraft skin on the top and bottom of the tail pylon. Investigations into the problem found that the barrels did not meet military specifications for hardness. Combined with the increased heat produced by Armor Piercing Incendiary (API) and Armor Piercing Incendiary Tracer (APIT) the barrel could not maintain integrity. Although efforts are ongoing to replace these barrels the answer to date is to restrict the use of this combination of barrels and API/APIT to contingency and wartime use only.

In December this year the 20th started sending personnel to the Mid-South institute of Self-Defense shooting in Germantown, Tn. This course teaches advanced weapons handling techniques for the M-9 9mm, M-870 12 gauge shotgun, and the GAU-5 5.56mm focused around the concept of making every round count in the survival/ escape and evasion scenarios. The course has been utilized by many elite military and law enforcement units and has been touted as possibly the deciding factor of survival for downed aircrew.

During 1993 the 20th witnessed a reduction in off duty ground safety mishaps from the 1992 total of 26 to 17 for 1993. The number of on duty Ground safety mishaps shrank from 23 for 1992 to 15 for 1993. Overall a 35% decrease in on and off duty ground safety mishaps was a laudable effort for the 20th.

Lack of coordinated "decks" for shipboard training put the 20 SOS behind in shipboard qualifications in 1992. Currently we are using merchant ships leased by the Navy in Panama City, Fl. for localized deck operations. Coupled with TDY's to Oceana Naval Air Station in Virginia Beach, Va. we alleviated this particular training deficit in 1993.

In 1993 the 20th started sending students to WTI, the school of Weapons and Tactics run by the Marine Aviation Weapons and Tactics Squadron 1 in Yuma, Az. This course teaches improved tactics, threats, planning skills, and mission briefing skills.

Dissimilar formation (flying 2 or more different helicopters in singular and harmonious formation) restrictions continue to hinder our training program and limits our ability to support our SOF customers and perform our mission.

Through Special Mission Operational Test and Evaluation Center the 20th looked at several upgrades for the aircraft in 1993. Included were the Intra-Formational Positioning System, Center Line Air Refueling System, Stormscope, and the Helmet Mounted System Technology. Conclusions for the applicability of these upgrades/ improvements are yet to be determined.

Testing to increase the gross weight of our helicopters to 50,000 plus pounds suffered a minor setback in June 1993 when the tail rotor gearbox duplex bearing on aircraft 67-4994 failed, grounding the aircraft until repaired. This failure was not attributed to the heavy weight testing in particular but it's noted that this is the first time this part has failed. The testing stands at approximately 67% complete. When completed the authorization for heavier operations will greatly enhance our capabilities.

- COMMENTARY -
(continued)

The MH-53J Software Update was evaluated with a Crew Station Working Group in 1993. This will refurbish the aircraft navigation systems to solve anomalies in the Global positioning System and Inertial Navigation Systems. These changes also add fixed single point computation capabilities and low temperature variations for engine performance checks. The software upgrade also provides for rapid airborne alignment and new datum conversion capabilities that were previously absent and will give more accurate navigation solutions using a variety of input datum formats.

Our Support section designed, tested, and built six hoist cable pulleys for operational checks of the aircraft hoist saving wear and tear on the cables. This innovation saves cable materials, maintenance manhours, and aircraft downtime by preventing cable misfeeds and general wear during preflight operational checks of the hoist.

The squadron patch was redesigned to meet Air Force standards. The patch remained round but added banners on both the top and bottom. The blue background changed to black which more significantly denotes our operations at night. The red, white, and blue banner through the center of the patch was changed to a single blue patch but retained it's purpose; the re-activation of the squadron in 1976.

The 20 SOS had flown 2719.4 hours as of June 30, 1993.

The 20 SOS flew 5777.8 hours during 1993.



- COMMENTARY -
(continued)

The 20 SOS is credited with the following awards:

DATE	AWARD
Mar 1944- Apr 1944	Distinguished Unit Citation (Burma and India)
Jul 1963- Jun 1965	Air Force Outstanding Unit Award
Jan 1966- Mar 1966	Air Force Outstanding Unit Award w/ Combat V Device
Mar 1966- Mar 1967	Presidential Unit Citation (Southeast Asia)
Nov 1966- Apr 1967	Air Force Outstanding Unit Award w/ Combat V Device
Jun 1967- Apr 1972	Republic of Vietnam Gallantry Cross w/ Palm
Jul 1967- Jun 1968	Air Force Outstanding Unit Award w/ Combat V Device
Jan 1968- Aug 1968	Republic of Vietnam Gallantry Cross w/ Palm
Jun 1968- Jun 1968	Air Force Outstanding Unit Award w/ Combat V Device
Jun 1968- Jun 1969	Presidential Unit Citation (Southeast Asia)
1968- 1968	Vietnam Service Medal (Vietnam Air Offensive Phase III)
1968- 1969	Vietnam Service Medal (Vietnam Air Offensive Phase IV)
Jul 1969- Apr 1971	Air Force Outstanding Unit Award (1 SOW)
1969- 1969	Vietnam Service Medal (Vietnam Summer- Fall)
1969- 1969	Vietnam Service Medal (TET 69/ Counteroffensive)
1969- 1970	Vietnam Service Medal (Vietnam Winter- Spring)
Jul 1970- Jun 1971	Air Force Outstanding Unit Award w/ Combat V Device
1970- 1970	Vietnam Service Medal (Southwest Monsoon)
1970- 1970	Vietnam Service Medal (Sanctuary Counteroffensive)
1970- 1971	Vietnam Service Medal (Commando Hunt V)
Sep 1971- Dec 1971	Air Force Outstanding Unit Award w/ Combat V Device
1971- 1971	Vietnam Service Medal (Commando Hunt IV)
1971- 1972	Vietnam Service Medal (Commando Hunt IV)
Jan 1976- Mar 1977	Air Force Outstanding Unit Award (1 SOW)
Nov 1978- Mar 1979	Air Force Outstanding Unit Award
Jul 1979- May 1980	Air Force Outstanding Unit Award (1 SOW)
May 1980- Apr 1982	Air Force Outstanding Unit Award (1 SOW)
May 1982- Apr 1984	Air Force Outstanding Unit Award
May 1982- Apr 1984	Air Force Outstanding Unit Award w/ Combat V Device (1 SOW)
May 1985- Apr 1987	Air Force Outstanding Unit Award (1 SOW)
May 1988- Apr 1990	Air Force Outstanding Unit Award (1 SOW)
Dec 1989- Jan 1990	Expeditionary (Panama)
Dec 1989- Jan 1990	Joint Meritorious Unit Award (1 SOW)
Jan 1991- Mar 1991	Joint Meritorious Unit Award (1 SOW)

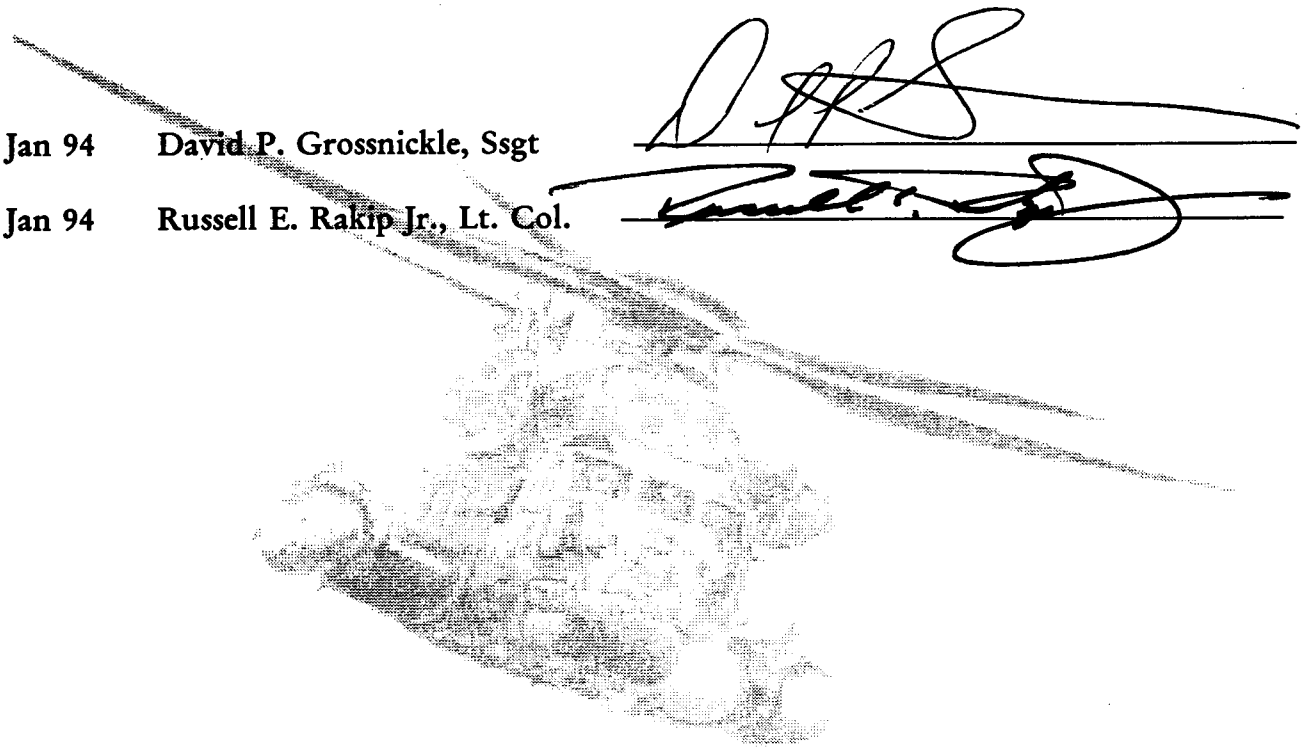
DOCUMENTATION

ITEM	DATE
Letter of Summary about Local Law Enforcement Support	Feb 93
Message concerning GAU-18 .50 Cal. Gun Malfunction Incident	Nov 93
Letter of Approval of Organizational Emblem	Dec 93

No other documentation included with this package.

27 Jan 94 David P. Grossnickle, Ssgt

27 Jan 94 Russell E. Rakip Jr., Lt. Col.



20th SPECIAL OPERATIONS SQUADRON

BLAZON

Sable, a bend sinister Azure, charged on the sinister with nine mullets in bend sinister, eight Or above one Gules, debruised by a hornet Vert; each segment fimbriated of the third; all within a diminished bordure of the first.

Attached above the disc, a black scroll edged with a narrow black border and inscribed "20TH SOS" in green letters. Attached below the disc, a black scroll edged with a narrow black border and inscribed "GREEN HORNETS" in green letters.

SIGNIFICANCE

Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The black disc denotes the night sky which is the theater of operations of the Special Operations units. The blue bend sinister represents the unit's heritage when it organized in 1976 in tri-service support of an unconventional warfare mission. The stars reflect the nine primary functions of the unit and the nine aerospace employment principles of war. The red star signifies the squadron's participation in Operation J-CATCH. The green hornet symbolizes the hovering capabilities of the rotary wing aircraft that the unit utilizes in a low level environment. The hornet's "stinger" denotes the gunship weaponry.

COLOR CONVERSION

FULL COLOR	CABLE NO.	PMS NO.	SUBDUED COLOR	CABLE NO.
Air Force Yellow	67103	116	Olive Drab	67133
Ultramarine Blue	67118	Reflex Blue	Flag Blue	67124
Black	67138		Black	67138
Scarlet	67111	200	Garnet	67158
Irish Green	67189	348	Spruce Green	67130

SIGNIFICANCE OF THE DESIGN

NAME: In June 1967 Huey gunships became part of the 20th Helicopter Squadron using the call sign "Green Hornets". The Huey's continued using the "Green Hornets" call sign until the 20th's closure in 1972. We were reactivated as The 20th Special Operations Squadron in January 1976 and chose to identify ourselves as the Green Hornets.

SASH: The blue sash is symbolic of the red, white, and blue sash that had been a part of our unit patch from 1976 til present. It signified the unit's triservice support in unconventional warfare and the squadron's reactivation in 1976, our nation's bicentennial.

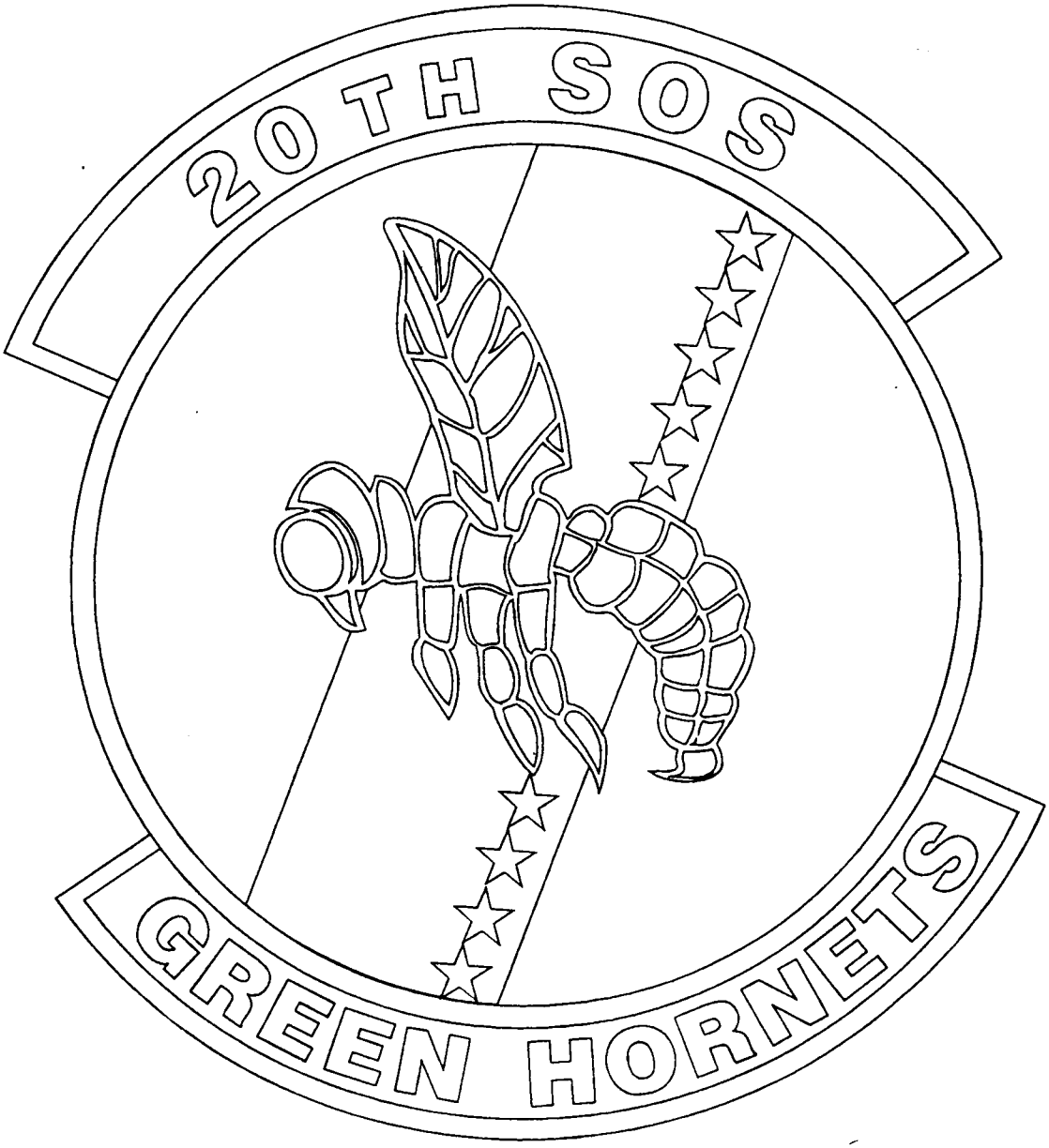
GREEN HORNET: The green color symbolizes the tactical low-level environment we operate in, while the hornet is symbolic of the hovering capability of rotary-wing aircraft and the "sting" of the gunship. The green hornet symbol was used by the UH-1 gunships in the 20th Helicopter Squadron. In Vietnam the unit displayed the symbol on aircraft, decals and patches. The 20 SOS continues the tradition by displaying the Green Hornet proudly on our patch.

STARS: The nine five point stars represent the nine primary missions of the squadron as well as the nine employment principles of war applicable to aerospace operations. The missions and principles are as follows:

MISSION	PRINCIPLE
DAY/NIGHT COVERT INFIL/EXFILTRATIONS	OFFENSIVE
REINFORCEMENT/RESUPPLY OF FORCES	OBJECTIVE
PERSONNEL RECOVERY	SECURITY
SHIPBOARD OPERATIONS	SURPRISE
AERIAL GUNNERY	MASS
MEDICAL EVACUATION	MANEUVER
PSYCHOLOGICAL OPERATIONS	ECONOMY OF FORCE
COMMAND AND CONTROL	UNITY OF COMMAND
HUMANITARIAN AND CIVIC ACTIONS	SIMPLICITY

The red star not only symbolizes a mission and principle of war, but is an extremely important part of our history. It signifies the squadron's primary participant role in Operation J-CATCH. This four phase test, development, and evaluation project produced procedures utilized military-wide for defense against attack helicopters. The 20 SOS is very proud of it's role and outstanding performance during this historical project.

BLACK BACKGROUND: Signifies the night sky which is our domain. The personnel of the 20 SOS operate almost exclusively under the cover of darkness.



20TH SPECIAL OPERATIONS SQUADRON

DEPARTMENT OF THE AIR FORCE
1ST SPECIAL OPERATIONS WING (AFSOC)

FROM: 20 SOS (Capt White) 12 FEB 1993

SUBJ: Squadron Support for Local Law Enforcment on 12 Feb 1993.

TO: Lt Col Zdenick

1. The following is a summary of events which took place after a request for support from local law enforcement authorities to capture a bank robber. Times in parenthesis are approximate.

2. (1545L) The squadron was notified it may be required to provide a crew for an undetermined mission. Maj Hils directed "COWBOY 23" to prepare an aircraft and standby.

The crewmembers were: Capt Al White, Aircraft Commander
1Lt Jim Slife, Copilot
SSgt Patrick Hogan, Flight Engineer
SSgt Michael Harte, Flight Engineer
MSgt Donald Miller, Aerial Gunner
Sgt Stephen Yeager, Aerial Gunner

(1600) COWBOY 23 was informed the mission was to support local authorities in chasing a bank robber and to get airborne. Just prior to take-off we were directed by Hornet Ops to proceed to an area near the Old Prison Camp to pick up military police. Once fueled we were airborne at 1640. Enroute to the prison camp we contacted Eglin Departure who moved us to a discreet frequency dedicated to the hunt. On that frequency we contacted the Eglin Mobile Command Post and requested a situation report. We learned the fugitive had escaped the police and was in the woods. They informed us the Okaloosa Sherrif had a helicopter searching the area and directed us to land, pick up one military police officer, and assist in the search. They also passed a description of the fugitive. We coordinated with the command post to stop traffic and clear an area for landing. After ensuring the area was safe, we landed on I-85 and onloaded the officer, SSgt Christmas, at (1630). We began searching at (1632). At (1730) we asked Hornet Ops to coordinate for Hot Gas and requested a two hour crew duty extension. We worked with the Sherrifs helicopter until (1820) when fuel and darkness forced him to RTB. At (1830) Melba 51, an AC-130 from Duke field, arrived on scene to assist. Once they were established we proceeded to Hurlburt for the Hot Gas. We then flew to Tab-6 to pick up some NVGs the police had coordinated for. Upon departure from Tab-6 at (1910) we learned there was a sighting of the fugitive near the main gate of Duke field. We had Melba 51 inform the ground party to pick the goggles up at Duke field and we would rejoin the hunt there. Spectre 54 and Void 63 were also assisting in the search by this time. After handing off the goggles

We flew to the last point the fugitive was seen and began a creeping line search between the airfield and I-85 using our SX-5 infrared spotlight to illuminate the area. On the fourth leg heading North SSgt Christmas said he thought he saw something so we stopped to investigate. When we couldn't find anything we turned to continue our search when the right scanner made a positive identification at (1945). The copilot immeadiately informed Melba 51 that we had visual with the suspect and asked them to track. The suspect then fled into thick brush and we lost visual contact. Melba 51 was now able to track the suspect and vectored us towards him. The Co-pilot was the next to visually acquire the target and continued to follow the suspect while the pilot asked Melba 51 to vector the ground party to our position. At (2005) the ground party arrived and took the suspect into custody. After offloading SSgt Christmas at Duke Field, Cowboy 23 returned to Hurlburt at 2045, Alpha One, 100 percent.

AL WHITE, Capt, USAF
20th Special Operations Squadron

UNCLASSIFIED

02 03 162105Z NOV 93 RR RR UUUU ZYUW DOXT

NO

HQ USAF WASHINGTON DC//LGMW//

HQ ACC LANGLEY AFB VA//DO/LGW//

HQ USAFE RAMSTEIN AB GE//DO/LGM//

HQ PACAF HICKAM AFB HI//DO/LGMV//

HQ AFMC WRIGHT PATTERSON AFB OH//XRWS//

HQ AFRES ROBINS AFB GA//DO/LGMW//

HQ AETC RANDOLPH AFB TX//DO/LGM//

ANGR ANDREWS AFB MD//DO/LGMW//

WR ALC ROBINS AFB GA//LKJ/LUH//

UNCLAS

SUBJ: GAU-18 .50 CALIBER GUN MALFUNCTION INCIDENT

1. DUE TO A RECENT .50 CAL BARREL RUPTURE, A SERIES OF TESTS WAS CONDUCTED TO EVALUATE THE BARREL INTEGRITY AND THE API/APIT AMMUNITION. RESULTS OF THESE TESTS SHOW THAT THE LIGHTWEIGHT .50 CAL BARRELS CURRENTLY IN USE DO NOT MEET THE MIL SPECS FOR HARDNESS. THAT, COUPLED WITH API/APIT AMMUNITION THAT IS 300 DEGREES FARENHEIT HOTTER THAN BALL AMMUNITION, CAUSED THE BARREL TO RUPTURE.

2. THE USE OF BALL AND BALL TRACER, WITH THE CURRENT FIRING DOCTRINE AS OUTINED IN DASH ONE PROCEDURES, IS NOT RESTRICTED. EFFORTS TO PROCURE A NEW BARREL ARE ONGOING.

HQ AFSOC/DO/SEW

DAN SHERIFF, TSGT, USAF
DOXT, 4-2420

TERANCE L. JAHNKE, COL/DOX/2320
CRC: 27727

UNCLASSIFIED

03 03 162105Z NOV 93 RR RR UUUU ZYUW DOXT

NO

3. THE USE OF .50 CAL API/APIT IS RESTRICTED TO CONTINGENCY AND WARTIME ONLY.

4. PLACE A COPY OF THIS MESSAGE IN THE FCIS AND FCIF. THIS IS A HQ AFSOC/SE/DOV/DOX/LGM COORDINATED MESSAGE. POCS ARE MR. RAZZOLINI, DSN 579-2831; MSGT BLACKWOOD, DSN 579-2262; TSGT SHERIFF, DSN 579-2320; AND CAPT HARSTEIN, DSN 579-6399, RESPECTIVELY.

HQ AFSOC/DO/SEW

DAN SHERIFF, TSGT, USAF
DOXT, 4-2420

TERANCE L. JAHNKE, COL/DOX/2320
CRC: 27727

UNCLASSIFIED 162105ZNOV93

FORMED CREWS
as of 12 Nov 93

A FLIGHT		B FLIGHT		C FLIGHT		D FLIGHT	
Kinaka/Bertrand		Lesage/Chambless		Donaldson/Wright		Clark/Hoxit	
A1		**B1**		**C1**		**D1**	
*Shozda	(880703)	*Goodlin (IP)	(880503)	*Trask	(880628)	*Sipperly (EP)	(890521)
Sauvegeau	(870708)	Dubuque	(880801)	Howell	(910527)	Lengyel	(890714)
Slife	(911020)	Moncrief	(920515)	Zak	(880203)	Meek	(900429)
Frizzell		Lovin (IF)		*Parris (EF)		*Weber (EF)	
*Crozier (IF)		Alberson		Wright		Levkulich	
Robison		Jackson		Schroder		McCarter	
Dubuisson		Green (IG)		Taylor (EG)		Brothers (EG)	
Smith K. (IG)		Bergscheider		Hopkins		Banning	
Orrie		*Brown S.D.		Reed		Stumpf	
A2		**B2**		**C2**		**D2**	
*Pyles	(880228)	Lesage	(921101)	*Caporicci	(870601)	*Leahy (IP)	(890826)
Mack	(860602)	*White	(900919)	Hatley	(890521)	Conley	(870711)
House	(870909)	Herr	(879825)	Trumble	(890529)	Saric	(911210)
Bertrand		Boelter (IF)		Rice (EF)		*Nicholas	
Ruel		Rippert		Kearney		West (IF)	
Corey (EF)		Buice		Lackey		Hock	
*Williams K. (EG)				*Anderson (IG)		Feidler (EG)	
Stricklin		*Powell		Phillips		Freese	
Brown		Hemrick		Herman			
A3		**B3**		**C3**		**D3**	
Kianka	(920501)	*Harmon	(890405)	Donaldson (IP)	(851017)	Clark M.	(930801)
*Wood	(900528)	Hickey	(901029)	*Bodine	(870304)	*McGee	(871227)
Gordon	(880827)	Davis	(890210)	Peirera	(890220)	McCreadie	(901023)
Raynor		Sells (IF)		Hunt		Hoxit (IF)	
Welk (IF)		*Bingham		Hux		Ericson (IF)	
Kempke		Petersen		Diaz		*Barton	
*Allen (IG)		Williamson		*Clark T.		Grossnickle	
Crowley		Music		Bettison		Rutledge	
Wall		Tate		Patterson		Carroll	
A4		**B4**		**C4**		**D4**	
*Petersen	(890514)	*O'Brien	(890529)	*Williams (IP)	(890529)	*Abernathy	(901002)
Owens	(901117)	Berner	(891026)	Young	(850529)	Maus	(910527)
Greely	(890521)	Brooks	(900523)	Slojkowski	(920601)	Carter A.	(900528)
Tingley (IF)		Nicholson (IF)		Brown W.		*Crocker	
Franco (IF)		*Castro		Linbaum		Johns	
*Orr		James		Hogan		Vaughn	
Sergeant (IG)		Chambless (EG)		*Reilly		Collotzi (IG)	
Lemmon		Workman		Hansen		Frank	
Gingrich		Wright		Pearce (IG)		Stone	
Attached		**Attached**		**Attached**		**Attached**	
Rapp		Hils		Hoover		Maldonado	
Edenek		Webb		Carter D.		Ackerman	
Doepner		Finnegan		Kingsley		Hedrick	
Clare		Ewing		Turnage		Maubach	
Graham		Balzer		Prokosch		Harden	
Goodnough				Long C.		Thirkill	
LeMenager				Harris			
Whitmer		Sullivan M.		Moore G.		Lael	
Pinkowski		Sheriff		Morrison		Livelsberger	
Hill		Nolan		Harkins		Taylor P.	
Romersberger		Sorensen				Dean	
						Engle	
Nebil		Gordon S.		Moen		Blackwood (EG)	
Molina		Miller D.		Howell A.		Sprouse	
INBOUNDS		INBOUNDS		INBOUNDS		INBOUNDS	

* Denotes Formed Crew Aircraft Commander & NCOIC
UNDERLINING denotes a change from the last as of date

GREENLIST OPR: CGOCK

AWARDS TRACKING SYSTEM

REVIEWED ON: 28 Jan 94 STATISTICS FOR -- 1993

STILL TRACKING --------- 70
APPROVED --------------- 125
DISAPPROVED ------------ 0
TOTAL MEDALS SUBMITTED - 195

TYPE MEDALS

COMBAT READINESS ------------- 8
AIR FORCE ACHIEVEMENT --------- 54
AIR FORCE COMMENDATION -------- 17
JOINT SERVICE COMMENDATION ---- 3
AERIAL ACHIEVEMENT ------------ 105
AIR --------------------------- 2
MERITORIOUS SERVICE ----------- 6

STATUS

REVISION - 7
CC ------- 3
GROUP ---- 3
WING ----- 12
HHQ ------ 7
CBPO ----- 38
IT'S IN -- 125

Headquarters
1st Special Operations Wing (AFSOC)
1st Special Operations Group
Office of the Commander

Date: 07 MAY 1993

Memorandum For:

Lt Col Russell E. Rakip
20 SOS/CC

Dear Rotor

It looks like your folks have done it again. Launching an unscheduled MH-53J with a full TAC crew on a Friday late afternoon within 45 minutes of notification is phenomenal. I know it took more than just those listed in the Sheriff's letter to accomplish that. Maintainers as well as operators deserve a big pat on the back for that one. Please pass along the attached letters of appreciation to those deserving people.

Sincerely

Norty

NORTON A. SCHWARTZ, Colonel, USAF
Commander

2 APR 1993

1st Ind to AFSOC/CC Ltr, 16 Mar 93, Letter of Appreciation

TO: 1 SOG/CC (Col Schwartz) DN

Please forward the attached letters, along with my thanks and appreciation, to the vigilant aircrews of Void 62, Void 63 and Cowboy 23 for their joint effort in supporting our local law enforcement. Sheriff Gilbert made it quite clear that our involvement was instrumental in the apprehension of the felon. I'm proud of those aircrews for rising to the task and living up to our motto "Anytime, Anyplace." Great work!

CHARLES R. HOLLAND, Colonel, USAF
Commander

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SPECIAL OPERATIONS COMMAND (AFSOC)

FROM: CC

16 March 1993

SUBJ: Letter of Appreciation

TO: 1 SOW/CC

1. Attached is an outstanding letter from Okaloosa County Sheriff, Larry Gilbert, concerning the superb performance by many members of the 1 SOW in support of local civilian law enforcement authorities. The quick response of 1 SOW personnel not only assisted in the apprehension of a dangerous suspect, but also allowed us to utilize our special capabilities in direct support of our local community.

2. Please convey my thanks to all those operators and maintainers involved who put forth extra effort in response to this unscheduled tasking. I am particularly pleased with the professional performance of the "Void 62" and "Void 63" crews of the 16 SOS, as well as "Cowboy 23" of the 20 SOS.

3. Again, my congratulations and appreciation to all those involved.

BRUCE L. FISTER
Major General, USAF
Commander

1 Atch
Sheriff Gilbert Ltr, 25 Feb 93

Sheriff

LARRY E. GILBERT - OKALOOSA COUNTY

February 25, 1993

Maj. Gen. Bruce L. Fister
HQ AFSOC/CC
100 Bartley Street, Suite 201
Hurlburt Field, FL 32544-5273

Dear General Fister:

On Friday, February 12, 1993, an armed robber held up a branch bank on Racetrack Road, in the Fort Walton Beach area, then fled the scene in a tan van. A few minutes later, Deputies of the Okaloosa County Sheriff's Department were in pursuit of the suspect vehicle. The van became disabled in the median strip of Highway 85, near the north end of Highway 123. The driver ran into the woods east of Highway 85, on Air Force property, and very quickly vanished into the dense woods.

Locating and apprehending a lone determined fugitive on such a huge tract of land, with its countless opportunities for concealment, and with nightfall quickly approaching, would seem to be a hopeless task.

Fortunately, a multi-agency military/civilian combined operation took shape with amazing speed, thoroughness and efficiency. Although the robber was able to cover more than six miles through the woods, he was not able to elude the United States Air Force. Thanks to the extraordinary efforts of numerous Air Force and Air Force Reserve personnel, the dangerous felon was apprehended that same evening.

In particular, I would like to commend the following units and personnel for their vital roles in this most impressive undertaking:

Members of the 16 SOS:
(Crew of "Void 62")
Capt. Paul Havel
Capt. Robert Monroe
Capt. Kevin Watts
Capt. Reginald Davis
T/Sgt. Garry King
Capt. Gerald Harris
Capt. Mark Hornbostel
Maj. Keith Maressa
A1/C Shane Tungate
Capt. Randy Davis
S/Sgt. Ray Jimenez
S/Sgt. Alan Floyd
S/Sgt. Mark Johnson
T/Sgt. Bruce Grieshop
M/Sgt. Larry Bupp
Sgt. Steven Durrance

□ 1250 Eglin Parkway, Shalimar, FL 32579-1234 · Phone (904) 651-7400 · Fax 651-8043 · Shalimar
□ P.O. Box 1470, Crestview, FL 32536-2225 · Phone (904) 689-5650 · Fax 682-7066 Crestview

S/Sgt. Kennard Lang
S/Sgt. Dave Ceurvels

(Crew of "Void 63")
Maj. George Hept
1 Lt. Dwayne Dively
Capt. Blaine Hook
S/Sgt. Kevin Gaffney
M/Sgt. Richard Palmer
Capt. William McDaniel
S/Sgt. Ken Taylor
1 Lt. Wade Stone
S/Sgt. Kurt Seiwert
S/Sgt. Mark Smith
S/Sgt. Richard Crandall
M/Sgt. John Eutzy
SRA Richard Robinson
SRA Robert Anderson
Sgt. Christopher Morton

Members of the 20 SOS:
(Crew of "Cowboy 23")
Capt. Gary White
1 Lt. James Slife
S/Sgt. Patrick Hogan
S/Sgt. Michael Harte
M/Sgt. Donald Miller
Sgt. Stephen Yaeger
T/Sgt. Ricky Jarvis
SRA Larry Follis
Amn. Randall Herrmann

On behalf of the citizens of Okaloosa County, I wish to commend these fine individuals for their outstanding assistance.

Sincerely,

Larry E. Gilbert, Sheriff
Okaloosa County

LEG/pb

R019631
PRIORITY

****
* U N C L A S S I F I E D *
****

160E

PTTUZYUW RUCKSGG4630 2950045-UUUU--RHCDAAA.
ZNR UUUUU
~~P 212225Z OCT 93 ZYB~~
~~FM SECOND MAR//CO//~~
TO RHCDAAA/HURLBURT FLD FL
INFO RUCKDDA/FIRSTBN SECOND MAR
BT
UNCLAS ~~PERSONAL FOR COL HOLBEIN~~ FR COL JONES CO 2D MARINE REGIMENT
DELIVER DURING NORMAL WORKING HOURS //N01000//
MSGID/GENADMIN/FIRSTBN SECOND MAR//
SUBJ/RECENT GTMO OPERATIONS//
RMKS/1. I RECENTLY DEPLOYED A BATTALION COMMAND ELEMENT AND RIFLE COMPANY FROM MY FIRST BATTALION TO GTMO, CUBA FOR A POTENTIAL FOLLOW ON MISSION TO HAITI. WHILE IN GTMO THEY HAD THE OPPORTUNITY AND PRIVILEGE TO CONDUCT TRAINING AND DEVELOP AN OPERATIONS PLAN FOR THIS MISSION WITH YOUR 20TH SPECIAL OPERATIONS SQUADRON. THE SPIRIT OF COOPERATION, TEAMWORK, AND MOTIVATION EXHIBITED BY LTCOL RAKIP AND HIS STAFF AND AIRCREWS WAS SIMPLY OUTSTANDING. IN A PERIOD WHEN JOINT OPERATIONS ARE AT THE FOREFRONT IN THE DEPARTMENT OF DEFENSE, THE EFFORTS EXHIBITED BY THE 20TH SPECIAL OPERATIONS SQUADRON AND 1ST BATTALION, 2D MARINES DEMONSTRATE THE BEST IN JOINT OPERATIONS. MY BATTALION COMMANDER, LTCOL NATONSKI, HAS TOLD ME THAT THE 20TH

PAGE 02 RUCKSGG4630 UNCLAS PERSONAL FOR COL HOLBEIN FR COL JONES CO 2 SPECIAL OPERATIONS SQUADRON WAS ONE OF THE BEST SQUADRONS HE HAS EVER WORKED WITH AND HE WOULD LOVE THE OPPORTUNITY TO WORK WITH THEM AGAIN. PLEASE EXPRESS MY THANKS AND APPRECIATION TO LTCOL RAKIP AND HIS SQUADRON. SEMPER FI, COL TOM JONES.//
BT
#4630

DELIVER TO:

1 SOG/CC		
Office	Act	Info
CC		
CD		
CD		
CCE		
CMS		
CCR		
OGO		
OGV		
OGSX		
8 SOS		
9 SOS		
15 SOS		
16 SOS		
20 SOS		
55 SOS		
1 SOSS		
1 SOCS		
1 SOW/CP		
1 SOW/SG		
[illegible] 623 BW		
Other		

****
TOR:220923Z OCT 93 * U N C L A S S I F I E D *
****

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

FROM: OGOML(MSgt Ragland,4-6283) 18 FEB 93

SUBJECT: January Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS

A. Weapons Systems Performance
MH-53J MC Rate----69.9%
On-Time Departure-97.9%

B. Special Programs: None.

C. Suggestion Program: None.

D. Participation In Fund Drives: None.

E. AFTO Form 22 Submissions: None.

F. Awards:(APG) SSgt Turner received the AFAM. AIC Rieves was selected as Airman of the month for January. TSgt Mursch was selected as crew chief of the month. (SPEC) SSgt Rock was selected as NCO of the month for January. SSgt Rock was selected as Specialist of the month. (SUPPORT/STAFF) Sgt M. Tedford was selected as support/staff person of the month.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: Painted Marshalling and safety lines inside the hangar to accomodate the new rotorhead aircraft.
B. Improved Mission Capability: None.

C. Community/Humanitarian Projects: None.

D. Improve Work Environment/Self-Help: The ladies latrine and the OIC's office areas have been renovated by HSC dock personnel led by TSgt Mursch. The Specialist section has completed 95% of their areas renovations.

E. Safety Program: None.

F. Training Program: (APG) Amn's Patterson, Hughes, Gregory, and Carpenter graduated from QTP class. TSgt Warren is attending the NCOA. SrA Foster is enrolled in Airman Leadership School. (SPEC) SSgt Roia received a score of 90% on his EOC CDC test. SSgt Witcher graduated from MC-1 Magnetic Compass FTD. SSgt Keese graduated from APN-171 FTD. Sgt Gluba graduated from KY-879 DMDG FTD. SSgt Ohanlon and Sgt Perino completed H-53 ERH electrical course. SrA Foote completed H-53 Pneudraulics course. SSgt Olswa and Amn Buss graduated from T-64 Turbo prop Eng course. SrA Longstreath graduated from ARC-190 RF Radio course. SSgt Hamilton completed the H-53 ERH Pneudraulics course. SSgt Norton completed the ARN-118 TACAN course.

G. Other Information:

1. New Arrivals:(SPEC) MSgt Finney was assigned as the Specialist Branch Chief. AIC's Fitch and Ward arrived from tech school to fill comm nav slots. Amn's Connor and Taylor also arrived from tech school to fill GCS and ENG shop slots.

2. Outbound Personnel: (APG) SSgt(SEL) Orgeron PCS'd to OSAN AB, Korea. Sgt Zicarelli PCS'd to Iceland. (SPEC) SrA R. Brown PCS'd to Keesler. SSgt J. Riley PCS'd to Andrews AFB.

3. Miscellaneous Information: (APG) Amn's Kiernan and Porter was promoted to AIC. AIC Curran's wife gave birth to a 7lb 8oz baby girl. SrA Bednar's wife gave birth to a 8lb 5oz baby boy.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283) 05 MAR 93

SUBJECT: February Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS

A. Weapons Systems Performance
MH-53J MC Rate----59.8 %
On-Time Departure-96.6 %

B. Special Programs: None.

C. Suggestion Program: None.

D. Participation In Fund Drives: None.

E. AFTO Form 22 Submissions: None.

F. Awards:(APG) SSgt Lasky was awarded Crew Chief of the month. SSgt McGee received the AFCM. SrA Marnett received the AFAM. (SPEC) SSgt Pfeiffenberg was selected as specialist of the month. Amn Skerrett was selected as Airman of the month.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: None.

B. Improved Mission Capability: None.

C. Community/Humanitarian Projects: MSgt Roeker and TSgt Plotnick helped raise $1,100.00 for "Caring and Sharing" through participation in the annual sand-dollar motorcycle club "Have A Heart" poker run.

D. Improve Work Environment/Self-Help:

E. Safety Program: Replaced all outdated Fire Extinguishers in building 90816 and have now implemented a weekly safety briefing program.

F. Training Program: (APG) TSgt Warren completed NCOA on 11 Feb. SrA Foster completed AMLS on 12 Feb. Sgt Gruenwald and Amn's David, Feyen, Kiernan, Sanchez,

and Smith completed QTP class on 10 Feb. (SPEC) SSgt Lincoln and Sgt's Bailey and Ward completed TQM. TSgt's Anglada, Neilsen and Witcher graduated AFCS FTD. SSgt Olscwa and AIC Buss graduated from ENG FTD. SSgt Foster and AIC Curran graduated from ELECT FTD. SrA Foote, AIC Jefferson and Amn Davis completed ERH FTD. Sgt Richardson and SrA Martinez graduated from HYD FTD. SSgt Norton graduated TACAN FTD.

G. Other Information:

1. New Arrivals:(SPEC) Hyd shop welcomed Amn Oeser from Chanute AFB. GCS shop welcomed Amn Oconnor from Keesler AFB.

2. Outbound Personnel: (APG) TSgt Whitehead retired 1 Feb. TSgt Plotnick PCS'd to Osan AB on 28 Feb. SrA Z. Hall PCS'd to Alconbury on 26 Feb. AIC Siuta PCS'd to OSAN AB on 10 Feb. (SPEC) Sgt Brown separated from the service. SrA McMurray separated from the service. SSgt Julius PCA'd to QA.

3. Miscellaneous Information: (APG) AIC R. Reeves was promoted to SrA on 13 Feb. AIC's McNulty and Saucier was selected for SrA Below-The-Zone promotion. (SPEC) TSgt Reimer was promoted to MSgt . Amn Buss was promoted to AIC.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283)

SUBJECT: March Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS

A. Weapons Systems Performance
MH-53J MC Rate----51.7 %
On-Time Departure-96.3 %

B. Special Programs: None.
C. Suggestion Program: None.
D. Participation In Fund Drives: AFAF 50% contacted at present.
E. AFTO Form 22 Submissions: None.
F. Awards: (APG) SrA Nance was selected as airman of the month. (SPECIALIST) MSgt Graham was selected SNCO of the month. SSgt Vickner was selected as NCO of the month. SSgt Vickner was also selected as NCO of the quarter. Sgt Perino was selected as specialist of the month.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: None.
B. Improved Mission Capability: None.
C. Community/Humanitarian Projects: The first Squadron picnic since 20SOS combined with the 20TH AMU was held on 12 March at the Hurlburt Field picnic grounds. The APG Branch were the picnic coordinators.
D. Improve Work Environment/Self-Help: The Specialist branch are now 98% complete on its remodeling.
E. Safety Program: None.
F. Training Program: (APG) AMN's Currie, Heminger, Hopkins, Gall, and Wilson graduated from QTP.
(SPECIALIST) TSgt's Huff, McClean, Miller and SSgt Tumlinson graduated from TQM. TSgt's Anglada and Neilson and SSgt Witcher graduated C-12 FTD. Sgt Richardson graduated from SATCOM FTD. SrA Fair and Amn Pauley graduated from Electrics FTD. AIC's Kennedy and Porter graduated from DMDG(KY-879) FTD. SSgt Roia was upgraded to the 7-level. AIC Crowder and Rooks were upgraded to the 5-skill level.

G. Other Information:

1. New Arrivals: (APG) SrA Sonnier. (SPECIALIST) SSgt Longmire, AIC Pendley, AMN's Hudon, Kozwski, Long and Oiser. (LOGISTICS) Sgt Chapa.

2. Outbound Personnel: (APG) SrA Silverio is seperated from the service on 27 March. AIC Breitbach PCS'd to Iceland on 25 March. (SPECIALIST) TSgt Foorman cross trained. SSgt Reep PCA'd to the 55 SOS. SrA's Walker and McMurray seperated from the service. AIC Young went Palace Chase.

3. Miscellaneous Information: MSgt select Dorsey and his wife gave birth to a 71b 15oz baby girl named Bria Louise on 2 March.TSgt Robinson and his wife gave birth to a 81b 9oz baby boy, named David Tobias, on 9 March. SSgt Sternberg and his wife gave birth to a 9 1b 5oz baby girl named Brittany Anne. Sgt James Dunwoody was promoted to SSgt. AMN's Rooks and Welk was promoted to AIC. SSgt Marks and his wife Ferma gave birth to a 71b 1oz baby boy on 26 March.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283)

SUBJECT: April Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS

A. Weapons Systems Performance
MH-53J MC Rate----92.1%
On-Time Departure-50.4%

B. Special Programs: None.

C. Suggestion Program: SSgt Marks submitted a suggestion form to change trim tab adjustments.

D. Participation In Fund Drives: The 20SOS Top-4 group hosted three seperate fund raising events. One aircraft wash and two car washes.

E. AFTO Form 22 Submissions: SSgt Marks submitted 4 AFTO Form 22's to correct Trim tab adjustment procedures in T.O. 1H-53(H)B-2-3.

F. Awards: (APG) SrA Hess was selected as AMN of month. SrA Robert Miners' wife, Angela, won the 1992 Hurlburt Field Angel award.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: Due to the loss of funding for TDY airlift we are working on securing a trucking capability to satisfy deployment requirements.

B. Improved Mission Capability: Logistics Support section ordered a complete package for upgrade of hydraulic lines for first stage pump testing.

C. Community/Humanitarian Projects: Provided a static display for the airshow held at Eglin AFB on 25 APR 93. SSgt Watts and Sgt Haro crewed aircraft # 67-14993.

D. Improve Work Environment/Self-Help: A new customer counter to improve tool issue is in the planning stage. Specialist workcenter remodeling is 99.5% completed.

E. Safety Program: None.

F. Training Program: (SPEC) Sgt Gluba and SrA Bednar graduated the RADAR FTD. SSgt Thor and SrA Manning graduated from Hyd ERH. SrA Herron graduated from Electrics ERH. Sra Bednar and AIC Lewis graduated from SATCOM FTD. SSgt'S Keese and Roia and Sgt Richardson graduated from TQM. Specialist division has implemented a formal training program for each AFSC. Each career field would go through a general systems class with a qualified trainer and then would be broken down seperate classes according to AFSC with praticals on the aircraft.

G. Other Information:

1. New Arrivals: (APG) Amn's Dixon, Mullins, Parren, Salazar, Strayer, and Van Hecke. (LOG) Capt Phillips and Msgt Ernest PCA'd to the Logistics Support Branch/Division. AIC's Heminger and Kenison PCA'd to support from APG branch. (SPEC) AMN Gillespie and AIC Karabin.

2. Outbound Personnel: (APG) AB Ayala separated from the service. AIC Travis departed Palace Chase on 7 April. (LOG) MSgt Abbott and SSgt Sims retired during the month of April. (PROD) TSgt Stonaker retired during the month of April.

3. Miscellaneous Information: (APG) The following Amn's were promoted to AIC: Bush,Burg,Carpenter,Deiser,Gregory, Herrmann, Hughes, Kelly,Meakin,McMullen, and Patterson. AIC Buschs' wife,Misty, gave birth to an 81b 4oz baby boy named Robert Daniel, born on 11 April. (SPEC) Sgt's Lincoln and Perino was promoted to SSgt.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283) 2 June 1993

SUBJECT: May Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS:

A. Weapons Systems Performance
MH-53J MC Rate----95.1%
On-Time Departure-48.6%

B. Special Programs: None.

C. Suggestion Program: None.

D. Participation In Fund Drives: The 20 SOS top four group hosted a fund raising BBQ on the 21 of May.

E. AFTO Form 22 Submissions: None.

F. Awards: (APG) SSgt Cunningham, SSgt Lasky and Sgt Gruenwald all received AFAM's. TSgt Jarvis and SSgt Lasky both received the AFCM. (SPEC) TSgt Beilman received the AFCM. TSgt Tumlinson,SSgt Vickner and SSgt Iman all received AFAM's. SSgt Roia was selected as Specialist of the month. AIC Porter was selected as Airman of the month. SSgt's Winston and Rock of the Specialist section and Sgt Chapa of the Logistics Division Logistics Division all received AF AFCM's. SSgt Morris and Sgt Marr both received AF AFAM's. (SUPP) Support person of the month was Sgt John D. Williams.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: None.

B. Improved Mission Capability: None.

C. Community/Humanitarian Projects: None.

D. Improve Work Environment/Self-Help: TSgt Mursch,AIC's Henderson and Hughes, and Amn Keys from HSC Dock helped renovate the Mens latrine at the Commando Hangar.

E. Safety Program: None.

F. Training Program: (APG) Amn's Brown, Domingue, Meyer, Riethmiller and Strayer is all currently attending QTP class. (SPEC) SSgt Norton and SrA Cooper is attending APQ-158 TF/TA Radar. TSgt Nielsen and Sgt White is enrolled in H-53 Instrumentaton System FTD. TSgt Vega graduated from the NCO Academy with the honors of Distinguished Graduate. SrA Sumner graduated from ALS.

G. Other Information:

1. New Arrivals: (SPEC) MSgt Webb, SSgt Ebert, and Sra Neris PCA'd from CRS.

2. Outbound Personnel: (APG) SrA Cross, SrA Bishop, AIC Kindall and SrA Warren separated from the service. (SPEC) SSgt Ebert,SrA's Sumner and Bednar and AIC Vazquez PCA'd to P'Cola.

3. Miscellaneous Information: 14 May a retirement ceremony was held at Commando hangar for MSgt Abbott of the Logistics Division and TSgt Webb of APG Branch. Amn Strayer and wife Beverly are the proud parents of of a 61b 7oz baby girl, named Denise Mercedes. Sgt Roach and his wife Michelle are the proud parents of a 81b 2oz baby girl named Hailey Taylor. Specialist section's AIC Ward and his wife also were proud parents of a bouncing baby girl during the month of May. APG's OIC ,Lt Trent Kull, was promoted to Capt. Amn's Deabeaux and Sanchez of the APG branch was promoted to AIC.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

RECEIVED
19 JUL 93

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

FROM: OGOML(MSgt Ragland,4-6283) 5 July 1993

SUBJECT: June Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS:

A. Weapons Systems Performance
MH-53J MC Rate----68.2 %
On-Time Departure-92.9 %

B. Special Programs: None.

C. Suggestion Program: SSgt Watts of the APG section submitted a suggestion to install a shelf for permanent location of the water bottle in the MH-53J Helicopter.

D. Participation In Fund Drives: The Top-4 group hosted a bake sale for the Squadron on 2 June 1993.

E. AFTO Form 22 Submissions: None.

F. Awards: (APG) MSgt Gonzalez received the AFMSM. (SPEC) TSgt Caparra was selected as NCO of the month. AIC Jackson was selected as Airman of the month. (SUPP)

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: None.

B. Improved Mission Capability: (APG) SSgt's Dunwoody, Hamilton and Thor are approximately 50% complete on the MH-53J T.O. Rewrite.

C. Community/Humanitarian Projects: None.

D. Improve Work Environment/Self-Help: None.

E. Safety Program: None.

F. Training Program: (APG) SrA Sonnier, AIC Mutters, and Amn's Brown,Meyer,Mullins,Parren,Riethmiller,Salazar, Strakyer, and Van Hecke completed QTP Training. (SPEC) TSgt Beilman, SSgt's Ehrhard,Hettinger and Sra Holland graduated Commercial Truck Driving School. SSgt Longmire and Amn O'connor graduated H-53 Instrument FTD. Amn Oesier graduated H-53 Hydraulics FTD. TSgt Capara and SSgt Longmire graduated AFCS FTD. SrA Norris graduated TF/TA Radar FTD. Sgt Dunwoody graduated ARC-164 UHF Radio FTD. SSgt Patton and SrA's Lewis and Norris graduated from TQM. SrA's Rodgers and Holland graduated PME.

G. Other Information:

1. New Arrivals: (APG) SrA's Leach ,Stewart and Amn Cornett. (SPEC) TSgt Myers and SSgt Heisler to HYD. SrA Marshall to GCS and SrA Rodger to Comm-Nav.

2. Outbound Personnel: (APG) TSgt Ford and TSgt Moore PCS'd to Andrews AFB. AIC Lovelace and SrA Bach seperated. (SPEC) SrA's Foster and Newsom .

3. Miscellaneous Information: (APG) AMN's Keys,Labauve, Shafer,Smith, and Stock was promoted to AIC. SrA Rieves and his wife Dora are the proud parents of a 5 lb 11 oz baby girl named Allision M. born on 1 June. APG Branch setup a hail and fairwell luncheon for TSgt Colon, SSgt's Geiser,Somoza, and SSgt Turner. (SPEC) TSgt Beilman and his wife are the proud parents of a 91b baby boy born on 26 June 1993. SSgt Thomas was sent to West Palm Beach on a MRT to replace a defective fuel control. SSgt's Keesee, Moore, Thomas and Vickner received line numbers for TSgt.



CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283) 5 AUG 1993

SUBJECT: July Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS:

A. Weapons Systems Performance
MH-53J MC Rate----60.3%
On-Time Departure-99.6%

B. Special Programs: (APG) SSgt Giordano was instrumental in the completion of the -4 T.O. rewrite.

C. Suggestion Program: None.

D. Participation In Fund Drives: The TOP-4 group held a car wash on 22 July.

E. AFTO Form 22 Submissions: TSgt Robinson received three AFTO form 22's approved for changing IBIS Indicator handling procedures.

F. Awards: (APG) SSgt Winston received the AFCM. SrA Miner recieved the AFAM. SMSgt Wheeler recieved the Army Certificate. Amn of the Month for April was SSgt select Roy Hess. Maint Professional of the month for May was SSgt McGee. (SPEC) SSgt Wicher was selected as Specialist of the month. SSgt Iman was selected as NCO of the month. Sra Holland was selected as Amn of the month. (SUPP)

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: (APG) Hyd lines were painted on all available ERH Aircraft to temporarily provide distinction between fold and spread connections. MSgt Roeker created a job flow package to inprove maintenance documentation for aircraft weight reduction.

B. Improved Mission Capability: None.

C. Community/Humanitarian Projects: (APG) Flowers were sent to AIC Burgs' family for the passing of his father. Donors gave blood to the Northwest Florida Bloodbank to help satisfy a critical shortage.

D. Improve Work Environment/Self-Help: None.

E. Safety Program: None.

F. Training Program: (APG) TSgt Jarvis graduated from NCOA at Keesler AFB. SSgt Scott completed the MH-53 Helicopter Familiarization course on July 30. (SPEC) SrA Cooper and SrA Holland graduated from ARC-164 FTD. AIC Pendley and Amn Peik graduated AFCS FTD. Sgt Mar completed Hydraulic ERH training. AIC's Walker and Welk completed APQ-158 FTD. SSgt Heisler completed Hydraulics' FTD. TSgt Anglada completed C-12 Compass FTD. Amn's Helton, Long, O'connor, and Pendley were the first graduates of the Specialist Division Qualification Training Program.

G. Other Information:

1. New Arrivals: (APG) SSgt Scott (SPEC) TSgt's Mulheron and Vaughn, SSgt's Blackard, McCrary, and Staton and Sgt Robbins.

2. Outbound Personnel: (APG) SSgt Somoza PCA'd to FTD on 1 July. SSgt select Roy Hess Pcs'd to OSAN on 6 July. (SPEC) SrA's Foster and Newsom, AIC Tyrell and Amn Stone seperated from the service. AIC Cunningham PCA'd to the 20SOS Maintenance Support section.

3. Miscellaneous Information: (APG) MSgt Wheeler was promoted to SMSgt. Sgt Bishop was promoted to SSgt. Amn's Baverso, David, Feyen and Cheh was promoted to AIC. AIC Shafer and his wife Kristi are the proud parents of a 8lb 4oz baby girl named Shelby Lynn born on 19 July. (SPEC) SrA Martinez and his wife are the proud parents of a 7lb 7oz baby girl named Shayla Brook born on 29 July at 1430 hours.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283) 5 SEPT 1993

SUBJECT: August Historical Report

TO: CCX (Lt Slife)

1. ACCOMPLISHMENTS:

A. Weapons Systems Performance
MH-53J MC Rate----82.6%
On-Time Departure-99.1%

B. Special Programs: None.

C. Suggestion Program: None.

D. Participation In Fund Drives: The TOP-4 hosted a fund raising car wash on 20 August.

E. AFTO Form 22 Submissions: None.

F. Awards: (APG) SSgt Bevans was selected as NCO of the month. AIC Feyen was selected as AMN of the month. SSgt Watts was selected as Maintenance Professional of the month. (SPEC) Sgt Dunwoody was selected as Specialist of the month for August.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: None.

B. Improved Mission Capability:

C. Community/Humanitarian Projects: None.

D. Improve Work Environment/Self-Help: Self-help refurbishment of the Training room and Unit Level Learning center was completed by a team of specialist and crew chiefs headed by SrA Bishop. Refurbishment of the 20th OIC's office was also started. Chin-up bars was erected by the Specialist Section. Landscaping between the APG and Specialist Sections was completed.

E. Safety Program: None.

F. Training Program: (APG) (SPEC) AIC Rush completed ARC-164 UHF Radio FTD. Amn's Helton, Long, and Willard completed AFCS FTD.

G. Other Information:

1. New Arrivals: (APG) Amn Montagino and Amn Rose. (SPEC) SrA Williams to GCS from Rhein Mein Germany. AIC Henry to GCS from Keesler AFB and SSgt Cooley to COMM/NAV from OSAN AB, Korea.

2. Outbound Personnel: (APG) TSgt Webb retired 1 Aug. SrA Krebs seperated from the service on 18 Aug. TSgt Colon and SSgt Geiser PCS'd to Japan on 31 Aug. Sgt Ramirez seperated from the service on 31 Aug. (SPEC) TSgt Miller, Electro Environmental, PCS'd to Spain. AIC Davis, Electro Environmental, PCS'd to Germany. AIC Walker PCA'd to the Support Workcenter.

3. Miscellaneous Information: (APG) AIC Simon Smith was promoted to SrA. Amn Christian was promoted to AIC. Farwell lucheon was held at Mustang Sally's on 13 Aug for MSgt Roeker, TSgt Kaski, Sgt's Haro, Moore, and Ramirez, and SrA Krebs. (SPEC) SSgt Keesee was promoted to TSgt. AIC's Andrews, Riojas, and Vazquez was promoted to SrA. AIC Burris was wed on 29 August. (LOG) Sgt Chapa received a line number for promotion to SSgt.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager

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

FROM: OGOML(MSgt Ragland,4-6283) 5 OCT 1993

SUBJECT: September Historical Report

TO: CCX (Capt Slife)

1. ACCOMPLISHMENTS:

A. Weapons Systems Performance
MH-53J MC Rate----82.6%
On-Time Departure-95.6%

B. Special Programs: None.

C. Suggestion Program: None.

D. Participation In Fund Drives: CFC fund drive in progress. 80% of the personnel contacted.

E. AFTO Form 22 Submissions: None.

F. Aircraft Tail # Changes: 0923 and 4993 transferred to Alconbury on 14 September. 4431 transferred in to Hurlburt Field from NADEP on 17 September. Total number of airframes assigned 17.

G. Awards: (SPEC) TSgt Beilman selected as specialist of the month and maintenance professional of the month. TSgt Pfeiffer selected as NCO of the month. SrA Neris selected as airman of the month. AIC Buss selected as specialist professional of the quarter. SrA Holland selected as Airman of the quarter. (SUPP) MSgt Ernest, SSgt Kotz, and AIC Furr received AFAM's. SSgt Burdin received the AFCM.

2. EFFECTIVE USE OF MAINTENANCE RESOURCES:

A. Increased Unit Efficiency: None.

B. Improved Mission Capability: None.

C. Community/Humanitarian Projects: TSgt Oliver, Sgt Williams,AIC's Cornett,Keys,Labauve,Meakin and Shafer received Letters of Appreciation for their participation in Trader Johns' airshow held in Crestview 26 Sept 1993 for the American Heart Association and the American Cancer Society.

D. Improve Work Environment/Self-Help: Room #11 the OIC's office was completely renovated.

E. Safety Program: Emergency Exit lighting installation completed in Commando Hangar.

F. Training Program: (APG) TSgt Mursch graduated from the NCOA. SSgt Burnsnall,SSgt Turner and Sra Foster graduated from 7-Level FTD. (SPEC) TSgt's Mulheron and Meyer, SSgt Heisler, Sgt Robbins, and SrA Tillman completed in-house Hydraulics training.

G. Other Information:

1. New Arrivals: (APG) MSgt Vanlorynen, SSgt Cummings, AB's Hardy,Keyon,and Puleio (SPEC) SSgt Cooley to Comm/Nav shop and Sgt Livingston to GCS.

2. Outbound Personnel: (APG) MSgt Roeker and SrA Miner departed PCS. (SPEC) MSgt Graham PCA'd to Production Branch. TSgt Beilman PCA'd to Mobility. TSgt Jorgenson PCA'd to Quality Assurance. Sgt White PCA'd to Job Control.

3. Miscellaneous Information: (APG) AIC's Johnson and Vafedes was promoted to SrA.

CARL T. RAGLAND JR., MSGT, USAF
20SOS Maintenance Historical Manager


USAF
0364


20th SPECIAL OPERATIONS SQUAD


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• POSTAL SERVICES
• BARBER/BEAUTY SHOP




20th SPECIAL OPERATIONS




Green Hornets
20'SO

AGE Branch Historical Report for October 1993

1. Statistical data

flying hours flown

HOURS with	SORTIES
625.1	227

Total number of APG personal:	authorized	assigned
9 level	2	2
7 level	28	36
5 level	86	63
3 level	36	53

Numbert of aircraft assigned. 17 MH-53J, 12 POS.

Operational deployments:
Cuba Oct 16-21
68-0356, 68-0364, 69-0930, 73-1652, 66-4431, 67-4995, 69-5796, 68-8286, 73-1649 TSgt Todd, SSgt Gali, SSgt Bevans, SSgt McGee, SSgt Carmichael, SSgt Bursnall, SSgt Lohlein, SSgt Thomas, SSgt Thompson, SSgt Crochet, SRA Marnett, AMN Nevers.

Asheville N.C. October
SSgt Goerke, A1C Meakin, A1C McMullen, A1C Hughes, AMN Trainer, A1C Hall K,

Asheville N.C. October 27 - November 27
TSgt Render, SSgt Turner, ~~SSgt Bevans~~, SRA Kornely, SRA Mcglothin, A1C Herrmann, A1C Currie, A1C Smith A.

West Palm Beach
SSgt Cunningham, SRA Cheh, AMN Gall,

Classified Italy
SSgt Marshall, SGT Roach, SRA Johnson, SRA Smith S, A1C Hartwell, A1C Bender, A1C Mutters, Thibeault SRA.

Bilat to Oceana 29 October - 3 November
TSgt Michael, SSgt Lasky, SSgt Scheringer, SSgt Noriz, SRA Roach, SRA Cave, SRA Rieves, SRA Cleaton, A1C Debeaux, A1C Henderson, A1C Feyen, A1C Wilson, A1C Gregory.

Personnel PCS'ing: SRA Bastian to Osan AB Korea, SRA Saucier to Osan AB Korea, A1C M Shafer to Texas Guard, A1C Patterson to Osan AB Korea, Blair Palace Chase

Personal newly assigned to station: SGT Koenes From Oasn AB Korea, SGT Nulph from Osan AB Korea

Personal nominated/received awards:

NCO of the month: SSgt Underwood

Maintenance professional of the month: SSgt Todd

Promotions: SSgt Underwood, SRA Bastian, SRA Bohner, SRA Cave, SRA Page, SRA Speight, SRA Trujillo, SRA White, A1C Hopkins, A1C Currie, A1C Gall, A1C Heminger, A1C Wilson.

RICHARD L. MICHAEL, TSgt, USAF
B Flight Chief

APG Branch Historical Report for November 1993

1. Statistical data

flying hours flown

HOURS with	SORTIES
538.7	264

Total number of APG personal:	authorized	assigned
9 level	2	2
7 level	28	36
5 level	82	63
3 level	36	53

Number of aircraft assigned. 17 MH-53J, 12 POS.

Operational deployments:

West Palm. Weight Test, Aircraft 67-4994.
SSgt Giordano, Sgt Rodriquez, A1C Baverso

Italy, Classified (3 acft)
SSgt Marshall, SRA Smith, SRA Thirbert, A1C Mutters, A1C Bender

Asheville N.C / Bilat to Oceanna
TSgt Render, SSgt Turner, SSgt Watts, SRA Kornely, SRA Mcglothin, A1C Herrmann, A1C Currie, A1C Smith A,AMN Trainer, AMN Hughes

Static Display Kissimmee Fl
SSgt Bevans, A1C Smith A

Static Display Daytona Beach Fl
SSgt Bevans, SRA White

Static Display Ft Pierce Fl
SSgt Gali

Training Program:

AMN Bates	QTP
AMN Folcik	QTP
AMN Hardy	QTP
AMN Puleio	QTP
SSgt Edmenson	ERH
SSgt Muller	ERH
SGT Jenson	ERH
SRA Webb	ERH

Personal received awards:
AMN of the month: A1C Feyen

Personal newly assigned to station: SSgt Marshall from Osan AB Korea, SRA Just from Osan AB Korea, SGT Jenson from Osan AB Korea, SRA Schreuder from Osan AB Korea.

Community/Humanitarian projects: Self help project on the 20th AMU OIC office. SRA Page, A1C Bonner.

RICHARD L. MICHAEL, TSgt, USAF
B Flight Shift Chief

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 16th SPECIAL OPERATIONS WING (AFSOC)

FROM: TSgt Mursch, NCOIC Support.

SUBJ: History report DEC 93.

TO: CMSgt MIDDLETON

Built additional Bench Stock for rental truck for deployment to Asheville.

Design, Tested and Built six Hoist Cable Pulleys for operational check of hoist.

AIC Kozlowski replaced AIC Cunningham.

TSgt Mursch replaced SRA Hall. (TSgt Mursch replaced TSgt Simkins as NCOIC)

TSgt Huff replaced TSgt Graza as NCOIC Mobility.

TSgt Moore new Alternate Mobility and Resourse Advisor.

TIMOTHY W. MURSCH TSGT USAF
NCOIC SUPPORT SECTION 20th SOS

SPECIALIST HISTORICAL REPORT

October:

4 suggestions submitted
- A1C Buss submitted 3 on missing hardware for collective speed controls in the J-4, 2-2, and B-4 technical orders
- A1C Helton submitted change to the 2-5 for proper capacitance data on the 650 aux tanks

SSgt Blackard was AMU OPR for CFC. Made 96% contact.

TSgt Pfeiffer was squadron rep for Haunted House. Raised $100.

Sra Fryman was the Airman Maintenance Pro of the Month

A1C Kozlowski was squadron Airman of the Month

SSgt Patton PCA to QA

November:

1 suggestion submitted
- Sgt Ward submitted change to 2-7 on inadequate KY-58 loading procedures

Finney, Adrian, and Braschler collected goodies at commissary for Thanksgiving baskets

Collected money in division ($55) for Sharing and Caring

SSgt Bogdanski won NCO Maintenance Pro of the Month

SSgt Aldridge developed local checklist, complete with photographs, for C2 package installations. Tested on new trainees- quite 'fail proof'

December:

SSgt McCrary won NCO Maintenance Pro of the Month

MSgt Yarbough won SNCO Maintenance Pro of the Month

SSgt Dunwoody won squadron NCO of the Month

TSgt Tumlinson PCA to AMCC

Sgt Ward wrote Maint to Maint procedural letter for technicians and Pro Supers

APG Branch Historical Report for December 1993

1. Statistical data

flying hours flown

HOURS with	SORTIES
398.3	195

Total number of APG personal:	authorized	assigned
9 level	2	2
7 level	28	36
5 level	82	63
3 level	36	53

Number of aircraft assigned. 18 MH-53J, 13 POS.

Operational deployments:

West Palm. Weight Test, Aircraft 67-4994.
SSgt Giordano, Sgt Rodriguez, A1C Baverso,

Italy, Classified (3 acft)
SSgt Conrod, A1C Feyen, A1C Herron, A1C Lionberger, A1C Hudon.

Asheville N.C
TSgt Robinson, SSgt Flemming, SSgt Noriz, SSgt Lasky, A1C Kelly, A1C Wisbauer, A1C Rubio, A1C Mcmullen, A1C Hughes

Vibration Conference Kirtland AFB N.M.
SGT Gainer

Training Program:		
	AMN Bates	QTP
	AMN Folcik	QTP
	AMN Hardy	QTP
	AMN Puleio	QTP
	A1C Hindel	ABDR
	SRA Augustine	ABDR
	Sgt Just	TQM

Personnel received awards:
NCO of the quarter: SSgt Underwood
Maintenance Professional: AMN Salazar K

Personal newly assigned to station: AMN Settle from Sheppard AFB TX, AMN Peck from Sheppard AFB TX, AMN Falla from Sheppard AFB TX, AMN Stehle from Sheppard AFB TX.

Community/Humanitarian projects: Self help project on the 20th AMU OIC office. SRA Page, A1C Bonner, A1C Debeaux, AMN Sanchez .

RICHARD L. MICHAEL, TSgt, USAF
B Flight Shift Chief

22 graduate from NCO Academy; four take awards

Commando
April 16, 1993

Twenty-two people from Hurlburt Field graduated April 1 from the Noncommissioned Officer Academy at Keesler AFB, Miss., capturing five awards.

The Commandant's Award went to TSgt. William C. Allen, 20th Special Operations Squadron. The Commandant's Award is the second highest award given and denotes excellence in leadership. Students are nominated by their fellow students and instructors. An interview with the commandant determines the winner.

TSgt. Michael Allison, 9th SOS, took two awards, the Military Excellence Award and Distinguished Graduates' Award. The Military Excellence Award recognizes the student who reflects the most positive military image and who excels in military related subjects. The Distinguished Graduates' Award recognizes the high achievement of those students whose performance places them at the top of their class. Candidates must demonstrate high achievement as both a leader and a scholar. No more than 10 percent of the class is selected for DG.

Also selected to receive the Distinguished Graduates' Award was TSgt. Kenneth L. Curry, 16th SOS.

The Outstanding Manager Award was received by TSgt. Timothy McCorvey, 1st Special Operations Communications Squadron. This award recognizes the student who demonstrates exceptional comprehension of managerial principles.

Other technical sergeants who graduated from the academy are:

– Air Force Special Operations Command -- Douglas A. Warren.

– 1st Special Operations Wing -- Dale E. Cichocke.

– 727 Air Control Sq. (Test) – Larry J. Bizek and Marvin Bryant.

– RED HORSE – Ronald L. Johnson.

– 16th Special Operations Squadron – Mark S. Johnson.

– 8th SOS – Debra A. Proch and Keith L. Johnson.

– 1st Mission Support Squadron – Joseph F. Flanigan.

– 1st Special Operations Equipment Maintenance Squadron – Richard J. Stanley, Dean A. Barnes, Charles M. Swem, Mark K. Ley, Troy D. Adams and Kenneth C. Zackery.

– 1st SO Component Repair Squadron – Peter M. Jacobs and Brian T. Shanklin.

– 1st SO Civil Engineering Squadron – Eddie R. McAnally.

– 1st Special Operations Logistics Support Squadron - Patricia R. Schneider.

13 selected for below-the-zone promotion to SrA.

Recently, 13 people were selected below-the-zone for promotion to senior airman.

The BTZ program is designed to give exceptionally well qualified airmen first class a one-time consideration for promotion which will be effective six months before they would normally be promoted.

Promotions are effective the day of the month the member obtains the required time in service and time in grade.

Promotions are based on each nominee's military bearing, personal appearance, duty performance, knowledge of mission and current events, supervisory abilities and communicative skills.

Members selected March 17 for BTZ promotions are:

-- 1st Special Operations Support Squadron -- Scott Walker.

-- 1st SO Component Repair Squadron -- Christopher Hoenshell and Paulo Smith.

-- 1st SO Equipment Maintenance Squadron -- Roger Norris and Nicholas Bobbitt.

-- 16th Special Operations Squadron -- Melody Tice.

-- 23rd Special Tactics Squadron -- Brady Bluhm and Robert Tusini.

-- 8th SOS -- David Mahovlich.

-- 1st SO Logistics Support Squadron -- Alisha Rose.

-- 15th SOS -- Steven Goodner.

-- 20th SOS -- Craig Lewis and Robert McNulty.

2 April 1993

Hurlburt troops deploy to Ft. Campbell

January 15, 1993

By SrA. Dean J. Miller
staff writer

With Exercise Omega Lightning launched in support of the Operational Readiness Inspection, more than 700 Hurlburt members have been deployed to Ft. Campbell, Kentucky.

The special operators, deployed Jan. 7 through Sunday on various aircraft, were greeted by an advance echelon team that made the deployment the most successful to date.

"Over the last few months, the ADVON team visited Ft. Campbell numerous times to prepare for the deployment," said Col. Kim W. Gnader, ADVON team chief. "Various disciplines were chosen to be a part of the team. All of these allowed us to function very efficiently at Ft. Campbell."

According to Gnader, part of the team deployed Jan. 5 and was joined by the remaining members Jan 7.

Including members from both of Hurlburt's operational wings, the ADVON team consisted of experts from logistics plans, morale, welfare and recreation services, transportation, contracting, munitions, supply, communications, security police, aircraft maintenance, the commissary, and personnel -- everyone needed to establish bare base operations.

"Every specialty on the team served a critical function," said Gnader. "We deployed and got everything up and running for the reception of deployed troops. Hurlburt and Air Mobility Command aircraft soon arrived with our people, helicopters and equipment."



Once deployed troops arrived, they were met at the tarmac by members of the ADVON team and driven immediately to a briefing. The 30-minute briefing provided the troops with an inteligence update, current threat conditions and chemical warfare posture, a welcome package, and a quick orientation of their facilities and surroundings. The briefing also allowed the special operators to meet their first sergeant and key members of the support staff.

"By the time the briefing was over, their baggage was ready to be picked up. They were taken to their quarters, and services ensured a hot meal was available to those who wanted one," said Gnader.

"You can't ask for more in the terms of support. We've never had an exercise where the reception was set up so well. Morale is high in the deployed troops and they're ready for any mission thrown at them."

According to Gnader, the ADVON team provided on-scene expertise never before available to sight survey teams, making Omega Lightning one of the most successful deployments ever.

"This was the most effective deployment we've ever accomplished," said Gnader.

As special operators remain in Kentucky, logistics pipelines are in place to allow the crisis action team at Hurlburt to scramble any supplies or equipment needed to the Army post. A Hurlburt C-130 will remain on 24-hour stand-by for the duration of the deployment.

"A deployment is a whole team effort," said Gnader, "We wouldn't have deployed smoothly without a great deal of support from Hurlburt agencies that didn't deploy, and the success of the mission in Kentucky will continue to depend a great deal on the support from this base."

16th Special Operations Wing

Hurlburt Field, Fla.



Brig. Gen.
Maxwell C. Bailey
commander



"Any Time, Any Place"



CMSgt. John
R. Foley
senior enlisted advisor

The 16th Special Operations Wing, Hurlburt Field, Fla., is one of three Air Force special operations flying organizations.

Mission

Organize, train and equip Air Force special operations forces for global employment. The 16th SOW focuses on unconventional warfare, including counterinsurgency and psychological operations during low-intensity conflicts.

Organization

The 16th SOW is the largest Air Force unit under the Air Force Special Operations Command and can deploy with specially trained and equipped joint forces to support national security objectives.

Units

The 8th SOS and 15th SOS employ the MC-130 Combat Talon I and II aircraft, respectively, supporting unconventional warfare missions and special operations forces.

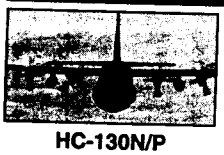
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The 16th SOS flies the AC-130H Spectre gunship. Unique equipment on this modified C-130 enables the crew to provide highly accurate firepower in support of both conventional and unconventional forces, day or night. Primary missions include close air support, armed reconnaissance and air interdiction, perimeter defense, forward air control, night search and rescue, surveillance and airborne command and control.

The 20th SOS employs the MH-53J Pave Low III helicopter. Its specialized mission consists of day or night, all-weather, low-level penetration of denied territory to provide infiltration, exfiltration, resupply, or fire support for elite air, ground and naval forces.

The 55th SOS flies the MH-60G Pave Hawk helicopter. It is used for long-range, low-level penetrations of hostile or denied territory at night to infiltrate, resupply and exfiltrate U.S. and allied special operations forces.

16th SOW weapon systems



HC-130N/P Combat Shadow
Role: Air refueling for special operations forces helicopters.
Crew: Pilot, copilot, primary navigator, secondary navigator, flight engineer, communications systems operator, two loadmasters.



MH-60G Pave Hawk
Role: Infiltration, exfiltration and resupply of special operations forces in day, night or marginal weather conditions.
Crew: Two pilots, flight engineer, gunner.



MH-53J Pave Low III
Role: Long-range infiltration, exfiltration and resupply of special operations forces in day, night or marginal weather conditions.
Crew: Two pilots, two flight engineers, two aerial gunners



AC-130H Spectre
Role: Close air support, air interdiction and armed reconnaissance
Crew: Pilot, copilot, navigator, fire control officer, electronic warfare officer, flight engineer, low light TV operator, infrared detection set operator, five aerial gunners.



MC-130H Combat Talon II
Role: Infiltration, exfiltration and resupply of special operations forces.
Crew: Two pilots, one navigator, electronic warfare officer, flight engineer, two loadmasters.



MC-130E Combat Talon I
Role: Infiltration, exfiltration and resupply of special operations forces.
Crew:Two pilots, two navigators, electronic warfare officer, flight engineer, two loadmasters, communications specialist.

ENGINEERING





the maintainer and the manufacturer. Sikorsky's patented qualitative reasoning system provides benefits derived from maintenance and manufacturing lessons learned, and adds the dimension of artificial deep reasoning that comes from embedded knowledge of the system. Until now the only solution to solving complex maintenance problems was experienced experts. CD-I and IMA promise to bring expert assistance to even novice maintenance personnel.

● The US Air Force Special Operations Command is flight-testing a lightweight, realtime **vibration monitoring system aboard an MH-53J** Pave Low III Enhanced helicopter. The **Chadwick-Helmuth** VMS warns the crew in flight of vibration exceedances due to helicopter rotors, engines, and other rotating components, and it gives maintainers on the ground specific corrections verified on the next mission. The CHVMS capitalises on technology used in the McDonnell Douglas MD900 (see *DH* March 1992), and is adaptable to a range of rotorcraft.

The Air Force has long used the Chadwick Helmuth Model 8500C track and balance system on its helicopters, but traditional vibration measurement systems require aircraft be taken out of service for sensors and cables to be installed. Readings are obtained in unproductive test flights, and corrections made on the ground are checked with more test flights. The new continuous monitoring system first test-flown at Kirtland Air Force Base on 25 March becomes a permanent part of the aircraft and ties small sensors to a compact processor that feeds a handheld data transfer unit and more capable laptop computer. The on-board equipment weighs just 9.4 lb.

Air Force requirements called for a vibration monitoring system compatible with the existing wiring and electromagnetic environment of the MH-53J. The system had to collect vibration and balance data accurately, generate balance solutions, and download data to a ground-based analysis system. The MH-53J test package used existing aircraft sensors. The test aircraft was equipped in four days and completed its first series of flight tests in typical Pave Low mission profiles by the end of April. Tests are continuing, and other MH-53Js are being hardwired for the VMS. Installation in a pre-wired aircraft should take about two days.

The compact VMS processor like that in the forward cabin of the MH-53J handles up to 28 vibration sensors, six azimuth sensors, and two optical tracker inputs. The MH-53J suite includes 12 velocimeters on fuselage frames, nose, tail rotor, and transmission, and two magnetic pickups under the main and tail rotors. Tracking data for the test programme was provided by a strobe, but the system is designed to accommodate an optical tracker. Number and placement of sensors naturally depends on the aircraft, but the processor can be loaded with improved software or new measurement parameters to upgrade the system without changing hardware. The four-channel data collector records up to 12 hours of flight time before the memory must be downloaded to a ground-based system.

A handheld Data Transfer Unit with liquid crystal display, keyboard, touch screen, and printer shows balance and vibration spectrum data in flight and transfers data from the on-board processor to the ground-based system. The screen shows the flight engineer realtime, in-flight alarms based on programmed limits and saves the spectrum data when an alarm is triggered to help diagnose the problem. The display also shows peak readings and recommended maintenance actions. Aboard the aircraft, the Data Transfer Unit can be plugged directly into the processor or into a remote panel for in-flight measurements or data collection.

The laptop or personal computer of the Ground Based System has the VibraLog software common to the Model 8500C vibration monitoring system for trend monitoring and analysis. It can generate graphic displays including Fast Fourier Transforms. The trend monitoring software uses data collected during specific performance regimes during operational flights.

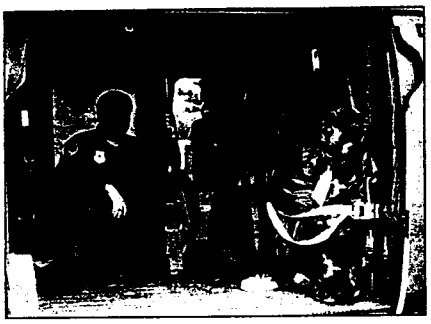
The VMS incorporates built-in test capability that enables maintainers to diagnose failures with the Data Transfer Unit. It can potentially show BIT indicators as well as alarms on cockpit displays such as the Canadian Marconi control display units in the MH-53J Pave Low and MH-60G Pave

Continued on Page 39 ➤

210th demonstrated its inter-service potential by proving it can resupply US Navy submarines far out to sea. The 176th Group at Kulis includes the 210th Rescue Squadron, and the C-130H transports of the 144th Airlift Squadron. Nuclear boats typically take about 30,000 lb of food and parts from shore bases or seagoing tenders. The Alaskan Guard demonstrated in June 1992 that it could package the load in 2,000 lb pallets, drop the pallets from C-130s on remote beaches or offshore, and use air-refuellable Pave Hawks to haul the bundles to the boat.

Practice runs on a lake at Elmendorf Air Force Base helped develop a shepherd's hook that enables the HH-60 crewchief to connect the pallet to the helicopter cargo hook. Alternatively, PJs in the water could hook floating bundles to hovering helicopters. Subsequent demonstrations with loads driven to the beach and dropped from C-130s proved the idea is workable and offers the US Navy a covert means of resupply.

The 210th like other Guard units also flies drug interdiction missions. 'For as small as we are, the number of things we're involved with surprises other units,' observes Lt Col Brooks. The squadron routinely provides tanker support to qualify active US Air Force helicopter units based in Osan, Korea; Misawa, Japan; and Kadena, Okinawa.



***Above:** Pave Hawk pilot Capt Riff Patton shows rescue equipment aboard an HH-60G standing alert.*

Plans call for the monthly tanker rotation to swap Guard helicopter crews with active duty squadrons to broaden the operating experience in the Pacific theatre of operations.

The 210th has also deployed tankers to Keflavik, Iceland and will send Pave Hawk crews to relieve active duty crews on Operation Southern Watch in Saudi Arabia. The Alaska Guard has requested a fourth HC-130 to match the strength of Rescue Squadrons in California and New York. The 210th has also sought approval to put a helicopter detachment at Eielson AFB nearby to cut response time to emergencies on practice ranges 2.5 to 3 hours north of Kulis.

The mission of the 210th Rescue Squadron is saving lives, and by May 1993, the squadron was credited with 114 'saves' and 38 'assists'. Alaska is a vast, scenic wilderness, but fortunately one still under Guard.

The 210th Rescue Squadron is not the only Guard helicopter unit saving lives in Alaska.

The 207th Aviation Regiment of the Army National Guard is headquartered at Bryant Army Airfield on Fort Richardson outside Anchorage and has detachments at Juneau, Bethel, Kotaebue, and Nome. The UH-60Ls and UH-1Hs serve Guard armouries all over the state, often in support of Eskimo and Athabascan Indian scout companies on training exercises.

The Black Hawks of the 207th have skis and external fuel tanks but no rescue hoist. They have been called upon in numerous emergencies. One was diverted from its factory delivery flight to pick up the sight-seeing pilot and passengers of a light plane lost to a 'sheep-spotter's stall' in the Chugach mountains. 'We told the people we had flown all the way from Connecticut to rescue them,' says CW3 Verlon Pearce. The 207th is scheduled to convert to all-Black Hawks by 1995.

DEFENCE Overview

◀ Continued from Page 5

Hawk. The Air Force is wiring an MH-60G for VMS, and design work is under way on a Pave Hawk sensor configuration. Application of the vibration monitoring system to the entire Pave Low/Pave Hawk fleet depends on continued testing. A similar system has been selected by Eurocopter for the new EC135.

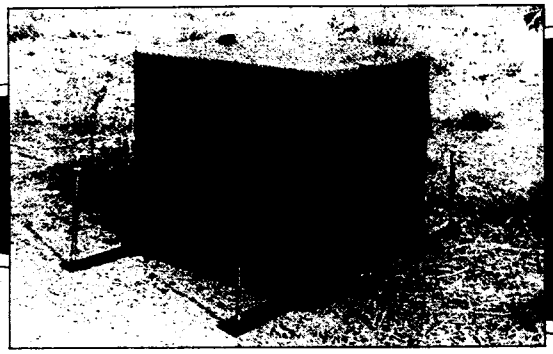
● **Kawasaki Heavy Industries and Eurocopter International** have recently signed a Memorandum of Understanding to promote the Eurocopter **Cougar** to Japan's **Ground Self Defense Forces.**

Co-operation between the two companies started 15 years ago with the joint development and production programme of the BK 117 helicopter between Kawasaki Heavy Industries and the former MBB company, now Eurocopter Deutschland GmbH. The JGSDF now operate three Super Pumas for governmental transport.

● In June, the US Army Aviation Applied Technology Directorate awarded **McDonnell Douglas Helicopter Company** a 58-month development and demonstration contract for the Rotorcraft Pilot's Associate Programme. RPA applies knowledge-based systems to handle high volumes of data and aid pilot decision-making. It integrates advanced pilotage, target acquisition, fire control, communication, navigation, flight control, survivability, and control and display technologies.

McDonnell Douglas teamed with IBM Federal Systems Company to win a three-stage programme which will progress from laboratory to full mission simulator to an AH-64C Apache with full authority digital flight controls and advanced helicopter pilotage sensor. Flight and operational demonstrations will take place in 1997 ➤

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North Vietnam during the Vietnam War.

Primary function: Combat rescue, recovery and special operations. **Contractor:** Sikorsky Aircraft Division, United Technologies Corp. **Speed:** 163 mph. **Dimensions:** Length 73 ft., width 15 ft. 10 in., height 18 ft. 1 in., diameter of main rotor 62 ft., diameter of tail rotor 10 ft. 4 in. **Range:** Beyond 750 miles with auxiliary fuel tanks. **Armament:** Two 7.62mm machine guns. **Crew:** two or three, depending on mission.

MH-53J Pave Low/TH-53A

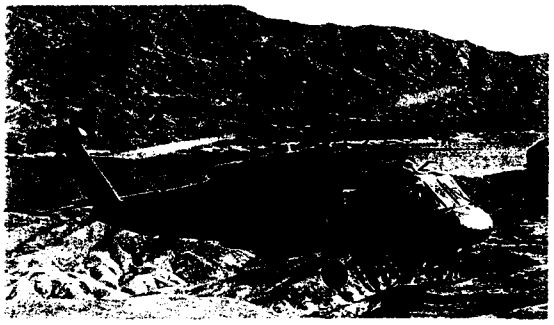


The MH-53J heavy lift helicopter is the largest and most powerful helicopter in the inventory. Its range is limited only by crew endurance. It supports special operations.

Primary function: Special operations. **Contractor:** Sikorsky Aircraft. **Speed:** 195 mph. **Dimensions:** Length 92 ft., width 9 ft., height 25 ft., rotor diameter 72 ft. **Range:** Unlimited with aerial refueling. **Armament:** Combination of three 7.62mm miniguns and .50 caliber machine guns. **Crew:** six.

MH/HH-60G Pave Hawk

The MH-60G is a twin-engine medium-lift helicopter. It is the newest addition to the special operations and combat rescue forces. The aircraft's primary wartime missions are combat rescue and infiltration, and exfiltration and resupply of special operations forces in day, night or marginal weather conditions. It also can be used for search and rescue, humanitarian assistance, civic action, psychological operations, foreign internal defense, counterterrorism and low-intensity combat operations.



Primary function: Special operations and combat rescue. **Contractor:** Sikorsky Aircraft. **Speed:** 184 mph. **Dimensions:** Length 64 ft. 9 in., width 7 ft. 9 in., height 16 ft. 9 in., rotor diameter 53 ft. 9 in. **Range:** 504 miles unrefueled. **Armament:** Two 7.62mm side window mounted miniguns or two-door mounted 50-caliber machine guns. **Crew:** two or three, depending on mission.

Strategic

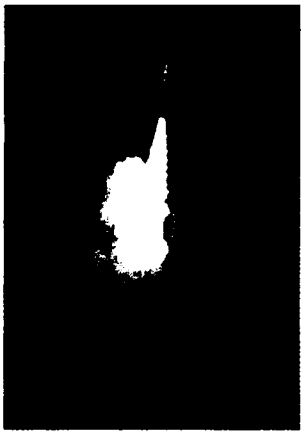
LGM-30F/G Minuteman



The LGM-30 Minuteman intercontinental ballistic missile is an element of the nation's strategic deterrent force. The L in LGM is the Department of Defense designation for silo-launched; G means surface attack; and M stands for guided missile. The Minuteman has been on alert and ready to defend the United States since October 1962.

Primary function: Intercontinental ballistic missile. **Assembly and test:** Boeing Co. **Speed:** More than 15,000 mph at burnout. **Dimensions:** Length 56 and 60 ft., maximum diameter 5 ft. 6 in. **Range:** More than 6,000 miles. **Payload:** Minuteman II — one warhead; Minuteman III — three warheads.

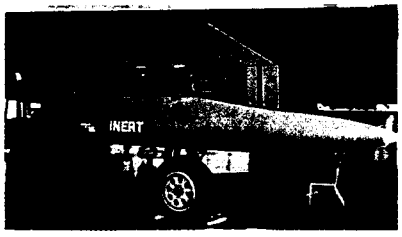
LGM-118A Peacekeeper



The Peacekeeper is America's primary intercontinental ballistic missile that forms the core of the ICBM program. It is capable of delivering 10 independently targeted warheads with greater accuracy than any other ballistic missile and provides the long-needed improvement to the ICBM force. Its deployment fulfills a key goal of the strategic modernization program and adds strength and credibility to the ground-based leg of the strategic triad.

Primary function: Intercontinental ballistic missile. **Assembly and test:** Martin Marietta, Denver Aerospace. **Dimensions:** Length 71 ft., diameter 92 in. **Range:** More than 6,000 miles. **Payload:** 10 Avco MK 21 re-entry vehicle warheads.

AGM-69A Short-Range Attack Missile



The AGM-69 SRAM is a supersonic air-to-surface missile. It is used by strategic bombers to neutralize enemy air defenses such as surface-to-air missile sites and to strike heavily defended and mobile targets.

Primary function: Air-to-surface strategic missile. **Prime contractor:** Boeing Aerospace Co. **Speed:** Mach 2.5. **Dimensions:** Length 14 ft., diameter 1 ft. 5 in. **Range:** 100 miles at high altitude, 35 miles at low altitude. **Payload:** Nuclear-capable warhead.



U.S. Air Force

A 9th Special Operations Squadron refuels two MH-53s in a recent training mission. The 9th SOS is responsible for day or night covert helicopter aerial refueling, infiltration/exfiltration, and resupply of elite special operations forces.

SPECIAL EDITION

The Air Force Special Operations Command Magazine 3rd Quarter 1993

Almanac



Who we are



What we do

16th Special Operations Wing

Hurlburt Field, Fla.



Brig. Gen.
Maxwell C. Bailey
commander

"Any Time, Any Place"



CMSgt. John
R. Foley
senior enlisted advisor

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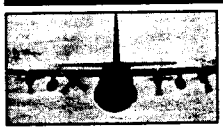
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16th SOW weapon systems



HC-130N/P Combat Shadow
Role: Air refueling for special operations forces helicopters.
Crew: Pilot, copilot, primary navigator, secondary navigator, flight engineer, communications systems operator, two loadmasters.



MH-60G Pave Hawk
Role: Infiltration, exfiltration and resupply of special operations forces in day, night or marginal weather conditions.
Crew: Two pilots, flight engineer, gunner.



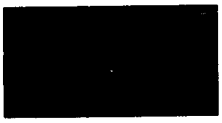
MH-53J Pave Low III
Role: Long-range infiltration, exfiltration and resupply of special operations forces in day, night or marginal weather conditions.
Crew: Two pilots, two flight engineers, two aerial gunners



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MC-130H Combat Talon II
Role: Infiltration, exfiltration and resupply of special operations forces.
Crew: Two pilots, one navigator, electronic warfare officer, flight engineer, two loadmasters.



MC-130E Combat Talon I
Role: Infiltration, exfiltration and resupply of special operations forces.
Crew:Two pilots, two navigators, electronic warfare officer, flight engineer, two loadmasters, communications specialist.

ORGANIZATIONAL CHART

HQ AFSOC
Hurlburt Field, Fla.

16th SOW
Hurlburt Field, Fla.

16th OG
8th SOS
9th SOS*
15th SOS
16th SOS
20th SOS
55th SOS
OL A **
16th OSS
OL A (Dam Neck, Va.)
OL B (Harrisburg, Pa.)
OL C (Duke Field, Fla.)

16th LG
16th CRS
16th EMS
16th LSS
16th CONS
16th SUPS

16th SPTG
16th CES
16th MSS
16th SPS
16th MWR
&SS
16th CS

* Located at Eglin AFB, Fla.
** Located at Ft. Campbell, Ky.

352nd SOG
RAF Alconbury, U.K.

7th SOS
21st SOS
67th SOS
352nd SOMS
352nd SOSS
321st STS
Det. 2, (RAF Mildenhall, U.K.)

353rd SOG
Kadena AB, Japan

1st SOS
17th SOS
31st SOS (Osan AB, Korea)
353rd SOMS
353rd SOSS
320th STS
OL A (Osan AB, Korea)

720th STG
Hurlburt Field, Fla.

23rd STS
24th STS (Pope AFB, N.C.)
OL A (Coronado NAB, Calif.)

OL A Ft. Bragg, N.C.
OL B Davis-Monthan AFB, Ariz.
OL C Ft. Worth, Texas
OL D Philadelphia Pa.
OL E Indianapolis, In.

OL F Shaw AFB, S.C.
OL G Maxwell AFB, Ala.
OL I Langley AFB, Va.
OL J Coronado NAB.
Calif. Det. 1 Robbins AFB, Ga.

Det. 2 Ft.Bragg N.C.
Det. 4 Ramstein AB, Ge.
Det. 5 Hickam AFB, Hawaii
Det. 7 Hurlburt Field, Fla.

Special Missions Operations Test & Evaluation Center (SMOTEC)
Hurlburt Field, Fla.

18th TS (Edwards AFB, Calif.)

US Air Force Special Operations School (USAFSOS)
Hurlburt Field, Fla.

919th SOW (AFRES)***
Duke Field, Fla.

919th OG
711th SOS
919th OSS

919th LG
919th SOMS
919th LSS

919th SPTG
919th CES
919th SPF
919th Com Flt

919th Med Gp
919th Med Sq

193rd SOG (ANG)***
Harrisburg IAP, Pa.

193rd SOS
193rd CAMS
553rd AF Band
193rd MSS
193rd MSF
193rd SPF

193rd RMS
193rd Tac Hosp
193rd CES
193rd SVF
193rd Com Flt

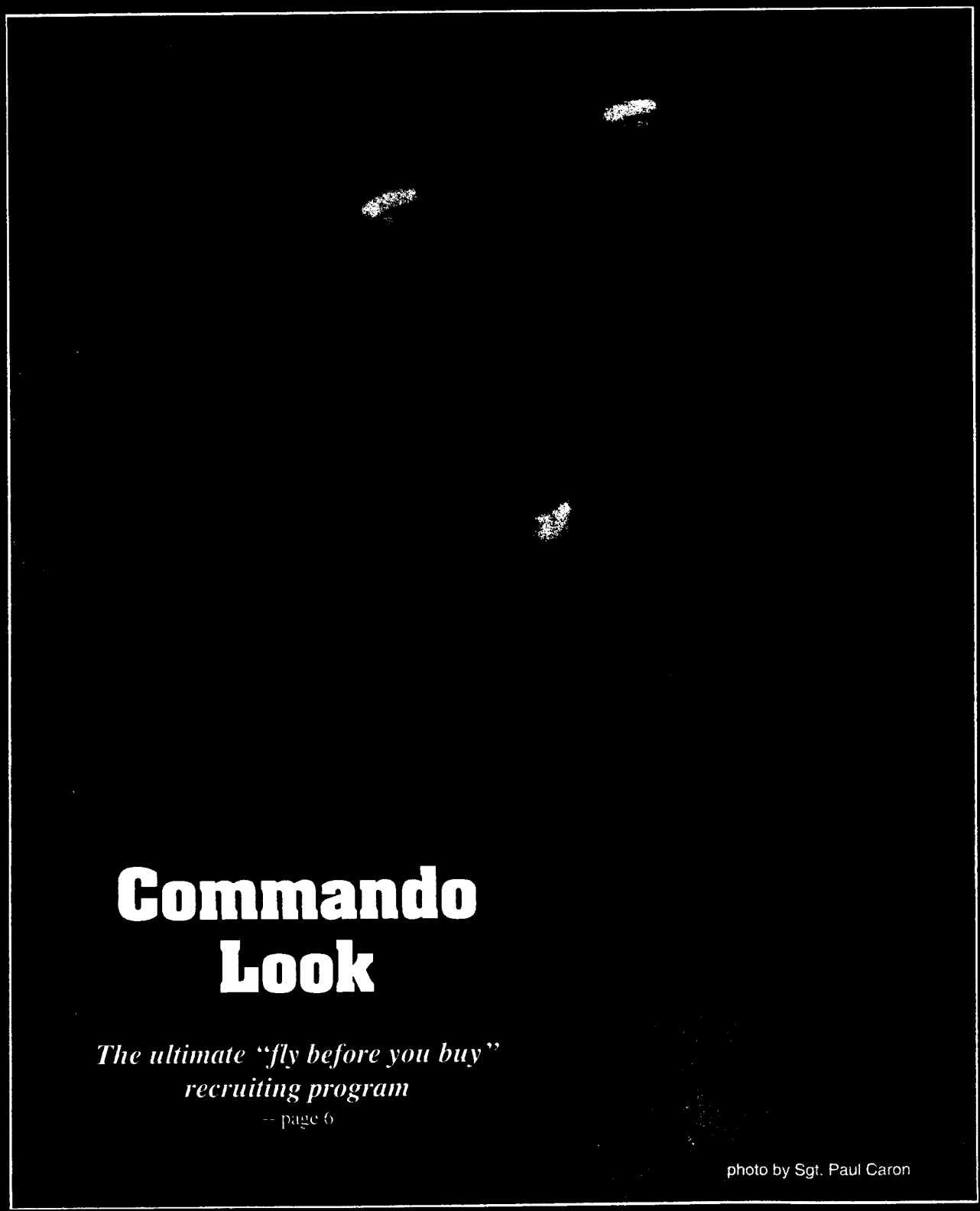
*** Wartime gained units

Source: AFSOC/XP
(Current as of Oct. 1)



The Air Force Special Operations Command Magazine

2nd Quarter 1993



Commando Look

The ultimate "fly before you buy" recruiting program

-- page 6

photo by Sgt. Paul Caron

Commando Look

'Test before you buy' program for special operators

by MSgt. Phil Rhodes
photos by Sgt. Paul Caron,
Det. 8, 1st CTCS

Call it the Consumer Reports for special operations job seekers.

Commando Look, a new recruiting and selection program for Air Force Special Operations Command's helicopter force, is giving potential applicants an opportunity to "test flight" the mission before signing on.

At the same time, Commando Look gives special operators a sneak preview of new recruits.

Commando Look aims to address shortcomings in finding and retaining the right kind of people for the mission, explained MSgt. Leonard Sullivan, program manager and chief flight engineer, Air Force Special Operations Command. A special ops flight engineer since 1984, Sullivan recalls the early days when pilots, flight engineers and gunners were forced to cross-train into the burgeoning special operations helicopter community.

"We were bringing in FE's [flight engineers] and pilots from other helicopter systems and even other services [Marines]," Sullivan said. "It wasn't an ideal way to fill a career field, but it was the only means available at the time to meet the requirement."

"It takes a lot of money and time to fully train a special operator. All that effort was going down the drain when we lost a person who, for some reason or another, couldn't do the mission," he added.

Commando Look hopes to resolve those issues by finding the right people for the mission the first time, preventing the waste of limited training dollars.

A dozen applicants (four pilots, four flight engineers and four aerial gunners) came to Hurlburt Field March 8-12 to see if they had the right stuff. It was a week of prodding, probing and interviewing in what was the third phase of the Commando Look program. Phase one and two recruited and screened applicants who met minimum flying and retraining requirements. Candidates who passed the scrutiny at Hurlburt will go on to weapon system training at Kirtland AFB, N.M.

The Hurlburt orientation began with a splash, literally. Part of the orientation involved dunker trainer testing, as well as a physical fitness test. However, special operators and flight surgeons who interviewed applicants weren't worried about how well the new guys could tread water. They wanted to know if the candidates had the mental mettle to handle the job.

"Being in special operations requires a total commitment," said Lt. Col. Russ Rakip, 20th Special Operations Squadron commander. "This phase of Commando Look focuses more on suitability and trainability. They aren't here for flying training screening. They've already proven that. This orientation helps the candidates and the special ops community make a more informed decision about joining or not joining," Rakip said.

To the last man, each candidate wanted to wear the special ops patch.

"There's no doubt that I want to be a special operator," said 1st Lt. Eric P.



Night flight: *Above, A live-fire night mission gave candidates a taste of special operations.* ***Left:*** *Some candidates needed dunker trainer testing to meet minimum qualification standards.*

Braganca, currently a UH-1N pilot with Detachment 5, 37th Air Rescue Squadron, Malmstrom AFB, Mont.

"I knew in college that I wanted to start my career in helicopters , because I knew there would always be a mission. The guys in F-15s have to wait for a war to do their primary job," said the aggressive 26-year-old. "In special ops, you know there's always a mission."

While most of the candidates were not as vocal, each shared Braganca's enthusiasm. Most viewed the mission as elite, on the edge, and exciting. Yet each was candid about the inherent dangers of low-level night flying.

"Sure this job is exciting and rewarding," Rakip said, "but we need people who accept the risks and sacrifices as well. Special operators have to have candor in knowing that when needed, they'll respond."



A, B, or C: *SrA Michael Norris tests his aviation skills on paper. It was one of several tests candidates took during the week.*

To reinforce their expectations, the candidates were treated to a no-holds-barred discussion with Col. (retired) Bill Takacs, commander of the 20th Special Operations Squadron from 1980-82 (See sidebar: "Wild Bill"). During his hour-long lecture, Takacs told the candidates about special operations before it commanded the attention and dollars from a concerned Congress.

He told about the low points following the aborted hostage rescue attempt in Iran. He talked about the improvements in machinery and technology since AFSOC became a major command. Yet his underlying message was dedication.

"Special ops is high-risk, high-gain, the most demanding I've ever flown," he told the candidates.

The week provided the candidates with enough facts to make informed decisions on special operations. In the end, the candidates cast 12 yes votes. However, not every candidate got unanimous decisions from the panel of special ops pilots, flight engineers, gunners, flight surgeons and psychologists serving on evaluation committees.

One-on-one interviews, batteries of tests, including the Minnesota Multiphasic Personality Inventory and thorough record reviews revealed shortcomings among more than a few candidates.

"Some didn't score quite as well," said Sullivan, "but we looked at the overall person. What some lacked in academics or other areas, they more than made up in desire. You gotta have desire to do this mission. They had that in abundance. All of them passed."

This Commando Look evaluated only Pave Low aircrew candidates. If successful, the program will become the recruiting tool for all special operations weapon systems.

"Wild Bill"

Col. (retired) Bill Takacs is a silver-haired cigar-chomping icon in the special operations helicopter business. Thick gray eyebrows accentuate his angry blue eyes. Not stocky, but well-built, Takacs looks like he's chewed up and spit out many a young officer in his career.

His list of accomplishments over a 30-year Air Force career leave many wondering why he didn't retire as a general, but Takacs is the first to admit he wasn't one to hold his tongue.

But that's Wild Bill, take him or leave him. When he addressed a dozen potential special ops helicopter crewmembers, he wasn't about to shy from tradition. He told it like it was. "This is not an easy mission. It's high-risk, high-gain and you might get your ass shot off."

He ought to know. Of his 7,800 flying hours, nearly 6,500 were spent in helicopters, ranging from H-19s to MH-53s. He spent two tours in Vietnam, the first in 1963 as a helicopter advisor to the Vietnamese, the second in 1970. Jumping between fixed and rotary wing aircraft, he found his way to special operations in 1980 when he took command of the 20th SOS. The unit was heavily involved in Operation Honey Badger, the follow-up mission to rescue the hostages from Iran.



War stories: *Col. (retired) Bill Takacs (right) tells candidates SSgt. Mark Pryor (left) and 1st Lt. Eric Braganca what to expect in special ops.*

"We trained sun-down to sun-up, seven days a week and were flying all the time," he said of those tense days in 1980. "We were supposed to fly into Iran, land in a soccer field, and bring home the hostages."

As it happened, the hostages were released without military intervention, yet Takacs was proud of the commitment and dedication his men had to that mission.

Takacs hammered home the value of having a strong family. "This mission is tough on families. Think about it before you decide," he told the intensely quiet group. "I can remember leaving on Christmas Eve, not being able to tell the wife and kids where we were going or when we'd return. It's going to be that kind of life."

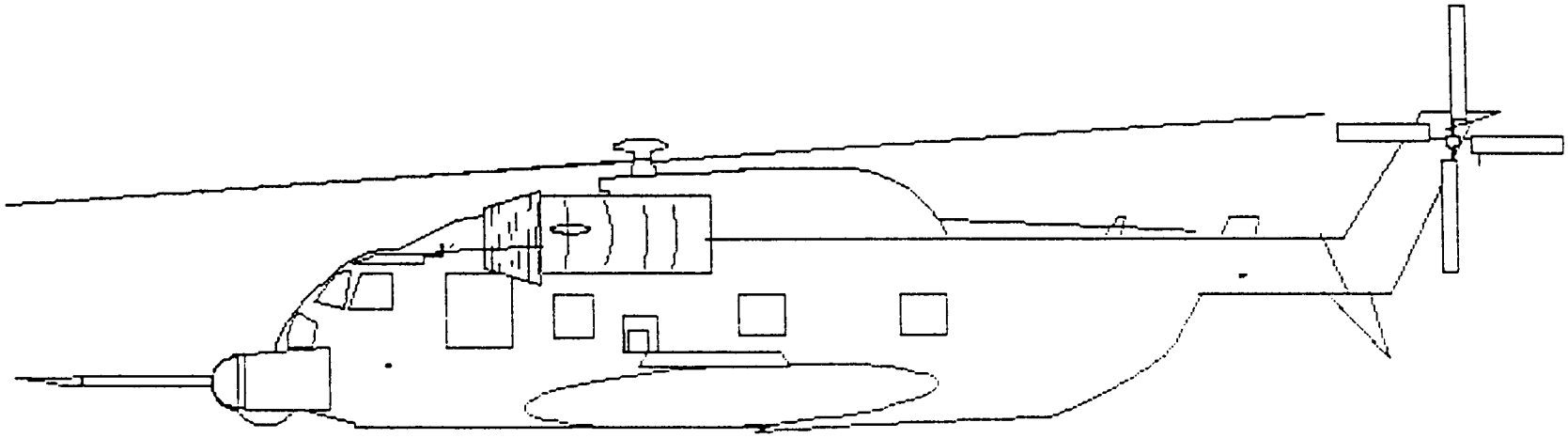
Not letting up, Takacs told them that rarely will everything go as planned in special ops. This is going to be the most hazardous mission you'll ever fly. If you're not ready to accept that, hit the door!"

No one budged.

Staring out into those youthful, somewhat cocky faces reminded Takacs a little of himself. With a knowing grin, he recalled how his first low-level mission in night vision goggles took the cockiness right out of him. He said the candidates should expect the same.

"Staying alive in a Pave Low means having crew coordination — everyone has to do their job to keep that airplane away from trouble. That takes dedication and professionalism. You've got a responsibility to everyone else on that helicopter. There aren't any Lone Rangers in this business"

JSOTF FOOTPRINTS



One night the Chaplain had a dream. He dreamed he was night flying aboard an MH-53 Pave Low with Capt. Morgan, Lt. Halcomb and their crew. Throughout the tumultuous night, he noticed only one set of footprints on the helc's floor. In past years, no matter where he went, there were always two sets of footprints: one belonged to him, the other to the Lord.

This really bothered him and he questioned the Lord about it. " Lord, you said that once I decided to follow, you'd walk with me all the way. But I noticed that during the most troublesome times during this flight, there is only one set of footprints. I don't understand why, when I needed you the most, you would leave me!

"Aboard an MH-53 Pave Low?" The Lord replied, " My precious, precious child, you've been with me all this time and you still dc not know, that there are some places that EVEN I WILL NOT GO!!"

Fly 'til ya puke!! Father Hanley 2DEC 93



USAF photograph

Sun sets, Pave Low waits

An MH-53J Pave Low helicopter from the 20th Special Operations Squadron stands ready to respond "Any Time, Any Place."

JCS Roles and Missions Report Could Decimate USAF Special Operations

by James C. Hyde

The Joint Chiefs of Staff roles and missions report will call for all US Air Force Special Operations Command (AFSOC) helicopters to be transferred to the US Army and for AFSOC's tanker aircraft to be given to the US Marine Corps, according to sources in the Pentagon. If the JCS recommendation is carried out, AFSOC would be decimated. The Command would lose all of its 41 MH-53J Pave Low and MH-60 Pave Hawk helicopters and its 23 HC-130 Combat Shadow tankers, amounting to over 70% of its aviation assets. AFSOC would be left with just nine AC-130 Spectre gunships, 14 MC-130E Combat Talons, and six MC-130H Combat Talon IIs, and would have little reason to exist as a separate command headed by a two-star general. The roles and missions report is likely to be released after the 20 January Presidential Inauguration.

Congress is hoping that DoD will provide a roles and mission report that will bring about greater consolidation of combat capabilities and decrease Inter-Service redundancy. By calling for the transfer of 74 AFSOC rotary- and fixed-wing aircraft (an inconsequential number when compared to DoD's total inventory), DoD is trying to appease Congress and at the same time keep the Department's current Base Force plan intact. (By law, only US Special Operations Command [SOCOM] and the Assistant Secretary of Defense for Special Operations/Low Intensity Conflict have Title 10 authority to restructure, reorganize, or reapportion special operations forces.) The recommendation is just one of many token reforms found in the report, according to AFJI's sources. "The JCS can't tell Sam Nunn [Congress' leading proponent of reform] that his ideas about reorganization are just plain wrong. So the JCS is offering up special operations," one source said. Nunn, however, may have inadvertently given the JCS the opportunity to go after special operations during a 2 July Senate floor speech (Sept AFJI) when he specifically mentioned rotary-wing and tanker redundancy as problems for DoD.

AFSOC missions call for a mix of long-range, refuelable, infiltration/exfiltration aircraft to transport special forces troops into enemy territory at night. Those aircraft are supported by HC-130 tankers. "The JCS has overlooked logistics. If AFSOC tankers are given to the Marine Corps, who is going to guarantee they won't be flying in the Mediterranean when called upon?" one source asked. He continued, "Will Marine Corps aviators be stationed at Hurlburt Field [AFSOC headquarters]? Can the Army support the avionics packages, airframes, or engines of AFSOC Pave Lows?" (H-53s are Air Force and Navy platforms.)

It seems unlikely that SOCOM Commander-in Chief General Carl W. Stiner would stand by and let the JCS restructure AFSOC. SOCOM spokesman George Grimes told AFJI that Stiner and members of his staff have reviewed two drafts of the report but have not seen the final draft. "We have added some input to the report after both reviews," Grimes said. When asked if he was aware of any plan to reshape AFSOC, Grimes told AFJI, "Since we haven't seen a final draft of the report, it would be inappropriate to comment on it at this time."

Assistant Secretary of Defense for Special Operations/Low Intensity Conflict James Locher reportedly was not consulted about the report.