

5th SPECIAL OPERATIONS SQUADRON



LINEAGE

5th Combat Cargo Squadron constituted, 25 Apr 1944

Activated, 1 May 1944

Inactivated, 15 Jan 1946

Disbanded, 8 Oct 1948

5th Air Commando Squadron (Psychological Operation) constituted and activated, 2 Aug 1965

Organized, 8 Aug 1965

Redesignated 5th Special Operations Squadron, 1 Aug 1968

Inactivated, 15 Oct 1969

5th Combat Cargo Squadron reconstituted, and consolidated with the 5th Air Commando Squadron (Psychological Operation), 19 Sep 1985

Activated in the Reserve, 1 Dec 1994

STATIONS

Syracuse AAB, NY, 1 May 1944

Baer Field, IN, 9-27 Oct 1944

Biak Island, Netherlands East Indies, Nov 1944

Dulag, Leyte, 15 May 1945

Okinawa, 16 Aug 1945

Yokota, Japan, Sep 1945-15 Jan 1946

Nha Trang AB, South Vietnam, 8 Aug 1965

Tuy Hoa AB, South Vietnam, 5 Sep-15 Oct 1969

Eglin AF Aux Field #3 (Duke Field), FL, 1 Dec 1994

Eglin AFB, FL, 1 Oct 1999

ASSIGNMENTS

2nd Combat Cargo Group, 1 May 1944-15 Jan 1946
2nd Air Division, 8 Aug 1965
14th Air Commando (later, 14th Special Operations) Wing, 8 Mar 1966-15 Oct 1969
919th Operations Group, 1 Dec 1994

WEAPON SYSTEMS

C-46, 1944-1945
C-47, 1944-1945
AC-47, 1965-1969
U-10, 1965-1969
HC-130N/P (later, MC-130P), 1995

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Cpt Early R. Dowling, 1 May 1944
Maj Diar E. Clark, by Oct 1944
Maj Robert L. Arnold, Jun 1945-unkn
Unkn, 8 Aug-8 Nov 1965
LTC Clyde Anglely, 9 Nov 1965
LTC Joseph F. Baier, 7 Jul 1966
LTC John L. Mansfield, 10 Oct 1966
LTC Trusty M. Whitehead, 5 Dec 1966
LTC Robert A. Barraclough, 7 Jul 1967
LTC Charles M. Read, 11 Oct 1967
LTC William W. Perry, 10 Jul 1968
LTC Kenneth D. Hill, 20 Sep 1968
LTC Robert S. Wardner, c. May-15 Oct 1969
LTC Clay T. McCutchan, 1 Dec 1994
LTC Elliott W. Allen, Jr., 1 Feb 1997
LTC James D. Smith, 23 Aug 1998
Maj Lynn Townsend

HONORS

Service Streamers

None

Campaign Streamers

World War II
New Guinea
Leyte
Luzon

Southern Philippines
Western Pacific
Air Offensive, Japan
Ruykyus

Vietnam
Vietnam Defensive
Vietnam Air
Vietnam Air Offensive
Vietnam Air Offensive, Phase II
Vietnam Air/Ground
Vietnam Air Offensive, Phase III
Vietnam Air Offensive, Phase IV
Tet 69/ Counter-offensive
Vietnam Summer-Fall 1969

Armed Forces Expeditionary Streamers

None

Decorations

Presidential Unit Citations (Southeast Asia)
8 Mar 1966-7 Mar 1967
21 Jun 1968-30 Jun 1969

Air Force Outstanding Unit Award with Combat "V" Device
16 Jun 1967-20 Jun 1968

Air Force Outstanding Unit Awards
[1 Dec] 1994-31 May 1996
1 Jun 1996-31 May 1998

Army Meritorious Unit Commendation
1 Jan-31 Dec 1968

Philippine Presidential Unit Citation (WWII)

Republic of Vietnam Gallantry Crosses with Palm
1 Apr 1966-15 Oct 1969
1 Jan-30 Aug 1968

EMBLEM

Approved, 5 Aug 1966; modified, 5 Nov 2001

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Transported men and supplies to and evacuated casualties from forward areas in Southwest and Western Pacific, Dec 1944-Sep 1945. Conducted psychological operations and humanitarian programs during Vietnam conflict, 1965-1969. Trained for special operations, inflight refueling of special operations helicopters, and resupply missions, using modified C-130s, 1995. Periodically deployed to support special operations contingency operations worldwide.

The 5th Special Operations Squadron of Air Force Reserve Command's 919th Special Operations Wing formally transferred its flag May 23 from Duke Field, Fla., downstate to Hurlburt Field, its new home. The flag transfer was made in the squadron's final MC-130P Combat Shadow flight. Having shed its MC-130PS, the 5th SOS will settle into its new role within Hurlburt's Air Force Special Operations Training Center, where squadron personnel will augment training units for the U-28, AC-130U, and aviation foreign internal defense. Squadron members, almost all of which have extensive combat experience, will still perform combat tours. The squadron's move is part of the broader ongoing integration of the 919th SOW into Hurlburt's 1st SOW.

Air Force Special Operations Command has been a champion in the field of Total Force Integration in recent years, streamlining operations and developing ground-breaking associations between the regular Air Force and the Air Force Reserve. Building on that tradition, AFSOC recently began a unique association between the command's Special Operations Training Center and the Reserve's 5th Special Operations Squadron at Hurlburt Field, Fla. Under the new arrangement, the 5th SOS is an associate unit assigned operationally to the training center. Administratively, it still falls under the Reserve's 919th Special Operations Wing, located at Duke Field, Fla. The seasoned professionals from the 5th serve as AFSOTC instructors, bringing a wealth of invaluable realworld experience to the training center's classrooms and cockpits. In May, Reservists from the 5th flew the squadron's final MC-130P Combat Shadow mission, carrying the unit's flag on the short flight from the 5th's previous home at Eglin AFB, Fla., to its new home at Hurlburt. "I get the distinct honor of being the first to welcome the 5th SOS to Hurlburt," said Col. Marshall Webb, commander of the active-duty 1st Special Operations Wing at the welcoming ceremony. "You are true warriors. You had a great history with the P model. You're going to have a greater history at Hurlburt Field." One of the distinct features of the association between the 5th and the training center is the fact that the 5th remains an operational squadron while taking on its new training mission. Its members will still deploy periodically and continue to fly missions in combat. That way, they will be able to share the most up-to-date information and conditions from the theaters of operation with their AFSOC students. "The 5th is a combat squadron that does training, not vice versa," said Lt. Col. Randy Nicholson, 5th SOS U-28 section supervisor. "That said, we're extremely excited about taking on this new role and sharing our experience with students at the training center." "The strength that we bring to this new mission is indeed experience," said Lt. Col. Reid Henley, 5th SOS commander.

The 5th recently became an associate unit assigned operationally to the training center. “Most of our members have extensive combat time and have deployed multiple times. The great thing about our new mission with the training center is that we get to pass on our combat experience gained from our 20-plus years service in AFSOC, experience that we’ll be renewing at regular intervals. “I’ve served in special operations for more than 18 years, but I’m not unique in the 5th SOS. Many of our aircrews have even more experience than I do, and now we’re going to focus on bringing that experience and all of our hard-won associate lessons learned to our new mission with AFSOTC.” Initially, the 5th will provide aircrew training for the U-28 and train students in AFSOC’s aviation foreign internal defense mission. “We hope to add AC-130U Gunship aircrew training by 2012 and participate in all of the AFSOC emerging missions requiring aircrew training in new weapon systems,” Colonel Henley said. The principal mission objective of aviation foreign internal defense is facilitating the availability, safety and interoperability of participating foreign aviation resources supporting combined operations. The AFID role is to advise foreign aviation forces on the use of airpower to deal with the internal threats of subversion, lawlessness and insurgency. In this role, combat aviation advisers primarily focus on hands-on, adaptive training and advisory support geared to practical airpower applications.

The AFSOTC, which officially stood up Oct. 1, is the new home for nearly all Air Force special operations training, consolidating training that had been conducted both inside operational squadrons and at special operations locations around the country. As the training center matures, the 5th SOS may be asked to expand its instructor role to include more commando air frames, support and tactics. “The 5th is definitely one of the key components of the AFSOTC,” said Col. Paul Harmon, AFSOTC commander. “There’s no way I could do this job without them.” Before taking on his new assignment, Colonel Harmon served as commandant of the smaller Air Force Special Operations School at Hurlburt. The association between the 5th SOS and the AFSOTC is the latest in a long line of TFI success stories within AFSOC. “This is graduate-level TFI,” Colonel Henley said. “We’re taking eight years flying as an associate special operations squadron and bringing those lessons to the training center.” “We’ve had awesome results with associate units dating back to the mid-1990s,” added Lt. Col. Joe Arthur, 5th SOS chief pilot. Colonel Arthur was assigned to the Reserve’s 919th SOW at Duke Field in 1994 when it traded in its final five AC-130A Spectre gunships for MC-130E Combat Talon I and MC-130P Combat Shadow aircraft. The 919th’s 711th SOS assumed the Talon mission, while the 5th SOS was reactivated to fly Combat Shadows. In the years that followed, the 5th entered into a traditional associate unit relationship with AFSOC’s 9th SOS at Eglin AFB, Fla. The 9th assumed ownership of the 5th’s Combat Shadow aircraft, while crews and maintainers from the 5th worked with the 9th to meet mission requirements. Conversely, the 711th SOS and 8th SOS established an active-associate relationship, with the Reserve owning the aircraft and regular AFRC and AFSOC crews and maintainers sharing flying and maintenance responsibilities.

After 46 years, the longest-running naval exercise in the Americas welcomed its first “non-navy” participant. And the organization invited to join this annual training on the high seas is a member of the Air Force Reserve. In November, the 5th Special Operations Squadron from Eglin Air

Force Base, Fla., sent one aircraft and 23 people to Punta del Este, Uruguay, to participate in Unitas 04. Unitas, which means unity, brought together ships, aircraft and submarines, as well as more than 2,000 people, from Argentina, Brazil, Uruguay, Spain and the United States. For the 5th SOS, Unitas provided a chance to both gain some valuable training experience with naval forces and get its foot in the door for future training opportunities involving other countries. For individual Reservists, Unitas gave them a chance to do some of the things they did prior to 9/11. The unit was activated two weeks after the terrorist attacks and remained activated for two years as part of Operations Enduring Freedom and Iraqi Freedom. "It was a great opportunity for the 5th to stretch its deployment legs in a different direction other than Southwest Asia," said Maj. Jeff Berry, 5th SOS pilot and mission commander for Unitas 04. "This tour was instrumental in improving working relationships between U.S. and South American naval and marine forces as well as obtaining excellent training for our people in a different working environment. I feel like we're paving new roads coming down here. It's great training, and it lays the groundwork for future operations in the region." Although bad weather and some mechanical problems limited the number of missions the Reservists were able to fly in their MC-130P aircraft, Maj. Len Summers, an exercise planner at U.S. South Air Force, Davis-Monthan AFB, Ariz., said the squadron's participation was still a success. "We were able to accomplish several objectives," Major Summers said. "We were able to show the admiral (Rear Adm. Vinson E. Smith, Commander U.S. Naval Forces Southern Command) the capabilities of the MC-130P and fly him in it. We also conducted photo ops in support of the fleet and successfully completed an ESM (electronic support measures) mission with the U.S. Navy. "It's an important stepping stone to having more Air Force support for the traditional naval Unitas exercise. We were able to assist our sister service. They (the U.S. Navy) had a P-3 Orion that fell out of the exercise, and we helped avoid not having any air resource equivalent for the benefit of the exercise. I was happy to have the participation of the 5th SOS and get what we got accomplished. Now we have a benchmark set." Not only did the admiral get a chance to fly with the MC-130P crew and see the capabilities of the aircraft, he also got a chance to view the exercise fleet from the open aircraft cargo door. "First I would like to say thank you to the 5th SOS," Admiral Smith said. "Having the opportunity to fly with the crew of the MC-130P was not only an honor but also an exciting adventure. Strapping into that harness and taking a look from the ramp of one of these birds offered a unique perspective of the five nation Unitas fleet. This 'birds-eye view' reminded me of how much progress we have made in the execution of these exercises. We have transformed the exercise from a multinational surface navy event into a multinational joint exercise." The Reservists enjoyed the chance to showcase the MC-130P for the admiral. "It was great. The admiral explained to us how the ships were operating out there and the type of ships involved," said Maj. Lynn Townsend, 5th SOS aircraft commander. "It was interesting to get an observation from a different perspective than ours. He said he was really pleased. We invited him to come over to Eglin and fly with us anytime. I told him we'd fly him on a (night-vision-goggle) helicopter refueling mission to see what we do on a day-to-day basis." Major Townsend explained the Reservists' role as "trying to determine how some of the Navy's systems work against us and how our systems work against them. It went really well. The Navy was very pleased when the exercise ended." While the 5th SOS was able to impress the admiral with its performance, for a while it appeared the Reservists would not have an opportunity to show their skills due to bad weather. "The weather did create some challenges and unexpected opportunities," Admiral Smith said. "Having the U.S. Air Force presence helped drive home the

importance of joint warfare operations to our partner nations. "Regardless of the weather conditions, this MC-130 was able to conduct MPA (maritime patrol aircraft) and SSSC (surface, subsurface search surveillance coordination) missions. It's my hope that we will see the continued support of the U.S. Air Force in future exercises. The 5th SOS has opened the door to what I hope will lead to more robust joint participation. Joint is how we operate in the real world, so it should be the way we train." The admiral noted the MC-130's presence above the fleet was a statement about today's training environment. "The Air Force MC-130 overhead was seen as evidence that Unitas is transforming into a combined, multinational, joint exercise that provides relevant and realistic training to all participants as well as supports the combatant commander's interoperability security cooperation initiatives." The Uruguayan navy fleet commander and exercise host also noted the importance of the Air Force's participation in Unitas. "The Air Force will participate in maritime operations, and this participation is very important," said Rear Adm. Oscar Debali. "More than a combined operation, it is a joint operation, and joint operations are the operations of the future. The more we work with these types of exercises, the better the results will be. This is a good challenge to have in the exercise because our country is involved in many international operations involving the United Nations." "It's a very important opportunity for us to operate with another force, a big professional force," said Cmdr. Juan Retamoso, Uruguayan squadron group commander at the base where the 5th SOS was operating. "I really enjoyed learning about their operation. I was proud for us to have a U.S. Air Force airplane here at our base." Maybe equally important as the training opportunity was the chance to form relationships that will provide benefits to the Reserve and the Air Force down the road. "I think we gained new friendships and understanding between participants and the people we met in the community," Major Berry said. "The Uruguayan navy invited us to a farewell barbecue that gave us an opportunity to shake hands, tell stories, and exchange pictures, plaques and coins. Even with the slight language barrier, common interests served as the interpreter." For the 5th SOS, having the opportunity to travel and train somewhere other than the desert was an invaluable opportunity. "Our unit's focus has been in a certain area of the world," said Maj. Dave Condit, 5th SOS navigator and one of the planners for the Unitas mission. "Now that we've been deactivated and have had time to regroup, it's time we go back to some of those places that we haven't been to in a while. International exercises such as Unitas require U.S. presence to maintain relationships, and with the active duty maintaining a strong presence in the desert with real-world operations, it's nice to have Reservists participate." With tattered buildings and battered beaches, the Florida and Alabama coasts had the appearance of a war-torn country the morning of Sept. 16. For members of the 5th Special Operations Squadron, Eglin Air Force Base, Fla., the sight of such devastation had become all too familiar in their two years of being deployed as part of Operations Enduring and Iraqi Freedom. But this time the massive damage wasn't thousands of miles away but rather in their own back yards, not the result of war but a natural disaster named Hurricane Ivan. But much like the unit rallied together only days after the terrorist attacks of Sept. 11, 2001, when they were called to active duty to help defend the nation, once again the 5th SOS came together. This time they rallied to help members of their squadron clean up and repair their homes that were ravaged by the storm. "We got everybody together at the squadron to determine who had the most damage," said Tech. Sgt. Chris Maradik, 5th SOS loadmaster. "They wanted an assessment from each section, and then we determined who needed the most help." One of the worst hit by the storm was Maj. Jeff Berry, 5th SOS pilot and mission commander for Unitas 2004. Like thousands of others living in the area, he evacuated to a safe location before the hurricane hit. "It was pretty scary going back home," Major Berry said,

“because when we drove up, all the roads were under water. My house looked like it was on an island.” After wading through knee-deep water, Major Berry discovered significant damage to his home. Part of his roof was ripped off, siding was off, and there was water in his house. “It could have been catastrophic,” Major Berry said. “Forty miles down the road there were houses that were gone. It could have happened to us. At least the house was still standing, and I was happy to see it.” However, reality quickly set in as the major faced the massive task of cleaning up the debris and repairing the damage. “About 10 unit members came to the house and worked for four hours,” Major Berry said. “My shed was in my neighbor’s pool, and other people’s docks were in my yard. It was overwhelming to know the squadron was going to do something like that. It wasn’t expected. I thought it would be me and my wife doing all the work. It was touching.” Although almost every member of the unit suffered some damage to their property, Major Berry said, about five people had major damage. “Thanks to the leadership of the Reserve, it went great,” said Master Sgt. Eric Downing, 5th SOS life support. “They allowed us to go out and help. That meant a lot to everyone to be able to help. We went to one neighborhood and ended up helping everyone there.” Just getting to the neighborhood, located in Pensacola, Fla., proved to be a difficult experience. “It was like driving through a war zone,” said Tech. Sgt. Bill Bethke, 5th SOS radio operator. “There was old lumber and wood stacked six to eight feet high along the highway. We saw places that were so much worse off than ours.” The storm struck the Gulf Coast about a month and a half before the 5th SOS was supposed to participate in Unitas 2004, a major exercise in Uruguay. In fact, as the storm made its way toward the coast, Maj. Dave Condit, 5th SOS navigator and one of the planners for Unitas, was in Uruguay getting ready for the exercise. “Just prior to the hurricane, I was down there for a planning conference,” Major Condit said. “My wife was calling and keeping me posted and encouraging me to get home on time. And the other issue was if the hurricane wipes us out, would we be able to fulfill our plan for participation in the exercise?” Major Condit made it home in time to evacuate his family and avoid the storm. He called a fellow Reservist and asked him to check on the Condit’s house. “He told me everyone’s house in the neighborhood looked fine except for mine,” Major Condit said. “My house had a giant tree that crashed through the roof. When I returned home, I went to the squadron and offered to help others who were hit worse, but they told me to take care of my family first and the squadron would take care of everyone else.” Because Majors Condit and Berry were two of the primary planners for the Uruguay trip, they had to balance their time between doing their jobs and fixing their homes. Both of them took time off to work on their houses. “It was a week we needed to be planning, but our families came first,” Major Condit said. “What that meant was in the following weeks, we had to put in some long hours because a lot of prep work still had to be done. It made it more difficult to get all the details secured. Had we had that extra week, there were some additional things that could have been done to make things go smoother.” Some members of the 5th SOS were forced to cancel their participation in the exercise in order to take care of their property, while others left with their homes still in need of repair. “I pretty much left my house with a part of it exposed with blue tarp on it,” said Major Berry. While he was in Uruguay, the major said it rained twice back home and got the family’s clothes wet. He said his wife can run the house without him, but “it’s rough on her.” For Major Condit, getting a chance to represent the 5th SOS as the first Air Force unit to participate in Unitas was a driving force in his decision to go. “My house is smashed, and I would probably have preferred to be at home,” Major Condit said. “However, this is a big deal, and the unit put a lot of work into it. So we decided to press forward and complete the mission.” 2005

Col. Steven Chapman, 919th Special Operations Wing commander, prepares for Master Sgt. Daniel Dombrowski (back left), 5th Special Operations Squadron first sergeant, and Lt. Col. Reid Henley, 5th SOS commander, to present their squadron flag during a squadron transition ceremony at Hurlburt Field, Fla., May 23. The ceremony marked the squadron's mission change from flying the MC-130P Combat Shadow at Eglin Air Force Base, Fla., to supporting the new Air Force Special Operations Training Center at Hurlburt. The 5th SOS's history dates back to World War II, flying C-46 and C-47 combat missions in the Pacific theater. The squadron was disbanded shortly after the war ended. It returned to service from 1965 to 1969 to conduct psychological operations, humanitarian programs and other special operations forces activities in South Vietnam. In 1995, the 5th SOS was reactivated at Duke Field, Fla., as an Air Force Reserve unit under the 919th Special Operations Wing, where it was assigned the MC-130P Combat Shadow mission. In 1999, the squadron moved to Eglin Air Force Base, Fla., to form a classic associate unit with Air Force Special Operations Command's 9th SOS, becoming the first associate unit gained by AFSOC. Today, the 5th SOS is an associate unit assigned to the Air Force Special Operations Training Center at Hurlburt Field, Fla. Initially, the 5th will provide aircrew training for the U-28 utility aircraft (the Air Force variant of the Pilatus PC-12) and train students in AFSOC's aviation foreign internal defense mission. The plan is for the 5th to add AC-130U Gunship aircrew training by 2012 and participate in all of the AFSOC emerging missions requiring aircrew training in new weapon systems. 2008

AFSOC recently began a unique association between the command's Special Operations Training Center and the Reserve's 5th Special Operations Squadron at Hurlburt Field, Fla. Under the new arrangement, the 5th SOS is an associate unit assigned operationally to the training center. Administratively, it still falls under the Reserve's 919th Special Operations Wing, located at Duke Field, Fla. The seasoned professionals from the 5th serve as AFSOTC instructors, bringing a wealth of invaluable real world experience to the training center's classrooms and cockpits. In May, Reservists from the 5th flew the squadron's final MC-130P Combat Shadow mission, carrying the unit's flag on the short flight from the 5th's previous home at Eglin AFB, Fla., to its new home at Hurlburt. "I get the distinct honor of being the first to welcome the 5th SOS to Hurlburt," said Col. Marshall Webb, commander of the active-duty 1st Special Operations Wing at the welcoming ceremony. "You are true warriors. You had a great history with the P model. You're going to have a greater history at Hurlburt Field." One of the distinct features of the association between the 5th and the training center is the fact that the 5th remains an operational squadron while taking on its new training mission. Its members will still deploy periodically and continue to fly missions in combat. That way, they will be able to share the most up-to-date information and conditions from the theaters of operation with their AFSOC students. "The 5th is a combat squadron that does training, not vice versa," said Lt. Col. Randy Nicholson, 5th SOS U-28 section supervisor. "That said, we're extremely excited about taking on this new role and sharing our experience with students at the training center." "The strength that we bring to this new mission is indeed experience," said Lt. Col. Reid Henley, 5th SOS commander. "Most of our members have extensive combat time and have deployed multiple times. The great thing about our new mission with the training center is that we get to pass on our combat experience gained from our 20-plus years service in AFSOC, experience that we'll be renewing at regular intervals. "I've served in special operations for more than 18 years, but I'm not unique in the 5th SOS. Many of our aircrews have even more experience than I do, and now we're going

to focus on bringing that experience and all of our hard-won associate lessons learned to our new mission with AFSOTC.” Initially, the 5th will provide aircrew training for the U-28 utility aircraft (the Air Force variant of the Pilatus PC-12) and train students in AFSOC’s aviation foreign internal defense mission. “We hope to add AC-130U Gunship aircrew training by 2012 and participate in all of the AFSOC emerging missions requiring aircrew training in new weapon systems,” Colonel Henley said. The U-28 provides intra-theater support for special operations forces, allowing pilots to move small amounts of cargo or a small number of troops within an area of responsibility. The single engine aircraft can carry a payload of nearly 3,000 pounds and can be flown by one or two pilots. It can operate from shorter runways than a C-130 and can land on dirt and grass strips. The 319th SOS at Hurlburt operates six U-28As, and its 45 members deploy frequently to fly and maintain the planes, allowing air commandos to deliver their specialized airpower any time, any place. The principal mission objective of aviation foreign internal defense is facilitating the availability, safety and interoperability of participating foreign aviation resources supporting combined operations. The AFID role is to advise foreign aviation forces on the use of airpower to deal with the internal threats of subversion, lawlessness and insurgency. In this role, combat aviation advisers primarily focus on hands-on, adaptive training and advisory support geared to practical airpower applications. The 6th SOS, based at Hurlburt, is the AFSOC unit charged with carrying out the command’s AFID mission. The AFSOTC, which officially stood up Oct. 1, is the new home for nearly all Air Force special operations training, consolidating training that had been conducted both inside operational squadrons and at special operations locations around the country. As the training center matures, the 5th SOS may be asked to expand its instructor role to include more commando air frames, support and tactics. “The 5th is definitely one of the key components of the AFSOTC,” said Col. Paul Harmon, AFSOTC commander. “There’s no way I could do this job without them.” Before taking on his new assignment, Colonel Harmon served as commandant of the smaller Air Force Special Operations School at Hurlburt. The association between the 5th SOS and the AFSOTC is the latest in a long line of TFI success stories within AFSOC. “This is graduate-level TFI,” Colonel Henley said. “We’re taking eight years flying as an associate special operations squadron and bringing those lessons to the training center.” “We’ve had awesome results with associate units dating back to the mid-1990s,” added Lt. Col. Joe Arthur, 5th SOS chief pilot. Colonel Arthur was assigned to the Reserve’s 919th SOW at Duke Field in 1994 when it traded in its final five AC-130A Spectre gunships for MC-130E Combat Talon I and MC-130P Combat Shadow aircraft. The 919th’s 711th SOS assumed the Talon mission, while the 5th SOS was reactivated to fly Combat Shadows. In the years that followed, the 5th entered into a traditional associate unit relationship with AFSOC’s 9th SOS at Eglin AFB, Fla. The 9th assumed ownership of the 5th’s Combat Shadow aircraft, while crews and maintainers from the 5th worked with the 9th to meet mission requirements. Conversely, the 711th SOS and 8th SOS established an active-associate relationship, with the Reserve owning the aircraft and regular AFRC and AFSOC crews and maintainers sharing flying and maintenance responsibilities. “We’ve shown that Reserve associate units work well in the special operations world, and I’m sure that the 5th’s association with the AFSOTC will continue that tradition,” Colonel Arthur said. “This is really a good fit for us.” 5th SOS officials hope that serving in the Reserve as an instructor at the AFSOTC will appeal to air commandos considering leaving active duty. “We’re definitely hiring right now,” Colonel Nicholson said. “We’re hoping to attract people coming off active duty so we can capture that special ops experience and pass it on at the training center. But, we are also

looking for instructor pilots from other airframes who would be interested in this exciting new mission.” 2008

Aerial transportation in Southwest and Western Pacific, Nov. 1944-Sept. 1945.

Squadron’s mission was to carry ground troops and auxiliary combat equipment to effective locations in a combat zone and maintain combat reinforcements, supply and resupply.

Reservists Assist With AC-130U Instruction Air Force Reservists of the 5th Special Operations Squadron are now helping to train Active Duty airmen at Hurlburt Field, Fla., in operating the AC-130U gunship, according to a release. They began their instructor roles in September in support of the 19th SOS, the Active Duty formal training unit, states the Dec. 4 release. "The Reservists bring continuity and depth of experience to the training environment," said Maj. David McGourin, one of the Reservists who teaches pilots and copilots. "They also have a large amount of operational, combat, and instructional experience that allows them to adapt to the needs of the student and be flexible in their approach with the students," he added. The goal is to have three full Reserve crews for the training, which would make Reservists approximately 40 percent of the AC-130U instructor force, states the release. "I enjoy passing on what I've learned to the students," said Maj. Francis Poindexter, a Reservist who teaches the gunship's fire control officer course. 2014

Reserve pilots and loadmasters from Duke Field, Fla., are cross training to the Dornier C-146 Wolfhound light airlifter and preparing for the stand up a new squadron to operate it, officials announced. A total of six pilots and four loadmasters from Air Force Reserve Command's 5th Special Operations Squadron have thus far completed Wolfhound training at Cannon AFB, N.M. AFRC and Air Force Special Operations Command plan to activate the 49th SOS as a new associate unit to provide aircrew training with the aircraft at Duke. "This is a continuation of what the 5th has been doing for the past seven years" partnering with AFSOC, said Maj. Austin White, 5th SOS Det. 1 commander in a release. Duke has already received a C-145/C-146 cockpit trainer, according to the release. AFSOC is replacing the smaller Skytruck in the forward special operations support role, and expanding the Wolfhound fleet from 16 to 23 aircraft as part of its overall fleet recap, according to officials at AFA's Air Warfare Symposium in Orlando, Fla. 2015

440919	C-46A	42-107394	5CCS	2CCG	Syracuse AAB, Syracuse, NY	KCRGC	Barohn, William R	Blue Ridge Mts, 12 mi NNW, Speculator,
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440926	C-46	42-101042	5CCS	2CCG	Syracuse AAB, Syracuse, NY	LAC	Bickerson, Ralph E	Cheyenne Muni Airport, Cheyenne, WY



Air Force Order of Battle

Created: 8 Dec 2010

Updated: 1 Jan 2014

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.