

## 19<sup>th</sup> SPECIAL OPERATIONS SQUADRON



### **MISSION**

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

The mission of the 19th Special Operations Squadron is to ensure AFSOC forces are trained and relevant in support of the warfighting commanders around the world. The squadron is the center of training excellence for AFSOC aircrews in mission qualification on the AC-130H, AC-130U and MC-130E aircraft. State-of-the-art flight simulators are integral in training for initial students and qualified crews. In addition, the squadron is one of the first Department of Defense flight simulator facilities to be High Level Architecture-certified, allowing its flight simulators to communicate in real-time virtual simulation with other facilities around the country. The squadron is also a testbed for developing the operational construction of Distributed Mission Training in a Joint Synthetic Battlespace, a capability that will train Air Expeditionary Forces through the use of distributed mission rehearsal. The 19th SOS trains approximately 200 combat ready graduates annually and is committed to training special operations forces joint warfighters to fight and win.

### **LINEAGE**

19<sup>th</sup> Bombardment Squadron (Medium) constituted, 22 Dec 1939

Activated, 1 Feb 1940

Redesignated 19<sup>th</sup> Bombardment Squadron, Heavy, 3 Feb 1944

Redesignated 19<sup>th</sup> Bombardment Squadron, Very Heavy, 30 Apr 1946  
Redesignated 19<sup>th</sup> Bombardment Squadron, Medium, 28 Jul 1948  
Discontinued and inactivated, 15 Mar 1963

19<sup>th</sup> Air Commando Squadron, Troop Carrier constituted and activated, 14 Sep 1964  
Organized, 8 Oct 1964  
Redesignated 19<sup>th</sup> Air Commando Squadron, Tactical Airlift, 1 Aug 1967  
Redesignated 19<sup>th</sup> Special Operations Squadron, 1 Aug 1968  
Redesignated 19<sup>th</sup> Tactical Airlift Squadron, 1 Jan 1970  
Inactivated, 10 Jun 1971

19<sup>th</sup> Bombardment Squadron, Medium and 19<sup>th</sup> Tactical Airlift Squadron consolidated, 19 Sep 1985

Redesignated 19<sup>th</sup> Tactical Intelligence Squadron, 19 Sep 1985  
Redesignated 19<sup>th</sup> Special Operations Squadron, 1 Apr 1996  
Activated, 24 May 1996

## **STATIONS**

Patterson Field, OH, 1 Feb 1940  
Langley Field, VA, 16 Nov 1940  
Muroc Field, CA, 9 Dec 1941-28 Jan 1942  
Brisbane, Australia, 25 Feb 1942 (air echelon at Hickam Field, HI, 15 Feb-22 Mar 1942)  
Ipswich, Australia, 2 Mar 1942  
Townsville, Australia, 29 Mar 1942  
Woodstock, Australia, 4 Jul 1942  
Iron Range, Australia, 15 Sep 1942  
Woodstock, Australia, 4 Feb 1943  
Dobodura, New Guinea, 11 Jul 1943  
Nadzab, New Guinea, c. 24 Jan 1944  
Owi, Schouten Islands, 22 Jul 1944  
Anguar, Palau Islands, 2 Dec 1944  
Guinan, Samar, [Philippine Islands], 15 Jan 1945  
Clark Field, Luzon, 15 Mar 1945  
Okinawa, 14 Aug 1945  
Ft William McKinley, Luzon, 23 Nov 1945  
Kadena AB, Okinawa, 15 May 1946-13 May 1948  
Smoky Hill AFB, KS, 18 May 1948  
March AFB, CA, 10 May 1949-15 Mar 1963  
Tan Son Nhut AB, South Vietnam, 8 Oct 1964-10 Jun 1971  
Eglin Air Force Auxiliary Field #9 (Hurlburt Field), FL, 24 May 1996

## **DEPLOYED STATIONS**

Lakenheath RAF Station, England, 16 Nov 1948-12 Feb 1949

Marham RAF Station, England, 26 Nov 1949-17 Feb 1950  
Kadena AB, Okinawa, c. 9 Jul-30 Oct 1950  
Lakenheath RAF Station, England, 5 Sep-3 Dec 1951  
Upper Heyford RAF Station, England, 12 Dec 1953-5 Mar 1954  
Andersen AFB, Guam, 2 Apr-2 Jul 1957

### **ASSIGNMENTS**

22<sup>nd</sup> Bombardment Group, 1 Feb 1940  
22<sup>nd</sup> Bombardment Wing, 16 Jun 1952-15 Mar 1963  
Pacific Air Forces, 14 Sep 1964  
315<sup>th</sup> Troop Carrier Group, Assault (later, 315<sup>th</sup> Air Commando Group, Troop Carrier), 8 Oct 1964  
315<sup>th</sup> Air Commando Wing, Troop Carrier (later, 315<sup>th</sup> Air Commando Wing; 315<sup>th</sup> Special Operations Wing; 315<sup>th</sup> Tactical Airlift Wing) 8 Mar 1966-10 Jun 1971  
16<sup>th</sup> Operations Group, 24 May 1996

### **ATTACHMENTS**

22<sup>nd</sup> Bombardment Wing, 10 Feb 1951-15 Jun 1952

### **WEAPON SYSTEMS**

B-18, 1940-1941  
B-26, 1941-1944  
B-24, 1944-1945  
B-29, 1946-1953  
B-47, 1953-1963  
C-123, 1964-1971  
AC/MC-130, 1996

### **COMMANDERS**

1Lt Herman E. Hurst, 1 Feb 1940  
Cpt Kingston K. Tibbets, 16 Nov 1940  
Maj David P. Laubach, 19 Mar 1941  
Maj Millard L. Raskin, 10 Nov 1941  
1Lt Joe K. Varner, 11 Dec 1941  
Maj Elliott H. Reed, 25 Mar 1942  
Cpt Walter Greer, 14 May 1943  
Maj Leonard T. Nicholson, 28 Dec 1943  
Maj Jessee G. Homen, 18 Jul 1944  
Maj William G. Walker Jr., 26 Feb 1945  
Cpt Olin D. Mason, 29 Jun-31 Oct 1945  
None (unmanned), Nov 1945-May 1946  
Cpt Earl L. Hehn, 1 Jun 1946  
LTC Donald G. McPherson, 3 Sep 1947  
LTC Lloyd D. Chapman, 24 Jul 1948

LTC Louis J. Lamm, 24 Jan 1951  
Maj David C. Jones, Mar 1952  
LTC William L. Welch, Oct 1952  
LTC Jay O. Gray, c. 22 May 1954  
LTC Burl W. McLaughlin, Apr 1955  
LTC Kenneth G. McGrew, Jul 1956  
LTC Claude C. McCuthcheon, 15 Jul 1957  
LTC John E. Murphy, Jul 1960  
Maj James A. McCune, Aug 1961  
LTC Arnold Sipes, Nov 1961  
LTC Robert G. Graham, Jan 1962-15 Mar 1963  
Maj Clyde B. Williams, Oct 1964 (acting)  
LTC John D. Pace, 26 Jan 1965  
LTC Noel B. Reddrick, 18 Jan 1966  
LTC Charles E. Porter Jr., 7 Aug 1966  
LTC Merle D. Turner, 24 May 1967  
LTC Edwin A. Seitz, 5 Sep 1967  
LTC Donald O. Robb, 1 Jul 1968  
LTC Donald F. DeCamp, 9 Oct 1968  
LTC Eugene K. Reese, 6 Dec 1968  
LTC Durward Brandon, 15 May 1969  
LTC Leonard L. Brion, 15 Jul 1969  
LTC Harvey H. Hogue, 13 Jan 1970  
LTC William J. Gipson, 15 Jun 1970  
LTC Charles J. Zemple, 4 Dec 1970-15 May 1971  
None (unmanned), 16 May-10 Jun 1971  
LTC John D. Jogerst, 24 May 1996  
LTC Timothy A. Shaffer, 20 Jun 1997  
LTC Timothy D. Arrington, 31 Jul 1998  
LTC Michael A. Keltz, 1 Jul 1999  
LTC Gary W. Holland, 30 Jun 2000  
LTC Kenneth C. Coons Jr., 9 Jul 2001  
LTC Michael T. Plehn, 8 Jul 2002  
LTC Michael Duperier, 30 Jun 2004

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

World War II

Antisubmarine, American Theater

East Indies

Papua

Bismarck Archipelago  
New Guinea  
Leyte  
Luzon  
Southern Philippines  
China Defensive  
China Offensive  
Western Pacific  
Air Offensive, Japan  
Air Combat, Asiatic-Pacific Theater

Korea  
UN Defensive  
UN Offensive

Vietnam  
Vietnam Advisory  
Vietnam Defensive  
Vietnam Air  
Vietnam Air Offensive  
Vietnam Air Offensive, Phase II  
Vietnam Air/Ground  
Vietnam Air Offensive, Phase III  
Vietnam Air Offensive, Phase IV  
Tet 69/Counteroffensive  
Vietnam Summer-Fall 1969  
Vietnam Winter-Spring 1970  
Sanctuary Counteroffensive  
Southwest Monsoon  
Commando Hunt V

**Armed Forces Expeditionary Streamers**

None

**Decorations**

Distinguished Unit Citations  
Papua, 23 Jul 1942-[9] Jan 1943  
New Guinea, 5 Nov 1943

Presidential Unit Citations (Vietnam)

21 Jan-12 May 1968  
1 Apr-30 Jun 1970

Navy Presidential Unit Citation  
Khe Sanh, Vietnam, 20 Jan-31 Mar 1968

Gallant Unit Citation  
6 Oct 2001-30 May 2003

Air Force Outstanding Unit Awards with Combat "V" Device  
[1 Mar]-30 Apr 1965  
30 Jun-9 Jul 1965  
15 Oct 1966-30 Apr 1967  
10 Jun-31 Dec 1967  
15 Jul 1968-30 Jun 1969  
1 Jan-[1 May] 1971  
1 Jun 1997-31 May 1999  
1 Jul 2003-30 Jun 2005

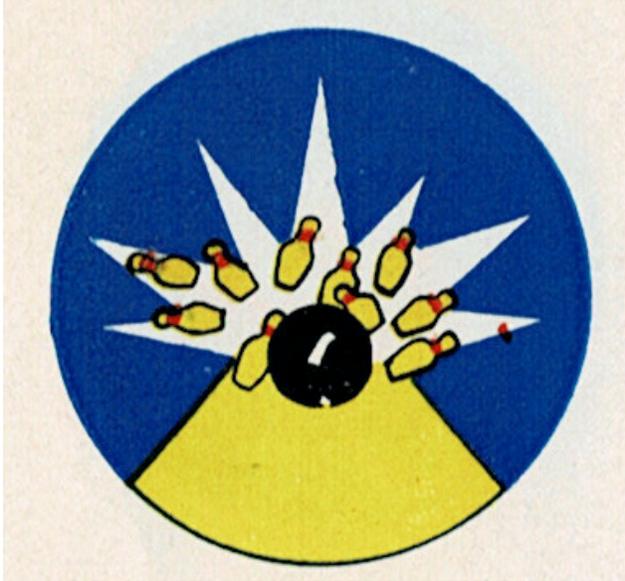
Air Force Outstanding Unit Awards  
1 Jun 1995-31 May 1997  
1 Jul 1999-30 Jun 2001  
1 Jul 2001-30 Jun 2003  
1 Sep 2004-31 Aug 2006

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation  
10 Jul-24 Oct 1950

Republic of Vietnam Gallantry Cross with Palm  
1 Apr 1966-[1 May] 1971

**EMBLEM**



19 Bombardment Squadron emblem





19<sup>th</sup> Special Operations Squadron emblems

19<sup>th</sup> Special Operations Squadron emblem: Blue represents the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The divided background stands for dusk and night and represents the unit's primary night-flight work environment. The wing and book symbolize the unit's flying training mission. The sword with its point down reflects peace and identifies the instructors, students, and personnel of the unit as active parts of the command mission. (Approved, 23 Aug 1996)

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

The 19th SOS has a long military history, originating as the 19th Bombardment Squadron,

(Medium) Dec. 22, 1939, and activated Feb. 3, 1940, at Langley Field, Va. Immediately following the Japanese attack on Pearl Harbor, the 19th BS moved to Muroc Field, Calif., to fly antisubmarine patrols off the West Coast until sent overseas in late January 1941. On April 5, 1942, aircrews flew their first combat missions from Garbutt Field, Townsville, Australia, against Rabaul, New Britain. In addition to frequent raids against Rabaul, the 19th BS flew against enemy shipping, facilities and troop concentrations in New Guinea and provided close air support for Allied troops fighting there, until withdrawn from combat in January 1943. With refurbished B-26s, the 19th BS moved to New Guinea and returned to combat in mid-July 1943.

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

Activated again in June 1946 and equipped with B-29s in December 1946, the 19th BS, Heavy became the 19th BS, Very Heavy, April 30, 1946. The 19th flew training missions in the Far East until being moved to Smoky Hill Air Force Base, Kan., in May 1946. Deploying to England in November 1946, the 19th BS flew training missions to Accra, West Africa, Aden, and Yemen, Arabia, returning in February 1947 to Smoky Hill AFB, only to move in May to March Air Force Base, Calif. The 19th deployed to England from November 1949 to February 1950 where the squadron flew training sorties to Germany and Dhahran, Saudi Arabia.

The squadron then deployed in July 1950 to Kadena Air Base, Okinawa, and flew its first combat mission over Korea July 13, hitting marshaling yards at Wonsan, North Korea. Bombing missions over both North and South Korea followed, with targets such as bridges, industrial facilities and railroads. The squadron flew its last combat mission October 19, and departed for the U.S. Oct. 30, 1950. Back at March AFB, the 19th trained B-29 crews to be sent to the Far East Air Forces for combat duty in Korea.

In February 1953, the 19th received the B-47 jet bomber to replace the B-29. The 19th BS made its last deployment to England between December 1953 and March 1954, flying training missions to Sidi Slimane and French Morocco. Later the 19th deployed from April-June 1957 to

Andersen Air Force Base, Guam, and from there, flew missions to Japan and Korea. In November 1957, the 19th BS received a forward alert obligation, initially sending five B-47s to Eielson Air Force Base, Alaska, for six months of cold weather training, then rotating a single aircraft with aircrew for two to four weeks at a time. The alert aircraft were sent in November 1958 to Elmendorf Air Force Base, Alaska, and then in January 1959 to Andersen AFB, Guam.

The 19th BS ceased operational flying in February 1963, ferried its B-47s to other units and inactivated March 15, 1963.

Consolidated with the 19th Tactical Airlift Squadron (constituted 19th Air Commando Squadron, Troop Carrier, and activated, Sept. 14, 1964), the 19th Air Commando Squadron was organized October 8, 1964, at Tan Son Nhut Airfield, just outside of Saigon, South Vietnam. The 19<sup>th</sup> received the C-123B aircraft and personnel in 1964 but did not become operational as a unit until March 1965. Combat missions included cargo drops, flare missions at night in support of hamlets and outposts under attack, transporting troops and supplies to combat areas and air evacuation of wounded and refugees from battle areas.

Cargo included munitions, vehicles, spare parts, fuel and various foods. Missions were flown in support of the U.S. Air Force, U.S. Army, U.S. Navy, U.S. Marines and South Vietnamese forces. A Royal Thai Air Force contingent was attached to the squadron from mid-1966 until inactivation.

Redesignated as the 19th Air Commando Squadron, Tactical Airlift, Aug. 1, 1967, several C-123Bs were converted to C-123Ks by the addition of two jet engines, to provide the aircraft with greater power. Again the 19th was redesignated as the 19th Special Operations Squadron Aug. 1, 1968 and again as the 19<sup>th</sup> Tactical Airlift Squadron Jan. 1, 1970. Whenever Tan Son Nhut Air Base came under rocket and mortar attacks, the 19th would operate for up to two weeks at a time from Phan Rang Air Base. The 19th also flew increased missions during the Tet Offensive of 1968 and shared in a Navy Presidential Unit Citation for support to U.S. Marines defending Khe Sanh from January to March 1968. In June to August 1970, the 19th flew airlift, airdrop, and evacuation missions in support of Allied forces fighting in Cambodia. On April 19, 1971, the 19th SOS began to transfer the C-123s to South Vietnam and the squadron flew its last combat mission April 30. The 19<sup>th</sup> ceased all operations in early May and inactivated June 10, 1971. On Sept. 19, 1985, the unit was redesignated and combined with the 19th Tactical Intelligence Squadron.

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

training and mission rehearsal devices.

On 9 February 2009, at approximately 1420 local time (L), a Pilatus PC-12 aircraft (serial number 06-0692; tail number N692BC) attached to the 19th Special Operations Squadron, Air Force Special Operations Training Center, Air Force Special Operations Command, departed Hurlburt Field, Florida, to conduct a local training sortie. While flying a visual approach to runway 15 at Craig Field Airport located in Selma, AL, the mishap aircraft (MA) experienced a hard landing on the approach end of the runway. The mishap crew (MC) was performing a simulated engine out emergency landing procedure (ELP) during the approach. The incident occurred while the MC was attempting a go-around/balked landing. The MA nose wheel broke off following a hard impact with the runway, causing the propeller to come in contact with the runway. The MA traveled approximately 1,300 feet down the runway on the nose wheel strut before coming to a complete stop. The MC did not receive any injury and conducted an emergency egress without incident. The MA sustained substantial damage to the nose strut assembly, propeller, and both main landing gear doors. The mishap occurred approximately 1.5 hours into a scheduled 4 hour sortie. The training sortie was generated to conduct initial qualification flight evaluations for two unqualified student pilots. The aircraft commander was the mishap evaluator pilot (MEP) who monitored the approach at the time of the mishap. The mishap student pilot (MSP) was flying the MA during the mishap. The MEP was current and qualified for the flight maneuver flown when the mishap occurred. The MSP was conducting his initial PC-12 initial qualification flight evaluation. All maintenance personnel involved with the servicing and launching of the aircraft were well-trained and qualified. A thorough review of the aircraft and maintenance records revealed that neither the condition of the aircraft, nor the performance of any maintenance procedures played a role in the accident. After a careful and complete investigation, the Accident Investigation Board (AIB) President determined the cause of this mishap, supported by clear and convincing evidence, was the MSP's misapplication of a stall recovery procedure in response to a stall condition in close proximity to the runway. The MSP was also attempting the simultaneous execution of a go around directed by the MEP. There was not any evidence present to suggest mechanical failure as a contributing factor in the mishap. There was substantial evidence that during the MSP's simulated engine out ELP leading up to the mishap that aircraft energy management on final approach, in combination with gusty headwinds, were contributing factors.

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Air Force Order of Battle

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#### Sources

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

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

Air Force News. Air Force Public Affairs Agency.