



FACT SHEET

U.S. Air Force Fact Sheet

AIR FORCE SPECIAL OPERATIONS COMMAND

Air Force Special Operations Command was established May 22, 1990, with headquarters at Hurlburt Field, Fla. AFSOC is one of ten major Air Force commands, and the Air Force component of U.S. Special Operations Command, a unified command located at MacDill Air Force Base, Fla.

Mission: America's specialized air power...a step ahead in a changing world, delivering Special Operations power anytime, anywhere.

AFSOC provides Air Force special operations forces for worldwide deployment and assignment to regional unified commands. The command's SOF are composed of highly trained, rapidly deployable Airmen, conducting global special operations missions ranging from precision application of firepower, to infiltration, exfiltration, resupply and refueling of SOF operational elements.

AFSOC's unique capabilities include airborne radio and television broadcast for psychological operations, as well as aviation foreign internal defense instructors to provide other governments military expertise for their internal development. The command's special tactics squadrons combine combat controllers, special operations weathermen and pararescuemen with other service SOF to form versatile joint special operations teams.

The command's core missions include battlefield air operations; agile combat support; aviation foreign internal defense; information operations; precision aerospace fires; psychological operations; specialized air mobility; specialized refueling; and intelligence, surveillance and reconnaissance.

Personnel and Resources

AFSOC has approximately 16,000 active-duty, Air Force Reserve, Air National Guard and civilian personnel. The command's active duty and reserve component flying units operate fixed and rotary-wing aircraft, including the CV-22, AC-130H/U, C-130, EC-130, MC-130, U-28A, PC-12, and MH-53.

Organization

The command's forces are organized under two active-duty wings, one reserve wing, one National Guard wing, two overseas groups, and several direct reporting units.

Numbered Air Force

23rd Air Force, at Hurlburt Field, stood up January 25, 2008, to provide worldwide Air Force special operations command and control support to combatant commanders. 23rd AF is designated as the air component's unit of execution to U.S. Special Operations Command, providing a special operations liaison element to regional air operations centers and a forward command and control team to be the air component to a joint special operations task force commander.

Wings

1st Special Operations Wing, at Hurlburt Field, and the 27th Special Operations Wing, at Cannon Air Force Base, N.M., are composed of specialized aircraft to support special operations worldwide.

Groups

352nd Special Operations Group, at Royal Air Force Mildenhall, England, is the Air Force component for Special Operations Command Europe.

353rd Special Operations Group, at Kadena Air Base, Japan, is the Air Force component for Special Operations Command Pacific.

720th Special Tactics Group, at Hurlburt Field trains, organizes, and equips more than 800 combat controllers, special operations weathermen, and pararescuemen for assignment to special tactics squadrons.

Other Subordinate Units

U.S. Air Force Special Operations School, at Hurlburt Field provides special operations-related education to Department of Defense personnel, government agencies and allied nations.

18th Flight Test Squadron, at Hurlburt Field and with detachments at Edwards Air Force Base, Calif., and Marine Corps Air Station New River, N.C., conducts operational and maintenance suitability tests and evaluations for aircraft, equipment, concepts, tactics and procedures for employment of special operations forces.

Gained Air Force Reserve Components

919th Special Operations Wing, at Duke Field, Fla., is the command's Reserve special operations wing. It provides MC-130E and MC-130P aircraft supporting helicopter refueling requirements to USSOCOM.

Gained Air National Guard Units

193rd Special Operations Wing at Harrisburg International Airport, Pa., provides the only airborne psychological operations platform in the Department of Defense with the EC-130 Commando Solo.

123rd Special Tactics Squadron at Standiford Field, Ky., provides combat controllers and pararescuemen for worldwide operational needs.

209th Civil Engineer Squadron located at Gulfport, Miss., is AFSOC's only Guard civil engineer squadron supporting the command's transportable collective protection system mission.

227th Special Operations Flight at McGuire Air Force Base, N.J., provides modified C-32B aircraft supporting worldwide airlift operations.

280th Combat Communications Squadron at Dothan, Ala., is AFSOC's only Guard communications squadron.

107th Weather Flight at Selfridge Air National Guard Base, Mich.; 146th Weather Flight at GTR Pittsburgh Air Guard Station; and the 181st Weather Flight at Dallas Naval Air Station, are the command's three National Guard weather units.

Air Force Special Operations Command, Public Affairs Office; 229 Cody Ave, Ste 103; Hurlburt Field FL 32544-5273; DSN 579-5515 or (850) 884-5515.

1ST SPECIAL OPERATIONS WING



Mission

The 1st Special Operations Wing (1st SOW) at Hurlburt Field, Fla., is one of two Air Force active duty Special Operations wings and falls under the Air Force Special Operations Command (AFSOC).

The 1st SOW mission focus is unconventional warfare: counter-terrorism, combat search and rescue, personnel recovery, psychological operations, aviation assistance to developing nations, "deep battlefield" resupply, interdiction and close air support. The wing has units located at Hurlburt Field, Fla., Eglin Air Force Base, Fla., and Nellis Air Force Base, Nevada.

The wing's core missions include aerospace surface interface, agile combat support, combat aviation advisory operations, information operations, personnel recovery/recovery operations, precision aerospace fires, psychological operations dissemination, specialized aerospace mobility and specialized aerial refueling.

The 1st SOW also serves as a pivotal component of AFSOC's ability to provide and conduct special operations missions ranging from precision application of firepower to infiltration, exfiltration, resupply and refueling of special operations force operational elements. In addition, the 1st SOW brings distinctive intelligence capabilities to the fight, including intelligence, surveillance and reconnaissance contributions, predictive analysis, and targeting expertise to joint special operations forces and combat search and rescue operations.

Organization

Hurlburt Field employs more than 8,000 military and 700 civilian personnel. The wing is divided into four groups:

1st Special Operations Group:

- 1st Special Operations Support Squadron
- 4th Special Operations Squadron, AC-130U Spooky Gunship
- 6th Special Operations Squadron, UH-1N Huey, MI-8, C130-E, AN-26, C-47
- 8th Special Operations Squadron, CV-22 Osprey
- 9th Special Operations Squadron, Eglin AFB, MC-130P Combat Shadow
- 15th Special Operations Squadron, MC-130H Combat Talon II
- 16th Special Operations Squadron, AC-130H Spectre Gunship
- 19th Special Operations Squadron, Formal Training
- 20th Special Operations Squadron, MH-53J/M Pave Low III/IV
- 319th Special Operations Squadron, U-28A

1st Special Operations Maintenance Group:

- 1st Special Operations Maintenance Operations Squadron
- 1st Special Operations Aircraft Maintenance Squadron
- 1st Special Operations Component Maintenance Squadron
- 1st Special Operations Equipment Maintenance Squadron
- 1st Special Operations Helicopter Maintenance Squadron
- 1st Special Operations Maintenance Squadron

1st Special Operations Mission Support Group:

- 1st Special Operations Civil Engineer Squadron
- 1st Special Operations Communications Squadron
- 1st Special Operations Comptroller Squadron
- 1st Special Operations Contracting Squadron
- 1st Special Operations Logistics Readiness Squadron
- 1st Special Operations Mission Support Squadron
- 1st Special Operations Security Forces Squadron
- 1st Special Operations Services Squadron

1st Special Operations Medical Group:

- 1st Special Operations Aerospace Medicine Squadron
- 1st Special Operations Dental Squadron
- 1st Special Operations Medical Operations Squadron
- 1st Special Operations Medical Support Squadron

The 1st SOW and Hurlburt Field also play host to several major partner units including Air Force Special Operations Command, 505th Command and Control Wing, Joint Special Operations University, 823rd RED HORSE Squadron and the 720th Special Tactics Group.

Background

The 1st SOW (formerly the 16th SOW) was re-established on November 16, 2006. Today, it manages a fleet of more than 70 aircraft.

The wing's motto of "Keeping the Air Commando promise to provide reliable, precise Air Force special operations air power... Any Time, Any Place," has repeatedly shown to be true since the Sept. 11 terrorist attacks. MH-53 Pave Lows responded almost immediately to support relief efforts in New York City and Washington, D.C.

Since the Global War on Terrorism began in October 2001, 1st SOW aircraft have flown more than 25,000 combat sorties, amassing more than 75,000 combat hours. The wing has also deployed more than 8,500 personnel to 16 geographic locations around the world. The continued high operations tempo of the 1st SOW truly put the Air Commandos assigned here at the "tip of the spear."

Point Of Contact

1st Special Operations Wing, Public Affairs, 131 Bartley St., Suite 326; Hurlburt Field, FL 32544-5271; DSN 579-7464 or (850) 884-7464; e-mail: 1sow.pa@hurlburt.af.mil

19TH SPECIAL OPERATIONS SQUADRON



Mission

The 19th Special Operations Squadron (19th SOS), located at Hurlburt Field, Fla., is the Air Force's most advanced Weapons Instruction and Mission Rehearsal unit. The 19th Special Operations Squadron is the AFSOC formal school for AC-130H, AC-130U, and MC-130E training and mission rehearsal. The squadron teaches more than 1,100 classes in 70 distinct syllabi of instruction for initial mission qualification, instructor upgrade and continuation refresher training.

Background

Training the way we fight is, and always will be the goal for mission qualification, preparation, and rehearsal. The 19th SOS, in partnership with a joint government and industry team, is leading the way in providing innovative solutions across the full spectrum of Joint Combat & Contingency Training, and Mission Preview/Rehearsal requirements. The squadron was recognized in this field when it received the Air Force Association's 2002 Citation of Honor for its revolutionary application of modeling and simulation in preparing the warfighter for combat

The 19th SOS has a long military history, originating as the 19th Bombardment Squadron, (Medium) Dec. 22, 1939, and activated Feb. 3, 1940, at Langley Field, Va. Immediately following the Japanese attack on Pearl Harbor, the 19th BS moved to Muroc Field, Calif., to fly antisubmarine patrols off the West Coast until sent overseas in late January 1941. On April 5,

1942, aircrews flew their first combat missions from Garbutt Field, Townsville, Australia, against Rabaul, New Britain. In addition to frequent raids against Rabaul, the 19th BS flew against enemy shipping, facilities and troop concentrations in New Guinea and provided close air support for Allied troops fighting there, until withdrawn from combat in January 1943. With refurbished B-26s, the 19th BS moved to New Guinea and returned to combat in mid-July 1943.

In January 1944, the squadron became a heavy bombardment unit (19th Bombardment Squadron, Heavy), equipped with B-24s. The 19th returned to combat status March 10, 1944, with a raid against Manus Island. Most operations were against targets in the Bismarck Archipelago until the 19th BS moved to Owi Island in late July. The squadron flew its first mission to the Philippines Islands Sept. 1, 1944, hitting Japanese installations at Davao, Mindanao. The B-24s blasted enemy facilities in the Celebes and on Mindanao, with an occasional raid against the oil refineries at Balikpapan, Borneo. Raids continued until the squadron moved in early December 1944 to Anguar, Palau Islands. From this station, the B-24s bombed targets throughout the Philippines. In January 1945, the 19th moved to Samar Island, Philippines, before finally relocating in March to Clark Field. Meantime, in mid-February the 19th raided Formosa for the first time, and on March 21, flew its first mission into China. In June 1945, for a week, the B-24s flew from Puerto Princesa, Palawan Island, to hit targets on Borneo in support of Australian forces landing there. The 19th flew its last bombing mission of the war July 18, 1945, to Formosa. The squadron moved in August to Okinawa and flew reconnaissance missions over Japan. The 19th BS ceased operations in October 1945.

Activated again in June 1946 and equipped with B-29s in December 1946, the 19th BS (Heavy) became the 19th BS (Very Heavy) April 30, 1946. The 19th flew training missions in the Far East until being moved to Smoky Hill Air Force Base, Kan., in May 1946. Deploying to England in November 1946, the 19th BS flew training missions to Accra, West Africa, Aden, and Yemen, Arabia, returning in February 1947 to Smoky Hill AFB, only to move in May to March Air Force Base, Calif. The 19th deployed to England from November 1949 to February 1950 where the squadron flew training sorties to Germany and Dhahran, Saudi Arabia. The squadron then deployed in July 1950 to Kadena Air Base, Okinawa, and flew its first combat mission over Korea July 13, hitting marshaling yards at Wonsan, North Korea. Bombing missions over both North and South Korea followed, with targets such as bridges, industrial facilities and railroads. The squadron flew its last combat mission October 19, and departed for the U.S. Oct. 30, 1950.

Back at March AFB, the 19th trained B-29 crews to be sent to the Far East Air Forces for combat duty in Korea. In February 1953, the 19th received the B-47 jet bomber to replace the B-29. The 19th BS made its last deployment to England between December 1953 and March 1954, flying training missions to Sidi Slimane and French Morocco. Later the 19th deployed from April-June 1957 to Andersen Air Force Base, Guam, and from there, flew missions to Japan and Korea. In November 1957, the 19th BS received a forward alert obligation, initially sending five B-47s to Eielson Air Force Base, Alaska, for six months of cold weather training, then rotating a single aircraft with aircrew for two to four weeks at a time. The alert aircraft were sent in November 1958 to Elmendorf Air Force Base, Alaska, and then in January 1959 to Andersen AFB, Guam. The 19th BS ceased operational flying in February 1963, ferried its B-47s to other units and inactivated March 15, 1963.

Consolidated with the 19th Tactical Airlift Squadron (constituted 19th Air Commando Squadron, Troop Carrier, and activated, Sept. 14, 1964), the 19th Air Commando Squadron was organized October 8, 1964, at Tan Son Nhut Airfield, just outside of Saigon, South Vietnam. The 19th received the C-123B aircraft and personnel in 1964 but did not become operational as a unit until March 1965. Combat missions included cargo drops, flare missions at night in support of hamlets and outposts under attack, transporting troops and supplies to combat areas and air evacuation of wounded and refugees from battle areas. Cargo included munitions, vehicles, spare parts, fuel and various foods. Missions were flown in support of the U.S. Air Force, U.S. Army, U.S. Navy, U.S. Marines and South Vietnamese forces. A Royal Thai Air Force contingent was attached to the squadron from mid-1966 until inactivation. Redesignated as the 19th Air Commando Squadron, Tactical Airlift, Aug. 1, 1967, several C-123Bs were converted to C-123Ks by the addition of two jet engines, to provide the aircraft with greater power. Again the 19th was redesignated as the 19th Special Operations Squadron Aug. 1, 1968 and again as the 19th Tactical Airlift Squadron Jan. 1, 1970. Whenever Tan Son Nhut Air Base came under rocket and mortar attacks, the 19th would operate for up to two weeks at a time from Phan Rang Air Base. The 19th also flew increased missions during the Tet Offensive of 1968 and shared in a Navy Presidential Unit Citation for support to U.S. Marines defending Khe Sanh from January to March 1968. In June to August 1970, the 19th flew airlift, airdrop, and evacuation missions in support of Allied forces fighting in Cambodia. On April 19, 1971, the 19th SOS began to transfer the C-123s to South Vietnam and the squadron flew its last combat mission April 30. The 19th ceased all operations in early May and inactivated June 10, 1971. On Sept. 19, 1985, the unit was redesignated and combined with the 19th Tactical Intelligence Squadron.

The 19th SOS was reactivated May 24, 1996, at Hurlburt Field. Its original mission was to conduct all formal aircrew training for the AC-130H, AC-130U and MC-130E aircraft. That training included the initial mission qualification, requalification, aircraft commander upgrade, instructor upgrade and refresher training. The 19th SOS used advanced aircrew training devices (simulators) as well as training coded aircraft (two AC-130Us, one AC-130H, and one C-130E) for flight and ground training. The Special Operations Forces Aircrew Training System contractor provided the 19th SOS administrative support to training operations, courseware development and maintenance, classroom and flightline instruction and operations and maintenance of training and mission rehearsal devices.

The 19th SOS continues its distinguished lineage by providing the SOF community the world's most advanced mission rehearsal and training capability in order to prepare SOF warriors for combat and maintain the proud Air Commando tradition of executing special operations "Any Time, Any Place."

Emblem Significance

Blue represents the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The divided background stands for dusk and night and represents the unit's primary night-flight work environment. The wing and book symbolize the unit's flying training mission. The sword with its point down reflects peace and identifies the instructors, students, and personnel of the unit as active parts of the command mission.



6TH SPECIAL OPERATIONS SQUADRON

Mission

The 6th Special Operations Squadron (6th SOS) is a combat aviation advisory unit. Its mission is to assess, train, advise and assist foreign aviation forces in airpower employment, sustainment and force integration. Squadron advisors help friendly and allied forces employ and sustain their own airpower resources and, when necessary, integrate those resources into joint and combined (multi-national) operations. The squadron was reactivated in 1994 to serve the combatant commanders' advisory needs throughout the range of military operations--from small military-to-military contact events and contingency operations to major regional conflict.

Squadron advisors possess specialized capabilities for foreign internal defense (helping friends and allies apply airpower while countering the internal threats of subversion, lawlessness and insurgency), unconventional warfare (providing battlefield flexibility through non-standard air platforms supporting special operations surface forces) and coalition support (integrating foreign airpower into the theater-campaign, promoting safety and interoperability, facilitating airspace deconfliction, and upgrading host-nation aviation capabilities).

A principal mission objective in all operating arenas is facilitating the availability, reliability, safety and interoperability of participating foreign aviation resources supporting joint and combined operations. Mission execution is approached primarily through hands-on, adaptive training and advisory support geared to practical airpower applications. The squadron can also function in a direct-execution role. These airpower training and advisory capabilities are extremely relevant in the Global War on Terror, particularly in cases when US forces have to fight as coalition partners or when allied forces have to carry the tactical initiative with US training and advisory assistance.

The squadron executes its mission through theater-oriented, Operational Aviation Detachments "A" and "B" (OAD-A/OAD-B). The OAD-A functions as the tactical training/advisory team. The OAD-B provides command, control, and communications (C3), logistics, administrative and medical support to multiple OAD-A teams deployed in the field. Deploying teams are tailored in both size and capability to meet specific mission requirements.

Personnel assigned to the 6th SOS are all required to complete a demanding training and education curriculum intended to produce foreign language proficient, regionally-oriented, politically astute and culturally aware aviation advisory experts. The curriculum provides extensive indoctrination in advanced field-craft skills (including force protection and personal survival), instructional skills, risk management, and safety. Squadron advisors, representing 32

separate Air Force Specialty Codes, speak a variety of languages, including Russian, Polish, German, Korean, Arabic, Spanish, French and Thai.

Squadron training and advisory capabilities in the employment arena include airpower applications, tactical employment and mission planning. Tactical flying activities include fixed and rotary-wing operations for combat search and rescue, close air support and airlift/aerial delivery (infiltration, exfiltration, resupply, and air drop). Assistance in the sustainment arena includes aviation maintenance, supply, munitions, ground safety, life support, personal survival, air base defense, C3 and other sustainment functions supporting combat air operations.

Squadron advisory teams also assist theater combatant commanders and subordinate commands in operational-level planning and joint, combined force integration in fixed and rotary-wing operations. Assistance to the theater combatant commands includes assessments of foreign aviation capabilities, liaison with foreign aviation forces and assistance in theater air campaign planning for combined operations. The squadron also performs safety and interoperability assessments of foreign aviation capabilities prior to initiating joint, combined operations and exercises. Once the foreign aviation unit has achieved satisfactory levels of proficiency and safety, the 6th SOS, in its coalition support role, can serve as a force multiplier by fielding advisory teams to draw foreign units into joint and combined operations.

Background

The 6th SOS was originally constituted as the 6th Fighter Squadron (Commando) on Sept. 22, 1944 as part of the 1st Air Commando Group. The squadron flew the P-47D Thunderbolt and operated out of Asansol, Fenny and Cox's Bazaar, India. In May 1945, the unit converted to the P-51 Mustang and returned home for deactivation in November 1945.

The unit was reconstituted at Hurlburt Field, Florida, on 27 April 1962, and assigned to the 1st Air Commando Group, flying the B/RB-26, U-10, T-28, and by early 1963, the A-1E (call sign HOB0). The unit's mission was to train in counterinsurgency (COIN) and unconventional warfare, and demonstrate those tactics both within the US and abroad. Squadron personnel served as advisors to Vietnamese Air Force personnel at Bien Hoa. During the same period, at Howard Air Force Base, Panama, they trained Central and South American airmen in COIN tactics, techniques, and procedures.

All aircraft were reassigned in July 1963, except the T-28, and many personnel were transferred to form the cadres for new special operations units. By March 1964, the squadron increased manning sufficiently to deploy to Udorn Air Base, Thailand, to train air and ground crews in COIN operations.

The unit moved with the 1st Air Commando Wing to England Air Force Base, Louisiana, in January 1966, and continued the same type of operations as previously performed at Hurlburt Field (to include the return of the A-1E aircraft). By December 1967, the last of the T-28s were transferred, and the unit started receiving A-1G, H, and J aircraft.

The unit deployed to Pleiku Air Base, Vietnam, in February 1968, and was reassigned to the 14th Air Commando Wing. The unit was reassigned to the 633d Special Operations Wing on July 15,

1968, and redesignated the 6th Special Operations Squadron. The unit flew combat missions, including air support for ground forces, air cover for transports, day and night interdiction, combat search and rescue support, armed reconnaissance, and forward air control. The unit was deactivated on Nov. 15, 1969.

The unit was reactivated again on Jan. 6, 1970 at England Air Force Base, Louisiana, with the mission of replacement training of US Air Force pilots in A-37B aircraft. The unit was redesignated as the 6th Special Operations Training Squadron on Aug. 31 1972. The unit was assigned to the 1st Special Operations Wing at Hurlburt Field, Florida, on July 31, 1973 and reassigned to the 23d Tactical Fighter Wing on Jan. 1, 1974. The squadron was deactivated Sept. 15, 1974.

The Goldwater-Nichols Act of 1986, which created the United States Special Operations Command (USSOCOM), identified foreign internal defense (FID) as one of the principal activities of special operations forces. Subsequently, in 1990, the Commander, USSOCOM validated and strongly supported the establishment of a dedicated Air Force Special Operations Command (AFSOC) aviation-FID organization.

In the spring of 1991, a FID office was created in the Plans, Programs, and Acquisition Management Directorate of Headquarters AFSOC, and an aviation-FID concept of operations study was published. In July 1992, the organization conducted a "proof-of-concept" deployment to Ecuador with the US Army 7th Special Forces Group. The success of the deployment led to a Commander, USSOCOM request for an early unit stand-up. In August 1993, the organization became Detachment 7, Special Operations Combat Operations Staff.

In March 1994, the first major aviation-FID deployment was conducted in Ecuador, and in April 1994, the organization was renamed the 6th Special Operations Flight and realigned under the 16th Operations Group of the 16th Special Operations Wing.

The unit was upgraded to squadron status in October 1994 to reflect its growth in mission and personnel. The squadron received its first two aircraft, UH-1N Hueys, on Oct. 11, 1996, and marked its first flight in 27 years on Dec. 20, 1996. Advisors are tactically qualified in a variety of aircraft, including the Russian An-2, An-26, and An-32 transport aircraft, the Russian Mi-8 and Mi-17 helicopters, the Spanish CASA 212 transport, the Chinese Y-12 transport, the French AS-332 Super Puma, the Canadian DHC-6 Twin Otter, the Basler BT-67, all models of the US Huey helicopter and several USAF C-130 variants.

Squadron personnel are currently operating in Europe, Central Asia, Africa, the Middle East, the Pacific, Central America and South America. During 2002 and 2003, squadron OADs deployed to Afghanistan, Pakistan, Georgia, Uzbekistan, Kyrgyzstan, Morocco, Yemen, Jordan, Qatar, United Arab Emirates, Korea, the Philippines, Thailand, Sri Lanka, Colombia, Ecuador, Peru, Poland, Hungary and Romania.

The 6th SOS stands ready to respond on short-notice wherever tasked worldwide. Commensurate with tasked commitments, the squadron continues to hone its combat advisory skills and exercise bilaterally with foreign friends and allies.

Emblem Significance

Blue represents the sky, the primary theater of Air Force operations. Yellow signifies the sun and the excellence required of Air Force personnel. The disc bearing an annulet alludes to a globe and reflects the unit's round-the-clock, worldwide mission capabilities. The six-pointed star denotes the squadron's numerical designation and honors the memory of all previous "commandos." The lightning bolts reflect WW II Campaign credits. The winged dagger symbolizes the special operation mission of the unit and the dedication and skills of unit personnel.

U.S. Air Force Fact Sheet

AC-130H/U GUNSHIP

Mission

The AC-130 gunship's primary missions are close air support, air interdiction and force protection. Missions in close air support are troops in contact, convoy escort and urban operations. Air interdiction missions are conducted against preplanned targets or targets of opportunity. Force protection missions include air base defense and facilities defense.



Features

These heavily armed aircraft incorporate 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 consists of a television sensor, infrared sensor and radar. These sensors allow the gunship to visually or electronically identify friendly ground forces and targets any place, any time. The AC-130U employs synthetic apertures strike radar for long-range target detection and identification. The gunship's navigational devices include the inertial navigation systems and global positioning system. Both the AC-130s employ the latest technologies and can attack two targets simultaneously.

Background

The AC-130H's call sign is "Spectre." The AC-130U's call sign is "Spooky." The U-model is the third generation of C-130 gunships. All gunships evolved from the first operational gunship, the AC-47

The AC-130 gunship has a combat history dating to Vietnam. Gunships destroyed more than 10,000 trucks and were credited with many life-saving close air support missions. During Operation Urgent Fury in Grenada in 1983, AC-130s suppressed enemy air defense systems and attacked ground forces enabling the successful assault of the Point Salines Airfield via airdrop and air land of friendly forces. The AC-130 aircrew earned the Lt. Gen. William H. Tunner Award for the mission.

AC-130s also had a primary role during Operation Just Cause in Panama in 1989 when they destroyed Panamanian Defense Force Headquarters and numerous command and control facilities. Aircrews earned the Mackay Trophy for the most meritorious flight of the year and the Tunner Award for their efforts.

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

In 1997, gunships were diverted from Italy to provide combat air support for U.S. and allied ground troops during the evacuation of American noncombatants in Albania and Liberia. Gunships also were part of the buildup of U.S. forces in 1998 to convince Iraq to comply with U.N. weapons inspections. More recently, both aircraft have been employed in support of Operation Enduring Freedom. Gunships provided armed reconnaissance, interdiction and direct support of ground troops engaged with enemy forces.

General Characteristics

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

Builder: Lockheed/Boeing Corp.

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

Thrust: 4,910 shaft horsepower each engine

Wingspan: 132 feet, 7 inches (40.4 meters)

Length: 97 feet, 9 inches (29.8 meters)

Height: 38 feet, 6 inches (11.7 meters)

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

Range: Approximately 1,300 nautical miles; unlimited with air refueling.

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

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

Armament: AC-130H: 40mm and 105mm cannons; AC-130U: 40mm and 105mm cannons and 25mm gatling gun. AC-130Us are being retrofitted with 30mm Mk-44 single barrel cannons in place of the 40mm cannon and the 25mm gatling gun.

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

Deployment Date: AC-130H, 1972; AC-130U, 1995

Unit Cost: AC-130H, \$132.4 million; AC-130U, \$190 million (fiscal 2001 constant dollars)

Inventory: Active duty, AC-130H, 8; AC-130U, 17; Reserve, 0; ANG, 0

Point of Contact

Air Force Special Operations Command, Public Affairs Office; 229 Cody Ave., Suite 103; Hurlburt Field, FL 32544-5312; DSN 579-5515 or 850-884-5515.

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U.S. Air Force Fact Sheet

CV-22 OSPREY

Mission

The CV-22 Osprey is a tiltrotor aircraft that combines the vertical takeoff, hover, and vertical landing qualities of a helicopter with the long-range, fuel efficiency and speed characteristics of a turboprop aircraft. Its mission is to conduct long-range infiltration, exfiltration and resupply missions for special operations forces.



Features

This versatile, self-deployable aircraft offers increased speed and range over other rotary-wing aircraft, enabling Air Force Special Operations Command aircrews to execute long-range special operations missions. The CV-22 can perform missions that normally would require both fixed-wing and rotary-wing aircraft. The CV-22 takes off vertically and, once airborne, the nacelles (engine and prop-rotor group) on each wing can rotate into a forward position

The CV-22 is equipped with integrated threat countermeasures, terrain-following radar, forward-looking infrared sensor, and other advanced avionics systems that allow it to operate at low altitude in adverse weather conditions and medium- to high-threat environments.

Background

The CV-22 is an Air Force-modified version of the U.S. Marine Corps MV-22 Osprey. The first two Air Force test aircraft were delivered to Edwards Air Force Base, Calif., in September 2000, for flight testing. The 58th Special Operations Wing at Kirtland AFB, N.M., began CV-22 aircrew training with the first two production aircraft in August 2006.

The first operational CV-22 was delivered to Air Force Special Operations Command's 1st Special Operations Wing at Hurlburt Field, Fla., January 2007. Initial operating capability is scheduled for 2009 with a total of 50 CV-22 aircraft delivered by 2017.

General Characteristics

Primary function: Special operations forces long-range infiltration, exfiltration, and resupply
Contractors: Bell Helicopter Textron Inc., and Boeing Company, Defense and Space Group, Helicopter Division

Power Plant: Two Rolls Royce-Allison AE1107C turboshaft engines

Thrust: More than 6,200 shaft horsepower per engine

Wingspan: 84 feet, 7 inches (25.8 meters)

Length: 57 feet, 4 inches (17.4 meters)

Height: 22 feet, 1 inch (6.73 meters)

Rotary Diameter: 38 feet (11.6 meters)

Speed: 277 miles per hour (241 knots) (cruising speed)

Ceiling: 25,000 feet (7,620 meters)

Maximum Vertical Takeoff Weight: 52,870 pounds (23,982 kilograms)

Maximum Rolling Takeoff Weight: 60,500 pounds (27,443 kilograms)

Range: : 2,100 nautical miles with internal auxiliary fuel tanks

Payload: 24 troops (seated), 32 troops (floor loaded) or 10,000 pounds of cargo

Unit cost: \$89 million (fiscal 2005 dollars)

Crew: Four (pilot, copilot and two enlisted flight engineers)

Date Deployed: 2006 (with projected initial operational capability in 2009)

Inventory: Active force, 3 (testing)

Point of Contact

Air Force Special Operations Command, Public Affairs Office; 229 Cody Ave.; Hurlburt Field, Fla. 32544-5273; DSN 579-5515 or 850-884-5515.

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