

A Brief History of the



Kirtland Air Force Base, New Mexico

**Prepared by the 58 SOW History Office
July 2026**

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.

Blazon: Azure, issuant from a cloud bank, surmounted by a representation of the Greek mythological goddess, Artemis, in dexter hand a bow, sinister hand reaching for an arrow in the quiver, mounted upon a chariot pulled by two deer courant, all Or detailed Gold Brown, garnished Tenné (Golden Orange), all within a diminished bordure of the second.

Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed “58TH SPECIAL OPERATIONS WING” in Blue letters.

Significance: Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to 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 Jeff D. McMaster
Commander
58th Special Operations Wing
24 June 2026 – Present

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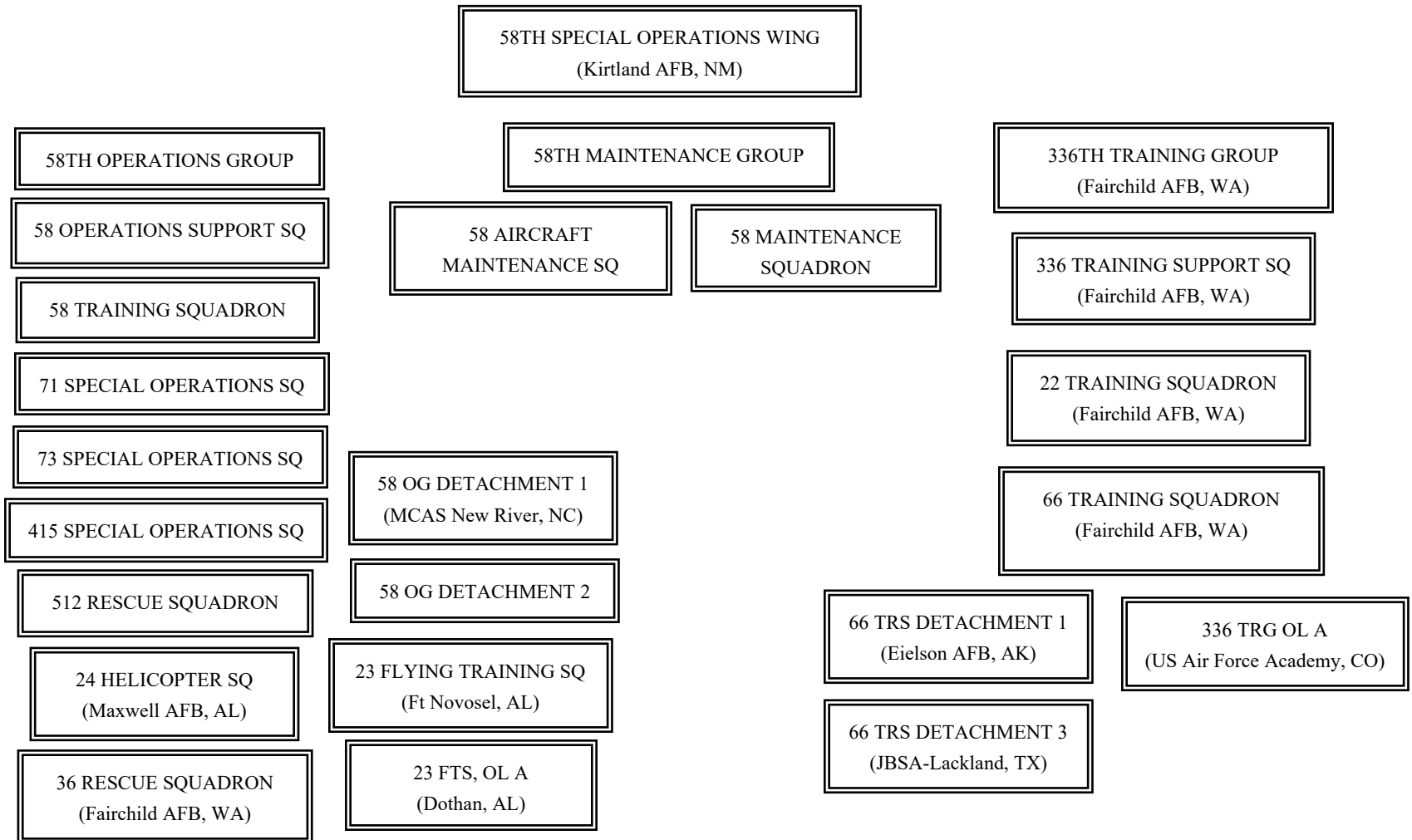
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(All photos courtesy of the US Air Force)

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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.

Established Mission 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 from the original 1550th Aircrew Training and Test Wing activated in April 1971.
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.

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| 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. It was re-designated as 58 OG, Detachment 3 on 31 January 2024. |
| 17 May 2021 | The 336 TRG returned survival training to the US Air Force Academy, conducting five small group tryouts through August 2021. Full-scale training commenced in the summer of 2022, and the 336 TRG activated Operating Location A there on 1 May 2024 to oversee the program. |
| 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. Full integration into a consolidated undergraduate pilot training program took place in April 2023. |
| 7 Jun 2024 | Following a reorganization of the 58 SOW's personnel recovery enterprise that temporarily placed the HC-130Js under the 512 RQS in February 2024, the Air Force approved the full transfer of these aircraft to the 150th Special Operations Wing of the Air National Guard, under a Total Force Integration active association supported by the 58 SOW. |
| 20 Jun 2024 | The 73d Special Operations Squadron activated under the 58 SOW to conduct AC-130J training at Kirtland AFB. The wing's first AC-130J arrived on 27 August. |
| 3 Dec 2024 | The 58 SOW's final HH-60G departed Kirtland AFB, bringing its 34 years of service at the base to a close. |
| 6 Dec 2024 | The 24th Helicopter Squadron activated at Maxwell AFB, Alabama to assist the Air Force Reserves 902d Airlift Wing with the beddown of the MH-139 training program under an active association. |

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 58th Operations Group, with maintenance support from the 58th Maintenance Group, 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 operations, while the 336 TRG provides instruction in special warfare and aircrew survival and isolation practices in a variety of environments.

The 58 SOW currently employs nearly 2,300 active-duty, civilian, and contract personnel, and trains approximately 15,000 students a year. The wing operates and/or provides training support to six different Mission Designated Series—UH-1N, TH-1H, HH-60W, MC-130J, HC-130J, and CV-22—totaling over 60 assigned aircraft. Its instructors teach over 100 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 that provide knowledge in 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 the 58th Operations Group, the US Air Force allowed the 58 SOW to display the streamers earned by the 58 FG in order 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. Prior to deployment to

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.

Mission History

Kirtland AFB first sprang up on the East Mesa of Albuquerque, New Mexico, in March 1939 as an informal airway station leased by Army Air Corps, on 2,000 acres adjacent to what is now the Albuquerque International Sunport, the city's municipal airport. The advent of World War II and Germany's rapid conquest of most of Europe in the early years led to an accelerated buildup of military infrastructure that saw the activation of Albuquerque Army Air Base on the airway station site, as well as the Albuquerque Air Depot Training Station approximately 3 miles to the east in May 1942. Albuquerque Army Air Base became re-named to Kirtland Field in February 1942, after Col Roy C. Kirtland, one of the Air Corps' pioneer military aviators, who had passed away on 2 May 1941.

After World War II, with the activation of the US Air Force and the advent of the nuclear age—which Kirtland Field (later, Kirtland Air Force Base in January 1948) had supported with the development of the Manhattan Project at Los Alamos, New Mexico—the military complex transformed into an installation dedicated to the support and research of special weapons and nuclear science. Kirtland AFB provided airfield support for the former Air Depot station, which was taken over after the war by the Atomic Energy Commission and later, the US Army, and re-named Sandia Base around September 1945. The bases were joined in February 1952 by Manzano Base, formed near the Manzano Mountains just to the southeast of Sandia Base.



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



Aerial photograph of Kirtland Field, April 1942. The “Bomber Training” area is the current home of the 58 SOW’s campus.

The advent of the Partial Nuclear Test Ban Treaty in 1962 led to the departure of most nuclear-aligned research organizations from the complex, although special weapons research and development by the Air Force Weapons Laboratory kept the installation active. Defense drawdowns in the late 1960s and early 1970s resulted in the consolidation of the three bases into a single entity, Kirtland AFB, under the jurisdiction of the Air Force in July 1971, and the eventual departure of most flying units from the base in the early 1970s, save for the Air National Guard’s 150th Fighter Wing.

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 for the Air Rescue and Recovery Service, including mission qualification and pararescue technical training. The 1550 ATTW transferred to Kirtland AFB as a tenant unit on 20 February 1976. 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. In the same time period, following the passage of the Goldwater-Nichols Act of 1986, the wing's mission evolved to include a re-capitalization of its fleet, and the incorporation of special operations qualification training into the curriculum along with personnel recovery.



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.



CMSgt Duane Hackney, Air Force Cross recipient and most decorated enlisted troop in Air Force history, trained in the Pararescue School at Kirtland AFB following his re-enlistment in the service in 1977.

In addition to its training mission, the 58 SOW played a vital role in assisting search and rescue operations 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 administered pararescue training through 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 37th Training Wing as a detachment of the 342d Training Squadron, the 58 SOW continued to support its mountain training curriculum at Kirtland AFB, and continues to do so to this day, while the pararescue instructors provide assistance on local search and rescue requests.



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.

During the two decades of what became known as the Global War on Terror, 58 SOW provided a variety of specialized mission rehearsal courses, designed to provide active units with aircrews that were qualified to deploy as soon as they completed training. These included high altitude, low-visibility dust-out and visual threat recognition/avoidance training, incorporating flight training and academics enhanced by a broad suite of static and video simulators. By enhancing the training preparation of these aircrews, the 58 SOW established a template for safer operations in combat, including a Combat Mission Training course for UH-1 and Mi-7 helicopter instructors deploying to Iraq and Afghanistan.

In addition to the aircrew qualification training at Kirtland AFB, the 58 SOW manages three geographically separated units (GSU) dedicated to undergraduate and initial flight training. The largest of these, the 23d Flying Training Squadron, conducts Undergraduate Helicopter Training (UHT) program at Ft. Rucker in Dothan, Alabama. The Army began training its first Air Force helicopter students at Ft. Rucker in 1970, under what was then called the Specialized Undergraduate Pilot Training-Helicopter program. The Air Force assumed responsibility for providing this training to their students in 2004.

Since then, the 23 FTS has expanded its curriculum to include training in enlisted aviator fundamentals. In 2024, the squadron consolidated the entire rotary-wing undergraduate pilot training pipeline at the Ft. Rucker schoolhouse. An operating location unit at nearby Dothan Regional Airport oversees the school's Initial Flight Training course.



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 in 2008.

Two other GSUs, Detachment 1 of the 58th Operations Group, and the 24th Helicopter Squadron, operate out of Marine Corps Air Station New River, North Carolina, and Maxwell AFB, Alabama, respectively. 58 OG Det 1 is supported by Marine Medium Tilt-Rotor Training Squadron 204 to provide initial qualification training for CV-22 pilots on the squadron's fleet of MV-22s. The 24 HS currently supports the 902d Airlift Wing of the Air Force Reserve in executing the ongoing beddown of the MH-139 Grey Wolf helicopter, and development of its training programs.

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 2017, it expanded into the growing realm of human performance capability with the addition of a Human Performance and Leadership Center that treated Airmen as a "weapons system" in and of themselves, emphasizing military resiliency and incorporating practices from the field of sports medicine to provided a holistic method of analyzing human physical and psychological capability. Over the first generation of the 21st Century, it has seen a total re-capitalization of its fleet. The MH-53J Pave Low III, UH-1H, HH-60G, HC-130P/N, and MC-130P/H variants have been replaced by the CV-22, TH-1H, HH-60W, and MC/HC-130J. It is supported in its Kirtland-based training by the Air National Guard's 150th Special Operations Wing, through a Total Force Integration agreement that began in 2011. In June 2024, the 150 SOW acquired the HC-130Js from the 58 SOW, and now oversees this training with the 58 SOW under an active association.



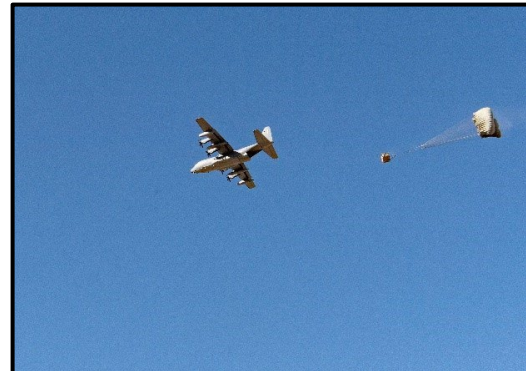
A CV-22 Osprey performs a “dust-out” maneuver during training, July 2009.



The 58 SOW's first HH-60W sits on the tarmac at Kirtland AFB, December 2020.



The 58 SOW welcomes its first AC-130J to the fleet, September 2024.



An MC-130J conducts an airdrop over the Howard Drop Zone at Double Eagle Airport, Albuquerque, October 2024.

A Brief History of SERE Training



Emblem of the 336th Training Group

The wing's training responsibilities increased substantially in the 2010s when the prestigious 36th Rescue Flight, previously 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 and increasing the wing's number of annual graduates ten-fold. Along with primary operations at Fairchild AFB, overseeing a training support squadron and two training squadrons (TRS), the 22 TRS and 66 TRS, the 336 TRG operates two detachments assigned to the 66 TRS, and one operating location. Det 1 is at Eielson AFB, Alaska, and provides arctic survival training, and at Joint Base San Antonio-Lackland for the SERE Specialist Orientation course, as well as Evasion and Conduct After Capture training for deploying Airmen. 336 TRG OL A is assigned to the US Air Force Academy to facilitate Air Force cadet survival training. The 36th Rescue Squadron, currently assigned to the 58th Operations Group, provides air support for SERE training classes, as well as civil search and rescue requests.

Survival training in the Air Force dates to World War II, influenced by schools established early in the war by British survival and evasion organizations. Survival and rescue training proved to be a complex and often Herculean task in this era of early capability development, with mixed results in combat operations. Following the war, Gen. Curtis E. LeMay, who took charge of Strategic Air Command in 1948, sought to consolidate the practices of the various survival schools overseen by the Army Air Forces into a single entity that could manage the entire program across multiple environments.

Between August 1947 and December 1949, SAC activated arctic and mountain survival schools at Marks and Ladd Air Force Bases in Alaska, and Camp Carson in Colorado, respectively. The school at Marks AFB consolidated at Ladd AFB (now Ft. Wainwright) in November 1948. The Camp Carson school, operated by the 3904th Training Squadron, conducted a 14-day survival course of academics and field training, attended by students who had already received jungle and woodland training at other

schools in Puerto Rico, Georgia, and Ohio. These proved successful enough to justify a larger training campus, leading to the schoolhouse's reassignment to Stead AFB, near Reno, Nevada, in 1952.



Students in basic combat survival training prepare a wilderness meal, 1953.



3636th Combat Crew Training Wing complex, Fairchild AFB, 1966.

Experience in SERE-related situations during American involvement in the Korean War led to an expansion of the course to 21 days by 1953, and the inclusion of the Code of Conduct in 1957 as the keystone of resistance training. The school later provided desert training for astronauts assigned to the National Aeronautics and Space Administration, several of whom included major figures in space history such as Virgil “Gus” Grissom and Edwin “Buzz” Aldrin. The Air Force closed Stead AFB in 1966, and re-assigned the survival school to Fairchild AFB under the 3636th Combat Crew Training Group (CCTG) on 1 March, just prior to the base’s closure in June. Other training was carried out by Tactical Air Command at Homestead AFB, Florida, for water survival, and Albrook Air Base, Panama for tropical survival, while Pacific Air Forces conducted jungle survival at Clark Air Base in the Philippines. Curriculums were shortened through the mid-to-late 1960s, in order to quickly process and train Airmen preparing to depart for combat duty in Vietnam.

The drawdown from Vietnam and dynamic social and technological evolutions led to numerous changes and milestones through the remainder of the Cold War in the 1970s and 1980s. In 1971, the Air Staff consolidated all survival and life support schools under Air Training Command, and re-designated the 3636 CCTG as a wing. The Arctic Survival School relocated to Eielson AFB the same year, while the jungle and tropical school locations operated for an additional four years before closing in 1975. A helicopter detachment from the 40th Air Rescue and Recovery Squadron was assigned in 1971 to support the school in order to apply the lessons of the war, when personnel recovery teams rescued 85 percent of downed aircrews within six hours of bailout.



Students use rescue hoist devices at Albroom Air Base, Panama, 1968.



Astronaut Sally Ride prepares to parasail during water survival training, 1977.

The first female survival graduate completed training on 10 August 1970, followed by the first female SERE Specialist graduates in December 1977. The length of the basic SERE course was revised several times during this period, based on changing requirements and available resources, while facilities received upgrades in the late 1980s and computers began to be incorporated into the administration of the training programs by the end of the decade. A detachment at Nellis AFB, Nevada, supported RED FLAG exercises with SERE elements from June 1976-March 1985, one of several joint and service-dedicated exercises that it participated in through the 1980s. During the same period, the wing supported NASA and the Air Force Academy with survival training from its curricula designed to meet the needs of these entities.

The end of the Cold War saw similar dramatic evolutions in SERE organization in the 1990s as it did in the 58 SOW. The wing became re-designated as the 336th Crew Training Group in January 1993, then 336th Training Group a little over a year later on 1 April 1994. The Combat Survival course received several updates in 1992 based on lessons gained from Operation Desert Shield and Desert Storm (August 1990-February 1991), and a Craftsman (7-level) SERE Specialist course was added in 1996. Following the destruction of Homestead AFB by Hurricane Andrew in 1992, the water survival school temporarily relocated to Tyndall AFB, Florida, before settling at Naval Air Station Pensacola 120 miles to the west. In October 1995, the Marine Flight of the Water Survival School was inactivated with the elimination of the Boatmaster/Marine Engineer career field from the Air Force. The 336 TRG added an underwater egress simulator at the Fairchild AFB pool and broke ground on upgrades and additions to the Col George "Bud" Day Academics Facility to begin incorporating new technologies into training.

With the advent of the new millennium and subsequent experiences of the Global War on Terror, the 336 TRG continued to adapt its curricula to meet the requirements for SERE capability in the Air Force. It added a parachute rigger section, established the Combat Rescue Officer Advanced SERE course, and expanded its prisoner of war and detention training, including the addition of an Evasion and Conduct After Capture course in 2008. A new headquarters facility was completed in August 2012.



SERE students operate ParaSim virtual reality simulators, October 2023.



Air Force Cadet water survival training, Kettle Lake, CO, July 2022.



SERE students construct a logpole shelter during Core Survival Skills training, July 2023.



Arctic Survival students melt snow for water, January 2023.

Following its assignment to the 58 SOW on 15 August 2013, the 336 TRG has spent much effort in analyzing and implementing innovative projects to modernize its training programs. These provide SERE students and Specialist technical trainees with more advanced technologies that align with the capabilities of younger generations, who have been far more immersed in computer and communications technology than those who joined the program in the 20th Century and early 21st Century. This has included upgrades to the school's laboratories and academics; the consolidation of all water survival and egress training from NAS Pensacola to Fairchild AFB; the addition of a human performance flight to maximize the physical capabilities of students and instructors, while providing instruction on nutrition and injury management; the re-establishment of the Air Force Academy cadet survival training course in the summer of 2021; cooperation and assistance from local government agencies to enhance training scenarios; and the addition of cutting-edge virtual reality trainers.

Conclusion

Changes continue apace as the 58 SOW adapts to meet future challenges of the 21st Century, following the conclusion of the Global War on Terror which dominated the century's first two decades. The Air Force's realignment towards a Great Power

Competition strategic concept, and the optimization required to meet it, has already begun to influence the direction of the 58 SOW's training programs in order to support those objectives. Through continued innovation and marshalling of its resources, combined with the combat-tested expertise of its instructors, the 58 SOW will continue to ensure its graduates remain the "tip of the spear" of the nation's defense.

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 Jul 01 - 30 Jun 02
1 Jan 71 - 31 Dec 72	1 Jul 02 - 30 Jun 03
1 Jan 75 - 31 Dec 76	1 Jul 03 - 30 Jun 04
1 Jan 78 - 31 Dec 79	1 Jul 04 - 30 Jun 05
1 Aug 82 - 31 May 84	1 Jul 06 - 30 Jun 07
1 Jun 86 - 31 May 88	1 Jul 07 - 30 Jun 08
1 Apr 92 - 31 Mar 94	1 Jul 09 - 30 Jun 11
1 Jan 93 - 30 Jun 94	1 Jul 11 - 30 Jun 13
1 Jul 94 - 31 Dec 95	1 Jul 18 - 30 Jun 20
1 Jul 96 - 30 Jun 98	1 Jul 20 - 30 Jun 21
1 Jul 98 - 30 Jun 2000	1 Jul 22 - 30 Jun 23

Bestowed Honors

Service Streamer: World War II American Theater

World War II Campaign Streamers:

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

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
HH-60G	1994-2024
MC-130P	1996-2013
C-12	1999-2002
UH-1H	2004-2012
HC-130J	2011-2024
UH-1N	1994-Present
CV-22	2006-Present
TH-1H	2008-Present
MC-130J	2011-Present
HH-60W	2020-Present
AC-130J	2024-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 Feb 1975
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
Col Jason D. Allen	20 Jun 24
Col Jeff D. McMaster	24 Jun 26-Present

TH-1H IROQUOIS II



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 IROQUOIS



Assigned to the 36th Rescue Squadron and 58th Operations Group, Detachment 2

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

AC-130J GHOSTRIDER



Assigned to the 73d Special Operations Squadron

AC-130J GHOSTRIDER (Air Force Fact Sheet)

Mission: The AC-130J Ghost Rider's primary missions are close air support, air interdiction and armed reconnaissance. Close air support missions include troops in contact, convoy escort and point air defense. Air interdiction missions are conducted against pre-planned targets or targets of opportunity and include strike coordination and reconnaissance and overwatch mission sets. The AC-130J provides ground forces an expeditionary, direct-fire platform that is persistent, ideally suited for urban operations and delivers precision low-yield munitions against ground targets.

Features: The AC-130J is a highly modified C-130J aircraft that contains many advanced features. It contains an advanced two-pilot flight station with fully integrated digital avionics. The aircraft is capable of extremely accurate navigation due to the fully integrated navigation systems with dual inertial navigation systems and global positioning system. Aircraft defensive systems and color weather radar are integrated as well. The aircraft is capable of air refueling with the Universal Air Refueling Receptacle Slipway Installation system.

Additionally, the AC-130J is modified with the Precision Strike Package, which includes a mission management console, robust communications suite, two electro-optical/infrared sensors, advanced fire control equipment, precision guided munitions delivery capability,

as well as trainable 30mm and 105mm weapons. The mission management system fuses sensor, communication, environment, order of battle and threat information into a common operating picture.

General Characteristics

Primary Function: Close air support and air interdiction with associated collateral missions

Contractor: Lockheed Martin

Power Plant: Four Rolls-Royce AE 2100D3 Turboprops

Thrust: 4,700 shaft horsepower per engine

Speed: 362 knots

Ceiling: 28,000 feet

Maximum Takeoff Weight: 164,000 lbs

Range: 3,000 miles; limited by crew duty day with air refueling

Wingspan: 132 feet 7 inches (39.7 meters)

Length: 97 feet 9 inches (29.3 meters)

Height: 39 feet 2 inches (11.9 meters)

Crew: Two pilots, one combat systems officers, one weapon system operator, one sensor operator and four special mission aviators

Armament: Precision Strike Package with 30mm and 105mm cannons and Standoff Precision Guided Munitions (i.e. GBU-39 Small Diameter Bomb, GBU-69 Small Glide Munition, AGM-114 Hellfire missile and AGM-176 Griffin missile)

Date Deployed: July 2019

Unit Cost: \$165 million

Inventory: Active duty, 37 by FY24

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)

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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