A Brief History of the

Kirtland Air Force Base, New Mexico

Prepared by the 58 SOW Historian
February 2023

On the cover: The emblem of the 58th Special Operations Wing was first approved on 10 August 1942 for use by the 58th Fighter Group. The wing received approval to use this insignia as its official emblem on 18 November 1952.

Description: Azure, on clouds in base a representation of the Greek mythological goddess Artemis with quiver and bow, in her chariot drawn by two deer, all or, garnished tan and gold brown, all within a diminished border of azure.

Significance: The primary colors of the shield, ultramarine blue and Air Force yellow, are the colors of the United States Air Force. Blue represents "the sky," the primary theater of Air Force operations, while Air Force yellow represents the sun and the excellence required of Air Force personnel. The goddess Artemis, or Diana, the daughter of Jupiter, was the Olympian goddess of the hunt. She always returned successfully from her ventures.

Colonel Jonathan W. Graham
Commander
58th Special Operations Wing
30 June 2022 – Present

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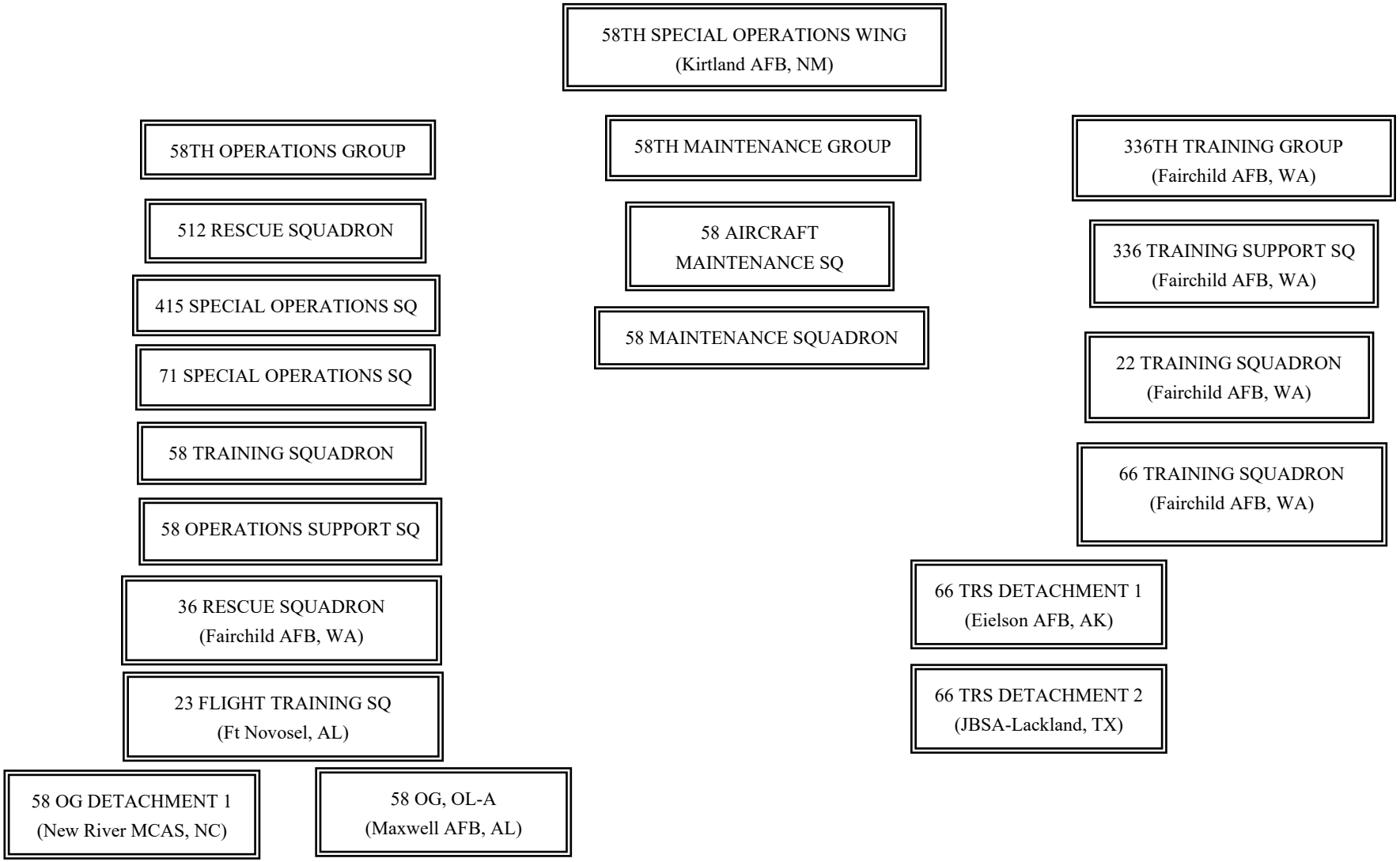
58 SOW Organization



Chronology

Bestowed History, 58th Pursuit / Fighter Group

20 Nov 1940	The War Department established the 58th Pursuit Group (Interceptor), and activated the unit at Selfridge Field, Michigan in January 1941.
15 May 1942	58th Pursuit Group redesignated as the 58th Fighter Group.
1 Feb 1944	58th Fighter Group entered combat on the island of New Guinea.
26 Dec 1944	58th Fighter Group earned the Distinguished Unit Citation for a night attack on a Japanese naval force that threatened the Allied beachhead on the island of Mindoro.
27 Jan 1946	The War Department inactivated the 58th Fighter Group.

Established Wing History

10 Jul 1952	Air Force activated the 58th Fighter-Bomber Wing (FBW) at Itazuke Air Base, Japan.
Aug 1952	58 FBW was reassigned to Taegu Air Base, South Korea.
27 Jul 1953	On the last day of declared combat in the Korean War, F-84G Thunderjets from the 58 FBW bombed enemy targets on the last day of declared combat in the Korean War. For its service, the wing earned the Republic of Korea Presidential Unit Citation.
15 Mar 1955	In concordance with its assignment to the 314th Air division, the 58 FBW relocated its headquarters at Osan Air Base, South Korea.
1 Jul 1958	The 58 FBW inactivated.

22 Aug 1969	58 FBW redesignated as the 58th Tactical Fighter Training Wing (TFTW).
15 Oct 1969	58th TFTW was activated at Luke Air Force Base, Arizona.
7 May 1971	The wing received its first F-4.
14 Nov 1974	The wing received its first F-15.
1 Apr 1977	HQ USAF redesignated the wing as the 58th Tactical Training Wing.
6 Dec 1982	The wing received its first F-16.
1 Oct 1991	The Air Force redesignated the wing as the 58th Fighter Wing (FW).
10 Feb 1994	First Lieutenant Jeannie Flynn graduated from F-15E training to become the first female Air Force fighter pilot.
1 Apr 1994	The 56th Fighter Wing activated and assumed control of the fighter training mission at Luke AFB. Concurrently, the Air force redesignated the 58 FW as the 58th Special Operations Wing (SOW) and relocated the wing to Kirtland AFB, New Mexico. The 58 SOW replaced the 542d Crew Training Wing, which also inactivated on this date.

Kirtland Mission / Base History

1 Apr 1971	1550th Aircrew Training and Test Wing (ATTW) activated at Hill AFB, Utah, to serve as a test center and schoolhouse for rescue crews.
27 June 1971	The 1550 ATTW performed its first search and rescue operation, employing an HC-130 and H-53 to rescue 26 Boy Scouts and their two scout leaders who had become lost in the Green River area near Price, Utah.
20 Feb 1976	The 1550 ATTW moved to Kirtland AFB, New Mexico, retaining their mission of training helicopter and fixed-wing

search and rescue aircrews.

15 May 1984 — The 1550 ATTW was redesignated as the 1550th Combat Crew Training Wing (CCTW).

1 Oct 1991 — The 1550 CCTW consolidated with the 542d Crew Training Wing (CTW). The combined wing retained the designation of the 542 CTW.

1 Apr 1994 — Air Education and Training Command inactivated the 542 CTW.

Sep 1994 — The wing deployed 27 personnel in support of Operation Restore Democracy in Haiti.

1 Apr 1996 — The Air Force reassigned its pararescue and combat control schools from the 58 SOW to the 37th Training Wing, Lackland AFB, Texas.

11 Sep 2001 — Following a series of terrorist attacks in the United States, the 58 SOW provided airlift for members of a federal counterterrorism task force assigned to investigate the crash of Flight 93 in Pennsylvania. MC-130H Combat Talon II, tail number 87-00125 of the 550th Special Operations Squadron (550 SOS) was assigned to this mission.

4 Feb 2002 — Airman Vanessa E. Dobos became the first Air Force female helicopter aerial gunner.

18 Jul 2002 — The 58th Logistics Group was redesignated as the 58th Maintenance Group and acquired all aircraft maintenance functions from the 58th Operations Group.

24 Sep 2003 — Airman Melody C. Boates became the first female active duty Air Force non-prior service HH-60G flight engineer.

25 Sep 2003 — Airman Tanya R. Harwood graduated as the first female active duty Air Force non-prior service UH-1N flight engineer.

23 Nov 2003 — Major Steven Plumhoff, a helicopter pilot assigned to the

	551st Special Operations Squadron died in an MH-53M crash near Bagram Air Base, Afghanistan. He was the wing's first casualty during war on terrorism operations in the early 21st century. Plumhoff Way, at the entrance to the 58 SOW's headquarters area, was named in his honor a year later.
1 May 2004	The United States Army at Ft. Rucker, Alabama, transferred ownership and responsibility for Air Force undergraduate helicopter pilot training back to the Air Force and the 58 SOW. By October 2004, the 58 SOW had received 40 UH-1Hs from the Army. For the first time since 1970 the Air Force assumed sole ownership of the service's helicopter pilot training.
20 May 2005	Air Education and Training Command activated the 71st Special Operations Squadron (71 SOS) to serve as the Air Force's CV-22 training unit.
20 Mar 2006	The Air Force's first operational CV-22 arrived at Kirtland AFB.
1 Feb 2007	The 71 SOS began training the first classes of CV-22 aircrews.
30 Mar 2007	First Lieutenant William J. Thompson and Airman First Class Evan R. Pinkerton became the last MH-53 aircrews to graduate and earn their red scarves.
27 Apr 2007	The last of the 58 SOW MH-53J aircraft retired, and the training pipeline for all future USAF MH-53 aircrews in the 551st Special Operations Squadron officially closed. The 551 SOS inactivated on 8 December.
9 Oct 2007	The Basic Aerial Gunner course conducted at Kirtland AFB graduated its final students before moving to Lackland AFB, Texas.
16 Sep 2008	The first student flights in the TH-1H began at Ft. Rucker, Alabama.

29 Sep 2011	The wing's first HC-130J arrived at Kirtland AFB.
5 Oct 2011	The wing's first MC-130J arrived at Kirtland AFB.
13 Jul 2012	The final UH-1H undergraduate training flights took place at Ft. Rucker, after which the 23 FTS transferred all flying operations to TH-1Hs.
Jan 2013	The final MC-130P training classes completed their mission qualification training. The wing's last two MC-130Ps departed on 6 September.
7 May 2013	The 23 FTS began the Career Enlisted Aviator Rotary Wing Fundamentals course for undergraduate special mission aviators.
15 Aug 2013	Air Education and Training Command assigned the 336th Training Group, which operated the Air Force's Survival, Evasion, Resistance, and Escape (SERE) school at Fairchild AFB, Washington, to the 58 SOW.
27 Jun 2016	Col Brenda P. Cartier assumed command of the 58 SOW, becoming the first female commander in the history of the wing.
1 Jul 2016	The 336 TRG aligned all water survival training under the 22 TRS, representing a three-year effort to consolidate this training at Fairchild AFB.
29 Sep 2016	Following the departure of the last MC-130H Combat Talon II on 29 July, and the last HC-130P/N Combat King on 27 September, the 550 SOS brought 45 years of training history to a close with its inactivation. The 550 SOS had been the last active squadron under the original 1550th Aircrew Training and Test Wing.
July 2017	The 58 SOW established its Human Performance and Leadership Center to improve unit readiness and resiliency, incorporating practices from sports medicine that included sports psychology, physical therapy, injury diagnosis and

	treatment, and professional counseling.
23 Mar 2020	The 377th Air Base Wing announced the first cases of the COVID-19 virus at Kirtland Air Force Base. The pandemic imposed operational hurdles and adaptations to training operations within the 58 SOW and its assigned units that eventually lasted over two years.
17 Dec 2020	The first HH-60W arrived on station at Kirtland AFB, and conducted its first flight at the base on 6 January 2021.
10 May 2021	58 OG, Operating Location A activated at Maxwell AFB, Alabama, to assist the 908th Airlift Wing as part of the Air Force's transition of the UH-1 platform to MH-139s.
17 May 2021	The 336 TRG returned survival training to the US Air Force Academy, conducting five SGTOs through August 2021. Full-scale training commenced in the summer of 2022.
30 Aug 2021	The 58 SOW participated in support efforts at Holloman AFB and Joint Base McGuire-Dix-Lakehurst for approximately 5,000 Afghan refugees who had been brought to the United States as part of Operational ALLIES REFUGE and the withdrawal of the last US forces from Afghanistan.
7 Jul 2022	The 23 FTS began the first full-scale, certified classes under the Helicopter Training Next program, designed to shorten training times for new rotary-wing pilots.

A Brief History of the 58th Special Operations Wing

Headquartered at Kirtland Air Force Base (AFB), New Mexico, the 58th Special Operations Wing (SOW) serves as the premier training organization for Air Force special operations and personnel recovery aircrews, and is responsible for the Air Force's Survival, Evasion, Resistance, and Escape (SERE) school at Fairchild AFB, Washington under the administration of the 336th Training Group (TRG). The wing provides undergraduate, graduate and refresher aircrew training for special operations, personnel recovery, missile site support and distinguished visitor airlift in direct support of Air Expeditionary Forces (AEF) for the world's best aerospace force, along with instruction in SERE survival and isolation practices. The heritage pamphlet for the 336th Training Group can be found at the group's public website.

The 58 SOW currently employs over 2,000 active-duty, civilian, and contract personnel, and trains nearly 16,000 students a year. The wing operates seven different weapon systems—UH-1N, TH-1H, HH-60G, HH-60W, MC-130J, HC-130J, and CV-22—totaling over 70 assigned aircraft. Its instructors teach over 110 courses in 29 aircrew positions including pilot, combat systems officer, loadmaster, and special missions aviator, as well as instructor positions and systems refresher training across all platforms. The SERE school provides 13 courses such as water survival, arctic survival, basic SERE training, and several SERE Specialist courses. Additionally, the wing provides personnel in support of worldwide contingencies and contributes on-call search and rescue assistance to regional authorities.

The 58 SOW enjoys a long and prestigious history. It officially began with the activation of the 58th Fighter-Bomber Wing (FBW) on 10 July 1952, while its bestowed honors trace back to the 58th Fighter Group (FG) of World War II. Although the 58 FG's direct lineal descendant is considered to be the 58th Operations Group, the US Air Force allowed the 58 SOW to display the streamers earned by the 58 FG in an effort to preserve its World War II heritage.

Bestowed History

The Army Air Corps established the 58th Pursuit Group (Interceptor) on 20 November 1940 and activated it at Selfridge Field, Michigan on 16 January 1941. In October 1941, the group moved to Baton Rouge, Louisiana, and then to Dale Mabry Field, Florida, in March 1942. During this time, the group provided replacement training for pilots in a mix of fighters such as the P-35, P-36, P-39, P-40 and P-43. In May 1942, the

58th Pursuit Group was redesignated as the 58th Fighter Group. Before seeing combat in the Pacific, the 58 FG served as a flying training group, providing instruction to Chinese and South American pilots, along with a number of the Tuskegee Airmen and Flying Sergeants. The 58 FG was also briefly assigned to protect the East Coast and the nation's capital from potential attack in September 1942.

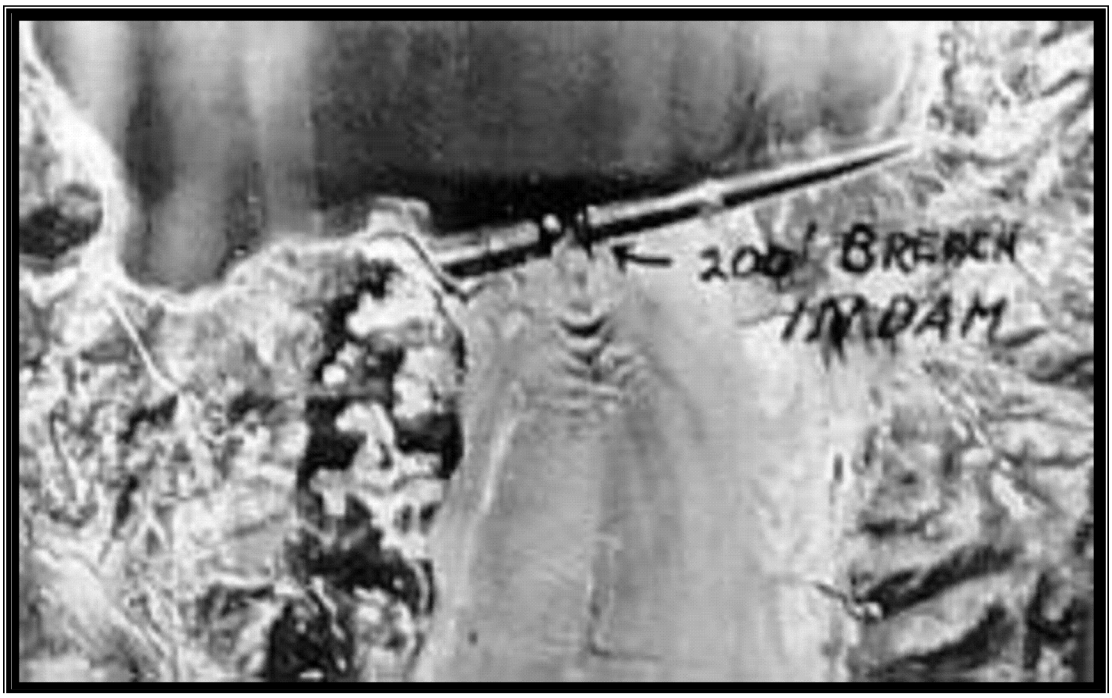
Between October and December 1943 the 58 FG deployed to New Guinea via Australia. Equipped with the Republic P-47 Thunderbolt, nicknamed "The Jug," the group served under Fifth Air Force. The 58 FG entered combat in February 1944, flying protective patrols over American bases and escorting transports. The 58 FG also provided fighter support for bombers attacking Japanese airfields and installations and escorted convoys to the Admiralty Islands. The 58 FG moved to Noemfoor Island in August 1944. From there, they bombed and strafed enemy airfields on Ceram, Halmahera and the Kai Islands.

A 58th Fighter Group P-47 serving in the South Pacific.

The group moved to the Philippines in November 1944 in preparation for the invasion of Mindoro. Aircrews assigned to the 58 FG strafed Japanese naval forces around Mindoro on 26 December 1944, saving the Mindoro allied beachhead and earning the group a Distinguished Unit Citation for its actions. The group continued to operate from bases in the Philippines. In May 1945, the 201st Mexican Fighter Squadron, the only Mexican unit to see combat in World War II, arrived in the Philippines and served alongside the 58 FG. The 58 FG moved from the Philippines to Okinawa in July 1945 and attacked railways, airfields and naval units in Korea and Kyushu. After the war ended, the 58 FG stayed in the Pacific Theater flying reconnaissance and surveillance missions over Japan until inactivated on 27 January 1946.

Established History

The wing's official history starts with the activation of the 58th Fighter-Bomber Wing (58 FBW) on 10 July 1952, at Itazuke Air Base, Japan, flying the F-84 Thunderjet. The 58 FBW replaced the 136 FBW, a Texas Air National Guard Unit. The 58 FBW moved to K-2 Air Base, later known as Taegu Air Base, South Korea, in August 1952. Fighter-bomber units like the 58 FBW provided close air support for United Nations ground forces. Often flying deep into North Korea's "Mig Alley," the 58 FBW targeted airfields, railways, enemy positions, bridges, dams, electric power plants and vehicles. The 58 FBW fought many battles and inflicted serious damage on the enemy, but these missions were not easy and they came at a cost. By the end of December 1952, the war claimed 18 members of the 58 FBW. By war's end the toll rose even higher. Many wing pilots never came home. According to recent listings from the Defense Prisoner of War/Missing Personnel Office, the fates of 14 members assigned to the 58 FBW are still unaccounted.



Battle damage assessment of the Chosan Dam in North Korea after a 58 FBW strike in May 1953 revealed a 200-foot break in the dam.

As the war raged on, the 58 FBW continued to play a vital role. Truce talks between North Korea and the United Nations stalled in the spring of 1953. As a result, the Air Force began attacking previously excluded targets in the north. On 13 May 1953, Thunderjets from the 58 FBW struck the Toksan Dam, near Pyongyang causing a massive flood. Floodwaters from the breached dam destroyed 10 bridges, ruined several square miles of rice crops, flooded over 1,000 buildings and rendered the Sunan Airfield inoperable. Three days later, the wing attacked the Chosan irrigation dam with similar results. The Far East Air Forces commander later credited the 58 FBW by stating the destruction of the Toksan

and Chosan irrigation dams resulted in the enemy coming to the truce talks in earnest.

The 58 FBW served in three Korean War campaigns and earned the Republic of Korea Presidential Unit Citation for its actions in combat. After the war, the wing remained in South Korea to provide air defense. The wing converted to F-86 Sabres in 1954 and moved to Osan Air Base in 1955, where it inactivated on 1 July 1958.

On 22 August 1969, the Air Force redesignated the 58 FBW as the 58th Tactical Fighter Training Wing and activated it under the Tactical Air Command at Luke AFB, Arizona, on 15 October 1969. The wing trained pilots in the F-100 Super Sabre and A-7D Corsair II, along with German pilots in the F-104G Starfighter and other Allied pilots in the F-5 Freedom Fighter. In 1971 the wing became the primary training unit for the F-4 Phantom II and received the Air Force's first active F-15 Eagle in November 1974, with President Gerald Ford heading the welcoming committee. The wing's designation changed to the 58th Tactical Training Wing on 1 April 1977. It graduated the last F-4 class on 29 June 1982, and received its first F-16 Fighting Falcon on 6 December 1982. When the Cold War drew to a close in the early 1990s, the Air Force conducted a major reorganization of its units and bases, including the redesignations of the 58 TTW as a fighter wing on 1 October 1991.

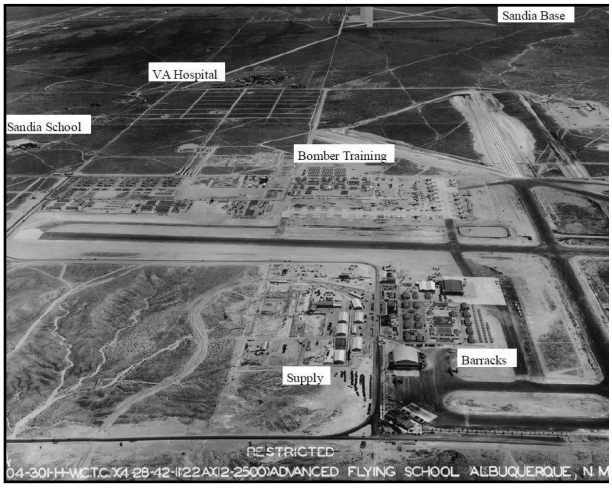
Full-scale changes continued apace. On 1 July 1993, the Air Force placed training and education under a single command, redesignating the Air Training Command as the Air Education and Training Command (AETC). At the same time, AETC activated the Nineteenth Air Force to oversee flying training. The Air Force also reassigned many bases from Air Combat Command and Air Mobility Command to AETC, including Luke AFB. As a result, the 58th Fighter Wing now reported to AETC and Nineteenth Air Force. Senior Air Force leaders were also concerned with keeping those units with the longest and most illustrious histories on active status. Many Air Force wings saw their unit designations realigned and reshuffled to different bases, and the least prestigious units were inactivated. Since the 58th ranked 22d in prestige, the Air Force moved the designation of the 58th to Kirtland AFB to take up another long-standing training mission on 1 April 1994, while the 56th took over the fighter training mission at Luke AFB.

Base and Mission History

Kirtland AFB initially developed as a matter of necessity during the Depression and the buildup to World War II. Air travel to and from Albuquerque in the late 1920s and early 1930s was served by West Mesa Airport and Oxnard Field. In the mid-1930s, a grant via the Works Progress Administration allowed the city to build what eventually became the Albuquerque International Sunport in 1939. Concurrently, the US Army Air Corps leased a 2,000-acre tract of land between the airport and Oxnard Field as an airway station, later converting it into a bombardier training station. The station became Albuquerque Army Air Base in April 1941, after which it served as a training school for B-17 and B-24 bombers, and a support depot for work on the Manhattan Project at Los Alamos, New Mexico. Aircraft ferried materials for the atomic bombs to Los Alamos and transported the scientists assigned to work on the project. On 24 February 1942, the base was renamed

Kirtland Field in honor of Col. Roy C. Kirtland, one of the first American military aviators and commander of the First Aero Squadron from 1913 to 1915. A few miles to the east, another installation was established that eventually became Sandia Base after the war, serving in stages as an air depot training station, convalescent center, and a storage yard for surplus military aircraft.

Col Roy C. Kirtland (right) in a Wright 1911 Model B flyer, 1912.



Aerial photograph of Kirtland Field, April 1942.

Following the war, this military complex evolved into three separate installations—Sandia Base, built on the remnants of Oxnard Field just east of the airport, Manzano Base in the Manzanita foothills southeast of Sandia, and Kirtland Air Force Base. While Sandia and Manzano were responsible for work on the development of atomic weapons and atomic research, Kirtland served as the airfield component of the complex. The base hosted wings devoted to special weapons testing and delivery, chemical/biological weapons testing, and air defense functions that ranged from fighter-interceptors to bombers and weather planes. The establishment of the Partial Nuclear Test Ban Treaty in 1962 reduced the need for nuclear test functions. Many of the units at Kirtland assigned to these related missions were inactivated shortly thereafter, but institutions like the Air Force Weapons Laboratory continued to play an important role in the development of new technologies such as lasers and nuclear delivery systems on a variety of aircraft. In July 1971, Kirtland, Sandia, and Manzano bases merged into one installation known as Kirtland AFB, and in 1976 the Special Weapons Center transferred its responsibilities as Kirtland's "landlord" to the 4900th Air Base Wing before the center was disestablished. The base then came under the control of the 1606th Air Base Wing in July 1977.

Drawing upon the experience of combat search and rescue operations in Southeast Asia, Military Airlift Command activated the 1550th Aircrew Training and Test Wing (1550 ATTW) at Hill AFB, Utah, on 1 April 1971 to serve as a test center and school house for rescue aircrews and technology. The mission transferred to Kirtland AFB on 20 February 1976, and the 1550 ATTW continued mission qualification training for helicopter and fixed-wing aircrews, as well as pararescue training's technical school. The Air Force redesignated the unit as the 1550th Combat Crew Training Wing (1550 CCTW) on 15 May 1984, and again on 1 October 1991 as the 542d Crew Training Wing (542 CTW). The 542 CTW inactivated in turn on 1 April 1994, becoming the 58th Special Operations Wing.

An MH-53J Pave Low III performs a hoist maneuver, 1998. Kirtland aircrews performed operational testing on the first Pave Low III prototype, as well as the aircraft's first search and rescue missions in 1980. The aircraft were permanently assigned to Kirtland AFB from 1988-2007.

CMSgt Duane Hackney, Air Force Cross recipient and most decorated enlisted troop in Air Force history, received retraining as a staff sergeant in the Pararescue School following his re-enlistment in 1977.

In addition to its flying training mission, the 58 SOW played a vital role in assisting search and rescue missions throughout the American southwest. While training mission-ready aircrews continues to be the primary goal of the 58 SOW at Kirtland AFB, aircrew members are called upon occasionally to support rescue operations in cooperation with civilian authorities. Between 1976 to the present, aircrews from Kirtland AFB were credited with saving over 240 lives and launching over 300 sorties in support of these missions. The 58 SOW and its mission predecessors also continued to administer pararescue training, up until the school's reassignment as a detachment to the 37th Training Wing's 342d Training Squadron in April 1996. Air Force Cross awardees Chief Master Sergeant Duane Hackney and Master Sergeant Timothy Wilkinson were among the graduates of the Pararescue School during this period. Following the school's reassignment to the 37 TRW, the 58 SOW continued to support its mountain training curriculum at Kirtland AFB.

SSgt Randy Wilkinson, 1550 CCTW Pararescueman, holds an IV bag during a rescue mission on 25 February 1985.

On 11 September 2001, immediately following a series of terrorist attacks launched against the United States, the 58 SOW flew an MC-130H carrying a federal emergency response team to the crash site of United Flight 93 in Pennsylvania. Since then, personnel and aircrews from the 58 SOW have played a significant role in Operations ENDURING FREEDOM, IRAQI FREEDOM/NEW DAWN and other contingencies around the world, deploying more than 400 personnel. On 23 November 2003, the 58 SOW suffered its first casualty of the war on terrorism, when Maj Steven Plumhoff, a MH-53J pilot, died in a helicopter crash while deployed to Afghanistan for Operation ENDURING FREEDOM.

To aid the war on terrorism, the 58 SOW provided a variety of specialized mission rehearsal simulator training courses. These included high altitude, low-visibility dust-out and visual threat recognition/avoidance training for special operations helicopter students and crews projected to deploy. By enhancing the training preparation of these aircrews, the 58 SOW established a template for safer operations during high altitude helicopter missions in combat. Beginning in October 2007, the wing pioneered a Combat Mission Training course for UH-1 and Mi-7 helicopter instructors deploying to Iraq and Afghanistan. This program received the Chief of Staff of the Air Force's Team Excellence Award in September 2008 and was a primary factor in the wing's reception of an Air Force Outstanding Unit Award for the July 2007-June 2008 period.

An HH-60G Pave Hawk with the 512th Rescue Squadron at Kirtland AFB, New Mexico performs in-flight refueling from the 550th Special Operations Squadron MC-130P Combat Shadow during a July 2009 training mission.

The TH-1H flies an undergraduate helicopter training mission at Ft. Rucker, Alabama, 2008.

In addition to training at Kirtland AFB, the 58 SOW also oversees specialized undergraduate pilot training-helicopter (SUPT-H) at Ft. Rucker, Alabama. The first Air Force SUPT-H students arrived at Ft. Rucker to begin Army sponsored helicopter pilot training in 1970. For nearly 25 years, SUPT-H primarily operated as an Army owned and controlled program. In 2004 the Air Force assumed full responsibility for conducting its own SUPT-H training under the 23d Flying Training Squadron (FTS). The first "All-Blue" SUPT-H class graduated in 2005. Between 2008-2012, the 23 FTS transitioned its UH-1H fleet to enhanced TH-1H "Huey II" aircraft, which featured a glass cockpit with heads-up displays. In the spring of 2013, the 23 FTS began initial enlisted aviation training, in an effort to instill a proper foundation in fundamentals for future special mission aviators.

In keeping with the rapid evolution of the Air Force's global mission, members of the 58 SOW have continued serving at the leading edge of technology, training and development. In the first generation of the 21st century, this has seen a near-complete recapitalization of its air fleet to new variants and aircraft. It replaced its MH-53 Pave Low helicopters with the CV-22, the US military's first operational tilt-rotor aircraft, in 2007. In addition to the TH-1H transition at the 23 FTS, the 58 SOW has replaced its HC-130P/N and MC-130P/H variants with MC- and HC-130Js, and is currently replacing its HH-60Gs to HH-60Ws. The technological advancements represented in these airplanes provided the 58 SOW with the means to perpetuate its legacy as the world's premier special operations and personnel recovery aircrew training unit. Finally, it is assisting the US Air Force in the service's efforts to transition its legendary, Vietnam-era UH-1 platform to the new MH-139, whose training will take place at Maxwell AFB, Alabama, under the US Air Force Reserve.

The CV-22 Osprey, the Air Force's first operational tilt-rotor aircraft, embarks on another mission.

The 58 SOW's first HC-130J, tail number 09-0109, prepares to land at Kirtland AFB, September 2011.

MC-130J tail number 11-0532, conducts its maiden flight, October 2011.

Concurrently, the wing's mission responsibilities substantially expanded in the previous decade when the prestigious 36th Rescue Flight, which had been assigned to the 336th Training Group at Fairchild AFB, Washington, was reassigned to the 58 SOW on 1 June 2012. The entire 336 TRG followed suit in August 2013, bringing the Air Force's SERE schoolhouse under the 58 SOW's authority, increasing the wing's number of annual graduates ten-fold. More changes are on the horizon, and the 58 SOW's leaders and personnel remain dedicated to continue its mission to train warriors, professionalize Airmen, and employ airpower, now and in the future.

Emblem of the 336th Training Group

SERE trainees learn how to make a smoke generator, February 2012.

Honors

Lineal Honors

Korean War Campaign Streamers:

Korean Summer-Fall, 1952
Third Korean Winter
Korea Summer, 1953

Republic of Korea Presidential Unit Citation: 10 Jul 52 - 31 Mar 53

Air Force Outstanding Unit Awards:

15 Oct 1969 - 31 Dec 69
1 Jan 71 - 31 Dec 72
1 Jan 75 - 31 Dec 76
1 Jan 78 - 31 Dec 79
1 Aug 82 - 31 May 84
1 Jun 86 - 31 May 88
1 Apr 92 - 31 Mar 94
1 Jan 93 - 30 Jun 94
1 Jul 94 - 31 Dec 95
1 Jul 96 - 30 Jun 98
1 Jul 98 - 30 Jun 2000
1 Jul 01 - 30 Jun 02
1 Jul 02 - 30 Jun 03
1 Jul 03 - 30 Jun 04
1 Jul 04 - 30 Jun 05
1 Jul 06 - 30 Jun 07
1 Jul 07 - 30 Jun 08
1 Jul 09 - 30 Jun 11
1 Jul 11 - 30 Jun 13
1 Jul 18 - 30 Jun 20
1 Jul 20 - 30 Jun 21

Bestowed Honors

Service Streamer: World War II American Theater

World War II Campaign Streamers:

Ryukyus
Air Offensive, Japan
New Guinea
Bismarck Archipelago
Southern Philippines
Western Pacific
Leyte
Luzon
China Offensive

Distinguished Unit Citation: Philippines, 26 Dec 44

Philippine Presidential Unit Citation: 17 Oct 44 - 4 Jul 45

Aircraft History

58th Pursuit/Fighter Group

P-35	1941-1943
P-36	1941-1943
P-39	1941-1943
P-40	1941-1943
P-47	1943-1945

1550th Aircrew Training and Test/Combat Crew Training Wing

TH-1F	1971-1987
HH-43F	1971-1975
UH-1N	1971-1991
HH-53B/C/H	1971-1991
CH/HH-3C/E	1971-1991
HC-130H/P/N	1971-1991
UH-1P	1972-1976
HH-1H	1973-1975
CT-39A	1981-1985
CH-53A/C	1982-1991
MH-53J	1988-1991
UH-60A/L	1988-1991
MH-60G	1990-1991

542d Crew Training Wing

HH-3E	1991-1992
UH-60L	1991-1992
UH-1N	1991-1994
CH-53A	1991-1994
MH-53J	1991-1994
MH-60G	1991-1994
HC-130P	1991-1994
TH-53A	1992-1994
HH-60G	1992-1994
MC-130H	1992-1994

58th Fighter/Special Operations Wing

F-84	1952-1954
F-86	1954-1958
F-100	1969-1971
A-7	1969-1971
F-5A/B/E/F	1969-1979
F/TF-104	1969-1983
F-4	1971-1982
F/TF-15	1974-1979, 1991-1994
F-16	1982-1994
TH-53A	1994-2001
MH-53J	1994-2007
MC-130H	1994-2016
HC-130P/N	1994-1996, 2000-2016
MC-130P	1996-2013
C-12	1999-2002
UH-1H	2004-2012
UH-1N	1994-Present
HH-60G	1994-Present
CV-22	2006-Present
TH-1H	2008-Present
HC-130J	2011-Present
MC-130J	2011-Present
HH-60W	2020-Present

Stations

58th Pursuit / Fighter Group:

Selfridge Field, Michigan	15 Jan 41
Baton Rouge, Louisiana	5 Oct 41
Dale Mabry Field, Florida	4 Mar 42
Richmond Army Air Base, Virginia	16 Oct 42
Philadelphia Municipal Airport, Pennsylvania	24 Oct 42
Bradley Field, Connecticut	ca. 3 Mar 43
Green Field, Rhode Island	28 Apr 43
Grenier Field, New Hampshire	16 Sep 43
Sydney, Australia	19 Nov 43
Brisbane, Australia	21 Nov 43
Dobodura, New Guinea	28 Dec 43
Saidor, New Guinea	3 Apr 44
Noemfoor	ca. 30 Dec 44
San Roque, Leyte	18 Nov 44
San Jose, Mindoro	30 Dec 44
Mangaldan, Luzon	5 Apr 45
Porac, Luzon	18 Apr 45
Okinawa	10 Jul 45
Japan	26 Oct 45
Fort William McKinley, Luzon	28 Dec 45
Inactivated	27 Jan 46

1550th Aircrew Training and Test / Combat Crew Training Wing:

Hill AFB, Utah	1 Apr 71
Kirtland AFB, New Mexico	20 Feb 76
Inactivated	1 Oct 91

542d Crew Training Wing:

Kirtland AFB, New Mexico	1 Oct 91
Inactivated	1 Apr 94

58th Fighter / Special Operations Wing:

Itazuke Air Base, Japan	10 Jul 52
Taegu Air Base, South Korea	Aug 52
Osan-Ni (later Osan) Air Base, South Korea	15 Mar 55
Inactivated	1 Jul 58
Luke AFB, Arizona	15 Oct 69
Kirtland AFB, New Mexico	1 Apr 94

Commanders

58th Fighter Group:

Capt John M. Sterling	15 Jan 1941
Maj Louis W. Chick, Jr.	Unknown
Col Gwen G. Atkinson	8 Dec 1942
Lt Col Edward F. Roddy	12 Mar 1945
Inactivated	27 Jan 1946

58th Fighter-Bomber Wing:

Col James B. Buck	10 Jul 1952
Col Victor E. Warford	22 Jul 1952
Col Joseph Davis, Jr.	1 Jul 1953
Col Arthur C. Agan, Jr.	8 Aug 1953
Col Earl E. Bates, Jr	ca Jul 1954
Col Neil A. Newman	15 Mar 1955
Col Richard T. Carlisle	2 Dec 1955
Col Clifford D. Nash	13 Jun 1956
Col Wayne E. Rhynard	1 Aug 1956
Col Horace A. Hanes	Unknown
Col Ralph L. Merritt, Jr.	1 Jun 1958
Inactivated	1 Jul 1958

1550th Aircrew Training and Test Wing:

Col Malcom Frazee	1 Apr 1971
Col Erksine Wigley	12 Aug 1972
Col William Moore	8 Mar 1973
Col Dale L Oderman	12 Feb1975
Col Ned L. Cagle	1 Jun 1978
Col Bruce M. Purvine	1 Mar 1979

1550th Combat Crew Training Wing:

Col Charles R. Skinner	18 May 81
Col Floyd Hargrove	18 Jan 83
Col Larry D. Parsons	5 Apr 85
Col Roland J. Page	17 Jun 87
Col Charles R. Holland	15 Jun 89
Col Gary C. Vycital	7 Jun 91

542d Crew Training Wing:

Brig Gen James L. Higham	1 Oct 91
Col Richard T. Jeffreys	1 Jan 93

58th Fighter Wing:

Col John J. Burns	15 Oct 69
Col John S. Clarke, Jr.	30 Jun 70
Brig Gen Albert L. Melton	31 Aug 72
Brig Gen Fred A. Haeffner	15 Aug 74
Col John F. O'Donnell	1 Apr 77
Col James P. Coyne	10 Jun 77
Col Edward Levell, Jr.	4 Aug 77
Col Peter T. Kempf	27 Mar 78
Col Alan P. Lurie	29 Aug 79
Col Malcolm F. Bolton	5 Jun 81
Col James F. Record	23 May 83
Col James M. Johnston III	5 May 84
Col Ralph T. Browning	18 Sep 85
Col Walter T. West	16 Jul 87
Col William T. Looke	20 Apr 88
Col William S. Hinton, Jr.	7 Sep 89
Col Steven R. Polk	2 Jul 91
Brig Gen Ralph T. Browning	1 Oct 91
Brig Gen Patrick K. Gamble	21 Aug 92
Brig Gen Stephen B. Plummer	24 Jun 93

58th Special Operations Wing:

Col Richard T. Jeffreys	1 Apr 94
Col Michael N. Farage	30 Aug 94
Col John H. Folkerts	14 Feb 97
Col Michael F. Planert	13 Jul 99
Col Michael B. Byers	14 May 01
Col Eric E. Fiel	25 Apr 03
Col Thomas J. Trask	23 May 05
Col Morris E. Haase	30 Jan 07
Col Eric A. Kivi	18 Jun 08
Col James L. Cardoso	15 Jul 10
Col Vincent K. Becklund	26 Jul 12
Col Dagvin R.M. Anderson	18 Jul 14
Col Brenda P. Cartier	27 Jun 16
Col Justin R. Hoffman	13 Jul 18
Col Michael D. Curry	18 Jul 20
Col Jonathan W. Graham	30 Jun 22-Present

TH-1H HUEY

Assigned to the 23d Flying Training Squadron

TH-1H Iroquois II

Mission: The TH-1H is a light-lift utility helicopter used to train Air Force helicopter pilots. The helicopter is used for training contact, instrument, remote, low-level navigation, formation and NVG operations.

Features: The TH-1H is capable of flight in instrument and night time conditions. The crew complement is normally three (instructor pilot and two student pilots), but may be flown single-pilot depending on weather and mission requirements.

Background: The TH-1H is the newest of more than 15 variants of the original Huey first flown in 1956. The TH-1H, the latest version of the UH-1H Iroquois, has undergone

an extensive refurbishment that includes upgraded components and a new avionics suite with a glass cockpit. Whereas the old helicopters were equipped with traditional round dial gauges for altitude, speed, etc., the glass cockpit takes the same information and displays the information digitally on three monitors. Four round dial gauges, however, remain in case there is a total failure of the new system.

The TH-1H's advanced electronics provide expanded training opportunities and improved operational capabilities by upgrading the engine, transmission and rotor system. It has the latest multi-function displays allowing for future upgrades and providing new aircrews with a seamless transition from the T-6 to a follow-on rotary wing aircraft such as the CV-22, any future Reserve helicopters and the Common Vertical Lift Support Platform.

The TH-1H is a Bell UH-1H helicopter with an integrated upgrade kit, or Huey II kit, which encompasses a more powerful engine, and new dynamic components including nose and tailboom. The cockpit and mission equipment upgrades include a change from analog to digital cockpit, the addition of crashworthy seats, and total rewiring. These modifications literally transform a legacy aircraft into a state of the art training platform compatible with future operational aircraft. This undergraduate training platform develops multiple pilot skills and transitions those skills faster across multiple aircraft.

The first TH-1H underwent testing and evaluation in 2007. The Air Force received the first production aircraft in April 2008. Instructor training began in June 2008. The first class to fly the TH-1H started in September of 2008.

General Characteristics
Primary function: Training
Contractor: Bell Helicopter Co.
Power Plant: One Honeywell T-53-L-703 turboshaft engine
Maximum Gross Weight: 10,500 pounds (4,763 kilograms)
Range: 200-plus miles
Ceiling: 15,000 feet (4,572 meters); 10,000 feet (3,048 meters) for gross weights above 10,000 pounds (4,536 kilograms)
Maximum Speed: 149 mph (130 knots)
Cruise Speed: 103-115 mph (90-100 knots)
Length: 57 feet, 1 inch (17.44 meters)
Width: 9 feet, 5 inches (2.87 meters)
Height: 12 feet, 11 inches (3.9 meters)
Diameter of Main Rotor: 48 feet (14.63 meters)
Diameter of Tail Rotor: 8 feet, 6 inches (2.6 meters)
Crew: Instructor Pilot with student pilot
Date Deployed: 2008

UH-1N HUEY

Assigned to the 512th Rescue Squadron & 36th Rescue Flight

UH-1N Iroquois (U.S. Air Force Fact Sheet)

Mission: The UH-1N is a light-lift utility helicopter used to support Air Force Space Command missile wings and groups. The helicopter has a number of uses. Its primary mission includes: Airlift of emergency security and disaster response forces, Security surveillance of off-base movements of nuclear weapons convoys and test range areas during launch conditions, Space shuttle landing support, priority maintenance dispatch support, and emergency positive control document changes, Response to search and rescue operations. Other uses include airlift of missile support personnel, airborne cable inspections and distinguished visitor transport.

Features: The UH-1N is capable of flight in instrument and night time conditions. The crew complement is normally two (pilot and copilot), but may be flown single-pilot depending on weather and mission requirements. The crew complement for hoist, water and navigational operations is three, adding a flight engineer. When configured for passengers, the UH-1N can seat up to 13 people, but actual passenger loads are dependent on fuel loads and atmospheric conditions (may be less). The medical evacuation

configuration can accommodate up to six litters. Without seats or litters, the cabin can carry bulky, oversized cargo. Access to the cabin is through two full-sized sliding doors.

Background: The UH-1N entered the Air Force inventory in 1970 to provide search and rescue capabilities. The missions expanded to include missile, distinguished visitor and survival school support. HH-1H's and UH-1F's supporting the missile wings were eventually replaced by the UH-1N due to the greater safety and capability offered by the twin engine. Manufactured by Bell Helicopter/Textron Inc., the UH-1N is the military version of the Bell 212, one of the more than 15 variants of the original "Huey" first designed and flown in 1956.

General Characteristics
Primary function: Light-lift utility
Contractor: Bell Helicopter Co.
Power Plant: Two Pratt and Whitney T400-CP-400 turboshaft engines
Maximum Gross Weight: 10,500 pounds (4,763 kilograms)
Range: 300-plus miles
Ceiling: 15,000 feet (4,572 meters); 10,000 feet (3,048 meters) for gross weights above 10,000 pounds (4,536 kilograms)
Maximum Speed: 149 mph (130 knots)
Cruise Speed: 103-115 mph (90-100 knots)
Length: 57 feet, 3 inches (17.44 meters)
Width: 9 feet, 5 inches (2.87 meters)
Height: 12 feet, 10 inches (3.9 meters)
Diameter of Main Rotor: 48 feet (14.63 meters)
Diameter of Tail Rotor: 8 feet, 6 inches (2.6 meters)
Crew: Pilot with co-pilot and flight engineer, depending upon mission
Date Deployed: 1970

HH-60G PAVE HAWK

Assigned to the 512th Rescue Squadron

HH-60G Pave Hawk (U.S. Air Force Fact Sheet)

Mission: The primary mission of the HH-60G Pave Hawk helicopter is to conduct day or night operations into hostile environments to recover downed aircrew or other isolated personnel during war. Because of its versatility, the HH-60G is also tasked to perform military operations other than war. These tasks include civil search and rescue, emergency aeromedical evacuation, disaster relief, international aid, counterdrug activities and NASA space shuttle support.

Features: The Pave Hawk is a highly modified version of the Army Black Hawk helicopter which features an upgraded communications and navigation suite that includes integrated inertial navigation/global positioning/Doppler navigation systems, satellite communications, secure voice, and Have Quick communications.

All HH-60Gs have an automatic flight control system, night vision goggles lighting and forward looking infrared system that greatly enhances night low-level operations. Additionally, Pave Hawks have color weather radar and an engine/rotor blade anti-ice system that gives the HH-60G an adverse weather capability.

Pave Hawk mission equipment includes a retractable in-flight refueling probe, internal auxiliary fuel tanks, two crew-served 7.62mm machineguns, and an 8,000-pound (3,600 kilograms) capacity cargo hook. To improve air transportability and shipboard operations, all HH-60G's have folding rotor blades. Pave Hawk combat enhancements include a radar warning receiver, infrared jammer and a flare/chaff countermeasure dispensing system. HH-60G rescue equipment includes a hoist capable of lifting a 600-pound load (270 kilograms) from a hover height of 200 feet (60.7 meters), and a personnel locating system that is compatible with the PRC-112 survival radio and provides range and bearing information to a survivor's location.

A limited number of Pave Hawks are equipped with an over-the-horizon tactical data receiver that is capable of receiving near real-time mission update information.

Background: The Pave Hawk is a twin-engine medium-lift helicopter operated by Air Combat Command, Pacific Air Forces, Air Education and Training Command, Air National Guard and Air Force Reserve Command.

In April 2006, the rescue mission was transferred back to Air Combat Command at Langley Air Force Base, VA. From 2003 to 2006, the mission was under the Air Force Special Operations Command at Hurlburt Field, FL. Prior to 2003, the aircraft had been assigned to ACC.

General Characteristics
Primary Function: combat search and rescue and military operations other than war in day, night or marginal weather conditions.
Builder: United Technologies/Sikorsky Aircraft Company
Power Plant: Two General Electric T700-GE-700 or T700-GE-701C engines
Thrust: 1,560-1,940 shaft horsepower, each engine
Length: 64 feet, 8 inches (17.1 meters)
Height: 16 feet, 8 inches (4.4 meters)
Rotor Diameter: 53 feet, 7 inches (14.1 meters)
Speed: 184 mph (294.4 kph)
Maximum Takeoff Weight: 22,000 pounds (9,900 kilograms)
Range: 445 statute miles; 504 nautical miles (unlimited with air refueling)
Armament: Two 7.62mm machine guns
Unit Cost: $9.3 million (fiscal 98 constant dollars)
Crew: Two pilots, one flight engineer and one gunner
Date Deployed: 1982

HH-60W JOLLY GREEN II

Assigned to the 512th Rescue Squadron

HH-60W JOLLY GREEN II (Government Accounting Office, Office of the Secretary of Defense and MilitaryFactory.com Fact Sheets)

Mission: Commanders will employ units equipped with the HH-60W to:
- Recover isolated personnel from hostile or denied territory, day or night, in adverse weather, and in a variety of threat environments from terrorist to chemical, biological, radiological, and nuclear (CBRN).
- Conduct humanitarian missions, civil search and rescue, disaster relief, medical evacuation, and non-combatant evacuation operations.

Features: The HH-60W Jolly Green II is a new-build, dual-piloted, twin-engine rotary-wing aircraft, based on the Army UH-60M, to replace the Air Force HH-60G. The HH-60W will fly a combat radius of at least 195 nautical miles without aerial refueling and conduct an out-of-ground effect hover at its mid-mission gross weight.
- The HH-60W includes survivability enhancements intended to be equivalent to, or better than, the current HH-60G aircraft:

-- Cockpit and cabin armor, self-sealing fuel cells that do not suffer catastrophic damage from high-explosive incendiary rounds, and crew and passenger crashworthy seating

-- Two external mount gun systems with forward and side-firing crew-served weapons including the GAU-2B, GAU-18, and GAU-21

-- Aircraft survivability equipment including the AN/AAR-57(V)3 common missile warning system, the AN/ALE-47 countermeasures dispenser set, the AN/AVR-2B(V)1 laser detecting system, and the AN/APR-52(V)1 radar warning receiver (RWR)

-- An upturned exhaust system to reduce its infrared signature.

General Characteristics

Primary Function: combat search and rescue and military operations other than war in day, night or marginal weather conditions.
Builder: Sikorsky Aircraft Corporation
Power Plant: Two General Electric T700-GE-701D engines
Thrust: 1,716 continuous shaft horsepower, each engine
Length: 64.8 feet (19.75 meters)
Height: 16.7 feet (4.4 meters)
Speed: 224 mph (390 kph)
Maximum Takeoff Weight: 22,046 pounds (10,000 kilograms)
Range: 510 nautical miles (unlimited with air refueling)
Armament: Two .50-caliber or two 7.62mm machine guns (mission-specific)
Unit Cost: $85.15 million (FY21 dollars)
Crew: Two pilots, two special mission aviators
Date Deployed: 2022

CV-22 OSPREY

Assigned to the 71st Special Operations Squadron

CV-22 Osprey (U.S. Air Force Fact Sheet)

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. The Osprey adds new capability and fills a long-standing U.S. Special Operations Command requirement to conduct long-range infiltration, exfiltration and resupply missions during night operations.

Features: 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. This versatile, self-deployable aircraft offers increased speed and range over other rotary-wing aircraft, and can perform missions that normally would require both fixed-wing and rotary-wing aircraft. The Osprey can cruise at 277 miles per hour, and has a range three times greater than the MH-53J. It is also much quieter, thereby avoiding enemy threats

The CV-22 has an advanced electronic warfare suite, a multi-mode radar which permits flight at very low altitude in zero visibility, a retractable aerial refueling probe, four radios and flight engineer seat and crew positions in the cockpit.

Background: The CV-22 is an Air Force-modified version of the U.S. Marine Corps MV-22. Developmental testing at Edwards Air Force Base, Calif., began September 2002. The first production representative aircraft arrived at Kirtland AFB, N.M., in September and October 2005 for operational testing and aircrew training.

The first production aircraft were delivered to Kirtland AFB in March and May, 2006, for operational testing and training. Combat aircraft were delivered to Hurlburt Field's 16th Special Operations Wing in fiscal year 2007, with an initial operational capability established in fiscal year 2009 with six aircraft.

General Characteristics
Primary function: Special operations forces long-range infiltration, exfiltration, and resupply
Builders: Bell Helicopter Textron Inc., and Boeing Company, Defense and Space Group, Helicopter Division
Power Plant: Two Rolls Royce-Allison AE1107C turboshaft engines
Thrust: 6,200 shaft horsepower per engine
Length: 57 feet, 4 inches (17.4 meters)
Height: 22 feet, 1 inch (6.73 meters)
Wingspan: 84 feet, 7 inches (25.8 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: 1,500 nautical miles with internal auxiliary fuel tanks and no refueling. More than 2,500 nautical miles is possible with one aerial refueling and auxiliary tanks.
Unit cost: $89 million (2005 dollars)
Crew: Four (pilot, copilot and two enlisted flight engineers)
Date Deployed: 2006 (with projected initial operational capability in 2009)

HC-130J COMBAT KING II

Assigned to the 415th Special Operations Squadron

HC-130J Combat King II (U.S. Air Force Fact Sheet)

Mission: The HC-130J replaces HC-130P/Ns as the only dedicated fixed-wing Personnel Recovery platform in the Air Force inventory. It is an extended-range version of the C-130J Hercules transport. Its mission is to rapidly deploy to execute combatant commander directed recovery operations to austere airfields and denied territory for expeditionary, all weather personnel recovery operations to include airdrop, airland, helicopter air-to-air refueling, and forward area ground refueling missions. When tasked, the aircraft also conducts humanitarian assistance operations, disaster response, security cooperation/aviation advisory, emergency aeromedical evacuation, and noncombatant evacuation operations.

Features: Modifications to the HC-130J have improved navigation, threat detection and countermeasures systems. The aircraft fleet has a fully-integrated inertial navigation and global positioning systems, and night vision goggle, or NVG, compatible interior and exterior lighting. It also has forward-looking infrared, radar and missile warning receivers, chaff and flare dispensers, satellite and data-burst communications, and the ability to receive fuel inflight via a Universal Aerial Refueling Receptacle Slipway Installation (UARRSI).

The HC-130J can fly in the day; however, crews normally fly night at low to medium altitude levels in contested or sensitive environments, both over land or overwater. Crews use NVGs for tactical flight profiles to avoid detection to accomplish covert infiltration/exfiltration and transload operations. To enhance the probability of mission success and survivability near populated areas, crews employ tactics that include incorporating no external lighting or communications, and avoiding radar and weapons detection.

Drop zone objectives are done via personnel drops and equipment drops. Rescue bundles include illumination flares, marker smokes and rescue kits. Helicopter air-to-air refueling can be conducted at night, with blacked out communication with up to two simultaneous helicopters. Additionally, forward area refueling point operations can be executed to support a variety of joint and coalition partners.

Background: The HC-130J is a result of the HC/MC-130 recapitalization program and replaces Air Combat Command's aging HC-130P/N fleet as the dedicated fixed-wing personnel recovery platform in the Air Force inventory. The 71st and 79th Rescue Squadrons in Air Combat Command, the 550th Special Operations Squadron in Air Education and Training Command, the 920th Rescue Group in Air Force Reserve Command and the 106th Rescue Wing, 129th RQW and 176th Wing in the Air National Guard will operate the aircraft.

First flight was 29 July 2010, and the aircraft will serve the many roles and missions of the HC-130P/Ns. It is a modified KC-130J aircraft to conduct personnel recovery missions, provide a command and control platform, in-flight-refuel helicopters and carry supplemental fuel for extending range or air refueling.

In April 2006, the personnel recovery mission was transferred back to Air Combat Command at Langley AFB, Va. From 2003 to 2006, the mission was under the Air Force Special Operations Command at Hurlburt Field, Fla. Previously, HC-130s were assigned to ACC from 1992 to 2003. They were first assigned to the Air Rescue Service as part of Military Airlift Command.

General Characteristics
Primary Function: Fixed-wing Personnel Recovery platform
Contractor: Lockheed Aircraft Corp.
Power Plant: Four Rolls Royce AE2100D3 turboprop engines
Thrust: 4,591 Propeller Shaft Horsepower each engine
Wingspan: 132 feet, 7 inches (40.4 meters)
Length: 97 feet, 9 inches (29.57 meters)
Height:: 38 feet, 9 inches (11.58 meters)
Operating Weight: 89,000 pounds (40,369 kilograms)
Maximum Takeoff Weight: 164,000 pounds (74,389 kilograms)
Fuel Capacity: 61,360 pounds (9,024 gallons)
Payload: 35,000 pounds (15,875 kilograms)
Speed: 316 knots indicated air speed at sea level
Range: beyond 4,000 miles (3,478 nautical miles)
Ceiling: 33,000 feet (10,000 meters)
Armament: countermeasures/flares, chaff

Basic Crew: Three officers (pilot, co-pilot, combat system officer) and two enlisted loadmasters
Unit Cost: $115 million
Initial Operating Capability: Estimated 2012

MC-130J COMMANDO II

Assigned to the 415th Special Operations Squadron

MC-130J Commando II (U.S. Air Force Fact Sheet)

Mission: The Combat Shadow II flies clandestine, or low visibility, single or multi-ship low-level air refueling missions for special operations helicopters and tilt-rotor aircraft, and infiltration, exfiltration, and resupply of special operations forces (SOF) by airdrop or airland intruding politically sensitive or hostile territories. The MC-130J primarily flies missions at night to reduce probability of visual acquisition and intercept by airborne threats. Its secondary mission includes the airdrop of leaflets.

Features: The MC-130J includes: advanced two-pilot flight station with fully integrated digital avionics; fully populated Combat Systems Operator (CSO) and auxiliary flight deck stations; -13 color multifunctional liquid crystal displays; head-up displays; fully integrated navigation systems with dual inertial navigation system and global positioning system; integrated defensive systems; low-power color radar; digital moving map display; new turboprop engines with six-bladed, all-composite propellers; digital auto pilot; improved fuel, environmental and ice-protection systems; enhanced cargo-handling system; Universal Air Refueling Receptacle

Slipway Installation (UARRSI), air refueling pods, Electro Optical/Infrared (EO/IR) System; dual SATCOM for voice/data; 60/90 KVA generators; increased DC electrical output, loadmaster/scanner restraint system; and LAIRCM provisions.

Background: The MC-130J is replacing the aging SOF fleet of 37 MC-130E and P tankers. The first aircraft was delivered in September 2011 to Cannon Air Force Base, N.M., with final delivery expected in fiscal 2017. The aircraft was officially renamed Commando II from Combat Shadow II in March 2012.

General Characteristics
Primary Function: Air refueling of SOF helicopter/tilt rotor aircraft, infiltration, exfiltration, and resupply of SOF by airdrop or airland
Contractor: Lockheed Aircraft Corp.
Power Plant: Four Rolls Royce AE2100D3 turboprop engines
Thrust: 4,591 Propeller Shaft Horsepower each engine
Wingspan: 132 feet, 7 inches (40.4 meters)
Length: 97 feet, 9 inches (29.57 meters)
Height:: 38 feet, 9 inches (11.58 meters)
Maximum Takeoff Weight: 164,000 pounds (74,389 kilograms)
Fuel Capacity: 61,360 pounds (9,024 gallons)
Speed: 362 KTAS at 22,000 feet
Range: 3,000 miles unrefueled
Ceiling: 28,000 feet with 42,000 pound payload
Armament: countermeasures/flares, chaff
Basic Crew: Three officers (pilot, co-pilot, combat system officer) and two enlisted loadmasters
Unit Cost: $115 million

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Mr. Christopher McCune
History Office
58th Special Operations Wing
Kirtland Air Force Base
New Mexico

February 2023