



HURLBURT FIELD MEMORIAL AIRPARK GUIDE



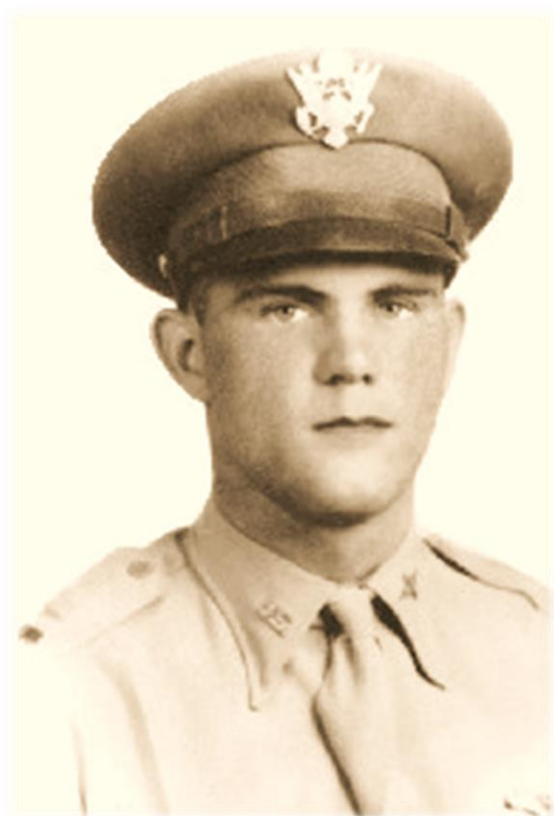
Hurlburt Field Memorial Airpark Guide.....	1
Namesake of Hurlburt Field.....	5
Lieutenant Donald Wilson Hurlburt	5
Air Park Management	7
Main Airpark Airframes	8
A-26A COUNTER INVADER.....	8
A-26A Memorial.....	9
HH-3E JOLLY GREEN	10
HH-3 Memorial.....	11
MH-53J PAVE LOW	12
B-25J MITCHELL.....	13
B-25 Memorial.....	14
C-46D COMMANDO	15
C-46 Memorial.....	16
AC-119G SHADOW	17
AC-119G Memorial	18
AC-130A SPECTRE.....	19
AC-130 Memorial.....	20
MC-130E COMBAT TALON.....	21
AC-47D SPOOKY	22
C-47 Memorial.....	23
UC-123K PROVIDER.....	24
C-123 Memorial.....	25
A-1E SKYRAIDER.....	26
A-1E Memorial	27
MC-130P COMBAT SHADOW	28
T-28A TROJAN.....	29
T-28A Memorial	30
UH-1P IROQUOIS (HUEY)	31
UH-1P Memorial	32
MH-60G PAVE HAWK.....	33
AC-130H SPECTRE.....	34
MC-130H Memorial	34

AC-130U SPOOKY	35
MC-130H COMBAT TALON II.....	36
O-1E BIRD DOG.....	38
O-1E Memorial	39
OV-10 BRONCO.....	40
OV-10	40
Memorial.....	40
O-2A SKYMASTER	42
O-2A Memorial.....	43
U-10A SUPER COURIER	44
U-10A Memorial.....	45
OA-37B DRAGONFLY	46
OA-37 Memorial.....	46
Airmen Monuments & Memorials.....	48
Air Commando/Chindit Memorial.....	48
17th and 18th Special Operations Squadrons Memorial.....	50
Korea Medal of Honor Recipients	51
Operation KINGPIN Memorial	52
A/B-26 Comrades Memorial.....	53
Combat Talon Aircrew S-01	54
World War I Medal of Honor Recipients	55
Star Memorial Walk.....	56
EOD Memorial.....	56
Operation EAGLE CLAW Memorial.....	57
Spirit 03 Memorial.....	58
16th SOS Spectres Memorial.....	59
Jockey 14 Memorial.....	60
Veterans of Southeast Asia Memorial	61
A-1 Operators Memorial.....	62
Medal of Honor Recipients – Maj Fisher and Lt Col Jones	63
Operation RANCH HAND Memorial	64
Medal of Honor Recipient Lt Col Jackson	65
World War II Medal of Honor Recipients	66

Missing in Action Memorial	67
Special Tactics “First There” Monument Area.....	68
Medal of Honor Recipient A1C Levitow.....	70
Memorials across from AC-47.....	71
Bird Air Memorial	71
Montagnard Memorial	71
Hmong Guerrilla Units Memorial.....	72
Air America Memorial.....	72
Medal of Honors Recipients Vietnam War.....	73
MC-130 Combat Talon Monument	74
Medal of Honor Recipient 1Lt Fleming.....	76
Medal of Honor Recipient Capt Bennett	77
Medal of Honor Recipient Capt Wilbanks.....	78
Operations Monuments.....	79
Forward Air Controller Monument.....	83
Okaloosa Armed Forces Memorial.....	84
Operation EAGLE CLAW Stained Glass Window	85

Current a/o December 2025

NAMESAKE OF HURLBURT FIELD



Lieutenant Donald Wilson Hurlburt

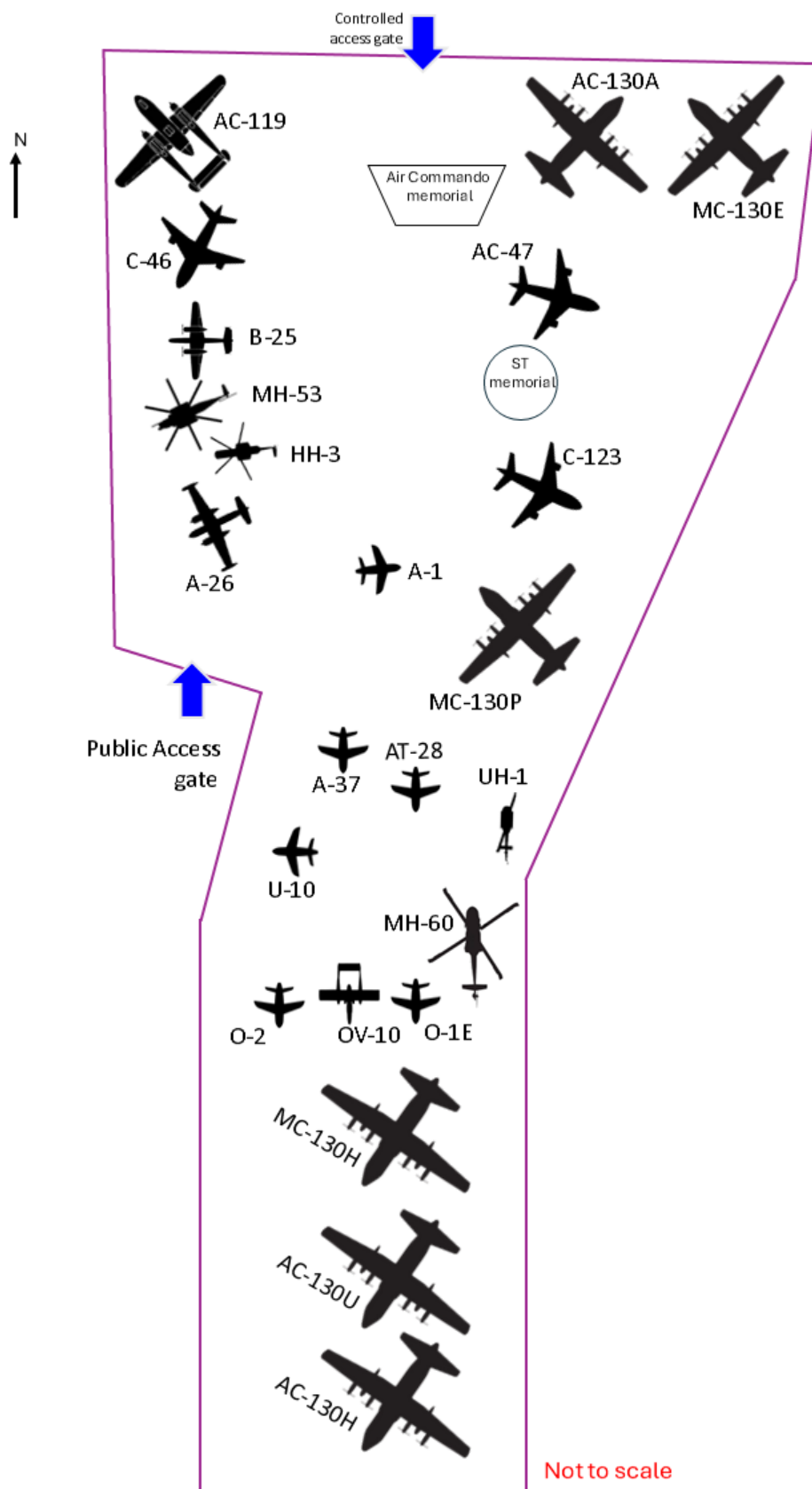
Donald Wilson Hurlburt enlisted in the U.S. Army in August 1941. After completing basic training, and his subsequent promotion to Private First Class, he was assigned as an aviation cadet to Preflight Training School at Maxwell Field, Alabama. In June 1942, after completing Advanced Flying School at Moody Field, Georgia, he was commissioned a Second Lieutenant, and assigned as a pilot with the 358th Bomb Group at Alamogordo Army Air Base, New Mexico.

In October 1942, he departed for the European theater of operations. There he served with the 258th Bomb Squadron, 303rd Bomb Group. He was promoted to First Lieutenant one month before his return to the United States. He was next assigned to Headquarters, 1st Air Force, Mitchel Field, New York, and then the 1st Proving Ground Electronics Unit at Eglin Field, Florida.

First Lieutenant Donald W. Hurlburt died 1 Oct 1943 of injuries sustained when the aircraft he was piloting, an AT-18 (Gunnery trainer version of the A-29 Hudson), crashed on takeoff during a local mission at the Eglin Field Military Reservation.

For his actions overseas and his military service, Lieutenant Hurlburt was awarded the Distinguished Flying Cross and Air Medal with three oak leaf clusters. He was also authorized to wear the World War II Victory Medal, The American Defense Service Medal, The European-African-Middle Eastern Campaign Medal with one Bronze Star for participation in Air Offensive Europe Campaign, and the Aviation Badge "Pilot."

Chapel



AIR PARK MANAGEMENT

Hurlburt Field, technically Auxiliary Field #9 of the Eglin Air Force Base reservation, was established in July 1970 and has expanded exponentially over the last 50 years.

The host unit, 1st Special Operations Wing, oversees management and preservation of this group of retired, historically relevant aircraft. However, permanent ownership of these planes remains with the National Museum of the U.S. Air Force at Wright-Patterson Air Force Base, Ohio.

Important to this air park is that a majority of the planes represented on this property were flown by Air Commandos between 1944 and today.

There are plans to add newer airframes as they retire and pass through rigorous maintenance and preservation procedures for long-term display in the harsh Florida environment.

MAIN AIRPARK AIRFRAMES

A-26A COUNTER INVADER



Primary Function: Bomber
Builder: Douglas Aircraft Corp
Power Plant: Twin Pratt & Whitney R-2800-52W air cooled radial engines.
Maximum Takeoff Weight: 43,300 lbs.
Maximum Speed: 323 mph or 291 mph at sea level.
Range: 1,480 miles
Max Ferrying Range: 2,700 miles
Armament: Eight .50 caliber nose machine guns, eight .5-inch wing machine guns, SUU-025 flare

dispensers, two LAU-3A rocket pods or four CBU-14 cluster bomb units.

SPECIAL OPERATIONS USE

Heavily utilized in Southeast Asia, the “Nimrods” saw service from 1943 - 1968. In Nov 1962, a detachment of Air Commando’s deployed to Bien Hoa AB under Operation FARM GATE to train Vietnamese AF personnel with the B-26. Four years later, the B-26 was modified to its A-26A configuration. In the spring of 1966, it was decided to deploy B-26Ks to Southeast Asia in an attempt to stem the flow of war material down the Ho Chi Minh trail from North Vietnam via Laos. Since northeastern Thailand was much closer to the intended area of operations in southern Laos, the US Government obtained permission for the Invaders to be stationed there rather than in South Vietnam. However, during the mid-1960s, Thailand did not permit the basing of bombers on its territory, and so in May 1966 the aircraft were reassigned the old attack designation of A-26A, thus bringing the Invader full-circle. During Vietnam, the A-26A was employed as a night-time truck killer role. Its superior firepower, loiter time and pilot ingenuity wrought devastation upon Viet Cong supply convoys. In Dec 1966, A-26As were credited with 80% of all USAF truck kills for the month in the Steel Tiger area despite only flying 7% of all sorties. A-26As depended on FACs in O-2A Skymasters, C-123 Candlestick operations or C-130 Blind Bat operations to acquire targets.

A-26A TAIL #64-17666 HISTORY

This aircraft was removed from AMARC “the boneyard” and sent to Long Beach, CA for rebuild and re-fit prior to action in the Vietnam War. Serial numbers were changed after AMARC removal and prior records have not been discovered resulting in a historical void in this aircrafts legacy. The 56 SOW, Nakon Phanom Royal Thai Air Base, flew this Counter Invader until its return to the United States in 1970 where it was the first aircraft to be dedicated in the Hurlburt Field Airpark on 4 Jul 1970.

Mark 34/35 “Funny Bombs” were lethal against trucks, personnel and gun emplacements. Developed in WWII the funny bomb contained jellied fuel, cluster bomb units and white phosphorous. The bomb split its casing and ignited its contents as it fell giving the appearance of a waterfall of fire. Upon impact the CBU’s exploded decimating an area approximate to a football field.



A-26A Memorial

**FIRST PRODUCTION MODEL AUGUST 1943
LAST FLOWN IN COMBAT 9 NOVEMBER 1969**



This aircraft memorial is dedicated to all US Air Force personnel who flew the A-26 in World War II, Korea, and Southeast Asia. It especially commemorates all those aircrew members who gave their lives flying in defense of the U.S. and freedom loving people everywhere.

HH-3E JOLLY GREEN



Primary Function: Combat Search & Rescue and transport

Builder: Sikorsky Aircraft Div., United Aircraft Corp.

Power Plant: Two GE T58-GE-5 engines

Maximum Takeoff Weight: 22,050 lbs.

Maximum Speed: 177 mph.

Service Ceiling: 12,000 ft.

Range: 600 miles

Armament: Two 7.62mm M60 machine guns

Crew: Four (pilot, copilot, flight mechanic and gunner)

Cargo: 25 passengers or 15 litters and two attendants

SPECIAL OPERATIONS USE

The HH-3E helicopter is a modified version of the CH-3 transport helicopter. Developed as a derivative of their S-61/SH-3 Sea King model, it features a substantially revised fuselage with a rear loading ramp, a conventional though water-tight hull instead of the S-61's boat-hull,

and retractable tricycle landing gear. The fuselage layout was used by Sikorsky for the larger CH-53 variants. It was developed for aircrew search and rescue missions deep within enemy-held territory. Fifty CH-3Es were converted to HH-3Es with the addition of armor, defensive armament, self-sealing fuel tanks and a rescue hoist. With a watertight hull, the HH-3E could land on water, and its large rear door and ramp permitted easy loading and unloading.

The first air-refuellable helicopter to be produced, the HH-3Es retractable fuel probe and external fuel tanks gave it a range limited only by the endurance of the aircrew. In fact, in 1967, two aerial refueled HH-3Es set the long-distance record for helicopters by flying non-stop from New York to Paris, France. This long-range capability allowed HH-3Es to conduct CSAR operations anywhere in the Southeast Asia Theater of operations, and they participated in the attempt to rescue American prisoners of war from the Son Tay prison camp in 1970. Jolly Green Giants rescued countless aircrews and stranded personnel. The USAF retired its last HH-3Es by 1995.

HH-3E TAIL #65-12784 HISTORY

Delivered to the USAF on 30 May 1966 this helicopter provided CSAR and transport services at multiple locations throughout Thailand, Vietnam, Japan, Philippines and in the United States at Suffolk ANGB, NY 1984, Homestead AFB, FL 1990 and Davis-Monthan AFB, AZ 1991. In May 1992, this Jolly Green was dedicated to the Hurlburt Field Airpark.



During the Vietnam War, the most commonly used rescue helicopter was the Jolly Green Giant, so named due to its enormous size and mostly olive drab exterior. When personnel were in need of rescue, Jolly Green responded. The origin of the green feet symbol came from Vietnam, when the HH-3E helicopter would land in the rice paddies and grass fields, leaving huge impressions that looked like giant green footprints. After these personnel were rescued, they would proceed to receive a tattoo of the lovable giants green feet on their buttocks due to the fact that the Para Jumpers "saved their posterior." For the rescue personnel themselves, one of the most storied green feet traditions is getting the tattoo, which traditionally is located on an Airman's posterior. The number of toes indicate the unit, i.e. Left 5 Right 4 would be 54th.

HH-3 Memorial

The Sikorsky Helicopter Company initially developed the H-3 for the Navy from which the Air

Force developed a general-purpose version designated the CH-3E.

Some of these were converted to HH-3E “Jolly Green Giants” for the Aerospace Rescue and Recovery Service and were used throughout Southeast Asia for rescue

operations. Special Operation Forces also used the HH-3E in combat operations throughout the region.

This aircraft carried a crew of 2 or 3 and up to 30 troops or 15 stretchers.

The 1 SOW received its first CH-3Es on 13 March 1973, and they saw service at Hurlburt Field until September 1980, when they were replaced by the larger HH-53H.

This aircraft was installed in the Air Park and dedicated in May 1992.

MH-53J PAVE LOW

Primary Function:

Infil/exfiltration, resupply
Builder: Sikorsky Aircraft
Div., United Aircraft Corp.
Power Plant: Four Allison
Two General Electric T64-
GE-100

Maximum Takeoff

Weight: 46,000 lbs.

Speed: 165 mph. (sea
level)

Cruising Speed: 335 mph.

Service Ceiling: 16,000 ft.

Range: 690 miles

Armament: Combination
of three 7.62mm mini guns or three .50-Cal. machine guns



SPECIAL OPERATIONS USE

The MH-53 PAVE LOW is a variant of the USAF Sikorsky HH-53 Super Jolly Green Giant and the USN CH-53 Sea Stallion. The MH-53 was utilized for long-range combat search and rescue and was developed to replace the HH-3 Jolly Green Giant. The HH-53s were later upgraded to the MH-53 Pave Low series. In May 1980, nine HH-53s were abruptly transferred to special operations forces in response to the failed Iranian hostage rescue attempt (Operation EAGLE CLAW) and a lack of long-range vertical-lift platforms. Throughout the 1980s, the Pave Low fleet grew to 41 helicopters and expanded from the 20th Special Operations Squadron at Hurlburt Field to include the 21st and 31st Special Operations Squadrons in Europe and East Asia as well as a dedicated training squadron, the 551st Special Operations Squadron at Kirtland AFB NM. Among a host of other missions, Pave Low aircrews played an important role in the invasion of Panama in 1989; led the first missions of the 1991 and 2003 wars in Iraq; rescued a US pilot in Iraq in 1990; evacuated the American Embassy in Liberia in 1996; led rescue missions for two US pilots in Serbia in 1999; conducted the longest-ever helicopter rescues at sea in the North Atlantic in 1989 and 2002; flew raids in Afghanistan in 2001-2002; seized strategic oil-pumping facilities in Iraq in 2003 and led scored of dangerous missions in Iraq from 2003 to the end of Pave Low operations.

MH-53 TAIL #68-10928 HISTORY

Upon manufacture in Bridgeport, Connecticut, this Pave Low was delivered to the USAF on 2 Jul 1970. #68-10928 took part in the 1975 SS Mayaguez rescue operation sustaining major battle damage to the engine, rotor blades and instrument panel. The final mission of 68-10928 was flown on 29 Jul. 2007 in support of Operation IRAQI FREEDOM and it was installed as a memorial here at Hurlburt Field on 3 Dec 2007.



Beginning **Operation DESERT STORM**, two US Air Force MH-53 Pave Low helicopters led eight Army AH-64 Apache helicopters into Iraq on 19 Jan 1991 destroying Iraqi radar sites near the Iraqi-Saudi Arabian border which could have warned Iraq of an upcoming attack.

B-25J MITCHELL

Primary Function:

Bomber/Strafing

Builder: North American Aviation

Power Plant: Twin

Wright R-2600-13

fourteen cylinder air-cooled radial engines

Maximum Takeoff

Weight: 41,800 lbs.

Maximum Speed: 275 mph

Range: 1,275 miles w/ 3,200 lbs.

Ferrying range: 2,700 miles

Armament: Eight forward firing .5-inch machine guns in the nose, two .5-inch machine guns in blisters on the left and right



SPECIAL OPERATIONS USE

Named in honor of Brig General William "Billy" Mitchell, a pioneer of U.S. military aviation. While the B-25 was utilized in every theatre of WWII, the majority of B-25s were utilized in Asia and the Pacific. During the 1944 - 1945 Allied Campaign against Japanese Forces in the CBI Theatre, 1st Air Commando Group utilized B-25s extensively in close air support and interdiction roles in partnership with British General Orde Wingate and his Chindit commando's as well as to attack Japanese communication links and bridges.

B-25J-10-NC TAIL #43-28222 HISTORY

This B-25 was delivered to the USAAF on 7 Jun 1944 and assigned to various units until retirement to AMARC "the boneyard" at Davis-Monthan AFB, Tucson AZ on 1 Oct 1957. Noting its availability, the USAF transferred this B-25 to Hurlburt Field and reconfigured it to resemble the H-Model which supported the 1st Air Commando Group in the CBI Theatre.

The five stripes on the airframe signify the 1st Air Commando Group's five operational sections of Project 9: fighters, bombers, air transport, gliders, and light transport aircraft.

The **Doolittle Raid**, also known as the Tokyo Raid, on 18 April 1942, was an air raid by the United States on the Japanese capital Tokyo and other places on Honshu island during World War II using 16 B-25s, the first air raid to strike the Japanese Home Islands. It demonstrated that Japan itself was vulnerable to American air attack, served as retaliation for the Japanese attack on Pearl Harbor on 7 December 1941, and provided an important boost to U.S. morale while damaging Japanese morale.



B-25 Memorial



During the 1944-45 Allied Campaign against Japanese Forces in the China-Burma-India (CBI) Theater, B-25s of the 1st Air Commando Group were used extensively in Close Air Support and Interdiction role on behalf of British General Orde Wingate and his Chindit Commandos. They were also used to support other American and Allied ground forces throughout the theater until the end of WW II.

C-46D COMMANDO



Primary Function: Cargo and personnel transport, glider tow
Builder: Curtis Aircraft Company
Power Plant: Two Pratt & Whitney R-2800
Maximum Takeoff Weight: 56,000 lbs.
Maximum Speed: 269 mph
Cruising Speed: 183 mph.
Service Ceiling: 27,600 ft.

SPECIAL OPERATIONS USE

The C-46 Commando entered service with the USAAF in 1942 and was the largest and heaviest twin-engine aircraft to see service with the USAAF. Although it saw action in every theatre, carrying twice the cargo and personnel as the C-47 the C-46 was a natural selection to support the China-Burma-India Theatre (CBI) of Operations during WWII. The C-46 ferried personnel and cargo over the famous "Hump" and air passage over the Himalayan Mountains and supplied cargo to Air Commando's in India and Burma. The C-46 boasted a large cargo door, folding seats to accommodate 40 troops, a far greater payload than the C-47, and it offered better high-altitude performance, which was one of the reasons it was used so extensively in the CBI Theater. In Europe, the C-46 was used to tow gliders and drop paratroopers during the Rhein River crossing in March 1945. D, and F models were used in Korea, and a few aircraft were used by Air Force Special Air Warfare Center in the early years of the Vietnam War. In 1962, with the reactivation of the 1st Air Commando Wing the C-46 supported the 319th Troop Carrier Squadron and was later pressed into service with Air America (the US sponsored airline in Vietnam), providing airlift during numerous covert operations.

C-46D TAIL #44-77424 HISTORY

This C-46D was built in Buffalo, New York and delivered to the USAAF on 16 Nov 1944. The actions taken by personnel/movements and historical records of this aircraft have been lost for the time spanning 1944 - 1949. In 1949, #44-77424 was gained by the USAFR and utilized to maintain proficiency by units in the states of Washington and California. With the outbreak of the Korean War in 1950 this aircraft served in the countries of Japan and Korea. Remaining in the Far East until 1955 and subsequently leased by the newly established Japanese Self-Defense Force it remained in service to Japan until 1980 when it was sold to a private individual. Through mutual interest the USAF exchanged a C-118 to acquire the C-46 through the USAF Museum Program and it arrived at Hurlburt Field on 12 Nov 1985 with Airpark dedication occurring on 11 Oct 1986.

The C-46 was commonly referred to by pilots as the "Flying Coffin" with at least 31 known instances of fires or explosions in flight between May 1943 and March 1945, and many others missing and never found. Mechanics affectionately referred to the C-46 as the "Plumbers Nightmare."



C-46 Memorial



The C-46 Commando aircraft is dedicated to the members of the 1st Air Commando Wing who served with distinction in this aircraft during its years of assignment to Hurlburt Field from 1962-1964.

The C-46 is one of only three aircraft that served in our country's last three wars: WW II, Korea, and Southeast Asia. During the Southeast Asia conflict, the aircraft flew for Air America, the U.S. sponsored airline of the Republic of Vietnam. The other two aircraft are on display here also, the A/B 26 and the C-47.

The C-46 last flew for the US Air Force in 1968 while assigned to the Air Force's Southern Command

Dedicated 12 October 1986

AC-119G SHADOW



Primary Function:
Cargo/Gunship
Builder: Fairchild-Hiller
Corporation
Power Plant: Two
Wright R-3350
Turboprops
Maximum Takeoff
Weight: 77,000 lbs.
Maximum Speed: 270
mph
Cruising Speed: 174 mph
Service Ceiling: 24,400 ft.
Range: 1,708 miles

SPECIAL OPERATIONS USE

With the Vietnam conflict escalating in intensity and the aging AC-47 unable to keep pace with operational demands for longer loiter time and firepower, the USAF began searching for a replacement gunship. In 1968 the USAF found their solution in the C-119 (Flying Boxcar) and reassigned 52 C-119s from Pennsylvania & Indiana USAFR units. Twenty-six Aircraft designated "Shadow" were configured in the G-Model consisting of four 7.62mm mini-guns for the purpose of base defense. A maximum of 50,000 rounds of 7.62mm ammunition could be carried for day missions and 35,000 rounds for night missions. Later aircraft incorporated a AVQ-8 20kW Xenon light, a Night Observation Device (NOD), a LAU-74A automatic flare launcher and 1.5 million candlepower illuminator (with 24 and 60 flares for night missions), fire control computers, and APR-25 & APR-26 radar warning receiver/ECM gear. The remaining twenty-six aircraft designated "Stinger" were outfitted with underwing J-85 Westinghouse jet engines, four mini-guns, and two 20mm M61A1 cannons capable of unleashing up to 6,000 rounds per minute per gun., a forward-looking AN/APN-147 Doppler radar, a AN/AAD-4 Forward-Looking Infrared Radar (FLIR) system, and an AN/APQ-136 search radar to perform hunter/killer role as the K-model.

AC-119G TAIL #53-3144 HISTORY

Taking delivery on 23 Apr 1954 aircraft 53-3144 performed troop carrier assignments in both, active and reserve units in Japan, Oregon and Texas last serving with the 143 SOG, Rhode Island ANG, Warrick RI before transfer to AMARC "the Boneyard" Davis-Monthan AFB, Tucson AZ where it was sold to a private civilian in 1975. The aircraft sustained major damage from a runway accident in Mexico. 53-3144 was then purchased by another individual, repatriated in 1984 and stored in Laredo, Texas until exchanged by the owner for another aircraft from the USAF. Its final flight occurred on 23 Sep 1987 when it was flown to Hurlburt Field to undergo engine and propeller changes and take its place of honor in the Airpark with installation occurring on 28 Jun 1988.



Aircraft 53-3144 was utilized for crop dusting until profits dried up and then as a method to convey contraband television sets from Texas to Mexico until impacting a large cactus in the middle of a runway in Mexico.

AC-119G Memorial

In February 1968, the US Air Force approved a program to develop AC-119 gunships for Special Operation duty in Southeast Asia. Their specialized missions included Air Interdiction, Clandestine Air Support, Armed Reconnaissance, and Air Base Defense. These aircraft were based in Phan Rang, Phu Cat, and Da Nang in the Republic of Vietnam, and Udon and Nakhon Phanom in Thailand. The aircraft memorial is dedicated to those who maintained and flew the AC-119 in the defense of freedom and commemorates those who selflessly gave their lives to preserve the ideal of freedom loving people everywhere.

Dedicated 29 June 1988

AC-130A SPECTRE



Primary Function: Gunship
Builder: Lockheed Aircraft Corporation
Power Plant: Four Allison T-56-A-9D turboprops
Maximum Takeoff Weight: 155,000 lbs.
Maximum Speed: 380 mph.
Cruising Speed: 335 mph.
Service Ceiling: 33,000 ft.
Range: 2,700 nautical miles
Armament: Two 7.62mm mini-guns, two 20mm and two 40mm cannons
Avionics: General Electric

AN/ASQ-145 Low Light Level Television Sensor System. The Low Light Level Television Sensor (LLTV) installed on AC-130 gunships enabled the aircrew to illuminate targets covertly during night operations. Located just in front of the 20mm guns, the LLTV could amplify the existing light 60,000 times to produce television images as clearly as if it were noon.

SPECIAL OPERATIONS USE

The versatile C-130 Hercules, originally designed in the 1950s as an assault transport, was adapted for a variety of missions, including weather mapping and reconnaissance, mid-air space capsule recovery, search and rescue, ambulance service, drone launching, mid-air refueling of helicopters, and as a gunship. On 26 Feb 1967, the first C-130 aircraft was selected for conversion into the prototype AC-130 gunship. After the prototype AC-130A completed its initial combat evaluation in early December 1967, problems identified during the test program were evaluated and integrated into an upgrade and overhaul plan expected to take until midsummer 1968. Five of the 18 gunships were lost to battle damage or other crashes in Vietnam. To enhance its armament's effectiveness, it used various sensors, a target acquisition system, and infrared and low-light television systems. Seeing combat with the 16 SOS at Ubon and Korat, Thailand and throughout Vietnam the gunship excelled in bringing adversaries to their ultimate end. The final employment of the A-Model gunship occurred while supporting Operation UPHOLD DEMOCRACY over Haiti in 1994.

AC-130A TAIL #56-0509 HISTORY

The Ultimate End was accepted by the USAF on 28 Feb 1957 and modified to an AC-130A configuration on 27 Jul 1970. Participating in Vietnam and the rescue of the SS Mayaguez. Assigned to Duke Field, Fla, it flew in support of Operations DESERT STORM and UPHOLD DEMOCRACY. Thirty-six years and seven-months of service from the date of its acceptance the Ultimate End retired from active service on 1 Oct 1994 and was dedicated at the Airpark, Hurlburt Field on 4 May 1995.

The Ultimate End demonstrated its metal by surviving five hits from 37mm Anti-Aircraft Artillery on 12 Dec 1970, extensive left-wing leading edge damage on 12 Apr 1971 and a 57mm round which punctured its underbelly injuring a crewmember on 4 Mar 1972.



AC-130 Memorial



The AC-130 Spectre gunship evolved into the most heavily armed aircraft in history. It has a distinguished history and was used extensively in a multitude of roles during the Vietnam conflict. The AC-130 also flew combat during the USS *Mayaguez* incident and during Operations Urgent Fury, Frequent Wind, Just Cause, and Desert Storm. This aircraft memorial honors tradition, courage, and sacrifice of the personnel who maintained and flew Spectre gunships in the defense of freedom and especially commemorates all aircrew members who gave their lives flying in defense of freedom loving people everywhere.

Dedicated March 1995

MC-130E COMBAT TALON



Primary Function:
Infiltration, exfiltration,
and resupply
Builder: Lockheed Aircraft
Corporation
Power Plant: Four Allison
T-56-A-15 turboprops
Maximum Takeoff Weight:
155,000 lbs.
Maximum Speed: 380
mph.
Cruising Speed: 335 mph.
Service Ceiling: 33,000 ft.
Range: 2,700 nautical
miles

SPECIAL OPERATIONS USE

The MC-130E first entered the Air Force inventory in 1966. The MC-130E Combat Talon was a version of the C-130E Hercules cargo transport modified for special operations. The MC-130E was equipped with aerial refueling equipment, terrain-following/terrain avoidance radar, an internal navigation system, a high-speed aerial delivery system and the surface-to-air Fulton Recovery System. The special navigation and aerial delivery systems were used to locate small drop zones and deliver people or equipment with greater accuracy and higher speeds than possible with a standard C-130E. The aircraft was also able to penetrate hostile airspace at low altitudes and crews were specially trained in night and adverse weather operations. The MC-130E could carry 26 combat-equipped personnel. During Operation DESERT STORM, the MC-130E air-dropped 11 BLU-82/B general purpose bombs and completed multiple leaflet dispersal missions as well as performing its secondary role of combat search and rescue.

MC-130E TAIL #64-0567 HISTORY

Aircraft #64-0567 was the first fixed-wing aircraft to land using Night Vision Goggles on 26 Nov 1979. The aircraft also flew during Operation URGENT FURY in Grenada. Later, this aircraft was the first Combat Talon to undergo the first phase of the extensive MOD-90 conversion project which consisted of critical upgrades to the aircrafts radar systems navigational suite. During Operation JUST CAUSE, #64-0567 was the lead aircraft of a five-ship formation that served as the conflicts first assault on 19 Dec 1989 at Rio Hato AB, Panama, and later exfiltrated Manuel Noriega from Panama on 2 Jan 1990.

The Fulton Surface-To-Air Recovery System was used to extract personnel/materials via air. A helium balloon raised a nylon lift line into the air, which was snagged by a large scissors-shaped yoke attached to the nose of the plane. The yoke snagged the line and released the balloon, yanking the attached cargo off the ground with a shock less than that of an opening parachute. A sky anchor secured the line and wires stretched from the nose to both leading wing tip edges protected the propellers from the line on missed snag attempts. Crew members hooked the s line as it trailed behind and attached it to the hydraulic winch, pulling the attached person or cargo into the plane.



AC-47D SPOOKY



Primary Function: Gunship
Builder: Douglas Aircraft Comp.
Power Plant: Two Pratt & Whitney R-1830-92
Max. Takeoff Weight: 33,000 lbs.
Max Speed: 232 mph.
Cruising Speed: 175 mph.
Service Ceiling: 24,450 ft.
Crew: 7-8 (pilot, copilot, navigator, flight engineer, loadmaster, two gunners and a South Vietnamese observer)
Range: 1,500 miles

Combat duration: 7 hours maximum, typical 5 or 6 hours.

Armament: Three SUU-11A 7.62mm miniguns firing at up to 6,000 rpm. This provided coverage over an elliptical area approximately 52 yards in diameter, placing a projectile within every 2.4 yards during a 3 second burst. Later, the SUU-11As were replaced by specially designed General Electric MXU-470/A 7.62mm miniguns. 48 MK-24 Mod 3 flares with 2 million candlepower and a 3-minute maximum burn duration.

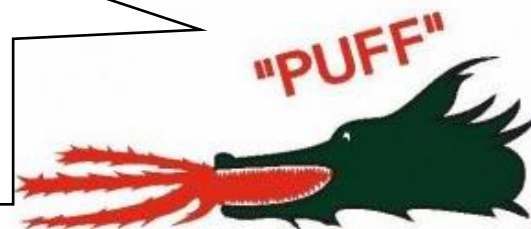
SPECIAL OPERATIONS USE

The AC-47 holds an illustrious place in Air Commando history. The 1st, 2d, and 3rd Air Commando Groups in the CBI Theatre and the Philippine Islands relied on the C-47 to continuously haul supplies and tow gliders for Operation THURSDAY. The combat use of the C-47 in Vietnam began in February 1962 when the aircraft dropped flares to illuminate outposts and small villages under night attack by Viet Cong forces. These C-47 flare ships were part of the Operation FARMGATE (initially Jungle Jim) program to train VNAF forces in counterinsurgency operations. When Operation FARMGATE ended on 28 Jul 1963, the C-47 flare ships were transferred to the 1st Air Commando Squadron at Bien Hoa Air Base. The first test use of the AC-47 gunship (initially FC-47, but fighter pilots lamented the use of "F") in combat occurred on 15 Dec 1964, with testing continued into early 1965. The USAF converted 53 C-47s for use as gunships during the Vietnam War. In 1969 the USAF turned over its AC-47Ds to the VNAF under the "Vietnamization" program.

C-47 TAIL #43-15510 HISTORY

Manufactured in Long Beach CA and delivered to the USAAF on 23 Oct 1943, this "Gooney Bird" operated in England in 1943 and participated in Operation OVERLORD and Operation NEPTUNE (the D-Day invasion) on 6 Jun 1944. When WWII concluded the aircraft was assigned to Army of Occupation service with the 61th, 12th and 60th and the 7290th Troop Carrier Groups. This C-47 participated in the Berlin Airlift. Given to Turkey as military aid in 1949, the C-47 performed its cargo role until return to the United States in 1970. On 9 Jun 1973, the aircraft was modified and dedicated as an AC-47D.

On 24 Feb 1969, Loadmaster A1C **John Levitow** flew a combat air patrol in South Vietnam on his AC-47. Spooky 71 sustained a mortar strike to the top of its right wing which resulted in a magnesium flare activating which would explode at 4000 degrees within seconds. Despite 40 wounds in his back and legs, Levitow saw the loose flare, its fuse burning with clouds of smoke, rolling amid ammunition cans that contained 19,000 rounds of live ammunition. Unable to stand up, and fighting the aircraft's 30-degree bank angle, Levitow crawled to the flare and threw himself upon it. Hugging it to his body, he dragged himself back to the rear of the cabin and pushed it through the open cargo door an instant before it ignited, saving the aircraft and its crew. The AC-47 had more than 3,500 holes in the wings and fuselage, one measuring more than three feet long.



C-47 Memorial



This memorial is dedicated to the tradition, courage, and sacrifice of those who value her in the defense of this nation.

Of all the airplanes ever built, the C-47 has far surpassed the others in faithful service, dependability, and achievement.

Affectionately known as the "Gooney Bird," she was used extensively in World War II, the Berlin Airlift, Korea, and Southeast Asia.

This Grand Old Lady has been shot up, shot down, bent almost beyond recognition, but never obliterated. Born in the days of wooden propellers, she is still flying.

Dedicated 9 June 1973

UC-123K PROVIDER



Primary Function: Defoliant, illumination, air assault and cargo transport, air evacuation and blackspot.

Builder: Fairchild Aircraft Corporation.

Power Plant: Two Pratt & Whitney R-2800 and two General Electric J85s

Maximum Takeoff Weight: 60,000 lbs.

Maximum Speed: 240 mph.

Cruising Speed: 170 mph.

Load: 60 fully-equipped troops, 50 stretcher patients or 24,000 lbs. of cargo

Service Ceiling: 28,000 ft.

Range: 1,825 miles

SPECIAL OPERATIONS USE

Providers entered service with the USAF's 309th Troop Carrier Group (Assault) in 1955. In January 1962, the first of many Providers were sent to South Vietnam to start the Ranch Hand defoliant program. Shortly after, a squadron of standard C-123Bs arrived to provide mobility to the South Vietnamese Army. By the fall of 1964, there were four USAF C-123B squadrons in Vietnam flying airlift and airdrop missions. Standard Providers flew night flare dropping missions to expose enemy attacks. Specially-modified C-123s flew night "Candlestick" operations with floodlights, radar, and night-vision equipment. In 1966, two Fairchild C-123K Providers (#54-691 and #54-698) were modified AC-123K (Project Black Spot) for operations with the 16 SOS. This test program was designed to give the Air Force a self-contained night attack capability to seek out and destroy targets along the Ho Chi Minh Trail. Re-designated the NC-123K the aircraft did not have guns, instead it flew over its targets and dropped cluster bombs. As the war in Southeast Asia wound down, the U.S. transferred some of its Providers to the South Vietnamese Air Force and the Royal Thai Air Force. The remaining USAF C-123s were transferred to the Air Force Reserve, which flew them into the mid-1980s.

C-123K TAIL #55-4533 HISTORY

Built in 1955 and assigned to the 346th Troop Carrier Squadron, Pope AFB NC aircraft 55-4533 deployed to Tan Son Nhut AB, Vietnam until 1967 and returned to Eglin AFB, Fla, for upgrade to K-Model. Upon completion of maintenance the Provider returned to Vietnam at Phan Rang AB until reassignment to the USAFR in 1972 at Lockbourne, Ohio. Serving the Reserves for 10-years and seven-months, the aircraft was reconfigured to depict a C-123 which dispersed the defoliants or Rainbow Herbicides "Agent Green," "Agent Blue," "Agent Pink," "Agent Purple," "Agent Orange," and finally "Agent White," a configuration which 55-4533 never served under. On 11 Oct 1981, the Provider was dedicated at Hurlburt Field.



By adding an aerial flare capability to the Provider, the "Candlestick" concept was born. C-123K Provider transports belonging to the 606th Air Commando Squadron had this special night mission over the Ho Chi Minh Trail. C-123 "Candlestick" missions exposed the trucks with six-million candlepower aerial flares. When a totally blacked-out Candlestick aircraft detected truck traffic, strike aircraft (also blacked-out) were called over the convoy, which was still oblivious to what was going on above it. With the strike aircraft ready, the C-123 dropped its six-million candlepower flares and "marker bricks" over the trucks and flew out of the immediate vicinity. The strike aircraft followed the reddish-tinted flares to the hapless trucks. The results were dramatic, both at the moment and in the rise in USAF's end-of-month truck-kill tallies.

C-123 Memorial



The C-123 aircraft was used extensively during peacetime operations and during the Southeast Asia Conflict in a multitude of roles which included tactical airlift, Ranch Hand (Aerial Spray), Candlestick (Night Illumination), and Blackspot (Sensor) missions, all of which complemented the Air Commando/Special Operations mission.

This aircraft memorial is dedicated to those who maintained and flew the C-123 in the defense of freedom. It especially commemorates those who selflessly gave their lives to preserve the ideals of freedom loving people everywhere.

Dedicated 11 October 1981

A-1E SKYRAIDER



Primary Function: Close air support
Builder: Douglas Aircraft Corporation
Power Plant: Single Radial engine Wright R-3350-26 (2700 hp).
Maximum Takeoff Weight: 25,000 lbs.
Maximum Speed: 318 mph.
Range: 900 miles
Armament: Four 20mm M2 cannons, up to 8,000

lbs. of ordnance on 15 external hard points including bombs, torpedoes, mine dispensers, unguided rockets, and gun pods.

SPECIAL OPERATIONS USE

Developed for and delivered to the USN in 1946, the A-1 Skyraider proved its metal during the Korean War. In 1967 the USAF requisitioned 80 A-1 E/H/G variants for use by Air Commando's in Southeast Asia. Flown by the 602 ACS (call sign Sandy) who linked with the 1 ACS (call sign Hobo's) at Nakhon Phanom Royal Thai Air Force Base and the 56 SOW the A-1 served as a rescue helicopter escort, battlefield seed planter (releasing ordnance with small firecracker like explosives that detonated when placed under pressure. These served to compromise NVA positions) and served as a night interdiction destroyer with the "Zorros" of the 22 SOS. In 1972, theatre A-1E aircraft were gifted to the Vietnamese Air Force when the USAF began operations with the A-7D Corsair II. The USAF lost 201 Skyraiders to all causes in Southeast Asia.

A-1E TAIL #52-132598 HISTORY

This Skyraider was delivered to the USN on 25 Oct 1954 and operational at El Segundo, Calif, with USN and USMC squadrons. A short period of storage at Lichfield Park, Ariz, and Naval Weapons Center at China Lake, Calif, occurred. Aircraft 52-132592 served until 1971 when inspections at Eglin AFB revealed that flight stresses had compromised its ability to fly safely. In light of all A-1Es being given to the Vietnamese Air Force the National Museum of the USAF gained, configured and displayed this Aircraft on Hurlburt Field on 30 May 1972.



USAF Major Bernard F. Fisher piloted an A-1E on 10 March 1966 mission for which he was awarded the Medal of Honor for rescuing Major "Jump" Myers at A Shau Special Forces Camp.

USAF Colonel William A. Jones III piloted an A-1H on 1 September 1968 mission for which he was awarded the Medal of Honor. In that mission, despite damage to his aircraft and suffering serious burns, he returned to his base and reported the position of a downed U.S. airman.

A-1E Memorial

This aircraft memorial is
dedicated to all US Air Force personnel
and our fellow South Vietnamese
airmen who flew the
A-1 in the Southeast Asia Conflict.
It also commemorates all those who selflessly
gave their lives in combat to
preserve the ideals that we and
freedom loving people throughout
the world so highly cherish.

Dedicated 30 May 1972

MC-130P COMBAT SHADOW



Primary Function: Air refueling and resupply
Builder: Lockheed Aircraft Corporation
Power Plant: Four Allison T-56-A-15 turboprops
Maximum Takeoff Weight: 155,000 lbs.
Maximum Speed: 289 mph.
Service Ceiling: 33,000 ft.
Range: 4,000 + nautical miles

SPECIAL OPERATIONS USE

The MC-130P series of aircraft entered service in 1965 during the Vietnam War as HC-130H CROWN airborne controllers to locate downed aircrew and direct Combat Search and Rescue operations over North Vietnam. The MC-130P was designed for long-range support of Special Operations Forces. The MC-130P mission is to conduct low visibility, single or multi-ship intrusion of politically sensitive/hostile-controlled territories, to provide special operations forces helicopter air-to-air refueling/tilt rotor air-to-air refueling of SOF vertical lift assets, infiltration, exfiltration and resupply of SOF by airdrop and air-land. The MC-130P conducts forward arming refueling point and/or hot refueling operations. In addition, the MC-130P conducts leaflet drops in support of psychological operations. began its special operations career in the mid-1980s, received its P-Model designation in 1996, and went on to conduct critical air refueling missions in the late 1980s during Operation Just Cause in Panama, and the early 1990s during Operation DESERT STORM.

Since Operation DESERT STORM, the MC-130P has been involved in many operations: NORTHERN/SOUTHERN WATCH, DENY FLIGHT in Yugoslavia, RESTORE DEMOCRACY and UPHOLD DEMOCRACY in Haiti, DELIBERATE FORCE and JOINT ENDEAVOUR in Bosnia, ASSURED RESPONSE in Liberia, GUARDIAN RETRIEVAL from Zaire, ENDURING FREEDOM in Afghanistan, IRAQI FREEDOM, NEW DAWN and ODYSSEY DAWN.

MC-130P TAIL # 65-0994 HISTORY

Aircraft #65-0994 entered the Air Force inventory in 1965 and was delivered to the 9 SOS to the 17 SOS on 2 May 1995. The 17th Special Operations Squadron, a part of the 353d SOG at Kadena AB, Japan, flew the MC-130P Combat Shadow. Operation COBRA GOLD allowed the 320 STS to train on HALO and Static Line operations with Thai personnel. The Air Logistics Center at Warner Robins completed SOF Improvement Modifications to include GPS in 1996. While at the ALC, the designation of HC-130N/P changed to MC-130N/P on 15 Feb 1996.



In August 2000, a crew from the 17th SOS, along with another from the 1st SOS, flew a C-130 each to deliver 19 tons of disaster relief aid across the Pacific to assist in Vietnam's worst flooding in a century. Nearly 22,000 pounds of plastic sheeting, 3,600 blankets and 5,000 water containers were flown from Guam, to Okinawa and then on to Vietnam by two Kadena-based C-130s.

T-28A TROJAN

Primary Function: Close air support
Builder: North American Aviation
Power Plant: Single Wright R-1300-1 Engine
Max Takeoff Weight: 7,460 lbs.
Max Speed: 283 mph
Cruising Speed: 190 mph
Service Ceiling: 25,200 ft.
Range: 1,000 miles
Armament: Two .50-cal. Machine guns in detachable pods under wing, two 100-lb. bombs, or six 2.25 in. rockets



SPECIAL OPERATIONS USE

North American designed the T-28 to replace the World War II era T-6 Texan trainer. First flown in September 1949, the Trojan entered production in 1950. An 800-hp engine powered the USAF version (T-28A) while the later U.S. Navy versions (T-28B and C) were powered by a 1,425-hp engine. When production ended in 1957, North American had built a total of 1,948 of these three versions. Air Commandos began using the T-28 in 1961 when eight Trojans were assigned to Hurlburt Field. Newly modified to carry increased ordnance in 1961, the T-28s deployed with the Operation FARMGATE detachment in support of the South Vietnamese Air Force who were training for combat. During March 1963, the Trojans flew 90 sorties and expended ordnance on 58 of them resulting in the destruction of nine confirmed boats and seven more sustaining damage. Another detachment from Hurlburt Field participated in Operation BOLD VENTURE conducting training and providing humanitarian support to Panama. In 1962 the Air Force began a program to modify more than 200 T-28As as T-28D "Nomad" tactical fighter-bombers for counter-insurgency warfare in Southeast Asia. Equipped with the larger 1,425-hp engines and many other changes, the T-28Ds eventually proved to be an effective close air support weapon against enemy ground forces. The USAF lost 23 T-28s to all causes during Vietnam.

T-28A TAIL #49-1663 HISTORY

Delivered to the USAF on 2 Jan 1951 this Trojan performed a training mission at Williams AFB, AZ, Norton AFB, CA, Lowry AFB, CO and Sheppard AFB, Texas as well as Hurlburt Field, FL. The Trojan was dedicated on 9 Jun 1973 at the Airpark, Hurlburt Field, FL.

Most T-28's have a black stripe painted along the fuselage streaming toward the tail from the cowl. This isn't just coincidence; in fact, the black stripe serves to camouflage the oil and exhaust gas stains that shoot back from the cowling. If you don't paint it black, it's going to turn black eventually anyway...

A distinctive set of yellow lines in the roundel identified an aircraft as belonging to South Vietnam



T-28A Memorial



First strike aircraft assigned to Special Operations Project "Jungle Jim."
First Special Operations aircraft to fly combat in Southeast Asia.
This aircraft memorial is dedicated to the pilots of the United States and over 18 allied nations that have flown the T-28 in defense of freedom. It especially commemorates those who selflessly gave their lives to preserve the ideals of freedom loving people everywhere.

Dedicated 9 June 1973

UH-1P IROQUOIS (HUEY)



Primary Function: Utility helicopter, instrument/hoist training, airborne assault and medical evacuation.
Builder: Bell Helicopter
Armament: Two 7.62mm M60 machine guns and two rocket pods
Engine: General Electric T-58 of 1,070 shaft HP
Maximum speed: 140 mph
Cruising speed: 115 mph
Range: 330 miles
Ceiling: 24,830 ft.
Rotor diameter: 48 ft.
Overall length: 57'1" ft.
Weight: 9,000 maximum

SPECIAL OPERATIONS USE

Bearing the distinction of the "most widely used aircraft in Vietnam" the UH-1 found itself employed by all services throughout the conflict. The UH-1 evolved from a 1955 U.S. Army competition for a new utility helicopter. The Army employed it in various roles, including that of an armed escort or attack gunship in Vietnam. The initial Army designation was HU-1, which led to the common unofficial nickname of "Huey." It was redesignated in 1962 as the UH-1 under a tri-service agreement. In addition to dangerous and highly classified missions in Vietnam, the Huey supported Operation BAHAMAS AND TURKS (Operation BAT) an ongoing Drug Enforcement Agency initiative to prevent illicit drug introduction to the United States. In January 1984 one Huey suffered catastrophic double engine failure and crashed at sea near Nassau, Bahamas, killing three 20 SOS personnel. Whitbeck Street, Hamby Place, and Acha Drive at Hurlburt Field are named for these personnel.

UH-1P TAIL #64-15493 HISTORY

Received on 19 Aug 1965 this Huey was assigned to Minot AFB, ND until forward deployed to Tuy Hoa and Cam Rahn Bay, Vietnam. In June 1972, this helicopter was upgraded to the P-Model for psychological warfare operations. Concluding service in Vietnam 64-15492 returned to the United States for assignment to MacDill AFB, Fla, retiring from service in 1980. On 11 Oct 1981 this Huey was dedicated in the Airpark at Hurlburt Field.

On November 26, a six-man reconnaissance team of Green Berets had been lifted into Vietnam's western highlands, near the Cambodian border. Hours later, they found themselves penned up next to a river, 1st Lt. James Fleming inspected the only clearing near enough for the troops to reach and found it impossible to land his Huey there. He instead flew over the river and hovered just above the water, with his landing skids against the bank, hoping that the Green Berets would be able to run to his helicopter safely. This maneuver was a balancing act that required great piloting skill. After waiting for several minutes, the reconnaissance team radioed that they couldn't survive a dash to the helicopter. Fleming lifted his UH-1 out of range of the hostile fire. The enemy soldiers concentrated their fire on the UH-1. The Green Berets ran for the chopper, firing as they ran and killing three Viet Cong barely 10 feet from the aircraft. As they leaped through the cargo door, Fleming once more backed the helicopter away from the bank and flew down the river to safety. On 14 May 1970 Lt. Fleming was presented with the Medal of Honor for his heroic actions.



UH-1P Memorial



The UH-1P was flown by the men of Project "Lucky Tiger" and the 14th Air Commando Wing "Green Hornets" in the Southeast Asia Conflict.

This aircraft memorial honors the tradition, courage, and sacrifice of the personnel who maintained and flew Special Operations helicopters in the defense of freedom. It especially commemorates all those aircrew members who selflessly gave their lives in combat to preserve the ideal that we and freedom loving people throughout the world so highly cherish.

Dedicated 11 October 1981

MH-60G PAVE HAWK

Primary Function:
Infiltration/exfiltration,
personnel resupply and
recovery.

Contractor: United
Technologies/Sikorsky
Aircraft Company.

Power Plant: Two
General Electric T700-
GE-700 or T700-GE-
701C engines

Weight: 22,000 pounds

Maximum Takeoff Weight: 22,000 pounds

Speed: 184 mph

Range: 504 nautical miles

Ceiling: 14,000 feet

Armament: Two 7.62mm and one .50 caliber machineguns



SPECIAL OPERATIONS USE

First procured in the 1980s as a modified Army UH-60A Blackhawk helicopters, the Pave Hawks supplemented AFSOC's rotary wing assets. Gradually as the Air Force invested in SOF capabilities throughout the mid- to late-1980s, the Pave Hawk avionics systems developed crucial integrated inertial navigation/global positioning/Doppler navigation systems, color weather radar, satellite communications and secure voice systems. The range extension modification included installing an in-flight aerial refueling probe and cabin mounted auxiliary fuel tanks. The addition of a forward looking infrared (FLIR) system increased the night low-level capabilities of the Pave Hawk. The Pave Hawk played a vital role in the golden hour of combat search and rescue. The Pave Hawk aircraft supported special operations forces while conducting missions during Operation JUST CAUSE in Panama supporting the Naval Special Warfare Task Force. They were part of the initial special operations force deployed to the Middle East in support of Operation DESERT SHIELD/DESERT STORM. The Pave Hawk aircraft and aircrew provided emergency evacuation coverage for SEAL teams penetrating the Kuwaiti coast prior to the coalition invasion. Additionally, they were tasked with combat search and rescue coverage for coalition Air Forces in western Iraq, Saudi Arabia, coastal Kuwait and the Persian Gulf.

MH-60G TAIL #89-26009 HISTORY

In March 1999, MH-60G 87-26009 was deployed to Brindisi, Italy, as part of the Joint Special Operations Task Force supporting combat operations during Operation ALLIED FORCE. On the night of 27 March 1999, a US Air Force F-117 stealth fighter, Vega 31, was shot down by Serbian Air Defense systems near Belgrade. The Rescue Task Force, consisting of two MH-53 Pave Low's and Pave Hawk 26009, launched from the forward staging base enroute to the survivor's location. Overcoming communication issues, un-forecasted inclement weather, and rescue signal malfunctions, the crew of 26009 successfully recovered the pilot of Vega 31 and returned him to friendly forces. It retired from active service in May 2021.

AC-130H SPECTRE

Primary Function: Close air support, air interdiction and force protection

Builder: Lockheed/Boeing Corporation Power Plant: Four Allison T-56-A-15 turboprops

Maximum Takeoff Weight:
155,000 lbs.

Maximum Speed: 300 mph.

Cruising Speed: 335 mph.

Service Ceiling: 33,000 ft.

Range: 1,300 nautical miles

Armament: 40mm cannon and
105mm cannon



SPECIAL OPERATIONS USE

The AC-130Hs played a pivotal role during Operation JUST CAUSE in Panama in 1989 when they destroyed Panamanian Defense Force Headquarters and numerous command and control facilities. Aircrews earned the Mackay Trophy for the most meritorious flight of the year and the Tunner Award for their efforts.

During Operation DESERT STORM, AC-130s provided close air support and force protection (air base defense) for ground forces. Gunships were also used during operations CONTINUE HOPE and UNITED SHIELD in Somalia, providing close air support for United Nations ground forces. Gunships also played a pivotal role in supporting the NATO mission in Bosnia-Herzegovina. The AC-130H provided air interdiction against key targets in the Sarajevo area.

In 1997, gunships were diverted from Italy to provide combat air support for U.S. and allied ground troops during the evacuation of American noncombatants in Albania and Liberia. AC-130s were also part of the buildup of U.S. forces in 1998 to convince Iraq to comply with U.N. weapons inspections. More recently, AC-130 gunships have supported Operation IRAQI FREEDOM/NEW DAWN while both aircraft have been employed in support of Operation ENDURING FREEDOM. Finally, AFSOC gunships have also played a pivotal role in the recent uprisings in the Middle East. Gunships provide armed reconnaissance, interdiction and direct support of ground troops engaged with enemy forces.

AC-130 TAIL #69-6575 HISTORY

Delivered in January 1969 to the 16 SOS, aircraft #69-6575 participated in many missions. Some of these include operations in Ubon Royal Thai Air Force Base, Thailand, for combat support. Operation JUST CAUSE, the Iran Hostage Crisis, Operation EAGLE PULL, Operation FREQUENT WIND, Operation DESERT STORM, Operation URGENT, and Operation CONTINUE HOPE. Wicked Wanda served for 43 years.



Piloted by Capt James Lawrence, 69-6575 participated in Operation Eagle Claw. The crew flew non-stop with air refueling from Hurlburt to Wadi Qena, Egypt. Here General Vaught called all the gunship aircrews into to the command post for a formal briefing. Standing on a recently built picnic table, he briefed everyone on the mission objective. On 24 April, as AC-130 crews and maintainers were preparing for the long mission to Iran, serious trouble occurred at *Desert One*. All the required helicopters did not make it to the *Desert One* site and the mission was aborted. One RH-53 crashed into an EC-130, killing five Hurlburt Field Airmen and three Marines.

AC-130U SPOOKY

Primary Function: Close air support, air interdiction and armed reconnaissance

Builder: Lockheed/Boeing Corporation



Power Plant: Four Allison T-56-A-15 turboprops

Maximum Takeoff Weight: 155,000 lbs.

Maximum Speed: 300 mph.

Service Ceiling: 25,000 ft.

Range: 1,300 nautical miles

Armament: 40mm cannon, 105mm cannon and 25mm Gatling gun.

Crew: AC-130U - pilot, co-pilot, navigator, fire control officer, electronic warfare officer (five officers) and flight engineer, TV operator, infrared detection set operator, loadmaster, and

four aerial gunners (eight enlisted)

SPECIAL OPERATIONS USE

The AC-130Us were first deployed in 1995 as the three iterations of the C-130 gunships. AC-130s were also part of the buildup of U.S. forces in 1998 to convince Iraq to comply with U.N. weapons inspections.

Employed in support of the NATO-led Operation ALLIED FORCE and JOINT GUARD in the late 1990s, the AC-130Us provided crucial ground protection in Balkans. AC-130Us were involved in 1999 combat operations in Kosovo, where the first ever employment of the radar system to identify and attack targets was used in armed reconnaissance. More recently, AC-130U gunships have supported operations IRAQI FREEDOM and NEW DAWN and have been employed in support of operations ENDURING FREEDOM and RESOLUTE SUPPORT. The last combat employment of the AC-130U occurred in July 2019 with its retirement in August 2019 after serving Air Force special operations crews and providing close air support to ground troops for over 20 years.

AC-130 TAIL # 87-0128 HISTORY

Named 'Big Daddy,' this Spooky became the first ever to receive a black letter initial on its status page before a flight on June 18, 2020. The black letter signifies there are absolutely no discrepancies whatsoever on the plane and the airframe and its crew had maintained a standard of excellence. Big Daddy was the last AC-130U Spooky to retire, after being the oldest Spooky in the USAF inventory, serving primarily with the 4th Special Operations Squadron.

MC-130H COMBAT TALON II

Primary Function:
Infiltration, exfiltration,
and resupply of personnel
and equipment;
psychological operations;
and refueling vertical lift
aircraft.

Contractor: Lockheed.

Power Plant: Four Allison
T56-A-15 turboprops

Maximum Takeoff Weight: 22,000 pounds

Maximum Speed: 300 mph

Range: 2,700+ nautical miles

Ceiling: 33,000 feet



SPECIAL OPERATIONS USE

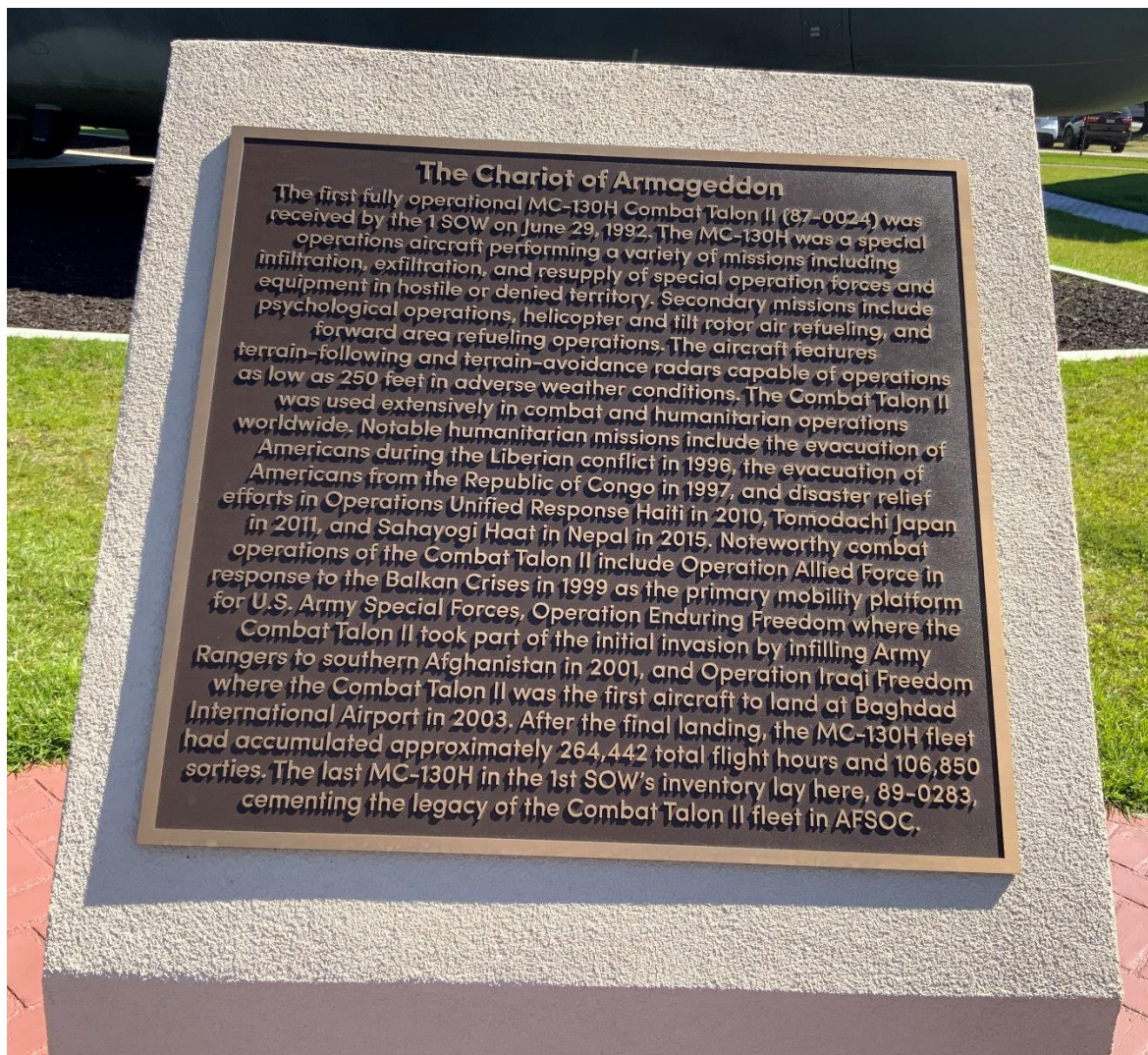
The Combat Talon II entered as an upgrade to the MC-130E Combat Talon I, featuring advanced mission computers and avionics. The fleet first arrived at Hurlburt Field in June 1992 and declared operational in October 1992. Its first operational commitment was a humanitarian mission into the former Yugoslavia, Operation PROVIDE PROMISE, beginning 22 February 1993. Some highlights include evacuations of non-combatant Americans and other civilians from conflicts in Liberia in 1996. Also, in 1998, a MC-130H aircrew was awarded the Mackay Trophy for evacuation of civilians from the Republic of the Congo in 1997, and they participated in combat operations in the Balkans during Operation ALLIED FORCE. In 2001, MC-130Hs were employed to seize an airfield in southern Afghanistan, delivering U.S. Army Rangers to commence ground operations in Operation ENDURING FREEDOM. Later in 2003, the MC-130H was the first U.S. aircraft to land at Baghdad International Airport in support of Operation IRAQI FREEDOM. Since October 2001, this aircraft flew in combat and humanitarian operations worldwide. The fleet comprised 20 airframes in 2014 before aircraft started retiring. They accumulated more than 264,000 hours in their service before its final flight in April 2023.

MC-130H TAIL #88-0283 HISTORY

The aircrew of -0283 served as the fourth and final MC-130H in Task Force Sword on 19/20 October 2001 to infiltrate Objective Rhino in Afghanistan to support the first combat airfield seizure in Operation ENDURING FREEDOM. A few weeks later, aircrew of -0283 conducted the BLU-82 drop on Mazar-e-Sharif. For humanitarian response after a 2010 earthquake, the crewmembers of Reach 1000 were the first Air Force personnel to land at Port-au-Prince International Airport in support of Operation UNIFIED RESPONSE – Haiti.

FLOWN BY





The Chariot of Armageddon

The first fully operational MC-130H Combat Talon II (87-0024) was received by the 1 SOW on June 29, 1992. The MC-130H was a special operations aircraft performing a variety of missions including infiltration, exfiltration, and resupply of special operation forces and equipment in hostile or denied territory. Secondary missions include psychological operations, helicopter and tilt rotor air refueling, and forward area refueling operations. The aircraft features terrain-following and terrain-avoidance radars capable of operations as low as 250 feet in adverse weather conditions. The Combat Talon II was used extensively in combat and humanitarian operations worldwide. Notable humanitarian missions include the evacuation of Americans during the Liberian conflict in 1996, the evacuation of Americans from the Republic of Congo in 1997, and disaster relief efforts in Operations Unified Response Haiti in 2010, Tomodachi Japan in 2011, and Sahayogi Haat in Nepal in 2015. Noteworthy combat operations of the Combat Talon II include Operation Allied Force in response to the Balkan Crises in 1999 as the primary mobility platform for U.S. Army Special Forces, Operation Enduring Freedom where the Combat Talon II took part of the initial invasion by infilling Army Rangers to southern Afghanistan in 2001, and Operation Iraqi Freedom where the Combat Talon II was the first aircraft to land at Baghdad International Airport in 2003. After the final landing, the MC-130H fleet had accumulated approximately 264,442 total flight hours and 106,850 sorties. The last MC-130H in the 1st SOW's inventory lay here, 89-0283, cementing the legacy of the Combat Talon II fleet in AFSOC.

O-1E BIRD DOG

Primary Function: FAC and observation
Builder: Cessna Aircraft Corp.
Power Plant: One 213 horsepower Continental O-470-11 Engine
Crew: 1-2
Maximum Takeoff Weight: 2,430 lbs.
Maximum Speed: 150 mph.
Cruising Speed: 104 mph.
Service Ceiling: 18,500 ft.
Range: 530 miles



SPECIAL OPERATIONS USE

The United States Department of Defense ordered 3,200 L-19s that were built between 1950 and 1959, entering both the U.S. Army and U.S. Marine Corps inventories, initially designated as OE-1s in the Marine Corps until all U.S. military aircraft designations were standardized in 1962. The aircraft were used in various utility roles such as artillery spotting, front line communications, medevac and training. In 1962, the Army L-19 and Marine Corps OE-1 was re-designated the O-1 (Observation) Bird Dog and entered the war in Vietnam. During the early 1960s, the Bird Dog was flown by South Vietnamese, U.S. Army, and U.S. Marines in South Vietnam and later by clandestine forward air controllers (e.g., Ravens) in Laos and Cambodia. Because of its short takeoff and landing and low altitude/low airspeed capabilities, the O-1 also later found its way into U.S. Air Force service as a Forward Air Controller aircraft for vectoring faster fighter and attack aircraft and supporting combat search-and-rescue operations recovering downed aircrews. Often flown by an experienced fighter pilot the Bird Dog flew in a specific geographical area so that it could readily identify enemy activity. If a controller observed enemy ground targets, he marked them with smoke rockets for attack by fighter-bombers. The FAC remained on the scene to report bombing results. During the Vietnam War, the Bird Dog was used primarily for reconnaissance, target acquisition, artillery adjustment, radio relay, convoy escort and the forward air control of tactical aircraft, to include bombers operating in a tactical role.

O-1E TAIL #56-4208 HISTORY

Bird Dog #56-4208 was delivered to the USAF on 4 Oct 1957 and immediately relinquished to the U.S. Army. This aircraft was dedicated in the Airpark at Hurlburt Field on 20 Oct 1973.

On 25 March 1965 Major William McAllister came to the aid of a detachment of Vietnamese Marines pinned down in a "narrow valley surrounded by 3,000 ft. mountains near Bong Son." He came in under a low to direct attacks against the enemy. He was called on again at that evening and returned, flying again under a low overcast that extended up to 8,500 ft. Mac found the valley, despite the weather. Frisbee reported that the "valley was barely wide enough for tight 360-degree turns." He called for C-123 flares but the flare-ship could not get into the valley, so the 123 dropped its flares "in the blind" with the O-1 hanging down in there, calling for adjustments. After being lit up by the flares, Mac continued orbiting in this narrow valley, ducking to fire rockets and his M-1 carbine out the window. For his actions he would receive the Air Force Cross.



O-1E Memorial

The O-1 was two-seat observation aircraft built by Cessna, first delivered to the Air Force in 1957. These planes were used extensively in Southeast Asia as Forward Air Control (FAC) aircraft. Underwing pylons held smoke rockets, which were used to identify enemy positions for incoming fighter aircraft. This tactic was extremely effective against the Vietcong and North Vietnamese until they acquired shoulder fired missiles. O-1s were assigned to Hurlburt Field from 1963 to 1971, when they were phased out in favor of the O-2 and OV-10. This O-1E was installed in the Air Park on 20 October 1973.

OV-10 BRONCO



Primary Function: FAC, observation, escort, spotting, utility and ground attack.
Builder: North American Rockwell
Power Plant: Two Garrett-AiResearch T76-G-10/12 Turboprops
Maximum Takeoff Weight: 14,444 lbs.
Maximum Speed: 281 mph.
Cruising Speed: 223 mph.
Range: 1,240 miles
Service Ceiling: 26,000 ft.
Range: 1,240 miles
Armament: Four M-60C

7.62mm machine guns in plus 3,600 lbs. external stores

SPECIAL OPERATIONS USE

The OV-10A was a twin-turboprop short takeoff and landing aircraft conceived by the U.S. Marine Corps and developed under a U.S. Air Force, Navy and Marine Corps tri-service program. The first production OV-10A was ordered in 1966, and its initial flight took place in August 1967. The Bronco's missions included observation, forward air control, helicopter escort, armed reconnaissance, gunfire spotting, utility and limited ground attack. The USAF, however, acquired the Bronco primarily as a forward air control (FAC) aircraft. Adding to its versatility is a rear fuselage compartment with a capacity of 3,200 pounds of cargo, five combat-equipped troops or two litter patients and a medical attendant. The first USAF OV-10As destined for combat arrived in Vietnam in July 1968. A total of 157 OV-10As were delivered to the USAF before production ended in April 1969.

OV-10 TAIL #67-14626 HISTORY

Delivered on 27 Jun 1968, this Bronco was immediately disassembled, crated and shipped by sea to South Vietnam. Rebuilt and assigned to the 504th Tactical Air Support Group, Bien Hoa AB it conducted visual reconnaissance and convoy escort; trained Air Liaison Officers and Forward Air Controllers. In 1975 this Bronco was reassigned to Germany and then returned to the United States in 1984 at George AFB, CA. This Bronco was transferred to Shaw AFB, South Carolina, in 1988 and retired from operational use in Aug. 1991. Unsatisfied in retirement the Bronco was transferred to Kelly AFB, Texas, where it served as a maintenance trainer until its transfer and dedication in the Airpark at Hurlburt Field on 16 Feb 2000.



In 1971, the 23d TASS' OV-10A Broncos received modifications under project Pave Nail. Carried out by LTV Electro-systems during 1970, these modifications primarily included the addition of the Pave Spot target laser designator pod, as well as a specialized night periscope (replacing the initial starlight scopes that had been used for nighttime operations) and LORAN equipment. The callsign Nail was the radio handle of this squadron. These aircraft supported interdiction of troops and supplies on the Ho Chi Minh Trail by illuminating targets for laser-guided bombs dropped by McDonnell F-4 Phantom IIs. After 1974, these aircraft were converted back to an unmodified OV-10A standard.



The OV-10 BRONCO was built by North American Rockwell and 157 were delivered to the USAF beginning in 1968. It arrived in Southeast Asia the same year and soon proved a rugged and reliable Forward Air Control (FAC) aircraft. Powered by two turboprop engines, the highly maneuverable BRONCO featured ejection seats, five radios, a large cargo compartment, and superb cockpit visibility. Four light machine guns and five weapon stations capable of delivering a variety of ordnance gave the OV-10 a limited attack capability. The 230 gallon external centerline fuel tank provided a range of over 1,000 miles and maximum flight duration of up to six hours. Normally flown by a single FAC, the rear seat was often occupied by an observer, interpreter, or Pave Nail operator on those aircraft equipped laser designator equipment. During the Southeast Asia war, all OV-10 FAC training was conducted at Hurlburt Field. The Air Force retired the OV-10 in September 1991. This aircraft was dedicated in the Air Park on 23 September 2000.

O-2A SKYMASTER



Primary Function: FAC
Builder: Cessna Aircraft Corp.
Power Plant: Two 210 hp.
Continental 10-360C Engines
Max Takeoff Weight: 4,900 lbs.
Max Speed: 199 mph.
Cruising Speed: 144 mph.
Service Ceiling: 19,300 ft.
Range: 1,060 miles
Armament: Rockets, flares,
7.62mm mini-gun pods or other
light ordnance hung on four
wing pylons

SPECIAL OPERATIONS USE

In late 1966 the U.S. Air Force selected a military variant of the Cessna Model 337 Super Skymaster, designated the O-2, to supplement the O-1 Bird Dog forward air controller (FAC) aircraft then operating in Southeast Asia. Distinguished by twin tail booms and tandem-mounted engines, it featured a tractor-pusher propeller arrangement. Having twin engines enabled the O-2 to absorb more ground fire and still return safely, endearing it to its crews. The O-2 first flew in January 1967, and production deliveries began in March. The Model 337 featured a retractable landing gear, cabin seating for six as well as turbo charging and cabin pressurization. The USAF added windows and wing hard points for armament. The O-2 could remain airborne for approximately four hours while simultaneously using both engines or seven hours while using one engine through its fuel cross-feed system. Cessna produced two series -- the O-2A and the O-2B. The O-2A carried wing pylons for rockets, flares and other light ordnance. In the FAC role, the O-2A identified and marked enemy targets with smoke rockets, coordinated air strikes and reported target damage. The O-2B operated as a psychological warfare aircraft equipped with loudspeakers and leaflet dispensers. It carried no ordnance. Production ended in June 1970 after Cessna had built 532 O-2s for the USAF.

O-2A TAIL #67-21368 HISTORY

Accepted by the USAF on 31 Aug 1967, this Skymaster deployed to Nakhon Phanom Royal Thai Air Base and Bien Hoa AB, Vietnam where it served until transfer to the 111th Tactical Air Support Group, Pennsylvania ANG, Willow Grove, Pa. This aircraft continued its service in the ANG until 1982 when the Skymaster was dedicated to the Airpark Hurlburt Field FL.



The 505th Tactical Air Control Group was assigned to Tan Son Nhut on 8 April 1964. The Unit was primarily responsible for controlling the tactical air resources of the US and its allies in South Vietnam, Thailand, and to some extent Cambodia and Laos. Carrying out the mission of providing tactical air support required two major components, radar installations and forward air controllers. The radar sites provided flight separation for attack and transport aircraft which took the form of flight following and, in some cases control by USAF Weapons Directors. Forward Air Controllers had the critical job of telling tactical fighters where to drop their ordnance. FAC's were generally attached to either US Army or ARVN (Army of Vietnam) units and served both on the ground and in the air. The TASS units flew either the O-1G Birdog, O-2 Skymaster, or OV-10 Bronco.

O-2A Memorial



The O-2A SUPER SKYMASTER was a push-pull, twin-engine, three-seat, militarized version of the Cessna 337A SKYMASTER. Affectionately known as the "Oscar Duck." This rugged aircraft was flown throughout Southeast Asia in a variety of Forward Air Control (FAC) roles, including directing air strikes and reconnaissance over the Ho Chi Minh Trail. Its four underwing hard points were capable of carrying a variety of rocket launchers and flares. The O-2As standard load of 14 white phosphorous-marking rockets, combined with its increased timeover station and upgraded communication suite enhance its capability to execute the FAC mission. The O-2s updated navigation package increased its ability to operate in the adverse weather of Southeast Asia. The O-2B was modified for psychological warfare operations by adding loud speaker systems and leaflet dispensers. A total of 510 O-2As and O-2Bs were delivered to the Air Force by December 1970. All O-2 FAC training was done at Hurlburt Field until December 1975. This aircraft was dedicated into the Air Park in October 1982.

U-10A SUPER COURIER



Primary Function: Courier, spotting and propaganda
Builder: Helio Aircraft Corp.
Power Plant: Single 295 hp. Textron Lycoming GO-480-G1D6 engine.
Max Takeoff Weight: 3,600 lbs.
Max Speed: 180 mph.
Cruising Speed: 160 mph.
Range: 1,100 miles
Crew: 1 pilot and 5 passengers

SPECIAL OPERATIONS USE

The Super Courier was a light utility transport developed from a civilian design first tested in 1949. Its short takeoff and landing (STOL) capability allowed it to operate from a clearing the size of a football field, and its ability to fly slowly at speeds of approximately 25-35 mph made it an excellent aircraft for visual reconnaissance. The original version of the U.S. Air Force Super Courier made its first flight in 1958. The USAF purchased three aircraft for evaluation the same year, designating them L-28As and later redesignating them as U-10As. More than 100 additional U-10As were ordered, mainly for use by Air Commando units in Southeast Asia. It was used for liaison, light cargo, small supply drop operations, psychological warfare, forward air controller and reconnaissance missions.

U-10A TAIL #62-3606 HISTORY

Serving from 1961 - 1971 this Super Courier was assigned to Malmstrom AFB, Missouri, Fairchild AFB, Wash, Goldman AFB, Kentucky, Seymour Johnson AFB, North Carolina, and Hurlburt Field, Fla. In May 1971 the aircraft was dropped from USAF inventory and was dedicated in the Airpark on 20 Oct 1973.



The Air Commando Bold Venture detachment in Panama delivered 200 lbs. of books to schoolchildren on the island of Narganá by U-10 on 4 Aug 1962. Not only did this provide desperately needed education materials, but it proved to be an excellent training opportunity for the Air Commando's. During the same year an Argentine C-54 crashed in the Panamanian mountains and a U-10 led the SAR effort searching as a C-46 illuminated the night with flares. Once spotted the U-10 guided rescue personnel through use of its loudspeaker to the site. Distinguishing itself once again in 1962 a U-10 located a lost civilian survey party and again coordinated rescue operations.

U-10A Memorial



The U-10A, originally developed for the CIA, entered the Air Force inventory in 1958. With 231 square feet of wing surface area, and large flaps that covered three-fourths of the wing's trailing edge, this plane had superb Short Take-Off and Landing (STOL) capabilities. The SUPER COURIER carried up to four passengers, and was used as counterinsurgency troop carriers, for psychological warfare operations, airborne relay station duty, and search and rescue. Modifications included a drop ramp, floats for water landings, and airborne speakers. This plane was assigned to Hurlburt Field from 1964 until its retirement in 1971. It was dedicated in the Air Park on 20 October 1973.

OA-37B DRAGONFLY



Primary Function: Reconnaissance and night interdiction
Builder: Cessna
Power Plant: Two General Electric J85-GE-17A Engines
Maximum Takeoff Weight: 11,700 lbs.
Maximum Speed: 500 mph.
Cruising Speed: 425 mph.
Service Ceiling: 36,000 ft.
Armament: Single 7.62mm nose mini gun and 3,000 lbs. maximum of bombs, rockets and/or missiles
Range: 270 miles w/3,000 lb.

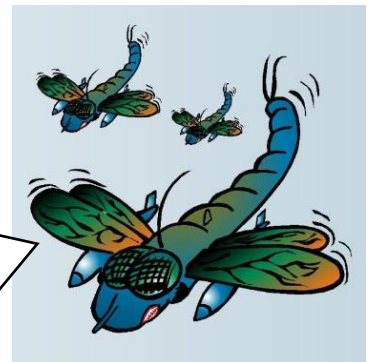
SPECIAL OPERATIONS USE

From 1964 -1966, the U.S. Air Force evaluated two modified T-37 trainers, designated YAT-37Ds, as prototypes for a counterinsurgency (COIN) attack/reconnaissance aircraft to use in Southeast Asia. Following this evaluation, the USAF contracted Cessna to modify 39 T-37Bs into A-37As in 1967. Later that year, the USAF sent 25 A-37As, nicknamed "Super Tweets," to Southeast Asia for combat evaluation under the name Combat Dragon. These aircraft primarily flew close air support, night interdiction and forward air control missions in South Vietnam and southern Laos. Based on the successful results of Combat Dragon, the USAF order newly built A-37Bs, which had cockpit armor, more powerful engines, redundant flight controls, provision for aerial refueling and a strengthened airframe. Of the 577 A-37Bs built, the USAF provided 254 to the South Vietnamese Air Force (VNAF) to replace their aging A-1 Skyraiders. Although the A-37B served with the USAF for only a short period, a number of A-37Bs remained in use with the Air Force Reserve and Air National Guard as observation/flight attack aircraft until the last one was retired in 1992.

OA-37B TAIL #70-1293 HISTORY

Manufactured in Wichita Falls, Kansas, and delivered to the USAF on 10 May 1971 this Dragonfly served various units until reassignment to the 110th Tactical Air Support Group where it served until March 1991. In 1991 the Dragonfly was moved and dedicated in the Airpark at Hurlburt Field.

The OA-37B was the only jet aircraft assigned to Special Operations. The 8th was moved to Bien Hoa AB and re-designed as the 8th Attack Squadron and re-equipped with the Cessna A-37B Dragonfly and given a counterinsurgency (COIN) mission. The 8th flew round-the-clock missions on both pre-planned airstrikes and immediate infantry requests. Whenever a forward air controller observed signs of enemy activity, 8th SOS pilots were ready to respond with rockets, bombs and machine guns. On 30 September 1970, the 8th Attack Squadron was re-designated as the 8th Special Operations Squadron and transferred to the 35th Tactical Fighter Wing. On 1 October 1972, the 8th Special Operations Squadron was the last United States Air Force combat squadron to withdraw from South Vietnam.





The A-37 DRAGONFLY began service with USAF as a trainer in the 1950s. The A-37 made its debut with the Special Operations when the USAF needed this low cost, high efficiency jet to deal with increased guerilla activity around the world. In 1967 A-37s were modified for attack duties and assigned to the 604th Air Commando Squadron, Bien Hoa, Vietnam. Following a brief period of flight testing, commandos were flying armed and visual reconnaissance missions and night interdiction raids. The first A-37s arrived at Hurlburt Field in 1969, where training was conducted for the USAF and the DOD's Military Assistance Program. A-37s remained in the USAF's active arsenal into the 1990s. This memorial is dedicated to the personnel who flew and maintained the A-37, especially those who lost their lives in service of the nation.

AIRMEN MONUMENTS & MEMORIALS

Air Commando/Chindit Memorial

1st Air Commando Group Heritage	1st Air Commando Force
<p>The name Air Commando was chosen by Gen. H. H. Arnold as a tribute to Admiral Louis Mountbatten who formed and trained the first British Commandos. Mountbatten was Supreme Allied Commander for Southeast Asia.</p> <p style="text-align: center;">Air Commando Motto</p> <p>During night training a glider crashed killing British Chindits. There was great concern this would lower morale of the Wingate Troops assigned to the glider operations. A written message was received from the British commander advising:</p> <p style="padding-left: 40px;">"Please be assured that we will go with your boys, any place, any time, any where."</p> <p>This phrase was adopted as a motto for the 1st Air Commando Group. It is still used in an abbreviated form by Special Operations Command of the U.S. Air Force.</p> <p style="text-align: center;">The Chindits</p> <p>The Chindits were highly trained jungle fighters who were organized as a reinforced division. Their mission was to infiltrate behind the Japanese and disrupt communication and supply lines. Chindits was a variation of "Chinthe." The mythical figure that guards Burmese temples. It was the high casualty rates of the Chindits that precipitated the request for help from the United States in evacuation of wounded.</p>	<p>At the Quebec conference in August 1943, President Roosevelt agreed to Prime Minister Churchill's request for U.S. air support of the British "Chindits" commanded by General Orde Wingate.</p> <p>General H.H. Arnold seized on the opportunity to use the flexibility of air power to fully support ground combat operations. Recruiting of a 528 man all-volunteer force began in September 1943, and by December 1943, men and equipment were in place in India and early operations began.</p> <p>On March 5, 1944, "Operation Thursday" was launched. British "Chindits" were glider-borne at night to a field 150 miles behind Japanese lines in Burma. A dirt airstrip was carved out the next day, and within a week 12,000 additional troops, 1,300 mules and tons of equipment and supplies were airlifted into "Broadway."</p> <p>L-1 and L-5 light planes, gliders and a YR-4 helicopter evacuated the sick and wounded. C-47's and UC-64's made re-supply flights. P-51's and B-25's furnished air cover, close air support and interdiction of targets.</p> <p>After May 1944, the redesignated groups' efforts were then directed to the support of the British 14th Army in its victorious drive to Rangoon. Additional personnel were assigned to the group. P-47's replaced the P-51's and operations continued with the same esprit de corps.</p> <p>The far sighted strategy of General Arnold, the imaginative leadership of Colonels Philip Cochran and John Alison together with the bravery of the 1st Air Commandos played a significant role in the defeat of the Japanese in Burma.</p> <p>Today Special Operations Air Commandos continue this tradition of dedicated service in missions around the world.</p>

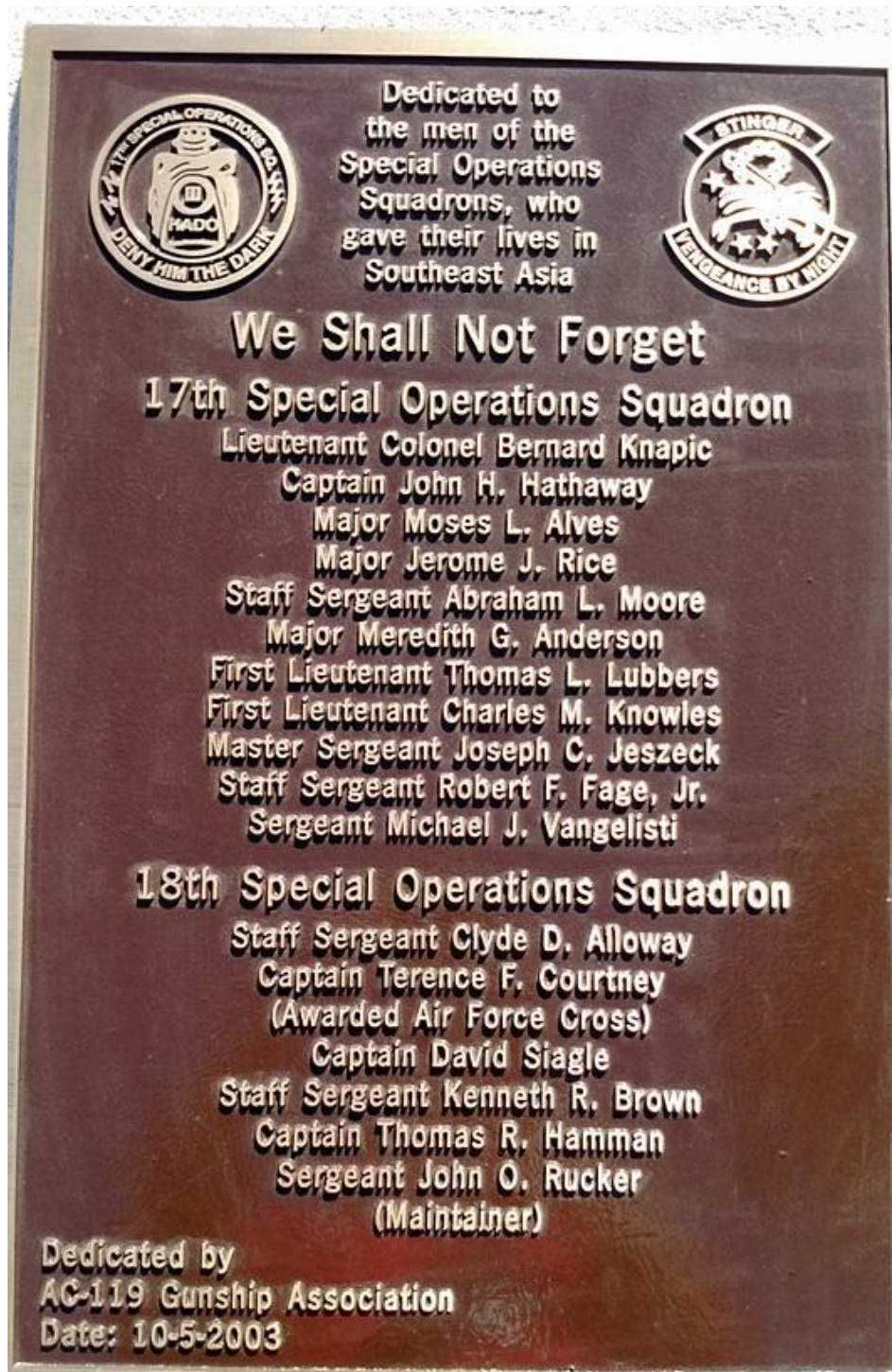
AIR COMMANDO / CHINDIT MEMORIAL (cont)

2Lt John Akston	Flight Officer Edmond T. Lopez
2Lt Edward W. Aumann	2Lt Brents A. Lowery
Flight Officer Hadley E. Baldwin	Flight officer WM. E. Mantel
SSgt WM. C. Barber	SSgt Vernon A. McNich
TSgt Billy F. Boen	Cpl Donald L. Merrill
2Lt Frank H. Borowski	2Lt Teddy L. Moyers
SSgt James Brown	Cpl John Mullen
1Lt Frank S. Byrne	SSgt WM. H. Neff
Capt K. Casey	1Lt Fay L. Nielsen
Sgt Herbert D. Curriden	Sgt Estil L. Nienaber
2Lt WM. E. Davison	1Lt Martin L. O'Berry
1Lt Robert L. Davis	Pfc Lee J. Packer
1Lt Murrell J. Dillard	1Lt Henry A. Palmer
1Lt Robert L. Dowe	Flight Officer Bishop Parrott
Sgt Ralph W. Dubay	Flight Officer H.S. Pettit
Flight Officer Robert E. Everett	SSgt Stanley W. Piontek
Pfc Emil J. Eastwood	1Lt Burt C. Powell
1Lt Glen R. Feichert	TSgt WM H. Postlewait
SSgt WM. H. Felhoelter	SSgt Thomas E. Purcell
2Lt John M. Ferron	2Lt Merle E. Reed
Cpl John L. Fey	1Lt Ernest N. Reichardt
TSgt Charles E. Fischer	Flight Officer WM. C. Ritzinger
Col Clinton B. Gaty	SSgt Arthur W. Ruck
Capt WM. R. Gilhousen	Sgt Frank Sadoski
Cpl Jack W. Gullede	Capt Erle H. Schneider
2Lt Albert E. Hainey	2Lt Ralph A. Selkirk
2Lt Billy H. Hastings	1Lt Robert D. Sharrock
1Lt Carl Hartzer	Flight Officer Leroy C. Shimulunas
Sgt Frederick W. Helbig	Sgt Elton Silver
2Lt Charles H. Hess	Pfc Louis Simon
SSgt James W. Hickey	2Lt Clyde S. Slick
1Lt Brian H. Hodges	Cpl Emmitt R. Sommers
1Lt L. D. Hollibaugh	Sgt Joseph G. Speroni
2Lt Keith R. Hughes	Cpl Walter C. Stelter
2Lt James C. Hutchinson	1Lt Elmer J. Stone
2Lt Bruce V. Johnson	TSgt Walter R. Sweeney
SSgt Joseph Kaplan	1Lt Robert D. Thomas
2Lt Robert L. Karnes	SSgt Ngon T. Tom
MSgt Peter D. Kelly	1Lt Edward G. Van Hofe
Capt John A. Kelting	2Lt Leonard D. Waters
Pfc Robert D. Kinney	2Lt Kenneth L. Wells
SSgt Joe B. Klaus	Cpl George C. Wheelock
1Lt Donald A. Lefevre	Pfc WM. J. Winn
Flight Officer John M. Leshner	1Lt Stephen A. Wanderer
1Lt Charles B. Liston	Cpl Julius F. Yackie



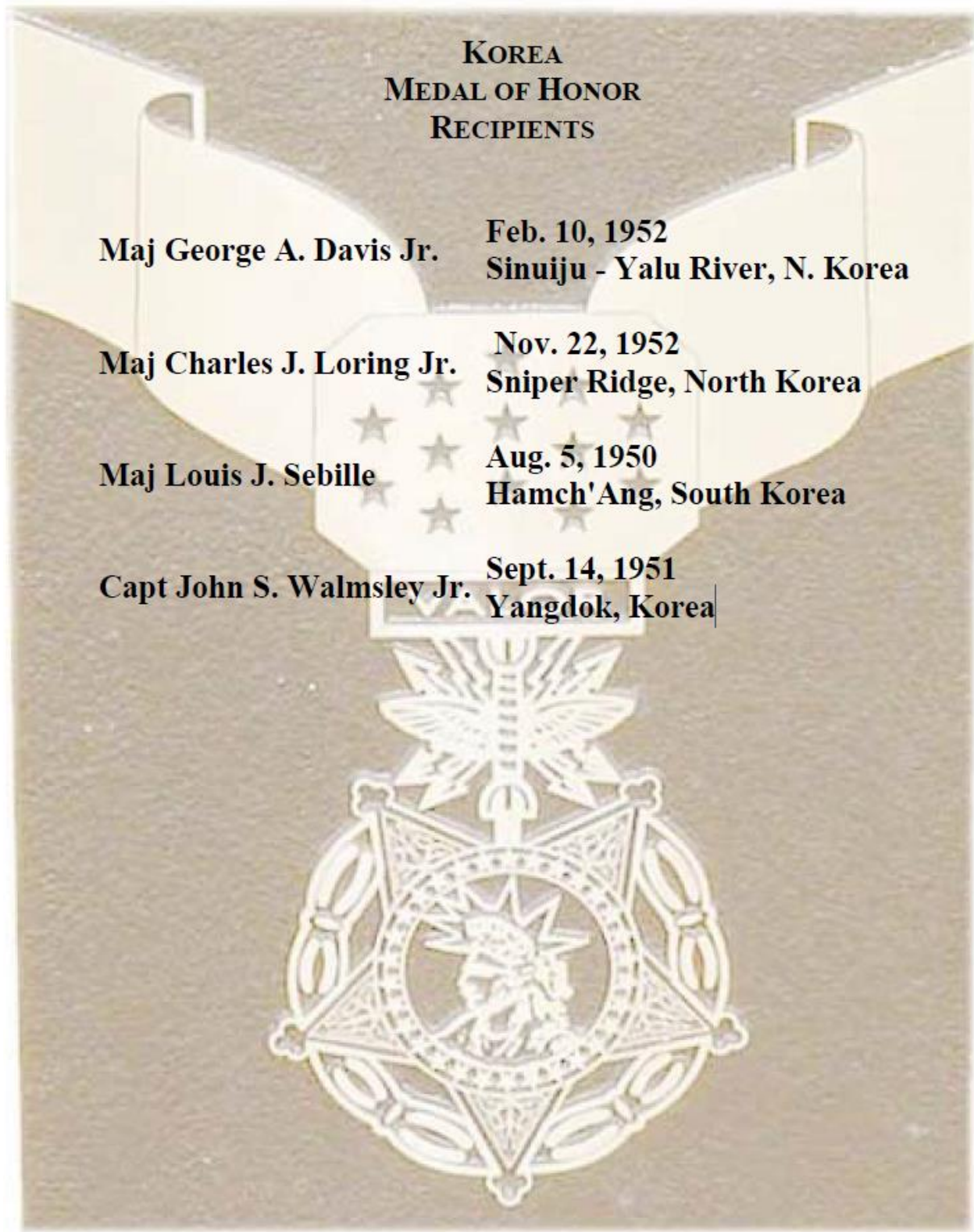
17th and 18th Special Operations Squadrons Memorial

The AC-119 Gunship Association, a vibrant community of veteran AC-119 air crews dedicated this memorial to its fallen Shadows and Stingers of the 17 and 18 Special Operations Squadron who operated in Southeast Asia in October 2005.



Korea Medal of Honor Recipients

Located between the C-46 Commando and B-25 Mitchell, this plaque memorializes the above and beyond the call of duty actions of four U.S. Airmen during the Korean War.



Operation KINGPIN Memorial

Located by the HH-3H Airframe, a vital aircraft for Operation KINGPIN, this plaque honors the rescue attempt of American prisoners of war from the Son Tay prison camp near Hanoi, Vietnam on 21 November 1970.

DEDICATED TO ALL PARTICIPANTS IN THE SON TAY MISSION – PLANNERS – SUPPORTERS – OPERATORS



On 20 November 1970, U.S. Air Force Special Operations Forces and the U.S. Army Special Forces made a daring raid deep in North Vietnamese territory on the Son Tay prison camp 23 miles west of Hanoi. The mission was to rescue 70 American POWs being held at Son Tay and to convey a message to American POWs that their country had not forgotten them.

The 27-minute mission was a brilliant military success. The Son Tay raiders comprised of 56 U.S. Army and 92 U.S. Air Force men, 1 HH-3, 5 HH-53s, 1 HC-130P, 2 C-130s, 5 A-1s, 10 F-4s, and 5 F-105s all returned safely, but no prisoners were found. The raid resulted in improved living conditions for American POWs in North Vietnam.

The U.S. Navy supported the raid by conducting an effective diversionary raid from the Tonkin Gulf Carrier Task Force with 116 aircraft from seven bases and three aircraft carriers.

The men of this Joint Task Force earned the admiration of their countrymen for risking their lives and freedom in an attempt to bring freedom to others.

A/B-26 Comrades Memorial

Dedicated alongside the B-26, the first airframe dedicated at Hurlburt Field, this plaque bears the names of 48 U.S. Airmen who lost their lives or declared missing in action while operating A/B-26, primarily in the Southeast Asia Theater.

IN HONOR OF OUR COMRADES LOST IN THE A/B-26 1961-1969		
Howard F. Andre	Cleveland Gordon	Robert E. Pietsch
John P. Bartley	Louis F. Guillermin	William J. Potter
Arthur E. Bedal	George B. Hertlein	Howard P. Purcell
Robert D. Bennett	Vincent J. Hickman	Robert L. Scholl
Garry W. Bitton	Bruce A. Jensen	John F. Shaughnessy Jr.
John W. Callahan	John C. Kerr	James E. Sizemore
Jerry A. Campaigne	Atis K. Lielmanis	Francis E. Smiley
Dwight S. Campbell	Lawrence L. Lively	Jerry D. Stout
Anthony F. Cavalli	John H. McClean	Ronald E. Suladie
Howard R. Cody	James McMahon	Miles T. Tanimoto
Carlos R. Cruz	Andrew C. Mitchell	William B. Tully
Raphael Cruz	Carl B. Mitchell	David H. Tyndale
Robert C. Davis	Neal E. Monette	Eugene J. Waldvogel
Charles S. Dudley	Herman S. Moore	Thomas R. White
George"Glen" Duke	Burke H. Morgan	James W. Widdis
Paul Foster	James R. O'Neill	Thomas W. Wolfe

Combat Talon Aircrew S-01

While operating in North Vietnam during a night leaflet drop mission, the S-01 aircrew on Combat Talon Tail #64-0547 lost radio contact with home station. F-4 Phantoms were deployed in search of the crew but no evidence of the crew or airframe were found in the search and the aircrew was declared missing in action 29 December 1967.

LOST DURING COMBAT MISSION IN NORTH VIETNAM —29 DECEMBER 1967—



Lt Col Donald E. Fisher – Navigator
Maj Charles P. Claxton – Pilot
Capt Edwin N. Osborne Jr. – Aircraft CC
Capt Frank C. Parker III – Electronic Warfare Officer
Capt Gerald G. VanBuren – Pilot
Capt Gordon J. Wenaas – Navigator
TSgt Jack McCrary – Flight Engineer
SSgt Gean P. Clapper – Radio Operator
SSgt Edward J. Darcy – Loadmaster
SSgt Wayne A. Eckley – Flight Engineer
Sgt James R. Williams – Loadmaster

They made the ultimate sacrifice for God and Country
There is no higher calling

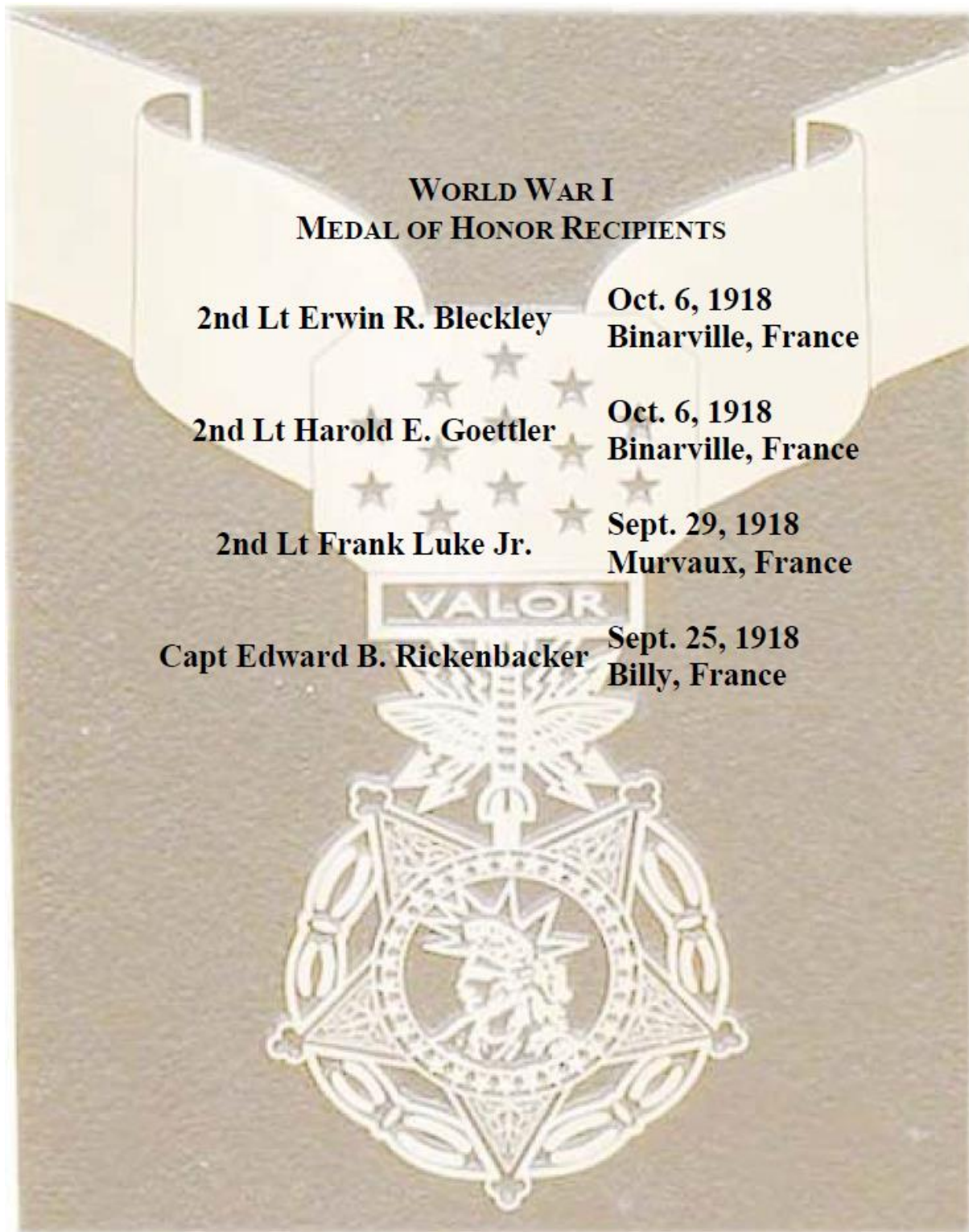
Dedicated: 12 July 1998

by

Stray Goose International

World War I Medal of Honor Recipients

Located next to the Combat Talon S-01 Aircrew memorial, this plaque memorializes the above and beyond the call of duty actions of four U.S. Airmen during World War I.



Star Memorial Walk

As part of a separate walking path, the Star Memorial Walk hosts multiple memorials for U.S. Air Force Special Operations air commandos and U.S. Airmen. It includes monuments to explosive ordnance disposal (EOD) personnel, Operation EAGLE CLAW, the AC-130H Spirit 03 aircrew, 16th Special Operation Squadron Spectre gunship aircrews from 1969-1972, AC-130H Jockey 14 aircrew, and veterans of Southeast Asia.

EOD Memorial



This 2,000 pound bomb,
A/N M-34, General Purpose Bomb
is dedicated to the
memory of all
A.A.F. Bomb Disposal/U.S.A.F.
Explosive Ordnance Disposal
men who gave
their lives supporting special
operations missions during
World War II, the Korean War, and
the Vietnam War.
11 October 1992

Operation EAGLE CLAW Memorial

Greater love has no man than this
that a man lay down his life for
his friends. JOHN 15:15

On the night of 24 April 1980,
these men gave their lives in the
gallant attempt to free the
American hostages in Iran.



IN MEMORY OF

Maj Harold Lawton Lewis Jr.
Maj Len Davis McIntosh
Maj Richard Lynn Bakke
Capt Charles Thomas McMillan II
TSgt Joel Columbus Mayo

Spirit 03 Memorial

AC-130H 69-6567 MEMORIAL

On January 31, 1991
while working a target
over Kuwait, 14 Spectre
crewmembers reached
out and touched the face
of God;
they became true
Ghostriders.



Maj Paul J. Weaver	TSgt Robert K. Hodges
Capt Thomas C. Bland	TSgt John L. Oelschlager
Capt William D. Grimm	SSgt John P. Blessinger
Capt Arthur Galvan	SSgt Timothy Harrison
Capt Dixon L. Walters	SSgt Damon V. Kanuha
SMSgt Paul G. Buege	SSgt Mark J. Schmauss
SMSgt. James B. May II	Sgt Barry M. Clark

16th SOS Spectres Memorial

IN MEMORIUM 52 SPECTRES 16th SPECIAL OPERATIONS SQUADRON



Gave their lives in Southeast Asia
in the defense of liberty.

"We here highly resolve that these
dead shall not have died in vain"

A. Lincoln

24 May 1969	Capt C. D. Miller	MSgt J. E. Mercer
SSgt C. F. Taylor	SSgt M. L. Paulson	SSgt L. J. Newkirk
SSgt J.W. Troglen	SSgt E. J. Pearce	SSgt R. E. Nyhop
22 May 1970	Maj I. B. Ramsower	Capt R. A. Wilson
Sgt T. Adachi	A1C R. E. Simmons	21 December 1972
Maj W. Brooks	SSgt E. D. Smith	Capt J. R. Birch
Lt Col C. Davis	Maj H. D. Stephenson	Capt D. R. Dickens
Maj D. Fisher	Sgt W. A. Todd	Sgt R. T. Elliott
Sgt S. Harris	Capt C. J. Wakzell	A1C C. F. Fenter
Sgt R. Hensley	Capt B.B. Young	TSgt J. P. Fuller
MSgt R. Ireland	18 June 1972	Capt T. J. Hart
A1C D. Lint	Maj G. F. Ayers	Capt S. N. Kroboth
Lt J. Towle	SSgt R. M. Cole	Capt H. R. Lagenwall
Lt Col C. Rowley	Capt M. G. Danielson	Capt R. L. Liles
29 March 1972	Capt P. F. Gilbert	Lt G. D. MacDonald
Maj H. P. Brauner	Maj R. H. Harrison	Maj P. O. Meder
SSgt J. K. Caniford	Sgt L. A. Hunt	A1C R. E. Reaid
Capt R. Castillo	SSgt D. H. Klinke	Maj F. A. Walsh
Capt R. C. Halpin	Sgt S. L. Lehrke	TSgt J. Q. Winningham

Jockey 14 Memorial

AC-130H 69-6576 MEMORIAL



On March 14, 1994, while flying enroute to
Mogadishu, Somalia,
in support of
Operation Continue Hope,
eight fellow Spectres lost their lives.
Let peace be with them.

Capt. Anthony R. Stefanik Jr.	Tech. Sgt. Robert L. Daniel
Capt. David J. Melhop	Staff Sgt. Mike E. Moser
Capt. Mark A. Quam	Staff Sgt. Brian P. Barnes
Master Sgt. Roy Duncan	Staff Sgt. William C. Eyler

Veterans of Southeast Asia Memorial

SOUTHEAST ASIA MEMORIAL



THIS MEMORIAL IS DEDICATED
TO THOSE MEN AND WOMEN WHO SERVED
OUR COUNTRY IN SOUTHEAST ASIA.

IN WAR'S GRIM HOUR THAT TESTED ALL
AMONG THE FIRST THEY HEARD THE CALL

THEY FOUGHT FOR PEACE WITH HONOR

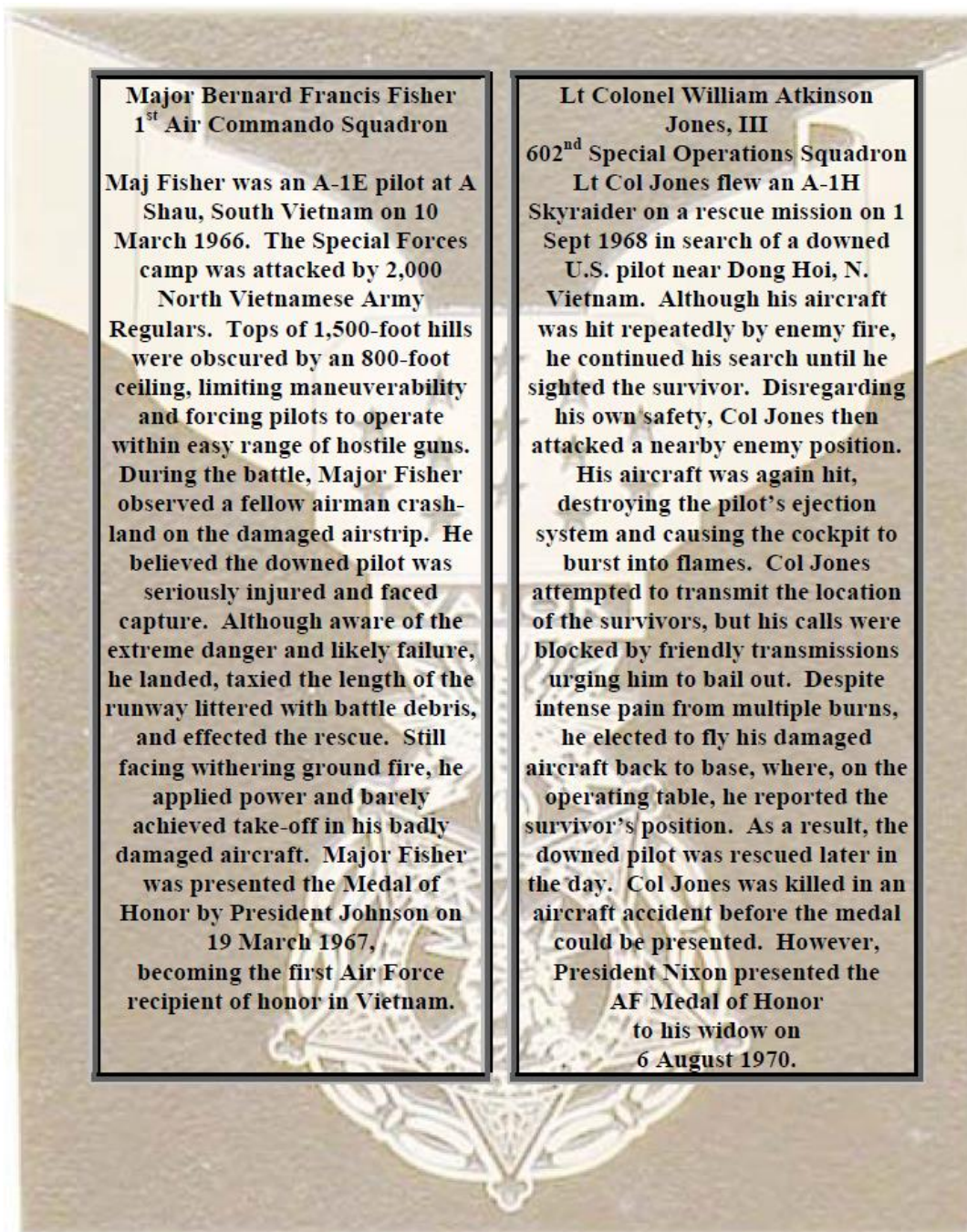
A-1 Operators Memorial

Located near the A-1E Skyraider, this plaque honors the 104 Airmen lost during operations in Southeast Asia.

IN MEMORY OF THESE HONORABLE MEN LOST DURING USAF A-1 OPERATIONS IN SOUTHEAST ASIA			
Charles F. Allen	Robert D. Gallup	Richard W. Lytle	John M. Roper
Frank A. Armstrong	Kurt W. Gareiss	Glenn R. Manning	Richard L. Russell
Gregory I. Barras	Johnny H. Godfrey	Richard Marshall	Robert L. Sander
Glenn A. Belcher	Richard D. Goss	Michael Masterson	Lloyd M. Scott
Edward A. Blake	David J. Gunster	Oscar Mauterer	Theodore Shorack
Leo S. Boston	William W. Hail	Robert Middlebrooks	Darrell J. Spinler
John R. Burns	John S. Hamilton	Donald R. Moore	Stanley Sprague
Robert I. Bush	Joseph L. Hart	Otis C. Morgan	Arthur R. Sprott
Joseph H. Byrne	Jerry P. Hawkins	Thomas H. McCarty	Glen J. Taliaferro
William Campbell	Gerald R. Helmich	Paul T. McClellan	Lawrence Tatum
Clyde W. Campbell	Duane A. Helmick	Thomas C. McEwen	Charles E. Teague
Ronald M. Canter	Thomas M. Hergert	Fred L. McPherson	Henry A. Tippino
Oliver C. Chase Jr.	James W. Herrior	Wayne E. Newberry	Halton R. Vincent
Allen S. Cherry	Raymond Hetrick	Hubert C. Nichols Jr.	George F. Vlisides
Richard Chorling	John R. Hills	Rudolph L. Nunn	David R. Wagner
Robert F. Coady	Don R. Hood	John L. O'Brien	Kenneth E. Walker
Guy F. Collins	Edward M. Hudgens	Lyn D. Oberdier	Richard A. Walsh III
Walter F. Draeger	Paul F. Johns	Donald C. Patch	Neal C. Ward
Glenn C. Dyer	George W. Kamenicky	F. W. Picking	Donald Westbrook
James B. East	William L. Kieffer	Joseph Pirruccello	James A. Wheeler
Esequiel M. Encinas	John O. Knaggs	Alan D. Pittman	Robert F. Wilke
Patrick M. Fallon	Roy A. Knight Jr.	Louis R. Raleigh	Robert C. Williams
Donald B. Fincher	Charles Kuhlmann	William Richardson	John V. Williams
John L. Flinn	Robert G. Lapham	Richard J. Robbins	James C. Wise Jr.
George E. Flynn II	Carroll B. Lilly	Lewis M. Robinson	Roger E. Witte
Wallace A. Ford	Albro L. Lundy Jr.	Charles E. Rogers	Wayne Wolfkeil

Medal of Honor Recipients – Maj Fisher and Lt Col Jones

Located near the A-1E Skyraider, these Medal of Honor plaques honors the two Air Force special operators, Major Bernard Fisher and Lt Col William Atkinson Jones III for their above and beyond the call of duty actions while operating their Skyraiders in Vietnam.



**Major Bernard Francis Fisher
1st Air Commando Squadron**

Maj Fisher was an A-1E pilot at A Shau, South Vietnam on 10 March 1966. The Special Forces camp was attacked by 2,000 North Vietnamese Army Regulars. Tops of 1,500-foot hills were obscured by an 800-foot ceiling, limiting maneuverability and forcing pilots to operate within easy range of hostile guns. During the battle, Major Fisher observed a fellow airman crash-land on the damaged airstrip. He believed the downed pilot was seriously injured and faced capture. Although aware of the extreme danger and likely failure, he landed, taxied the length of the runway littered with battle debris, and effected the rescue. Still facing withering ground fire, he applied power and barely achieved take-off in his badly damaged aircraft. Major Fisher was presented the Medal of Honor by President Johnson on 19 March 1967, becoming the first Air Force recipient of honor in Vietnam.

**Lt Colonel William Atkinson
Jones, III
602nd Special Operations Squadron**

Lt Col Jones flew an A-1H Skyraider on a rescue mission on 1 Sept 1968 in search of a downed U.S. pilot near Dong Hoi, N. Vietnam. Although his aircraft was hit repeatedly by enemy fire, he continued his search until he sighted the survivor. Disregarding his own safety, Col Jones then attacked a nearby enemy position.

His aircraft was again hit, destroying the pilot's ejection system and causing the cockpit to burst into flames. Col Jones attempted to transmit the location of the survivors, but his calls were blocked by friendly transmissions urging him to bail out. Despite intense pain from multiple burns, he elected to fly his damaged aircraft back to base, where, on the operating table, he reported the survivor's position. As a result, the downed pilot was rescued later in the day. Col Jones was killed in an aircraft accident before the medal could be presented. However, President Nixon presented the AF Medal of Honor to his widow on 6 August 1970.

Operation RANCH HAND Memorial

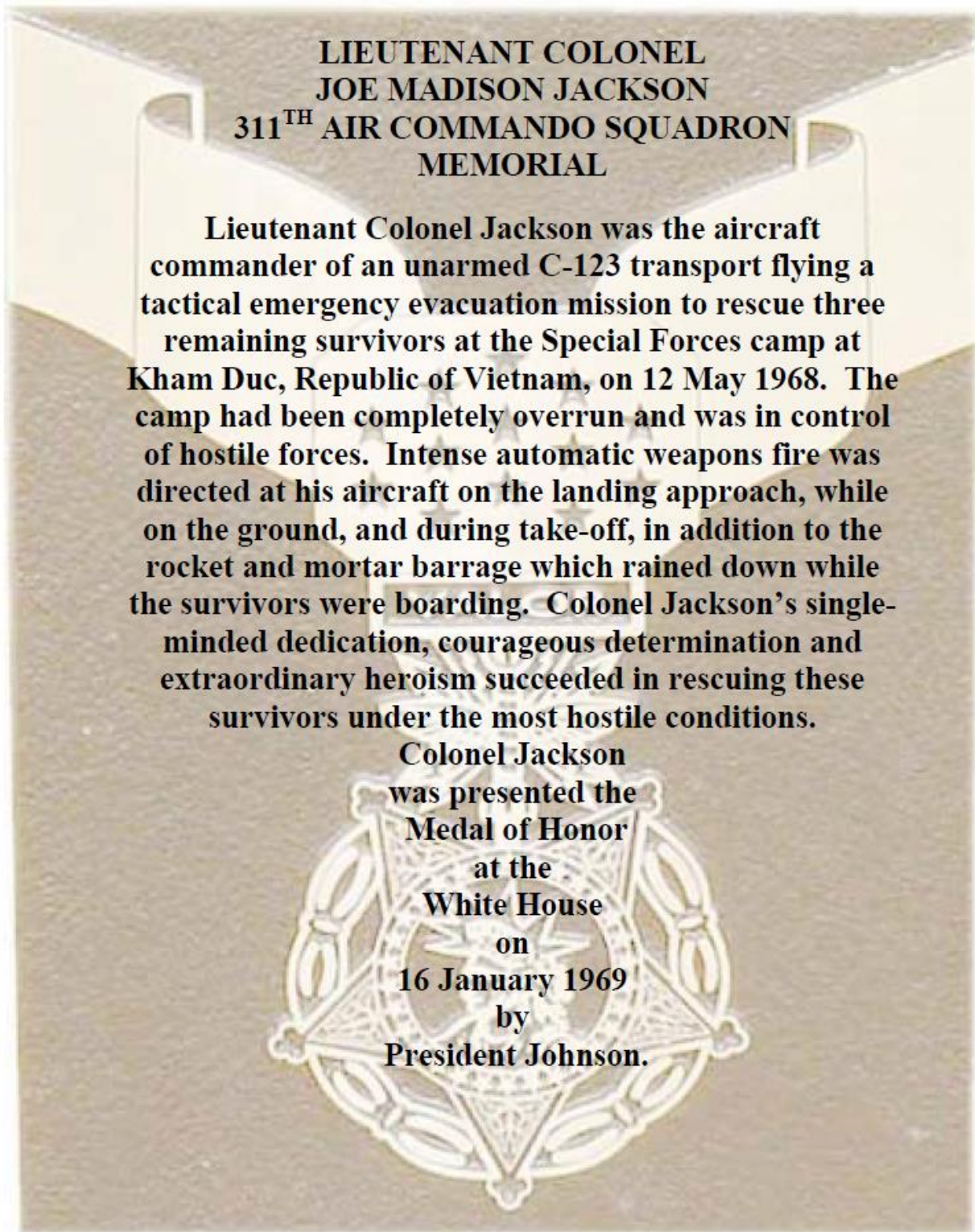
Located near the C-123 Provider, this memorial is dedicated to the Operation RANCH HAND personnel who lost their lives in the Vietnam War.



Capt Fergus G. Groves III	SSgt Irvin G. Weyandt
Capt Robert D. Larson	Sgt Le Tan Bo Rvnaf
SSgt Milo B. Coghill	Capt William B. Mahone
Capt Roy R. Kubley	Capt Virgil K. Kelly Jr.
Maj Lloyd F. Walker	TSgt Jacklin M. Boatwright
Capt Harvey Mulhouser	TSgt Harold C. Cook
Capt Howard L. Barden	Lt Col Emmett Rucker Jr.
A1C Ronald K. Miyazaki	Maj James L. Shanks
Lt Col Everett E. Foster	Sgt Herbert E. Schmidt
Maj Allan J. Sterns	1Lt Charles M. Deas
Maj Donald T. Stienbrunner	MSgt Donald L. Dunn
TSgt Clyde W. Hanson	Lt Col Daniel Tate
1Lt Richard W. O'Keefe	

Medal of Honor Recipient Lt Col Jackson

Located next to the C-123 Provider, this Medal of Honor plaque memorializes the above and beyond call of duty actions of Air Force special operator Lt Col Joe Jackson.



World War II Medal of Honor Recipients

Located in an alcove near the C-123 Provider, this plaque memorializes the above and beyond the call of duty actions of U.S. Airmen during World War II.

World War II Medal of Honor Recipients	
Lt Col Addison E. Baker	Aug. 1, 1943 - Ploesti, Romania
Maj Richard I. Bong	Oct. 10 - Nov. 15, 1944 - Southwest Pacific
Maj Horace S. Carswell Jr.	Oct. 26, 1944 - South China Sea
Brig Gen Frederick W. Castle	Dec. 24, 1944 - Liege, Belgium
Maj Ralph Cheli	Aug. 18, 1943 - Wewak, New Guinea
Col Demas T. Craw	Nov. 8, 1942 - Port Lyautey, French Morocco
Lt Col James H. Doolittle	April 12, 1942 - Tokyo, Japan
SSgt Henry E. Erwin	April 12, 1945 - Koriyama, Japan
2Lt Robert E. Femoyer	Nov. 2, 1944 - Merseburg, Germany
1Lt Donald J. Gott	Nov. 9, 1944 - Saarbrücken, Germany
Maj Pierpont M. Hamilton	Nov. 8, 1942 - Port Lyautey, French Morocco
Lt Col James H. Howard	Jan. 11, 1944 - Oschersleben, Germany
2Lt Lloyd H. Hughes	Aug. 1, 1943 - Ploesti, Romania
Maj John L. Jerstad	Aug. 1, 1943 - Ploesti, Romania
Col Leon W. Johnson	Aug. 1, 1943 - Ploesti, Romania
Col John R. Kane	Aug. 1, 1943 - Ploesti, Romania
Col Neel E. Kearby	Oct. 11, 1944 - Wewak, New Guinea
2Lt David R. Kingsley	June 23, 1944 - Ploesti, Romania
1Lt Raymond L. Knight	April 25, 1945 - Po Valley, Italy
1Lt William R. Lawley Jr.	Feb. 20, 1944 - Leipzig, Germany
Capt Darrell R. Lindsey	Aug. 9, 1944 - Pontoise, France
SSgt Archibald Mathies	Feb. 20, 1944 - Leipzig, Germany
1Lt Jack W. Mathis	March 18, 1943 - Vegesack, Germany
Maj Thomas B. McGuire Jr.	Dec. 25-26, 1944 - Luzon, Philippines
2Lt William E. Metzger	Nov. 9, 1944 - Saarbrücken, Germany
1Lt Edward S. Michael	April 11, 1944 - Brunswick, Germany
2Lt John C. Morgan	July 28, 1943 - Kiel, Germany
Capt Harl Pease Jr.	Aug. 7, 1942 - Rabaul, New Britain
1Lt Donald D. Pucket	July 9, 1944 - Ploesti, Romania
2Lt Joseph R. Sarnoski	June 16, 1943 - Buka, Solomon Islands
Maj William A. Shomo	Jan. 11, 1945 - Luzon, Philippines
Sgt Maynard H. Smith	May 1, 1943 - St. Nazaire, France
2Lt Walter E. Truemper	Feb. 20, 1944 - Leipzig, Germany
Lt Col Leon R. Vance Jr.	June 5, 1944 - Wimereux, France
TSgt Forrest L. Vosler	Dec. 20, 1943 - Bremen, Germany
Brig Gen Kenneth N. Walker	Jan. 5, 1943 - Rabaul, New Britain
Maj Raymond H. Wilkins	Nov. 2, 1943 - Rabaul, New Britain
Maj Jay Zeamer Jr.	June 16, 1943 - Buka, Solomon Islands

Missing in Action Memorial

Located near the C-123 Provider, this monument is dedicated to the Missing in Action soldiers.

***A Grateful Nation Remembers* MISSING IN ACTION MEMORIAL**



Dedicated to the missing in action, America's sons and daughters, brothers and sisters, who sacrificed to ensure the United States, the world's bastion of freedom, continues to flourish. Their devotion to duty, honor, and country will never be forgotten by the American people. This memorial honors the covenant between those heroes who put service before self and their loved ones left behind.

"Then I heard the voice of the Lord saying, 'Whom shall I send? Who will go for us? Here I am, I said: Send me!'" Isaiah 6:8-9

Special Tactics “First There” Monument Area

Unveiled in October 2016, this is the most recent monument of the Hurlburt Field Memorial Airpark as a seven-foot bronzed sculpture honoring one of the most decorated communities in Air Force History since the Vietnam War. The monument includes inscriptions of the multiple Special Tactics career fields – Special Tactics, Pararescuemen, Tactical Air Control Party, and Combat Control Teams. Following the August 2018 posthumous Medal of Honor award to MSgt John A. Chapman for his heroic efforts in March 2002 at the Battle of Takur Ghar, the Special Tactics Monument Area included the Medal of Honor addition to the Hurlburt Field Airpark in October 2018.





"Yet want they neither recompense
 Nor praise
 Nor to be mentioned in another breath
 Than their living comrades
 Whose great days it was their pride
 To share,
 Ay share
 Even to the death."

OUR FALLEN COMRADES

TSgt Richard L. Foxx Killed in Action South Vietnam 15 Oct 1962	MSgt Charles A. Paradise Killed in Action Bao Loc, South Vietnam 4 Sept 1967
A1C William E. Jerkins Killed in Action Bao Loc, South Vietnam 4 Sept 1967	Sgt Paul L. Foster Missing in Action Laos 29 Dec 1967
A1C Andre R. Guillett Missing in Action Laos 18 May 1967	TSgt Fredrick L. Thrower Killed in Action Bao Loc, South Vietnam 4 Sept. 1967
A1C L. J. Gauthier Missing in Action Bao Loc, South Vietnam 4 Sept 1967	

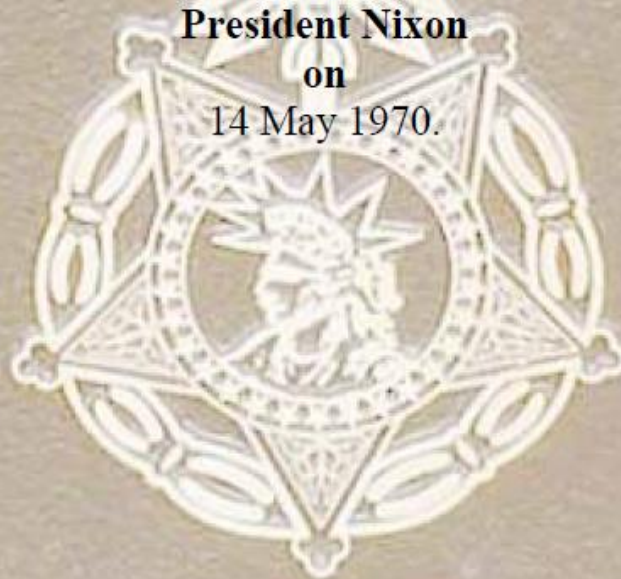
Medal of Honor Recipient A1C Levitow

Located next to the AC-47 Spooky, this Medal of Honor plaque memorializes the above and beyond call of duty actions of Air Force special operator, A1C John Levitow.

AIRMAN FIRST CLASS JOHN LEE LEVITOW 3RD SPECIAL OPERATIONS SQUADRON MEMORIAL

Airman First Class John Levitow was a loadmaster aboard a C-47 gunship on a night combat air patrol mission near Long Binh Army Post, Republic of Vietnam, 24 February 1969. His aircraft was hit by enemy ground fire. The enemy fire wounded half the crew, caused the aircraft to go out of control, and released an activated aerial flare within the plane. Though badly wounded and in great pain, Airman Levitow dragged himself forward, fell on the smoking flare and then hurled it from the aircraft just before it ignited. His quick and decisive action at the risk of his own life saved the airplane and the lives of his comrades.

**Airman Levitow
was awarded the
Medal of Honor
by
President Nixon
on
14 May 1970.**



Memorials across from AC-47

Located across from the AC-47, four separate memorials are dedicated to the quiet professionals who supported the United States during Southeast Asia operations: Bird Air aircrews, the Montagnard people, Hmong guerrilla units, and Air America personnel.

Bird Air Memorial

William Bird founded Bird Air in 1960 to support Special Operations Forces stationed in Southeast Asia. From 1960 until US withdrawal in April 1975, Bird Air and its complement of brave and skillful pilots flew many overt and covert missions in Vietnam, Cambodia, Laos, and Thailand. The CIA sponsored some operations, but many of these missions supported American special operations involved in the Vietnam War.

Between 1963 and 1965, Bird's aircrews supported Hmong tribesmen fighting in Laos and flew missions with the Royal Laotian Army. These missions earned Bird's pilots the respect of these fierce operatives working as US allies.

In 1965, Bird's pilots and crews flew their most notable mission, the Cambodian Airlift operation. Their chief objective was to resupply Phnom Phen after it was cut off and isolated by enemy forces. Many planes and crewmembers were lost in this mission.

Today William Bird and the members of his crack airlift company are regarded as legendary figures. Their fearless knack for flying into the most perilous mission "any time...any place" is a hallmark of Special Operations aviation history.

Montagnard Memorial

Dedicated to
"The Forgotten Army" –
the Montagnard soldiers of Vietnam

The Dega people (termed Montagnard or "Mountaineers" by the French) of Vietnam's central highlands, was one of our most loyal and endearing allies. They fought and died by the thousands alongside U.S. Army Special Forces from 1960 until 1975. Recognized as fierce, courageous fighters, the Montagnard fought bravely along side American forces during some of the most hazardous operations.

Montagnard continued fighting for 11 years until 1992, 7 years after U.S. withdrawal.

Hmong Guerrilla Units Memorial

During the Vietnam War between 1961 and 1975, Hmong Special Guerrilla Units (SGU) were defacto commando warfighters who sacrificed their lives to rescue American forces and protect Laos against North Vietnamese expansion. The Hmong, which means “Free People,” were rugged Laotian hill tribesmen noted for their warrior tradition, loyalty, commitment, and bravery.

The Hmong were among America’s staunchest and heroic allies. Hmong units were credited with rescuing hundreds of US airmen and soldiers, often under the most difficult of circumstances. Fighting along side the U.S. Air Commandos, Special Forces, Ravens, Air America, and the CIA, Hmong forces bore the brunt of ground fighting and casualties in support of American forces in MR2.

Under the command of General Vang Pao, Chief Operations Strategists Colonel Shoua Yang, and other courageous leaders, SGUs diverted front line NVA divisions and supplies from the war effort in South Vietnam. They served as the primary anti-Communist force in Laos. By war’s end, the Hmong were virtually annihilated protecting Laotian sovereignty. Today their legacy remains as a formidable commando fighting force with a valiant record of combat service.

Air America Memorial

Air America’s origin dates back to the secret CIA purchase of Civil Air Transport (CAT) assets in August 1950. Air America/CAT operations were initiated in response to covert transportation requirements during the Chinese Civil War and Korean conflict. Air America operations continued throughout the Vietnam War, ceasing in 1976.

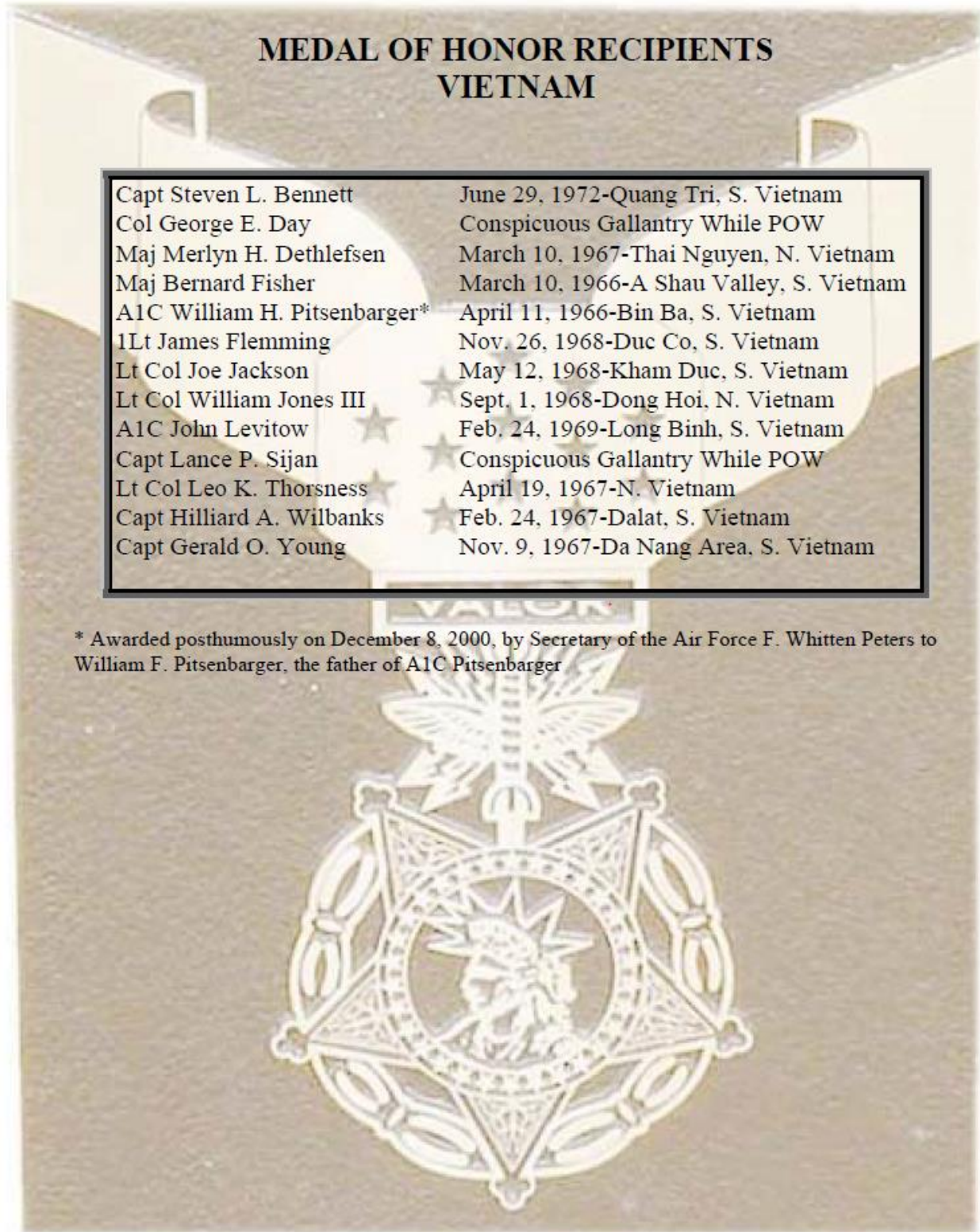
In the 1960’s and 70’s, when communists troops from North Vietnam spread into Laos, Air America transported tens of thousands of troops and refugees, flew emergency medevac missions, search-and-rescue missions, covert insertion/extraction of personnel, nighttime airdrops, conducted photo reconnaissance, and numerous clandestine nighttime missions. Air America/CAT 300 plus pilots, copilots, flight mechanics, and airfreight specialists recruited from all U.S. military services and commercial airlines were true professionals and performed superbly for the CIA.

In all, 100 Air America personnel lost their lives in South East Asia. Without Air America’s presence, the CIA’s effort could not have been sustained, and the U.S. might have been forced to introduce military troops into Laos. Air America’s dedication to the “secret war” fought in Laos is not forgotten.



Medal of Honors Recipients Vietnam War

Located in between the AC-47 Spooky and AC-130A Spectre, this Medal of Honor plaque is dedicated to the 13 U.S. Airmen and their above and beyond the call of duty actions in the Vietnam War.



MC-130 Combat Talon Monument

Located in front of the MC-130E, this monument was dedicated to the Combat Talon MC-130 aircrews by the vibrant Talon heritage community. The emblems and morale patches depicted at the bottom are from Combat Talon squadrons.



FRONT INSCRIPTION

This memorial is dedicated to the memory of the MC-130 COMBAT TALON aircrew members who made the ultimate sacrifice while flying one of our military's most critical and dangerous missions. The primary objective of these worldwide missions was the clandestine infiltration, resupply, and exfiltration of US and Allied Special Operations Forces. Beginning with the first operational missions over the jungle of Southeast Asia, valiant and dedicated COMBAT TALON airmen continue to answer their great Nation's call and execute its challenging and demanding missions; without fail. Dedicated 24 April 2015, through the efforts of the Combat Talon Memorial Foundation and the worldwide Combat Talon community.

To our fallen heroes, we humbly and proudly dedicate this COMBAT TALON Memorial.

REAR INSCRIPTION

Here am I; Send Me. Isaiah 6:8

29 Dec 1967, North Vietnam, MC-130E, ACFT 64-0547

SSgt Gean P Clapper, Maj Charles P Claxton, SSgt Edward J Darcy, SSgt Wayne A Eckley, Lt Col Donald E Fisher, TSgt Jack McCrary, Capt Edwin N Osbourne Jr, Capt Frank C Parker III, Capt Gerald G Van Buren, Capt Gordon J Wenaas, Sgt James R Williams

5 Dec 1972, South Carolina, MC-130E, ACFT 64-0558

TSgt Claude L Abbot, Capt John R Cole, Capt Marshall J Dickerson, TSgt Robert E Doyle, A1C Gerald K Fause, Lt Col Donald E Martin, SSgt Gilmore A Mickley Jr, Capt Douglas S Peterson, Capt Louis R Sert, 2Lt Douglas L Thierer, Maj Keith L Van Note, SSgt Billy M Warr Sr

25 Apr 1980, Iran, MC-130E, ACFT 62-1809

Capt Richard L Bakke, Capt Harold L Lewis Jr, TSgt Joel C Mayo, Capt Lyn D McIntosh, Capt Charles T McMillan II

26 Feb 1981 Philippines, MC-130E, ACFT 64-0564

TSgt Stephen A Blyler, TSgt Barry R Chumbley, SSgt John T Felton, Maj James M Kirk, TSgt Gary W Logan, Capt Norman L Martel, Capt Thomas D Patterson, Capt Gregory S Peppers

12 Jul 2002, Afghanistan, MC-130H, ACFT 84-0475

TSgt Sean M Corlew, SSgt Anissa A Shero

7 Aug 2002, Puerto Rico, MC-130H, ACFT 90-0161

Maj Michael J Akos, 1Lt Nataniel D Buckley, Capt Christel A Chavez, Maj Gregory W Fritz, TSgt Robert S Johnson, SSgt Shane H Kimmett, SSgt Robert J McGuire Jr

31 Mar 2005, Albania, MC-130H, ACFT 87-0127

Capt Todd R Bracy, Capt James S Cronin, CMSgt Lawrence B Gray, TSgt James P Henry, Capt Surender D Kothakota, TSgt Glenn P Lastes, 1Lt Ray C Owens Jr, SSgt Patrick R Pentico, Capt Gil C Williamson

COMBAT TALON Units:

Det. 1-314 TCW * 15 ACS * 15 SOS * 90 SOS * 1 SOS * 7 ACS * 318 SOS * 8 SOS * 711
SOS

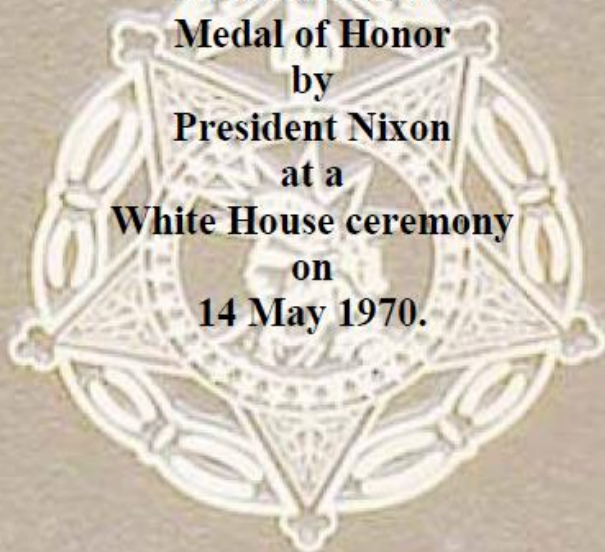
Medal of Honor Recipient 1Lt Fleming

Located near the UH-1 Huey, this Medal of Honor plaque is dedicated to the above and beyond the call of duty actions of Air Force special operator,

FIRST LIEUTENANT JAMES P. FLEMING 20TH SPECIAL OPERATIONS SQUADRON

First Lieutenant Fleming was the aircraft commander of a UH-1F transport helicopter near Duc Co in the republic of Vietnam's central highlands, 26 November 1968. He unhesitatingly flew to the aid of a six-man Special Forces Long Range Reconnaissance Patrol in danger of being overrun by a large, heavily armed hostile force. Lt Fleming descended twice in his lightly armed helicopter through a barrage of enemy fire to rescue the beleaguered patrol. Each time, he had to balance his helicopter, on the bank of a river with its tail boom hanging over open water. With complete disregard for his own safety and life, he remained in this exposed position, with bullets smashing through his windscreen, until the entire patrol could board his helicopter.

**Lieutenant Fleming
was awarded the
Medal of Honor
by
President Nixon
at a
White House ceremony
on
14 May 1970.**



Medal of Honor Recipient Capt Bennett

Located near the OV-10 Bronco, this Medal of Honor plaque is dedicated to the above and beyond the call of duty actions of Capt Steven Bennett.

CAPTAIN STEVEN L. BENNETT 20TH TACTICAL AIR SUPPORT SQUADRON

On 29 June, 1972, Captain Steven L. Bennett and a Marine observer were flying near Quang Tri, Republic of Vietnam. Responding to a call from a South Vietnamese unit pinned down by the enemy, he requested tactical air support, but none was available. Captain Bennett elected to strafe the enemy positions, and made four successful attacks in his lightly armed OV-10 BRONCO. On his fifth strafing pass the aircraft was hit by a surface-to-air missile that severely damaged the left engine and landing gear. Captain Bennett had determined that an emergency landing was impossible when he was advised that his observer's parachute was shredded by the exploding missile. His own parachute was undamaged, but Capt Bennett knew that if he ejected, the observer would have no chance of survival. He made the decision to crash land his burning aircraft in the sea, fully aware that no pilot ever ditched an OV-10 and lived through it. Upon contact with the water, the aircraft cartwheeled, crushing the front cockpit, making escape for Capt Bennett impossible. The observer managed to free himself and was rescued.

**Captain Steven L. Bennett
was posthumously awarded the
Medal of Honor
on
8 August 1974.**

Medal of Honor Recipient Capt Wilbanks

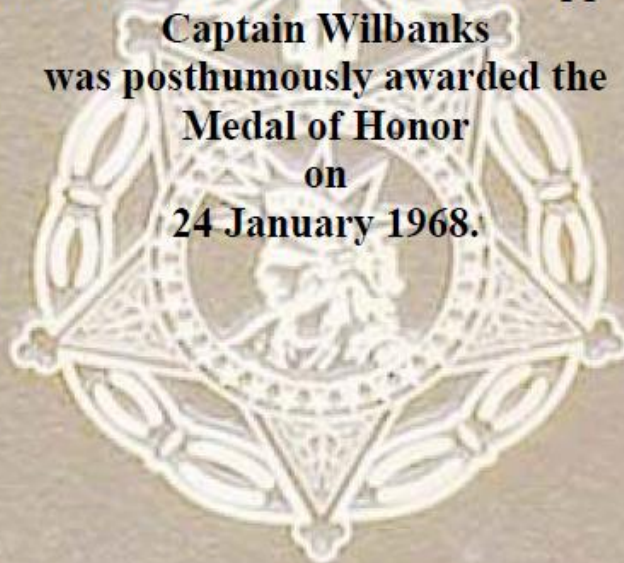
Located near the O-1E Bird Dog, this Medal of Honor plaque is dedicated to the above and beyond the call of duty actions by Capt Hilliard Wilbanks.

CAPTAIN HILLIARD A. WILBANKS 21st TACTICAL AIR SUPPORT SQUADRON

On the evening of 24 February 1967, Captain Hilliard A. Wilbanks was flying his 488th combat mission as a Forward Air Controller. While covering South Vietnamese Army Rangers and their American advisors in his O-1E BIRD DOG, he discovered a well-concealed enemy force about to ambush lead elements. He radioed a warning and called for tactical air support. With their trap compromised, the enemy launched an assault and trained heavy machine gun fire on Capt Wilbanks.

Disregarding the threat, he continued marking targets for helicopter gunships until they were forced to withdraw. Then, with no other option available, and determined to distract the attackers, he flew low over the battlefield while firing a rifle from the window of his aircraft. This courageous action finally disrupted the attack, allowing the Rangers to escape. On his final pass, Capt Wilbanks was mortally wounded and his bullet-riddled aircraft crashed between opposing forces.

**Captain Wilbanks
was posthumously awarded the
Medal of Honor
on
24 January 1968.**



Operations Monuments

Located between the OV-10 Bronco and the O-1E Bird Dog, a collection of multiple special operation forces operations are memorialized.

OPERATION JUST CAUSE MEMORIAL



On 20 December 1989, U.S. Forces invaded Panama and ousted dictator Manuel Noriega in order to reestablish democracy. Air Force special operations active, reserve, and guard units supported conventional and special operations forces in a crucial role throughout the operation. Special tactics combat controllers and medics provided vital support to combat units. The plan called for 26 separate and simultaneous raids, air drops, or attacks at 11 different locations. This AC-130A "Spectre" Gunship #509 of the Air Force Reserve 919th Operations Group, 711th Special Operations Squadron, flew combat missions every night and day of the operation. All combat missions were accomplished without loss of aircraft or personnel.

Operation ASSURED RESPONSE

In April 1996, Special Operations Command Europe (SOCEUR) responded to a crisis in Liberia, where civil war endangered Americans and other foreign nationals. The US deployed forces quickly to save lives, protect the American Embassy, and initiate a noncombatant evacuation operation. The only integrated force with its own aircraft and strike force ready and available was SOCEUR. On 7 April 1996, Special Operation Forces (SOF) launched an MC-130H for Sierra Leone, the intermediate staging base for Operation ASSURED RESPONSE. Using MH-53J helicopters of the 20 SOS, supported by tankers from the 67 SOS, SOCEUR sent SEALs and then Special Forces to provide security for the US Embassy and implement an orderly evacuation of Americans and third country nationals. AC-130Hs from the 16 SOS provided close air support, while MC-130s from the 7 and 8 SOS provided fixed-wing evacuation. At the close of the operation, SOF had evacuated 436 Americans and 1,677 foreign nationals.

Operations in Bosnia-Herzegovina 1993-1998

Operations in Bosnia-Herzegovina took on many different names between 1993-1998. Whether it was Operation JOINT ENDEAVOR, JOINT GUARD, DENY FLIGHT, DELIBERATE FORCE or JOINT FORGE, the special operations mission remained relatively unchanged. Located at San Vito Air Station, near Brindisi, Italy, the Joint Special Operations Task Force 2 (JSOTF 2) completed the following missions: combat search and rescue; fire support, and search and rescue.

Special Operations initially became involved in these peace efforts in February 1993 when the JSOTF 2 was established. Elements of the 16 SOW and 352 SOG shared responsibilities for operations and aircraft deployment, providing continuous support to U.S. and NATO personnel until late 1998.

Operation UPHOLD DEMOCRACY

Operation UPHOLD DEMOCRACY was the name given to the restoration of the democracy in Haiti. The US, expecting civil unrest and military opposition, deployed a large force to the area, which could overcome any opposition and restore order to Haiti.

The 16th Special Operations Wing deployed aircraft and personnel of the 9, 15, 16, and 20 SOS to Guantanamo Bay, Cuba. The 9 SOS with MC-130Ps, provided refueling capabilities for the 20 SOS MH-53s. The 919 SOW contributed AC-130As of the 711 SOS and provided close air support capabilities along with AC-130Hs of the 16 SOS. The MC-130Hs of the 15 SOS were tasked to perform leaflet drops in support of psychological warfare operations and the 193 SOG employed EC-130E aircraft to broadcast radio and television messages to the citizens.

The impending invasion eventually became a large-scale humanitarian mission, with the U.S. forces landing on 19 September 1994.

Operation RESTORE HOPE

Violence in Somalia was precipitated by a series of civil war, famines, and disease which cost the lives of an estimated 350,000 people. In December 1992, US troops were sent to help contain the lawlessness in Somalia and create a safe environment for relief workers and humanitarian supply delivery.

The 16 SOS deployed four AC-130H gunships to Djibouti, 7 June to 14 July 1993. The gunships flew numerous missions over Mogadishu, guided by Air Force Special Tactics personnel. They attacked weapons storage areas, tank and armored vehicle compounds, and several key radio stations, forcing General Mohammed Aideed and his supporters underground.

Special Tactics personnel remained in Somalia after the gunships departed, becoming part of Task Force RANGER. On October 3-4, 1993, teams assaulting a rebel stronghold engaged in a fierce firefight to rescue the crews of two MH-60 helicopters that were shot down. The heroic actions of these special tactics personnel earned TSgt Timothy Wilkinson the Air Force Cross, two members the Silver Star, and eight others the Bronze Star.

The gunships returned to Africa shortly after this and maintained a presence until the withdrawal of U.S. troop in 1995. Sadly, one gunship, JOCKEY 14, crashed during operations in March 1994 with the loss of eight personnel.

DESERT SHIELD and DESERT STORM

From early 1990 to late February 1991, AFSOC participated in Operations DESERT SHIELD and DESERT STORM, the protection of Saudi Arabia, and the liberation of Kuwait.

Active duty, Air Force Reserve, and Air National Guard components of AFSOC all deployed to Saudi Arabia and Turkey. The 1 SOW with its AC-130s, HC-130s, MC-130s, HM-53s, and MH-60s; the 193rd Special Operations Group (Penn ANG) with its EC-130s; and the 919th Special Operations Group (USAF Reserve) with its AC-130s and HH-3s, all deployed south of Kuwait. The 39 SOW deployed north of Iraq with its HC-130s, MC-130s, and MH-53s. Special Tactic personnel operated throughout the theater on multiple combat control or medical missions.

At 0212 hours, 17 January 1991, elements of the 20 SOS flying MH-53s, along with Army APACHE helicopters, successfully destroyed Iraqi Command and Control sites. Because of the air commandos' huge success in piercing the enemy radar screen, the initial air assault in Operation DESERT STORM was successful. Going through undetected, hundreds of allied aircraft dropped thousands of bombs on Baghdad before the Iraqis knew what hit them.

Sadly, one aircraft and crew was lost during a close-air support mission. An AC-130, SPIRIT 03, was defending a Marine unit when it was struck by a surface-to-air missile.

Operation PROVIDE COMFORT

Operation PROVIDE COMFORT began in April 1991 as a humanitarian effort to help an estimated 800,000 Iraqi Kurds who, fearing the Iraqi government's wrath for their rebellion, fled into the northern mountain region of Iraq and were dying at a rate of 7,000-10,000 per day. The final task of returning the refugee population home was achieved by creating a safe haven in a security zone, restoring basic services in the communities, and assisting the Kurds in repairing their homes. The second phase of PROVIDE COMFORT, known as PROVIDE COMFORT II, had a residual force of less than 5,000 Combined Task Force (CTF) personnel from six coalition nations. The CTF consisted of an air component of fixed wing assets based at Incirlik AB, Turkey, a Joint Special Operations Task Force (JSOTF) providing personnel recovery capability also based at Incirlik, and a ground component of helicopters, infantry, and support forces based at Batman and Silopi in southeastern Turkey. The 55 SOS deployed to Incirlik AB between 5 October 1991 and 19 August 1992 with four MH-60 PAVE HAWK helicopters.

Forward Air Controller Monument

Located in front of the O-1E Bird Dog, this Forward Air Controller 3-piece monument was dedicated by the FAC Association to honor their fallen special operators and their heroic actions in Southeast Asia. The left and right monuments bear the names of the 223 Forward Air Controllers.

Middle Monument



This memorial is dedicated to honor those special aviators who lost their lives during the Southeast Asia War while serving as Forward Air Controllers (FACs) in the O-1, O-2, OV-10, U-10, U-17, PC-6, and T-28 aircraft.

From 1962 through the end of formal hostilities in 1975, thousands of USAF officers trained at Hurlburt Field in these aircraft. Flyers of all ranks and backgrounds learned the basics of aerial reconnaissance, airpower employment, command and control, damage assessment, and search and rescue operations.

Once deployed, they were assigned to Air Commando detachments, the 504th Tactical Air Support Group, and the 19th, 20th, 21st, 22nd, and 23rd Tactical Air Support Squadrons.

Back of Middle Monument



Flying day and night at low altitudes in slow aircraft, FACs probed enemy targets and directed tactical air strikes in support of embattled ground units, interdicted enemy infiltration routes, and coordinated rescue operations.

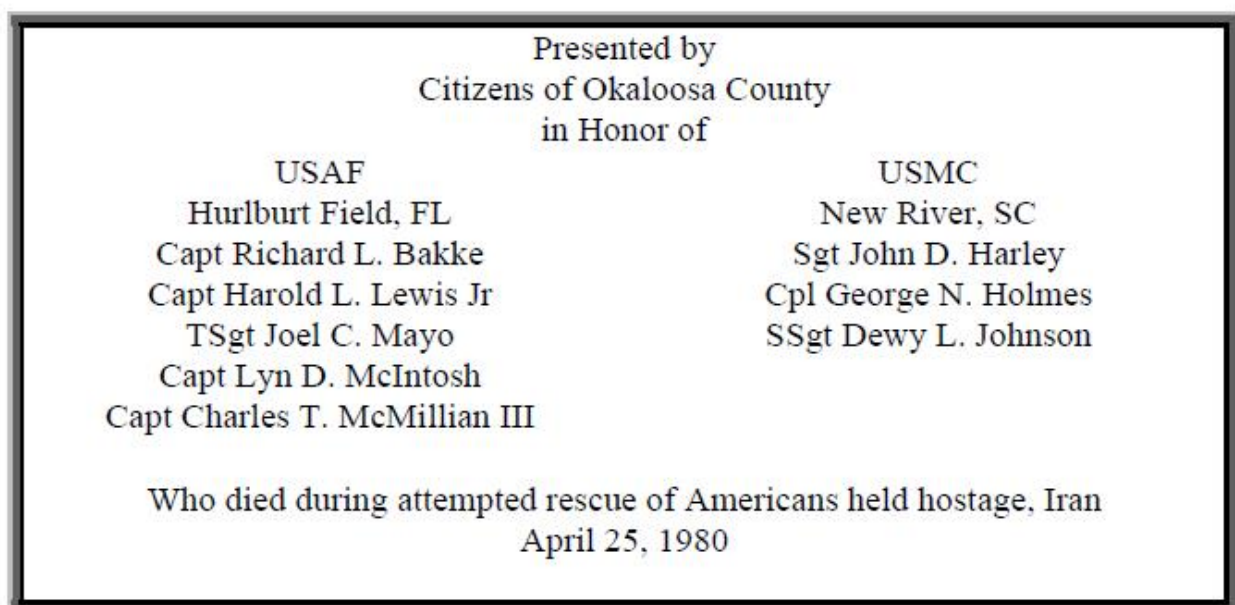
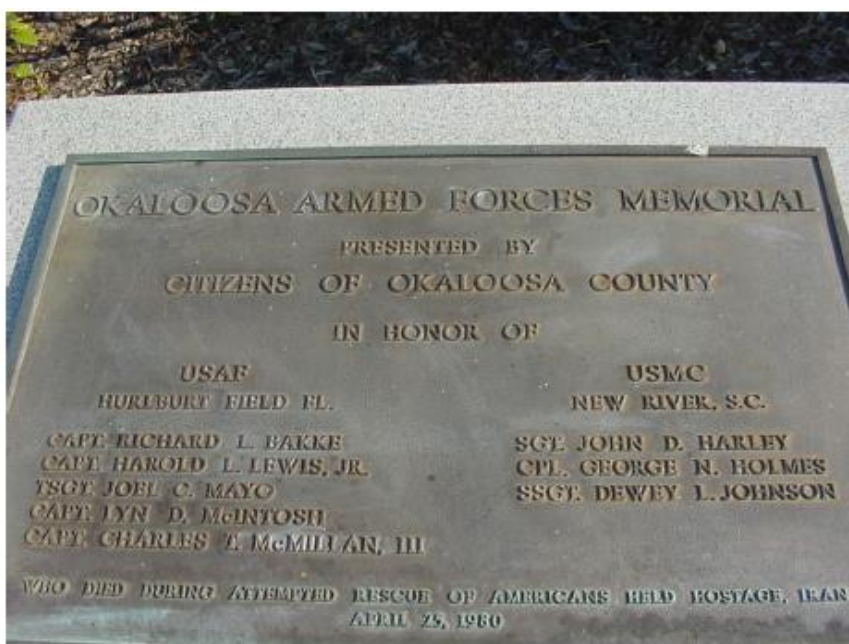
FACs were the eyes, ears, and voices above the battlefield; gallant airmen who provided the vital link between troops in the field, the various command and control agencies, and U.S. and allied war planes.

This memorial endures to celebrate the courage, bravery, and self-sacrifice of those killed in action while flying this unique, and perilous mission.

ALL GAVE SOME—SOME GAVE ALL

Okaloosa Armed Forces Memorial

Located in front of the Hurlburt Field Chapel, this monument was dedicated to the Airmen and Marines who lost their lives during Operation EAGLE CLAW in April 1980.



Operation EAGLE CLAW Stained Glass Window

Located in the front window of the Hurlburt Field Chapel, local Fort Walton Beach artists memorialized the heroic actions of special operators involved in Operation EAGLE CLAW.



ARTIST'S CONCEPT

In the left hand corner, perched atop the 1st Special Operations Wing insignia sits the American bald eagle. In its beak it holds a fragment of yellow ribbon which depicts the nation waiting.

Curving outward from this area is a rainbow of color within which can be seen eight translucent diamonds. These indicate the course of eight men's lives. The rainbow ends in an eight pointed abstract starburst which symbolizes the uniting of the eight lives in death.

Man's love of God and his fellow man is shown in the spreading curvature of colors radiating outward from the starburst.

DESIGN ARTIST: Jack Larusso, Ft Walton Beach

STAINED GLASS ARTISANS: Jerry & Dorothy Milton, Ft Walton Beach

