

**HURLBURT FIELD
MEMORIAL
AIR PARK
GUIDE**



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AC-119G SHADOW



Primary Function: Gunship
Builder: Fairchild Hiller Corporation
Power Plant: Two Wright R-3350-89B
Maximum Takeoff Weight: 77,000 lbs.
Maximum Speed: 270 mph.
Cruising Speed: 174 mph.
Service Ceiling: 24,400 ft.
Range: 1,708 miles

Armament: 7.62mm machineguns

SPECIAL OPERATIONS USE

At the height of the Vietnam Conflict, the AC-47 Gunship demonstrated the gunship's awesome combat power defending bases. Since the AC-47 lacked sufficient air loiter time, the USAF searched for a supplemental gunship. Because the USAF was unable to detail further C-130s for gunship duties, the USAF settled on the C-119 in 1968. That year, the USAF reassigned 52 C-119s from Pennsylvania and Indiana Air Force Reserve units. The USAF left 26 aircraft in the G-model configuration, which the Air Force referred to as "the Shadow." They equipped the Shadows with four mini-guns. The 26 remaining aircraft were converted to K-models with the J85 Westinghouse underwing jet engine, four mini-guns, and two 20mm Gatlin guns. K-models carried the sobriquet "the Stinger." From 1969 to 1972, the Stingers hunted enemy trucks, while the Shadows performed base defense missions.

C-119G TAIL #53-3144 HISTORY

On 23 April 1954, the USAF took delivery of aircraft #53-3144. It performed troop carrier assignments in both active and reserve units in Japan, Oregon, and Texas. The last assignment was with the 143d Special Operations Group, Rhode Island Air National Guard, Warrick, Rhode Island. Then, the Air Force sent this aircraft to the "boneyard" at Davis-Monthan Air Force Base, Tucson, Arizona. Later, the Air Force sold this airplane to a private individual in 1975. This individual used the aircraft to spray grasshoppers and to deliver contraband (television sets from Texas to Mexico). On the sixth and final contraband flight it sustained a fair amount of damage, when it struck a large cactus tree in the middle of the runway. This airplane returned to the US, where it sat at Laredo, Texas. In 1984, the owner sold it to another individual, who exchanged it for another USAF aircraft. On 23 September 1987, it was flown to Hurlburt Field. Once the Air Force made changes to the engine and propeller, the aircraft was moved to the airpark, where it was installed on 28 June 1988.

C-46D COMMANDO



Primary Function: Troop Carrier and Cargo 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.

Range: 1,200 miles

Armament: None

SPECIAL OPERATIONS USE

The C-46 heavy load capability allowed it to carry twice the cargo and personnel compared to the C-47. Because of this capability, the aircraft flew in the China-Burma-India (CBI) Theater of Operations during WWII supporting air commando operations and British General Orde Wingate's "Chindits." The aircraft ferried troops and cargo over the famous "Hump" (the CBI air passage over the Himalayan Mountains). In 1962, with the reactivation of the 1st Air Commando Wing (ACW), the C-46 flew missions supporting the 319th Troop Carrier Squadron. When American involvement in Vietnam began, the C-46 flew for Air America, the US sponsored airline of Vietnam, making the C-46 only one of three aircraft to see action in three wars: WWII, Korea, and Vietnam. The C-46 was finally retired from active service in 1968 with the C-130 assuming primary role in cargo and personnel transport.

C-46D TAIL #44-77424 HISTORY

This aircraft was built in Buffalo, New York and delivered to the US Army Air Force on 16 November 1944. The historical records of the aircraft from 1944 through 1949 have been lost. In 1949 the aircraft was assigned to the Air Force Reserve and used to maintain aircrew proficiency for units in Washington and California. With the outbreak of the Korean War in 1950, this aircraft served in both Japan and Korea. Upon termination of hostilities it remained in the Far East and in 1955 was leased to the newly created Japanese Self-Defense Force (JSDF). It was the last C-46 to leave the JSDF and was sold to a private pilot in 1980. This individual exchanged the C-46 for a C-118 through the USAF Museum program and the C-46 arrived at Hurlburt Field on 12 November 1985. It was installed and dedicated in the Hurlburt Field Memorial Air Park on 11 October 1986.

B-25J MITCHELL



Primary Function: Bomber

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: 275mph at 15,000 feet

Range: 1,275 miles with 3,200 pounds, ferrying range 2,700 miles

Armament: Eight forward-firing .5-inch machine guns in nose.

Two .5 inch machine guns in individual blisters on the left and right-hand side of fuselage. Two .5 inch machine guns in top turret, waist position, and in tail turret.

SPECIAL OPERATIONS USE

During the 1944-1945 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, the "Raiders." They were also used to support other American and Allied ground forces throughout the theater until the end of World War II. The most famous exploits of the B-25 Mitchell was General (a Lieutenant Colonel at the time) Jimmy Doolittle's raid on Tokyo.

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

This aircraft, manufactured by North American Aviation, at Kansas City, Kansas was delivered to the US Army Air Force on 7 June 1944. According to historical records this aircraft was assigned to various units until being placed in storage at Davis-Monthan AFB, Arizona on 1 October 1957. On 18 November 1957 the aircraft was dropped from the USAF inventory. The B-25H saw extensive service with the 1st Air Commando Group in the CBI. This B-25 was reconfigured to resemble the famous H-model.

MH-53M PAVE LOW



Primary Function: Long-range infiltration, exfiltration/resupply of special ops forces in day, night or marginal weather conditions

Builder: Sikorsky

Power Plant: Two General Electric T64-GE/-100 engines

Thrust: 4,330 shaft horsepower per engine

Length: 88 feet (28 meters)

Height: 25 feet (7.6 meters)

Rotary Diameter: 72 feet (21.9 meters)

Speed: 165 mph (at sea level)

Ceiling: 16,000 feet (4,876 meters)

Maximum Takeoff Weight: 46,000 pounds (Emergency War Plan allows for 50,000 pounds)

Range: 600 nautical miles (unlimited with aerial refueling)

Armament: Combination of any three 7.62 mini guns or .50 caliber machine guns

Crew: Officers - two pilots; enlisted - two flight engineers and two aerial gunners

SPECIAL OPERATION USE

The MH-53 Pave Low is a variant of the US Air Force's Sikorsky HH-53 Super Jolly Green Giant and the US Navy's CH-53 Sea Stallion. The MH-53 is used for long-range combat search and rescue (CSAR) and was developed to replace the HH-3 Jolly Green Giant. The HH-53s were later upgraded as MH-53 Pave Low series.

MH-53M TAIL #68-10928 HISTORY

The MH-53M on display at the Air Park was manufactured by Sikorsky Aircraft, Bridgeport, Conn., and delivered to the Air Force on July 2, 1970. It was a much traveled aircraft with assignments at various locations in Thailand, Germany, United Kingdom, Philippines, and South Korea. This helicopter took part in the May 1975 Mayaguez Rescue operation and sustained major battle damage to the engine, rotor blades, and instrument panel. The legacy of tail number 68-10928 came to a close in the hands of Maj. Frank Cooper, 20th Special Operations Squadron, who piloted the MH-53 on its final flight July 29, 2007 in support of Operation IRAQI FREEDOM. The aircraft was retired and put on display in the Air Park on December 3, 2007.

MC-130P COMBAT SHADOW



Primary Function: Air refueling for special operations helicopters

Builder: Lockheed

Power Plant: Four Allison T-56-A-15 turboprop engines

Thrust: 4,910 shaft horsepower each engine

Length: 98 feet, 9 inches (30.09 meters)

Height: 38 feet, 7 inches (11.7 meters)

Wingspan: 132 feet, 7 inches (40.4 meters)

Speed: 289 mph (at sea level)

Ceiling: 33,000 feet (10,000 meters)

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Range: Beyond 4,000 miles

Crew: Officers: pilot, co-pilot, right navigator, and left navigator; enlisted: flight engineer, communications systems operator, and two loadmasters

SPECIAL OPERATIONS USE

The MC-130P Combat Shadow provided air refueling for special operations helicopters and CV-22s. This aircraft also airdropped leaflets, small special operations teams, bundles, and combat rubber raiding craft. The crews performed these nighttime missions using Night Vision Goggles.

MC-130P TAIL # 65-0994 HISTORY

On 30 August 1966, 65-0994 entered service as an HC-130H. From September 1966 to November 1989, this aircraft served with various Aerospace Rescue squadrons in Bermuda, Vietnam, the Philippines, and Japan. In 1989, the USAF reassigned 65-0994 to the 17 SOS at Kadena Air Force Base, Japan. During 1993, AFSOC assigned 65-0994 to the 9 SOS at Eglin Air Force Base, Florida. After two years, AFSOC reassigned it to the 17 SOS at Kadena. While there, AFSOC re-designated 65-0994 as an MC-130P Combat Shadow, and modified it to include internal fuel tanks. During 2009, AFSOC returned 65-0994 to the 9 SOS. It saw action in Operation ENDURING FREEDOM, Operation IRAQI FREEDOM, Operation NEW DAWN, and Operation ODYSSEY DAWN. The USAF retired this aircraft from service on 7 May 2014.

HH-3E JOLLY GREEN



Primary Function: Combat Search and Rescue Helicopter
Builder: Sikorsky Aircraft Division, United Aircraft Corporation
Power Plant: Two General Electric T58-GE-5 engines
Maximum Takeoff Weight: 22,050 lbs.
Maximum Speed: 160 mph.
Service Ceiling: 12,000 ft.
Range: 600 miles
Armament: Two 7.62mm machine guns

SPECIAL OPERATION USE

The HH-3E helicopter is a modified version of the CH-3 transport helicopter. It was developed for aircrew rescue missions deep into enemy-held territory during the Vietnam War. Jolly Green Giants and their crews rescued many downed aircrews.

HH-3E TAIL #65-12784 HISTORY

The HH-3E on display at the Air Park was manufactured by the Sikorsky Aircraft Division of United Aircraft Corporation at Stratford, Conn., and delivered to the Air Force on 31 May 1966. It was a much traveled aircraft with service at various locations in Thailand, Vietnam, Japan, the Philippines and the United States until it was retired and put on display in the Air Park in May 1992.

A-26A COUNTER-INVADER



Primary Function: Bomber

Builder: Douglas Aircraft Corporation

Power Plant: Twin Pratt & Whitney R-2800-52W air-cooled radial engines

Maximum Takeoff Weight: 43,300 lbs.

Maximum Speed: 323mph at 15,000 feet (291mph at sea level)

Range: 1,480 miles, maximum ferrying range 2,700 miles

Armament: Eight forward-firing .5-inch machine guns in nose.

Six forward-firing .5 inch machine guns in wings. An internal bomb load of 4,000 pounds with the underwing pylons capable of holding up to 8,000 pounds

SPECIAL OPERATIONS USE

This aircraft was extensively utilized in Southeast Asia. A total of 40 aircraft were reclaimed from the Military Aircraft Storage and Disposition Center (a.k.a. Boneyard) at Davis-Monthan AFB, Arizona and sent to the Douglas Aircraft Corporation in Long Beach, California for rebuilding. These aircraft were equipped with bombs and rockets as shown, along with the nose heavy machine guns, and a six camera pack reconnaissance package for day or night recon missions. It was utilized from 1943 through 1968. In November 1962, a detachment of Hurlburt Field air commandos, codename FARMGATE, deployed to Bien Hoa to train Vietnamese Air Force personnel in offensive air operations utilizing the B-26. Four years later in 1966, the Air Force redesignated the B-26K as the A-26A, which is the model in the Air Park.

A-26A COUNTER-INVADER TAIL #64-17666 HISTORY

Because serial numbers were changed after aircraft were removed from the “boneyard,” we have no record of the previous history. Special Operation Forces from 1965 to 1968 in Southeast Asia utilized this aircraft until replaced by newer aircraft. The 56th Special Operations Wing, Nakhon Phanom Royal Thai Air Base, Thailand, flew it until returning to the US. It was the first aircraft installed and dedicated in the Hurlburt Field Airpark on 4 July 1970.

A-1E SKYRAIDER



Primary Function: Close Air Support
Builder: Douglas Aircraft Corporation
Power Plant: Single radial engine Wright R-3350-26 producing 2700hp
Maximum Takeoff Weight: 25,000 lbs.
Maximum Speed: 318 mph at 18,500 feet
Range: 900 miles
Armament: Four 20mm cannons and 8,000 lbs. of mixed stores

SPECIAL OPERATIONS USE

The A-1E Skyraider was acquired from the US Navy inventory to be utilized in close air support for ground troops in Southeast Asia. It was flown by a number of units including the 56th Special Operations Wing, Nakhon Phanom Royal Thai Air Force Base, Thailand. Both the single and multi-seat models were utilized with the Special Operations Forces. The A-1E aircraft were given to the Vietnamese Air Force when the USAF began operations with the A-7D aircraft.

A-1E SKYRAIDER TAIL #52-132598 HISTORY

This aircraft was delivered to the US Navy on 25 October 1954 and saw Naval Flight Operations at El Segundo, California with both the Navy and Marine squadrons. It was stored at Litchfield Park, Arizona before being moved to the Naval Weapons Center at China Lake, California. During a 1971 test mission at Eglin AFB, maintenance personnel determined the aircraft had been stressed, and was no longer safe to fly. Since all A-1 aircraft at Hurlburt Field had been given to the Vietnamese Air Force, the USAF Museum took control of this aircraft and permitted it to be displayed at Hurlburt Field. It was dropped from the Navy inventory in 1971 and installed and dedicated at Hurlburt Field on 30 May 1972.

UC-123K PROVIDER



Primary Function: Gunship
Builder: Fairchild Aircraft Corporation
Power Plant: Two Pratt & Whitney R-2800
Maximum Takeoff Weight: 60,000 lbs.
Maximum Speed: 240 mph.
Cruising Speed: 170 mph.
Service Ceiling: 28,000 ft.
Range: 1,825 miles

SPECIAL OPERATIONS USE

Air Force Special Operations utilized the C-123 for Short Takeoff and Landing missions in Southeast Asia. The UC-123K Provider dropped pallets of food, ammunition, and medical supplies to besieged Army troops, while operating against the North Vietnamese and Viet Cong. It also performed as an air ambulance evacuating wounded personnel.

C-123K TAIL #55-4533 HISTORY

Aircraft #55-4533, built in 1955, was assigned to the 346th Troop Carrier Squadron, Pope AFB, North Carolina until October 1964. Then, the aircraft flew to Tan Son Nhut AB, Vietnam, when it returned to Eglin AFB for modification into the K-model during 1967. After modification the aircraft returned to Phan Rang AB, Vietnam. This aircraft served there until it was reassigned to the Air Force Reserves at Lockborne AFB, Ohio in March 1972. On 11 October 1981, this aircraft was installed and dedicated in the air park. This aircraft, configured here as an aircraft to disperse the defoliant chemical Agent Orange, never flew in that configuration.

AC-47D SPOOKY

Primary Function: Gunship
Builder: Douglas Aircraft Company
Power Plant: Two Pratt & Whitney R-1830-92
Maximum Takeoff Weight: 26,000 lbs.
Maximum Speed: 220 mph.
Cruising Speed: 185 mph.
Service Ceiling: 23,950 ft.
Range: 1,500 miles
Armament: 7.62mm miniguns



SPECIAL OPERATIONS USE

The aircraft has a long air commando history. The original air commandos in India and Burma in World War II employed C-47s in supporting Gen. Wingate. The aircraft towed gliders to a small, primitive airstrip named Broadway during Wingate's "long range" penetration of Burma. After the initial glider assault, the C-47s performed resupply duties. Four C-47s, the SC-47 variant, were part of the Air Commando FARMGATE detachment which deployed to South Vietnam in November 1961. During the Vietnam War, C-47s served as designed and also as the first gunship, the AC-47 or "Puff the Magic Dragon," which was fitted with 7.62 mm miniguns. These weapons fired up to 6,000 rounds per minute and the aircraft carried 54,000 rounds. The AC-119 and the AC-130 succeeded the AC-47 in the gunship role with their greater capacity and better design for gunship use. As it pioneered in cargo and passenger transport, the C-47 also pioneered in development of the gunship, which became so important to special operations.

On 24 February 1969, Airman First Class John L. Levitow flew on a combat air patrol over South Vietnam as the loadmaster of an AC-47 gunship. The gunship sustained a mortar strike on the top of its right wing which started a chain of events resulting in a magnesium flare activating within the aircraft and due to separate explosively from its canister and ignite within seconds. A1C Levitow, although stunned and wounded, flung himself on the flare and dragged it to the open cargo door and tossed it out. The flare ignited just as it cleared the aircraft. A1C Levitow was awarded the Medal of Honor for his selfless heroism that saved his fellow crewmembers and the gunship.

AC-47D TAIL #43-15510 HISTORY

This aircraft was manufactured in Long Beach California and delivered to the USAAF on 23 October 1943. In November 1943 it operated in England and after termination of hostilities it was assigned to Germany with the 61st, 12th, and 60th Troop Carrier Groups and the 7290th Air Base Group (also flying the Berlin Airlift). The aircraft was given to the country of Turkey as military aid in January 1949 and returned to the USAF in 1970. On 9 June 1973 it was dedicated at a base open house attended by Mrs. Donald Hurlburt, widow of 1st Lt. Donald Hurlburt for whom the base is named.

SPECIAL TACTICS MEMORIAL



“To me, this symbolizes our legacy of valor and all the sacrifices our team members have made in defense of this nation.”

General David L. Goldfein, Chief of Staff of the Air Force

On 20 October 2016, General David L. Goldfein, the Chief of Staff of the United States Air Force, and Lieutenant General Marshall B. “Brad” Webb, the commander of the United States Air Force Special Operations Command, unveiled the Special Tactics Memorial at Hurlburt Field’s airpark. Colonel Michael Martin, the commander of the 24th Special Operations Wing, said, “This monument serves as recognition of the battle-hardened operators who defend our nation’s freedoms against tyranny and oppression.” He added, “the members who serve within the Special Tactics community are dedicated professionals who work tirelessly to preserve our way of life. This monument represents the valor of those who never wish to highlight themselves—the quiet professionals of Air Force’s ground special operations force.” Since 9/11, Special Tactics Airmen have earned one Medal of Honor, eight Air Force Crosses, 35 Silver Star Medals, 105 Purple Hearts, and hundreds of Bronze Star Medals with the Combat V device denoting Valor. Nineteen Special Tactics Airmen made the ultimate sacrifice for their country in combat, and eight were killed in training.

This monument honors all past, current, and future Special Tactics Airmen. It consists of four parts: a wall inscribed honoring those who have earned the Medal of Honor or Air Force Cross, a smaller memorial with the names of Combat Controllers who were killed or are missing-in-action, a similar memorial reserved for the names of Special Tactics Airmen killed-in-action since the 9/11 attacks, and the centerpiece, a seven-foot tall bronze statue of a Special Tactics operator atop a black granite base.

AC-130A SPECTRE

Primary Function: Gunship

Builder: Lockheed Aircraft Corporation

Power Plant: Four Allison

T-56-A-9D turboprops

Maximum Takeoff Weight: 124,200 lbs.

Maximum Speed: 380 mph.

Cruising Speed: 335 mph.

Service Ceiling: 33,000 ft.

Range: 2,500 miles

Armament: Two 7.62 miniguns plus two 20mm and two 40mm cannon



SPECIAL OPERATION USE

During the 1950s the versatile C-130 Hercules was originally designed as an assault transport but was adapted for a variety of missions. The AC-130A Spectre is a C-130 converted to a side-firing gunship, primarily for night attacks against ground targets. In addition to its armament, it also possessed sensors, a target acquisition system, and a forward looking infrared (FLIR) and lowlight television system. The A-model gunship saw combat with the 16 SOS at Ubon and Korat, Thailand during the Vietnam conflict, and remained in Vietnam until June 1975. The last real world “hurrah” of the A-model gunship may have been Operation Uphold Democracy over Haiti in the fall of 1994.

AC-130A TAIL #56-0509 HISTORY

Aircraft #56-0509, named the *Ultimate End*, was accepted by the Air Force on 28 February 1957, and modified to the AC-130A configuration 27 July 1970. The aircraft participated in the Vietnam conflict and the rescue of the USS Mayaguez. The *Ultimate End* demonstrated the durability of the C-130 after surviving hits in five places by 37mm anti-aircraft artillery on 12 December 1970, extensive left wing leading edge damage on 12 April 1971 and a 57mm round damaging the belly and injuring one crewmember on 4 March 1972.

Ultimate End was assigned to Duke Field on 17 June 1975, where it continued in service until retired in the fall of 1994 and transferred to Hurlburt Field's Air Park. While assigned to the 711th Special Operations Squadron at Duke Field, *Ultimate End* served in Operations JUST CAUSE, DESERT STORM and UPHOLD DEMOCRACY. After 36 years and seven months of service, 24 years as a gunship, *Ultimate End* retired from active service on 1 October 1994. It made its last flight from Duke to Hurlburt on 20 October 1994. Other A-model gunships and crews were not so fortunate. Five of the 18 gunships were shot down or crashed while serving in Vietnam. Wright-Patterson Air Force Base, Ohio, kept the prototype A-model; two retired in 1977 because of corrosion, stress and repair costs; and the remainder, including the *Ultimate End*, retired from Duke Field. The Spectre Association dedicated *Ultimate End* 4 May 1995.

MC-130E COMBAT TALON I



Primary Function: Infiltration, Exfiltration and Resupply of special operations forces

Contractor: Lockheed

Power Plant: Four Allison T56-A-15 Turboprop engines

Thrust: 4,910 shaft horsepower each engine

Speed: 300 mph

Load: 53 troops, 26 paratroopers

Ceiling: 33,000 feet (10,000 meters)

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Range: 2,700 nautical miles (4,344 kilometers); in-flight refueling extends aircraft to unlimited range

Crew: Two pilots, two navigators, and an electronic warfare officer (officers); flight engineer and two loadmasters (enlisted)

Unit Cost: \$75million

SPECIAL OPERATIONS USE

The MC-130E Combat Talon I provided United States Special Operations forces with infiltration, exfiltration, and resupply abilities in hostile or denied territory. In addition, the MC-130E's secondary mission included psychological operations, as well as helicopter and vertical lift aerial refueling.

MC-130E COMBAT TALON I TAIL # 64-0567 HISTORY

Known affectionately as "Wild Thing" early in its storied career, MC-130E (64-0567) was among the first 14 C-130s selected for conversion into the vaunted MC-130E Combat Talon I in 1964. A year later, this aircraft started the conversion process with the installation of the Fulton STARS (Surface-to-Air-Recovery System). In 1966, MC-130E (964-0567) entered active service. On many of its subsequent missions, "Wild Thing" and its crews made history. On 26 November 1979, for example, the crew of "Wild Thing" conducted the first fixed-wing air land flight using Night Vision Goggles. Nearly ten years later, this aircraft played a prominent role in Operation JUST CAUSE. In fact, MC-130E (64-0567) transported Manuel Noriega to the United States for trial at the conclusion of the operation. During its distinguished career, this aircraft accumulated 21,336.5 flying hours. At the 8 May 2011 dedication ceremony, Colonel Daniel C. Zook summarized the feelings former crew members had for "Wild Thing," when he stated, "I loved flying this aircraft." He concluded, "I will forever enjoy seeing her here."

AC-130H SPECTRE GUNSHIP: WICKED WANDA



General Characteristics:

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

Builder: Lockheed and Boeing Corporation

Power Plant: Four Allison T-56-A-15 turboprop engines

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Speed: 300 mph (Mach .4) (at sea level)

Ceiling: 25,000-feet (7,576 meters)

Armament: 40mm Cannon and 105mm Cannon

The AC-130H Spectre gunship incorporated side-firing weapons integrated with sophisticated sensor, navigation, and fire control systems to provide surgical firepower or area saturation during extended loiter periods, at night and in adverse weather. The sensor suite consisted of a television sensor, infrared sensor and radar, which allowed the AC-130H Spectre gunship to visually or electronically identify friendly ground forces and targets Any Time, Any Place. In 1972, the AC-130H Spectre gunship entered service during the Vietnam War.

During the early 1970s, Wicked Wanda (Tail Number 6575) was the first of the “off the line” AC-130H models produced at Robbins Air Force Base, Georgia. Eight years later, Wicked Wanda flew to Egypt in 1980, where she participated in the Iran Hostage Rescue mission. She also led the gunships during Operation URGENT FURY (Grenada) in October 1983. Wicked Wanda also served in Operation JUST CAUSE, which resulted in the removal from power and capture of General Manuel Noriega. During the late 1990s, Wicked Wanda supported Operation DENY FLIGHT in Bosnia. She also helped to search for the two pilots from EBRO-33, a French Mirage jet shot down over Bosnia. After 9/11, Wicked Wanda took the fight to the enemy in Afghanistan. This gunship served multiple combat tours in Afghanistan.

OA-37B DRAGONFLY

Primary Function: Reconnaissance
and Night Interdiction

Builder: Cessna

Power Plant: Two General Electric
J85-GE-17A engines

Maximum

Takeoff Weight: 14,000 lbs.

Maximum Speed: 500 mph.

Service Ceiling: 41,765 ft.

Range: 650 miles

Armament: Single 7.62mm machine gun mounted in nose, with eight hardpoints on the wing capable of carrying up to 4,800 pounds of ordnance

SPECIAL OPERATION USE

As communist sponsored insurgency grew in the late 1960s, the USAF delved into creating a low cost, efficient aircraft to counter this threat. Using a more expensive airplane to deal with two or three insurgencies was not economically feasible, hence the Dragonfly. In August 1967 the 604th Air Commando Squadron, in Operation COMBAT DRAGON, tested the Dragonfly in Vietnam in support of ground troops and against enemy supplies being shipped into South Vietnam. In October, some of the aircraft were sent to Pleiku and flew armed and visual recon missions and night interdiction flights. When the testing period drew to a close, the Dragonflies logged over 4,000 sorties without a single combat loss.

OA-37B TAIL #70-1293 HISTORY

This OA-37B Dragonfly was manufactured by Cessna at Wichita, Kansas and delivered to the Air Force on 10 May 1971. In 1980 the 110th Tactical Air Support Group, Michigan Air National Guard, Battle Creek, Michigan received the aircraft. The Dragonfly remained in service until March 1991. In 1996 the aircraft was moved from Michigan to its current location in the airpark.



UH-1P IROQUOIS (HUEY)



Primary Function: Utility Helicopter

Builder: Bell Helicopter

Power Plant: Pratt & Whitney PT6T-3 Turbo Twin-Pac

Maximum Takeoff Weight: 11,200 lbs.

Maximum Speed: 130 mph.

Service Ceiling: 17,400 ft.

Range: 350 miles

SPECIAL OPERATION USE

The UH-1 was the most widely used aircraft in Vietnam. Used by all services during the war, it carried troops for assaults, and was configured into gunships with massive firepower. In 1983, the 1 SOW and UH-1Ns embarked on their most visible mission - Operation Bahamas and Turks (Operation BAT). The objective was to curb illegal drug smuggling from South America through the Bahamas into south Florida. The UH-1Ns airlifted police and drug enforcement agents where needed to apprehend drug runners. In January 1984, one of the BAT aircraft suffered a two-engine failure and crashed at sea, killing three 20 SOS crewmen.

UH-1P TAIL #64-15493 HISTORY

The Air Force received this UH-1 on 19 August 1965. The aircraft saw assignments at Minot AFB, North Dakota, Tuy Hoa and Cam Rahn Bay, Vietnam and MacDill AFB, Florida. In June 1972 the helicopter was converted to the P-model for psychological warfare purposes. On 11 October 1981 the 1st SOW dedicated the UH-1P in the Air Park representing the Huey missions at Hurlburt Field.

T-28A TROJAN



Primary Function: Close Air Support

Builder: North American Aviation

Power Plant: Single Wright R-1300-1 engine

Maximum Takeoff Weight: 7,460 lbs.

Maximum 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 OPERATION USE

Air Commando T-28 usage began with the reactivation of the force in 1961 when eight were assigned to Hurlburt Field. They were modified to carry .50 caliber machine guns, 2.75-inch rockets and a small quantity of bombs. In November 1961, T-28s deployed with the FARMGATE detachment for South Vietnamese Air Force training and for combat. The aircraft were also used by another Hurlburt Detachment in 1962, BOLD VENTURE, in executing training and humanitarian missions in Panama. During a typical week of FARMGATE activity in March 1963, the T-28s flew 90 sorties and expended ordnance on 58 of them, which resulted in confirmed claims of nine boats destroyed and seven damaged.

T-28A TROJAN TAIL #49-1663 HISTORY

This particular aircraft was delivered to the Air Force on 2 January 1951, and served at Williams, Norton, Lowry and Sheppard Air Force Bases in Arizona, California, Colorado and Texas respectively as well as Hurlburt before its dedication on 9 June 1973. The dedication took place in conjunction with a base open house, attended by Mrs. Donald W. Hurlburt, widow of the officer for whom the base is named.

OV-10 BRONCO



Primary Function: Forward Air Control
Builder: North American Aviation
Power Plant: Two Garrett-AiResearch
 T76-G-10/12 turboprops
Maximum Takeoff Weight: 14,444 lbs.
Maximum Speed: 280 mph.
Cruising Speed: 220 mph.
Service Ceiling: 28,800 ft.
Range: 450 miles

SPECIAL OPERATION USE

The OV-10A was conceived by the Marine Corps and developed under an Air Force, Marine Corps, and Navy tri-service program. The Bronco's missions included observation, helicopter escort, armed reconnaissance, gunfire spotting, utility and limited ground attack. The primary mission of the Air Force Bronco's was forward air control.

OV-10 BRONCO TAIL #67-14626 HISTORY

The aircraft was manufactured by North American Aviation and delivered to the Air Force on 27 June 1968. Almost immediately the aircraft was disassembled, crated, and shipped by sea to South Vietnam. Upon arrival, it was reassembled and painted with its gray war paint and assigned to the 504th Tactical Air Support Group, Bien Hoa Airbase, South Vietnam. In 1975 the aircraft left southeast Asia and was assigned to Germany. In 1984 the aircraft returned to the states with an assignment at George AFB, California. In 1988 the aircraft moved to the east coast with an assignment to Shaw AFB, South Carolina and eventually dropped from the inventory in August 1991. The aircraft arrived at Hurlburt in January 2000 from Kelly AFB, Texas where it was utilized as a maintenance trainer. On 16 February 2000 the aircraft was placed on display in the Air Park.

O-1E BIRD DOG



Primary Function: Forward Air Control
Builder: Cessna Aircraft Corporation
Power Plant: One Continental O-470-11 engine
Maximum Takeoff Weight: 2,400 lbs.
Maximum Speed: 150 mph.
Cruising Speed: 104 mph.
Service Ceiling: 18,500 ft.
Range: 530 miles

SPECIAL OPERATION USE

The O-1E Bird Dog, originally designated L-19A, was built by the Cessna Aircraft Company of Wichita, Kansas. It was the 1950 competition for a new two-seat liaison and observation monoplane. Deliveries of the aircraft began in December 1950. The U.S. Army, Marine Corps, and Air Force used the O-1E extensively in Vietnam. It was the primary aircraft used by the Air Force Forward Controllers in Vietnam. Bird Dogs carried four rockets under each wing and at night carried flares of 2,000,000 candlepower to provide light for outposts under attack.

O-1E BIRD DOG TAIL #56-4208 HISTORY

The O-1E Bird Dog, #56-4208, was delivered to the USAF on 4 October 1957. Immediately thereafter the aircraft was relinquished to the US Army. The aircraft was installed in the Air Park on 20 October 1973.

O-2A SKYMASTER

Primary Function: Forward Air Control

Builder: Cessna Aircraft Corporation

Power Plant: Two Continental
10-360C engines

Maximum Takeoff Weight: 4,360 lbs.

Maximum Speed: 200 mph.

Cruising Speed: 104 mph.

Service Ceiling: 20,500 ft.

Range: 800 miles

Armament: Smoke rockets or

7.62mm mini gun pod



SPECIAL OPERATION USE

The Air Force bought the Cessna O-2 Super Skymaster to replace the aging O-1 Bird Dogs for use in Vietnam as forward air control (FAC) aircraft. The O-2 evolved from the Cessna Model 336, which was destined to provide twin engine capability for single engine qualified pilots. After Cessna built 195 of them, they replaced the Model 336 with the very successful Model 337 Super Skymaster or O-2A. The design remained the same, but it had two 210 horsepower rather than 195 horsepower-engines, retractable rather than fixed-landing gear, a cabin seating six rather than four and turbo charging and cabin pressurization available as extras. For use as a FAC aircraft, the Air Force added windows and wing hard points for 7.62mm miniguns, bombs, rockets and flares. An O-2B version for psychological warfare had loudspeaker and leaflet dropping capabilities. The O-2 could remain airborne for about four hours using both engines and seven hours on one engine by switching fuel tanks. In 1970, production ended after 546 O-2s had been built.

O-2A SUPER SKYMASTER TAIL #67-21368 HISTORY

Aircraft O-2A, #67-21368, was built by the Cessna Aircraft Corporation and delivered to the USAF on 31 August 1967. It then saw duty at Nakhon Phanom Royal Thai Air Force Base, Thailand, Bien Hoa, Vietnam. In September 1970 the aircraft transferred to the 111th Tactical Air Support Group, Pennsylvania Air National Guard, Willow Grove, Pennsylvania. Within the next five years the aircraft transferred to two additional Air National Guard units eventually being dropped from the USAF inventory in 1982. In October 1982 the Skymaster was installed and dedicated in the Air Park.

U-10A SUPER COURIER



Primary Function: Courier and Spotter Aircraft
Builder: Helio Aircraft Corporation
Power Plant: Single Textron Lycoming GO-480-G1D6 engine
Maximum Takeoff Weight: 4,420 lbs.
Maximum Speed: 165 mph.
Cruising Speed: 150 mph.
Service Ceiling: 20,500 ft.
Range: 660 miles

SPECIAL OPERATION USE

The U-10A was utilized as an airborne troop carrier for counterinsurgency operations in the Vietnam jungles. The air commandos also utilized the U-10 very effectively in civic action programs. The air commando Bold Venture detachment in Panama delivered 200 pounds of books to schoolchildren at Nargana by U-10 Aug. 4, 1962. This provided the children with needed books and the detachment with short field training. During the 14 September 1962, Air Commando and Special Forces Field Day in Panama, static displays and demonstrations by the Air Force included a U-10 leaflet drop. Bold Venture personnel provided a demonstration, including a U-10 infiltration, for an Air Reserve squadron and guests consisting of senators, congressmen and senior government officials from Washington, D.C., on 4 December 1962. That same year, an Argentine C-54 crashed in the Panamanian Mountains and a U-10 participated in the search and recovery. It searched for the crash site in the light of flares dropped by a C-46, airlifted rescue personnel as close as possible, then guided them by loudspeaker to the site. On another search mission on 17 December 1962, a U-10B located a civilian survey party, which was lost in the jungle. Crewmembers used its loudspeaker system to coordinate rescue operations.

U-10A SUPER COURIER TAIL #62-3606 HISTORY

The U-10 on display in the Air Park served the Air Force from 1961-1971. In those 10 years the aircraft was assigned to Malmstrom AFB, Montana, in 1961; Fairchild AFB, Washington., in 1962; Goldman AFB, Kentucky, in 1962; Seymour-Johnson AFB, North Carolina, in 1963; and Hurlburt Field in 1964. In May 1971 the aircraft was dropped from the inventory and was dedicated in the Air Park on 20 October 1973.

WORLD WAR II 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>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>
<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>	

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 Hartzler	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 Emmit 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

AC-119G/K 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-119 GUNSHIP ASSOCIATION MEMORIAL



Dedicated to
the men of the
Special Operations
Squadrons who
gave their lives in
Southeast Asia

We Shall Not Forget
17th Special Operations Squadron
Major Bernard Knapic
Captain John H. Hathaway
Major Moses L. Alves
Major Jerome J. Rice
Staff Sergeant Abraham L. Moore
Major Meredith G. Anderson
First Lieutenant Thomas L. Lubbers
First Lieutenant Charles M. Knowles
Master Sergeant Joseph C. Jeszeck
Staff Sergeant Robert F. Page Jr.
Sergeant Michael J. Vangelisti

18th Special Operations Squadron
Staff Sergeant Clyde D. Alloway
Captain Terence F. Courtney
(Awarded Air Force Cross)
Captain David Slagle
Staff Sergeant Kenneth R. Brown
Captain Thomas R. Hamman

Dedicated by
AC-119 Gunship Asso.
Date: 10-5-2003

C-46 COMMANDO 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: WWII, 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

**KOREA
MEDAL OF HONOR
RECIPIENTS**

Maj George A. Davis Jr. Feb. 10, 1952
Sinuiju - Yalu River, N. Korea

Maj Charles J. Loring Jr. Nov. 22, 1952
Sniper Ridge, North Korea

Maj Louis J. Sebille Aug. 5, 1950
Hamch'Ang, South Korea

Capt John S. Walmsley Jr. Sept. 14, 1951
Yangdok, Korea

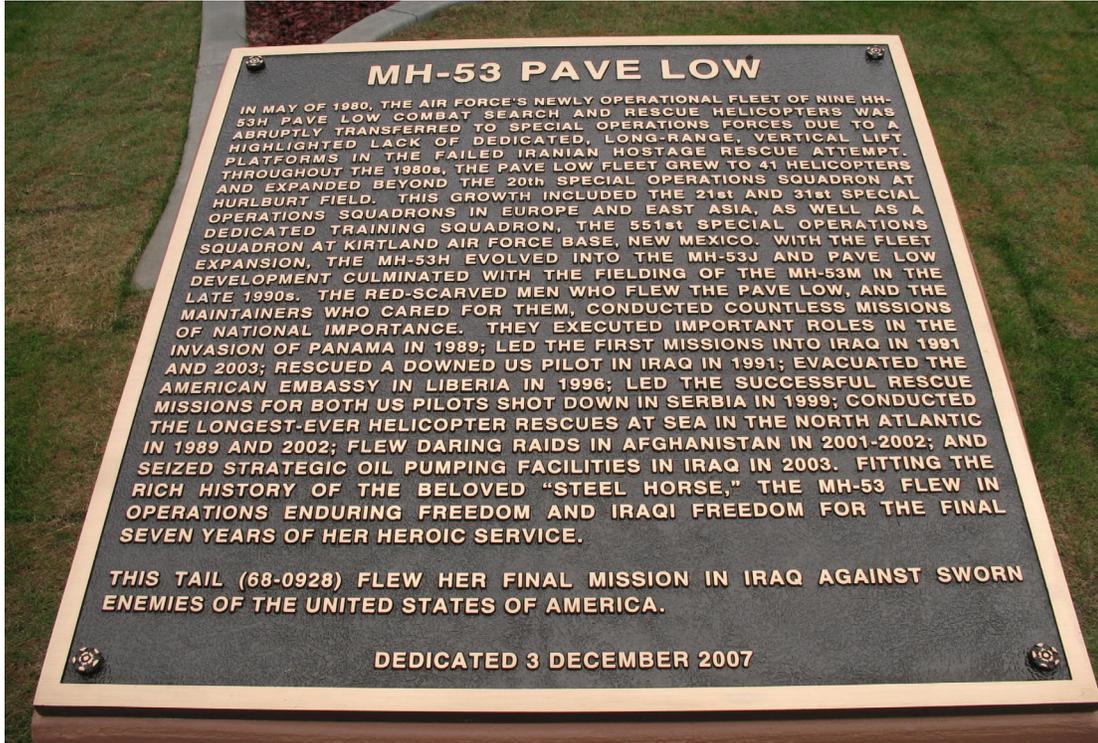




1ST AIR COMMANDO GROUP B-25 MEDIUM BOMBER

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.

MH-53 PAVE LOW



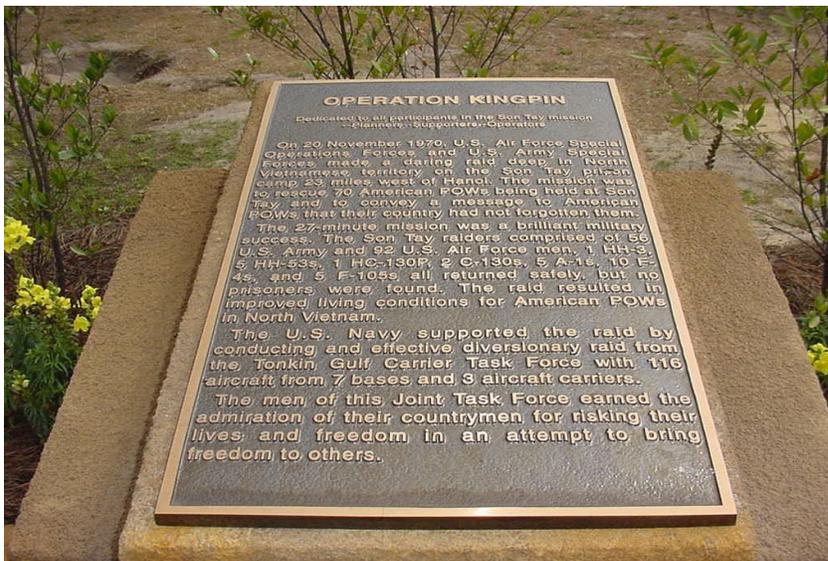
In May of 1980, the Air Force's newly operational fleet of nine HH-53H Pave Low combat search and rescue helicopters was abruptly transferred to special operations forces due to a highlighted lack of dedicated, long-range, vertical lift platforms in the failed Iranian hostage rescue attempt. Throughout the 1980s, the Pave Low fleet grew to 41 helicopters and expanded beyond the 20th Special Operations Squadron at Hurlburt Field. This growth included 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 Air Force Base, New Mexico. With the fleet expansion, the MH-53H evolved into the MH-53J and Pave Low development culminated with the fielding of the MH-53M in the late 1990s. The red-scarved men who flew the Pave Low, and the maintainers who cared for them, conducted countless missions of national importance. They executed important roles in the invasion of Panama in 1989; led the first missions into Iraq in 1991 and 2003; rescued a downed US pilot in Iraq in 1991; evacuated the American Embassy in Liberia in 1996; led the successful rescue missions for both US pilots shot down in Serbia in 1999; conducted the longest-ever helicopter rescues at sea in the North Atlantic in 1989 and 2002; flew daring raids in Afghanistan in 2001-2002; and seized strategic oil pumping facilities in Iraq in 2003. Fitting the rich history of the beloved "Steel Horse," the MH-53 flew in Operations ENDURING FREEDOM and IRAQI FREEDOM for the final seven years of her heroic service.

This tail (68-0928) flew her final mission in Iraq against sworn enemies of the United States of America.

Dedicated 3 December 2007

OPERATION KINGPIN

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.

HH-3E 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.



A-26 COUNTER INVADER
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.

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 McMahan	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
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

**JOCKEY - 14
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

**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

SPIRIT - 03
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

DESERT ONE 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.



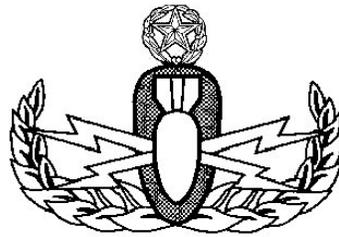
IN MEMORY OF

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



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

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

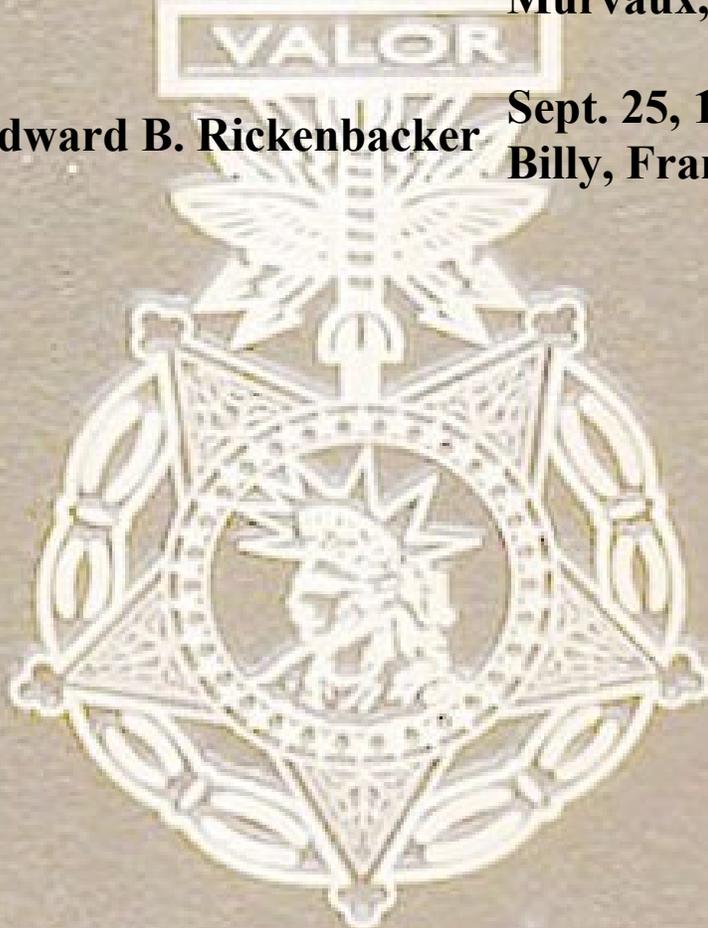
**WORLD WAR I
MEDAL OF HONOR RECIPIENTS**

2nd Lt Erwin R. Bleckley **Oct. 6, 1918**
Binarville, France

2nd Lt Harold E. Goettler **Oct. 6, 1918**
Binarville, France

2nd Lt Frank Luke Jr. **Sept. 29, 1918**
Murvaux, France

Capt Edward B. Rickenbacker **Sept. 25, 1918**
Billy, France



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 - Saarbrucken, 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 Saarbrucken, 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 - Wimereuax, 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

**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

**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.



A-1E SKYRAIDER 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

RANCH HAND MEMORIAL



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	

C-123 PROVIDER 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.

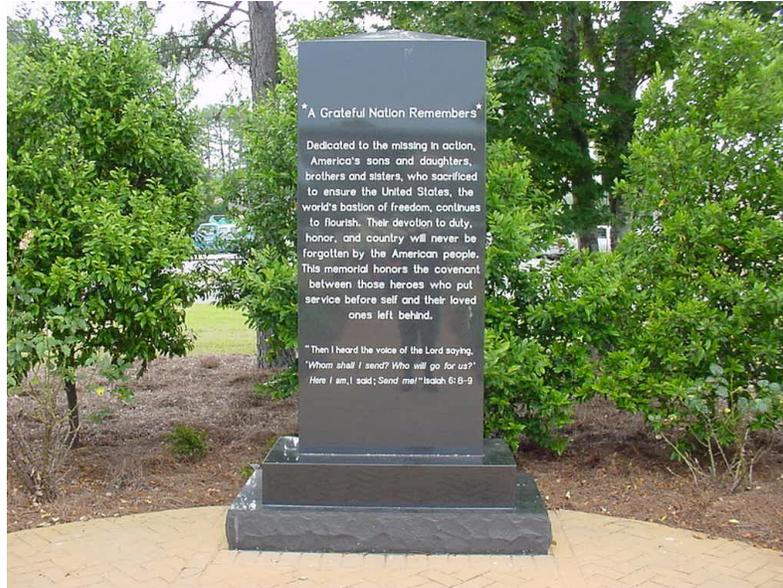
Dedicated 11 October 1981

**LIEUTENANT COLONEL
JOE MADISON JACKSON
311TH AIR COMMANDO SQUADRON
MEMORIAL**

Lieutenant Colonel Jackson was the aircraft commander of an unarmed C-123 transport flying a tactical emergency evacuation mission to rescue three remaining survivors at the Special Forces camp at Kham Duc, Republic of Vietnam, on 12 May 1968. The camp had been completely overrun and was in control of hostile forces. Intense automatic weapons fire was directed at his aircraft on the landing approach, while on the ground, and during take-off, in addition to the rocket and mortar barrage which rained down while the survivors were boarding. Colonel Jackson's single-minded dedication, courageous determination and extraordinary heroism succeeded in rescuing these survivors under the most hostile conditions.

**Colonel Jackson
was presented the
Medal of Honor
at the
White House
on
16 January 1969
by
President Johnson.**

***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

COMBAT CONTROL TEAMS



“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	

C-47 SKYTRAIN 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.

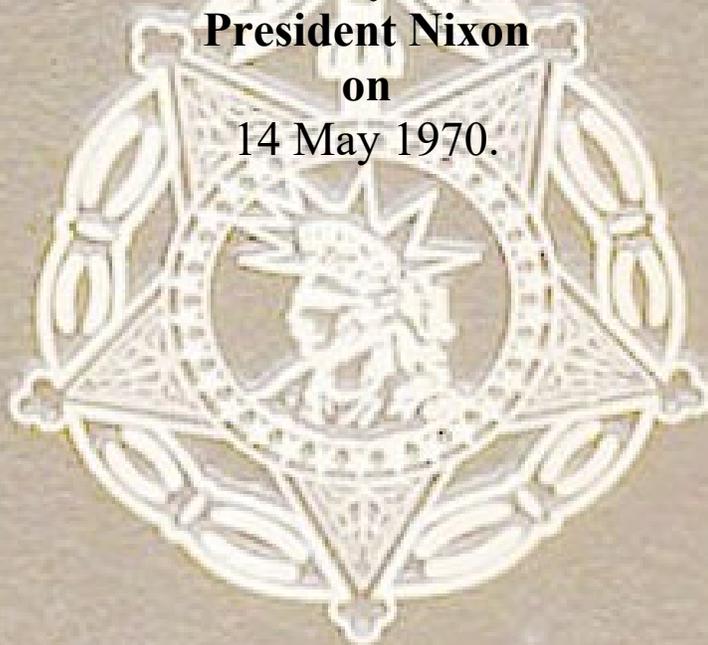
This Grand Old Lady has been shot up, shot down, bent almost beyond recognition, but never obliterated. Born in the days of wooden propellers, she is still flying.

Dedicated 9 June 1973

**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.**



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 Vietnams' 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 SPECIAL 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 HONOR RECIPIENTS VIETNAM

Capt Steven L. Bennett	June 29, 1972-Quang Tri, S. Vietnam
Col George E. Day	Conspicuous Gallantry While POW
Maj Merlyn H. Dethlefsen	March 10, 1967-Thai Nguyen, N. Vietnam
Maj Bernard Fisher	March 10, 1966-A Shau Valley, S. Vietnam
A1C William H. Pitsenbarger*	April 11, 1966-Bin Ba, S. Vietnam
1Lt James Flemming	Nov. 26, 1968-Duc Co, S. Vietnam
Lt Col Joe Jackson	May 12, 1968-Kham Duc, S. Vietnam
Lt Col William Jones III	Sept. 1, 1968-Dong Hoi, N. Vietnam
A1C John Levitow	Feb. 24, 1969-Long Binh, S. Vietnam
Capt Lance P. Sijan	Conspicuous Gallantry While POW
Lt Col Leo K. Thorsness	April 19, 1967-N. Vietnam
Capt Hilliard A. Wilbanks	Feb. 24, 1967-Dalat, S. Vietnam
Capt Gerald O. Young	Nov. 9, 1967-Da Nang Area, S. Vietnam

* Awarded posthumously on December 8, 2000, by Secretary of the Air Force F. Whitten Peters to William F. Pitsenbarger, the father of A1C Pitsenbarger



AC-130A SPECTRE



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

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.

A-37 DRAGONFLY



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.

**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. Eachtime, 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.**

UH-1P HUEY



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

AT-28D TROJAN



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

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.**

OV-10 BRONCO



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.

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.

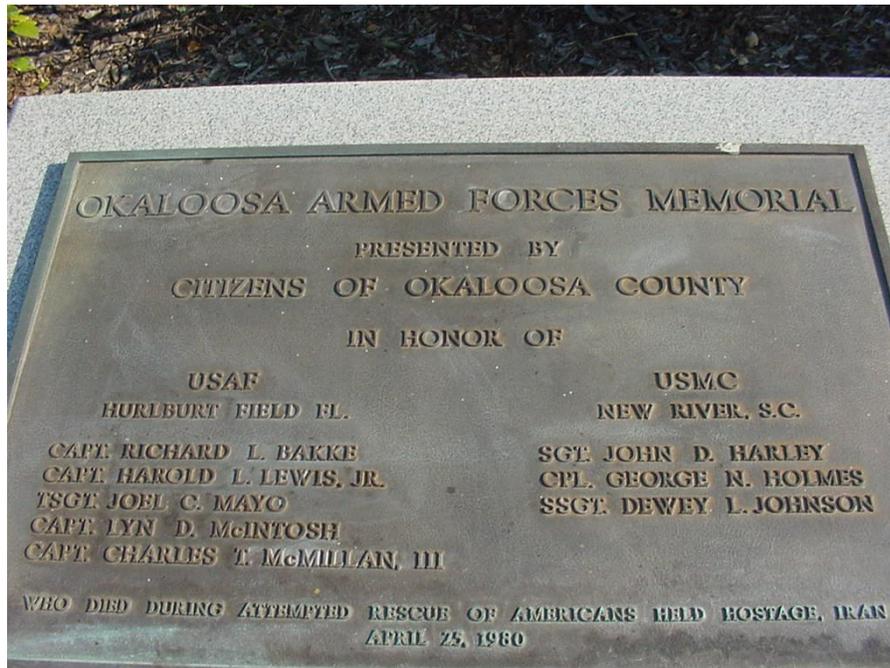
At 0212 hours, 17 January 1991, elements of the 20 SOS flying MH-53s, along with Army APACHE helicopters, successfully destroyed Iraqi Command and Control sites. Because of the air commandos' huge success in piercing the enemy radar screen, the initial air assault in Operation DESERT STORM was successful. 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.

OKALOOSA ARMED FORCES MEMORIAL



Presented by
Citizens of Okaloosa County
in Honor of

USAF	USMC
Hurlburt Field, FL	New River, SC
Capt Richard L. Bakke	Sgt John D. Harley
Capt Harold L. Lewis Jr	Cpl George N. Holmes
TSgt Joel C. Mayo	SSgt Dewy L. Johnson
Capt Lyn D. McIntosh	
Capt Charles T. McMillian III	

Who died during attempted rescue of Americans held hostage, Iran
April 25, 1980



HURLBURT FIELD STAINED GLASS MEMORIAL

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

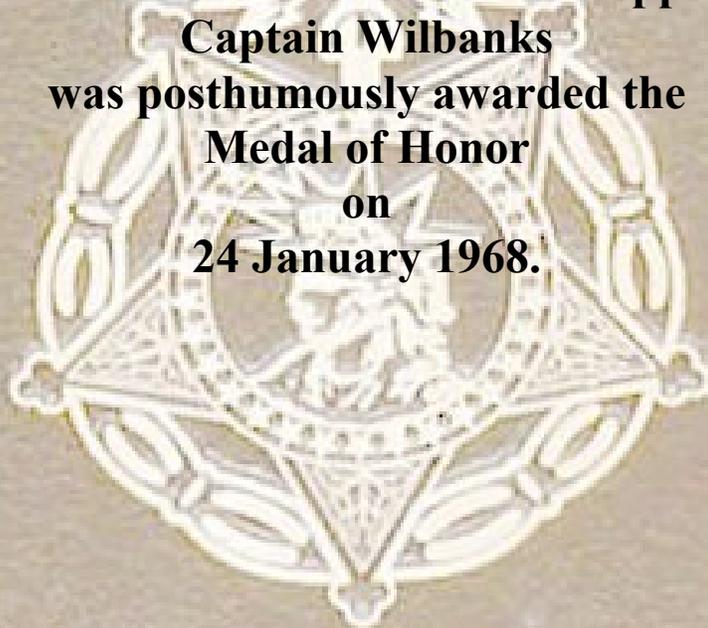
STAINED GLASS ARTISANS: Jerry & Dorothy Milton, Ft Walton Beach

**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.**



O-1E



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.

THE FORWARD AIR CONTROLLER

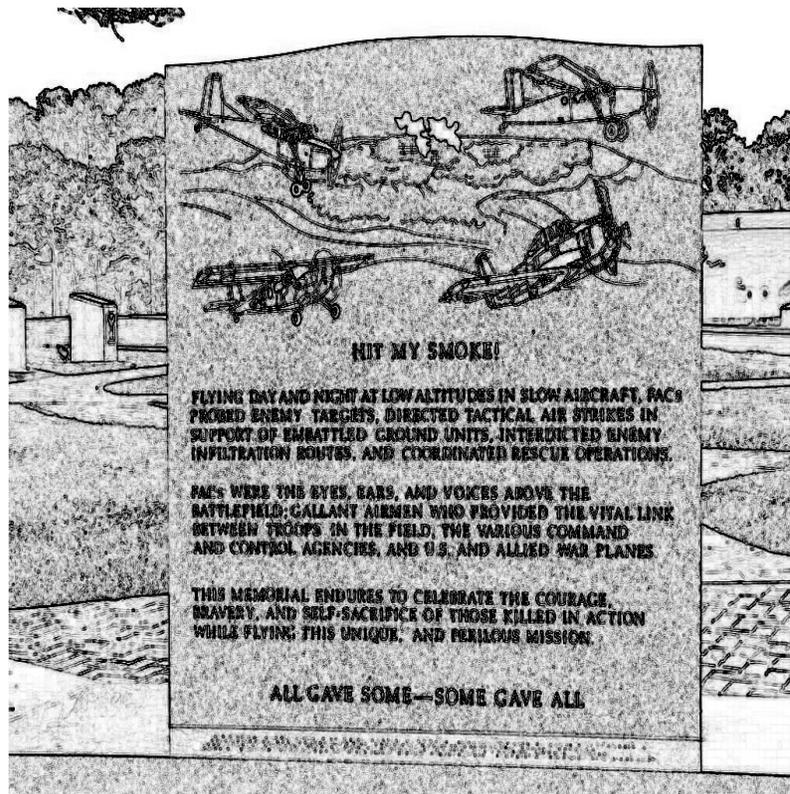


This memorial is dedicated to honor those special aviators who lost their lives during the Southeast Asia War while serving as Forward Air Controllers (FACs) in the O-1, O-2, OV-10, U-10, U-17, PC-6, and T-28 aircraft.

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.

HIT MY SMOKE!



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

O-2 SUPER SKYMASTER



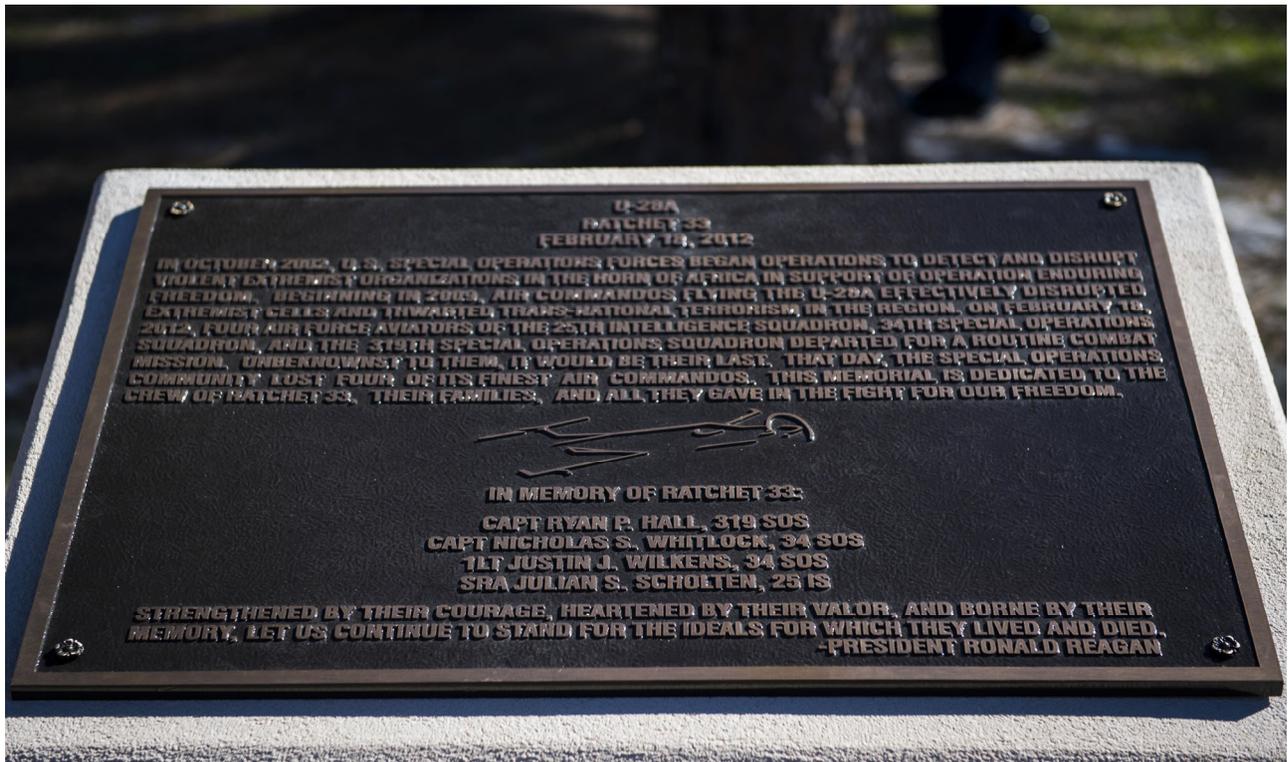
The O-2A SUPER SKYMASTER was a push-pull, twin-engine, three-seat, militarized version of the Cessna 337A SKYMASTER. Affectionately known as the “Oscar Duck.” This rugged aircraft was flown throughout Southeast Asia in a variety of Forward Air Control (FAC) roles, including directing air strikes and 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 time over 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



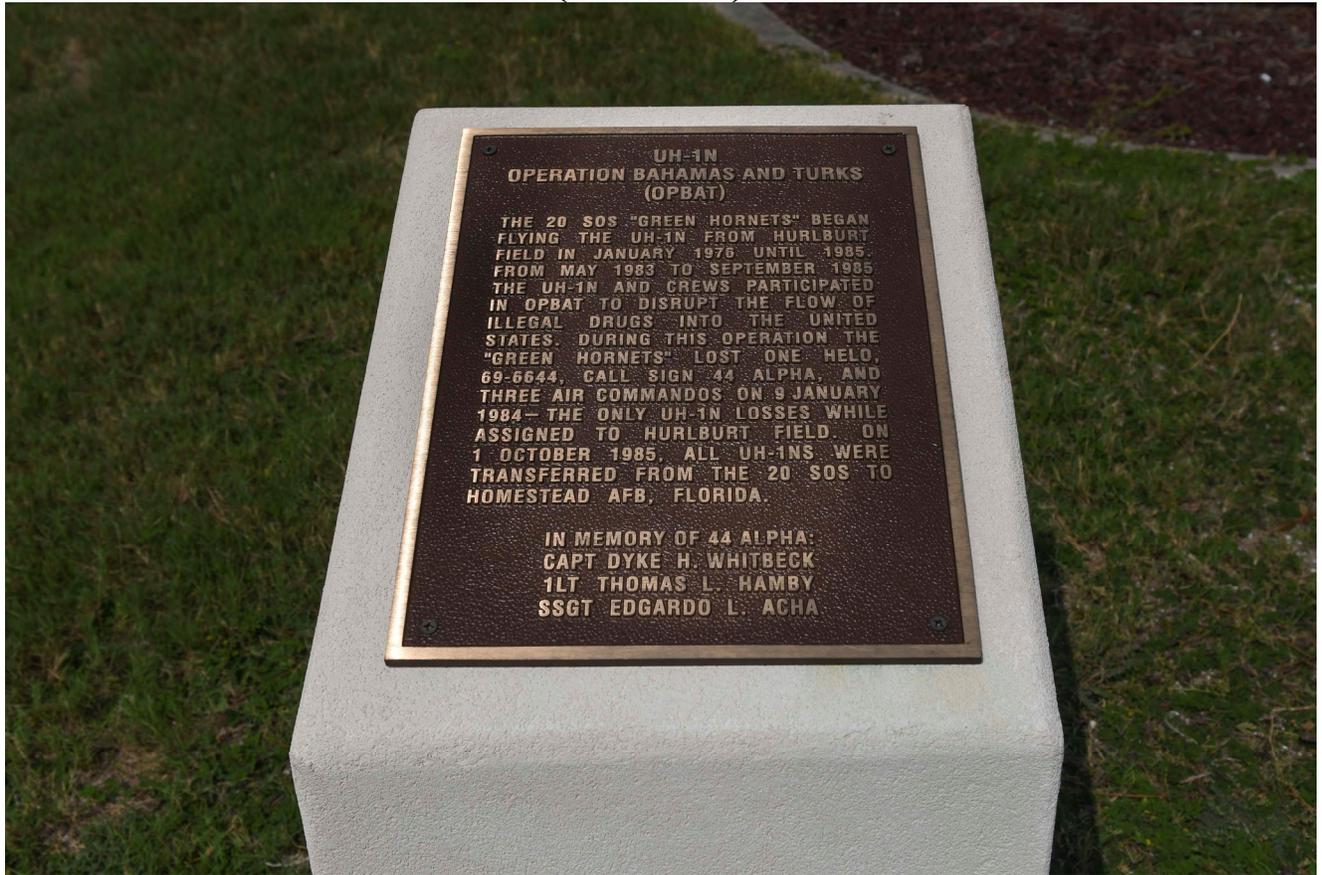
The U-10A, originally developed for the CIA, entered the Air Force inventory in 1958. With 231 square feet of wing surface area, and large flaps that covered three-fourths of the wing's trailing edge, this plane had superb Short Take-Off and Landing (STOL) capabilities. The SUPER COURIER carried up to 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.

RATCHET 33



On 16 February 2017, the 1st Special Operations Wing unveiled a monument to the crew of Ratchet 33, which consisted of Captain Ryan P. Hall from the 319th Special Operations Squadron, Captain Nicholas S. Whitlock and 1st Lieutenant Justin T. Wilkins from the 34th Special Operations Squadron, and Senior Airman Julian S. Scholten from the 25th Intelligence Squadron. During 18 February 2012, these four Air Commandos perished, when their U-28A airplane crashed near Camp Lemonnier, Djibouti, Africa. As part of Operation ENDURING FREEDOM, their mission was to help detect and disrupt violent extremist organizations operating in the Horn of Africa. Lieutenant Colonel Erick Turasz, the commander of the 34 SOS, stated, “We... unveil a memorial in their memory that will forever be a vital piece of these hallowed grounds, and a sanctuary for all of us who loved them and for those who will come after them to visit.” In closing, Lieutenant Colonel Turasz added, “We are committed to continuing Ratchet 33’s legacy and honoring the great sacrifices of families and friends. You are forever part of the U-28 community and the greater AFSOC community.”

OPERATION BAHAMAS, ANTILLES, AND TURKS (OPBAT)



During 14 October 2017, the 1st Special Operations Wing honored the crew of 44 Alpha, which crashed on 9 January 1984. In this crash, Captain Dyke H. Whitbeck, 1st Lieutenant Thomas L. Hamby, and Staff Sergeant Edgardo L. Acha, all members the 20th Special Operations Squadron, perished, when their UH-1N Huey helicopter crashed into the Caribbean Sea. A fourth crew member, Staff Sergeant Paul B. Cartter survived the crash, but he sustained severe life-changing injuries. At the time of the crash, the 44 Alpha crew was supporting Operation Bahamas, Antilles, and Turks, or OPBAT as it was known. This drug enforcement operation supported Vice President George H. W. Bush's South Florida Drug Enforcement Task Force. This monument commemorates the service and sacrifice of the Alpha 44 crew in service to the United States of America.

VOAS-LACKEY CIRCLE



On 16 March 2018, the 1st Special Operations Wing honored Major Randell D. Voas and Senior Master Sergeant James B. Lackey II, two members of the 8th Special Operations Squadron, who perished, when their CV-22, Tail Number 0031, crashed seven miles west of Qalat City, Zabul Province, Afghanistan, in support of Operation ENDURING FREEDOM on 8 April 2010. The previous year, both men had served as crew members on the very first CV-22 combat mission in support of Operation IRAQI FREEDOM.

This monument consists of two parts, the Voas-Lackey Circle, which contains a replica CV-22, bearing the 0031 tail number. It also has a walkway to the two monuments, which are dedicated to Major Voas and Senior Master Sergeant Lackey, two extraordinary Airmen. These two monuments overlook the Voas-Lackey Circle. Although not part of the Hurlburt Field Airpark, this dedication is unique for its style and organization amongst the many monuments dedicated to commemorating the fallen on Hurlburt Field. The 1 SOW recommends visitors to Hurlburt Field take time to visit this site. Also, the command suggests visitors park their vehicles in the 1st Special Operations Civil Engineer Squadron's parking lot, and walk to this site from there.

MC-130E COMBAT TALON I MONUMENT



“HERE I AM; SEND ME”
Isaiah 6:8

During 24 April 2015, the Combat Talon Association dedicated a monument to all those who flew the MC-130E Combat Talon I. This monument contains all the names of crew members killed while serving as part of a Combat Talon I crew. It also identifies the various squadrons that flew the MC-130E Combat Talon I throughout its illustrious service.