

193rd SPECIAL OPERATIONS WING



LINEAGE

193rd Tactical Electronic Warfare Group, 17 Sep 1967
Redesignated 193rd Special Operations Group,
Redesignated 193rd Tactical Electronics Warfare Group
Redesignated 193rd Electronic Combat Group, 6 Oct 1980
Redesignated 193rd Special Operations Group, 15 Nov 1983
Redesignated 193rd Special Operations Wing

STATIONS

Middletown, PA

ASSIGNMENTS

WEAPON SYSTEMS

EC-130E

COMMANDERS

Col Robert E. Harris
Col Nicholas J. Bereschak,
Col Robert E. Harris
Col Adolph P. Hearon
BG Eric G. Weller
Col John J. Dickinson

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

By fall of 1970, the 193rd Tactical Electronic Warfare Group had its new official emblem. It was designed by Airman First Class Calvin C. Bausman, a civilian art director for a printing firm. For his efforts, AIC Bausman won a \$25.00 savings bond.

MOTTO

NICKNAME

OPERATIONS

193rd Special Operations Wing at Harrisburg International Airport, Pa., provides the only airborne psychological operations platform in the Department of Defense with the EC-130 Commando Solo. The system can broadcast live or recorded products on AM and FM radio, and TV images over any frequency.

On 17 September 1967, the 193rd Tactical Electronic Warfare Group was extended, assigned to Tactical Air Command and was given a new but mostly classified mission named Coronet Solo.

The new 193rd TEW Group would retain receive eight C-121 but over the next two years four of the transports were to be modified to the Coronet Solo mission configuration.

The manning of the 193rd TEW Group was 800 enlisted and commissioned members.

Within one year of being assigned the Coronet Solo electronic warfare mission, the 193rd Tactical Electronic Warfare Group received its first electronically-equipped aircraft designated the EC-121. Although the E stood for electronic, the fleet's blue and white paint scheme was intentional to try to detract attention to our one-of-a-kind mission as military related.

Meanwhile, full-time air technicians and selected guard members spent much of 1968 undergoing factory training by Lockheed Aircraft on the new mission equipment. Air crew members were also trained rapidly to meet full combat capability.

More than 400 members of the 193rd served their fifteen days of active duty in August at Olmsted State Airport

In May 1970 over fifty members of the 193rd TEW Group participated in Exercise Exotic Dance HI at Pope Air Force Base, North Carolina.

On 26 July 1970 a 75-man detachment of guard members, two EC-121 and two support C-121 departed Olmsted State Airport and headed west for Korat Royal Thai Air Base, Thailand to participate in what would eventually become a six-month "volunteer training exercise."

Before the exercise, named "Commando Buzz," was completed on 24 December 1970, over 252 officers and airmen had volunteered to serve thirty to sixty-day tours in support of the mission and the Group never had to be activated.

For excellent performance in Commando Buzz, the 193rd was awarded our first Air Force Outstanding Unit Award, this one with a "V" device for Valor.

In April 1971, the 193rd TEW Group was off and across the Atlantic to join other Air National Guard units participating in "Creek Guardlift" operations in Europe. From April 1971 to March 1972, unit volunteers were based in Torrejon, Spain, and provided scheduled passenger airlifts for U.S. forces in Europe. Our participation in the exercise resulted in the award of a second Air Force Outstanding Unit citation.

Coming almost two years after the completion of Commando Buzz, the 193rd TEW Group was awarded the coveted Air Force Outstanding Unit Award with the combat "V" Device (for Valor) at ceremonies on 18 March 1972 in Building 133, Harrisburg International Airport. The award was presented by Major General J.G. Brown, Director, Air National Guard.

The award was presented as a result of the Group's voluntary active duty from 24 July 1970 through 24 December 1970 at Korat Royal Thai Air Base, Thailand. The entire operation was sustained by volunteers from our Group thereby eliminating a presidential order for the unit to extended active duty.

It's a long way from the Yucatan Peninsula to Harrisburg, PA, but for Hurricane Agnes ... she didn't waste any time getting from her Gulf of Mexico birthplace to Harrisburg International Airport. From Friday, 16 June 1972 to Monday evening, 19 June 1972, Agnes was considered just another tropical depression sailing north through the Atlantic. Reports even said she lost much of her essential energy when she came inland on the 19th of June. But Harrisburg area residents were getting a little different story. A weather pattern moving east was about to collide with the complex surface low carrying the remains of Agnes... in the eastern and central sections of Pennsylvania. By 0500, Thursday, 22 June, that tropical depression, now known as Hurricane Agnes had dropped rain over the greater Harrisburg area, causing creeks and streams to flood their banks thus preventing almost 10% of our Air Guard technician workforce from getting to work. By 1000 on the 22nd, it looked like a major emergency was developing in central PA and Air Guard units, particularly the 193rd TEWG were alerted to begin protecting ANG facilities and equipment in the lower area of the airport. The first signs of flooding came in the area where the aircraft maintenance shops, aircraft storage, Base Operations, Civil Engineering, fire and crash rescue, the C-121 simulator, communications maintenance, and motor vehicle functions were located. Water in those areas accumulated to depths of 8 to 20 inches because the storm sewers were unable to carry away the heavy rainfall. So the airport flood pumps were turned on, and by 1300 hours on Thursday 22 June, the water had almost completely receded in those areas. By early evening, the water problems at Olmsted Field appeared to be stabilized. The Susquehanna River crest was still forecast to reach 22 feet and since the dike which borders the airport along the river was rated to hold a 36-foot flood crest, the airport and the Air National Guard complex was thought to be out of danger of serious flooding. But precautionary actions were taken by placing equipment and supplies on desk tops, work benches and counters in the

event storm overflow would flood work areas. But what a difference a few hours made. By 2200 hours that same Thursday, the National Weather Service Office issued a statement that a severe record-breaking flood was in progress on the Susquehanna River near Harrisburg. At this point, since the flooding of the Air National Guard complex was imminent, members of the 193rd TEW Group, the 271st Mobile Communications Squadron and the 211th Electronics Installation Squadron were called in to evacuate equipment and supplies from the lower level. But notifying them was difficult as the telephone service in the Harrisburg International Airport area was not functioning. Then, once notified, guardsmen had a difficult time traveling to the airport as access roads around the airport quickly became impassable.

The most immediate concern was to save our Air National Guard aircraft. By 0500, Friday, 23 June, 2 EC-121s and 3 C-121s had been safely flown out of Harrisburg International Airport to the Air National Guard facility at the Greater Pittsburgh Airport. The U-3B was later ferried to Capital City Airport which was not in danger of flooding. 3 Connies (one EC-121 and two C-121s) were unflyable because of extensive maintenance in progress and could not be evacuated. Of these three, two remained in the aircraft maintenance hangar, Building #134, and one was towed to the power check pad, considered to be the highest hard surface point on the aircraft ramp. Accounting for the remainder of our aircraft inventory, one EC-121 was undergoing a major inspection in Lake City, Florida, and the remaining C-121C was on a training flight at McGuire AFB, New Jersey. That flight was terminated at McGuire AFB, New Jersey and the crew returned by bus to Middletown and was immediately used to evacuate residents to the North area. Tons of equipment and supplies still had to be moved to higher ground as water had reached an average level of 18 inches in the Air National Guard areas and was rising at a rate of six inches per hour by 0730 Friday. Priorities were placed on removing vehicles, aircraft ground support equipment and high value support items. Meanwhile an emergency command post was set up in Base Headquarters (Bldg. #26) which was considered not in danger of flooding. Ironically, the water that was flooding the airport by now was not coming from the river. The dike provided full protection from the swollen Susquehanna through the entire flood. Rather, the water flooding the base was coming from the river upstream, flowing through Steelton and Highspire, then entering the airport through the pedestrian underpass toward the western end of the base (an access way that connects the south and north section of the former Air Force Base). Another point where water gushed into our complex was at the eastern end of the airport through a railroad spur cut into the dike. Removal of vehicles and equipment continued through Friday morning until the water level reached 36 to 40 inch depths. Evacuation efforts were then discontinued. As many vehicles as possible were removed until 2000 hours Friday when water levels reached depths of 4 to 5 feet in most areas of the lower level of the Air National Guard complex. By this time increased security was needed to guard the equipment and materials marshaled on higher areas of the complex. Saturday and Sunday, 24 and 25 June, were "wait and see" days with Air National Guard operations limited to security patrols and surveillance of evacuated equipment. Temporary emergency power was installed in the Headquarters building and radio communications were maintained through an emergency radio network and our Air National Guard Command Post continued 24-hour operations. A "no smoking" rule was initiated because tanks of heating oil, aviation gas and jet fuel were now floating in the flood water as their tanks were ruptured.

Finally, by Sunday, 25 June, the flood waters began to recede at Harrisburg International Airport leaving silt, a thick coating of oil and debris deposited all over the airport. Curiosity seekers also became a problem, but access to the complex was well controlled. By 1600 Monday, 26 June, water levels were low enough to permit pumping operations in the maintenance hangar and shop areas. Other flooded buildings, the fire/crash station and motor pool facilities were also pumped. Air National Guard personnel also began to clean the Harrisburg International Airport runway and flight line areas. Heavy equipment was used to remove large pieces of debris before sweeping could begin. On Tuesday, 27 June, damage assessments, inventories and other cleaning operations were underway so requisition actions could begin. As the area dried, dust became a major problem for the cleanup. Finally at noon, Wednesday, 28 June, seven days after the first signs of flooding at the airport, the Airport Manager allowed the 193rd's C-121C staged at Capitol City Airport to fly into Harrisburg International Airport becoming the first recorded landing after the flood. Through Saturday, 1 July, clean-up was the name of the game as all flooded interior and exterior areas had to be washed and sanitized. In many office areas, warped and broken paneling and wallboard had to be removed. Most of the aircraft evacuated to Pittsburgh were brought back to Harrisburg International Airport. Emergency power was installed in areas of Building 134 and temporary offices were set up in the second floor of the operations branch which was not flooded. The 24-hour command post operation was terminated and all Air National Guard technicians and military work teams were returned to normal duty status. , security operations continued on a 24-hour basis for all Air National Guard facilities as access to buildings could not be controlled because of water damage to windows and doors. Return of the EC-121 was delayed until the electrical lighting system at the aircraft security parking compound was restored. In the meantime the mission aircraft were controlled by 24-hour security at the Greater Pittsburgh Airport. But the clean-up was far from complete. Rehabilitation at the Air National Guard complex continued through September 1972 as five PaANG Civil Engineering flights performed their annual training at Harrisburg International Airport. In addition to our own 193rd Civil Engineering Flight, we hosted the 171st, 111th, 201st and 112th Civil Engineering Flights. The first request for domestic help by the 193rd came around noon on Thursday, 22 June, when a 2% ton truck was requested to assist in evacuating families from the Highspire and Lisa Lake areas. By nightfall, additional trucks and buses from our unit were in use evacuating supplies to evacuation centers. Our 193rd vehicles and personnel were also used to transport families from evacuation shelters to the Penn State Capitol Campus dining hall where an emergency feeding center had been established. Additional unit resources were used by the Harrisburg International Airport management as our emergency radios were used because all telephone service was inoperative. Eight boxes of payroll records were removed from the Pennsylvania State Payroll Department building in the threatened airport complex. Air Guard security police and augmentees controlled vehicular and pedestrian traffic at the Vine St. bridge in Middletown over the first dreadful flood weekend. Requests for help poured in as the flood waters rose higher. Four trucks and two drivers were dispatched to the former Pantry Pride supermarket in the Olmsted Plaza. The store was threatened by the flood, and the food was offered for use in various refuge centers. Twelve truckloads of food were moved to higher ground and the evacuation centers. Throughout the weekend, our personnel continued security operations at the Harrisburg International Airport. Also, teams from the 271st Mobile Communications Squadron at the Harrisburg International Airport as well as the 112th Tactical Control Flight at University Park were dispatched to the Wilkes Barre area to establish a 24-hour communication station in support of Pennsylvania Army National Guard operations.

By Monday, 26 June 1972, Air National Guard domestic support was stabilized and newly instituted emergency support operations centered on providing assistance for the Pennsylvania Department of Transportation for restoration of commercial airport operations. The support was primarily directed toward providing heavy equipment such as front end loaders, forklifts, cranes, sweepers and dump trucks plus operators to remove debris from the airport runway, taxiways and parking ramps. Also a C-121C aircraft was dispatched to Ohio to pick up a transformer for the Harrisburg International Airport control tower. The tower transformer was damaged by the flood and a replacement was needed to return the tower to operational status. The 201st Civil Engineering Flight also used their "Red Horse" process in the Wilkes-Barre area during the Agnes clean-up operations. On 3 July 1972, an element of 10 members and four tractor-trailers loaded with dozers, a loader and grader plus a truck left their new home at Indiantown Gap Military Reservation headed for the Wyoming Valley land fill area. From 4 July to 11 July, the 201st civil engineers battled heavy rains and muddy conditions to process a daily average of 22,000 tons of flood refuse and debris. For the next three days, 201st equipment and personnel were used to clear roads and parking lots as well as demolish and clear buildings damaged beyond repair by the flood waters. By the evening of 13 July, all 201st equipment and personnel were back home and support action was terminated. From 22 June through 15 July a total of 1,681 training man days were used by airmen and officers of the 193rd TEW Group. The 112th Tactical Control Squadron used 36 training days; the 271st Mobile Communications Squadron, 312 days; the 211th Electronics Installation Squadron, 200 days; and the 201st Civil Engineering Squadron utilized 166 training days for flood related support. Coordinating the entire Air National Guard support was the job of our State Headquarters which spent 26 man days on the effort. The actions of the PA Air National Guard, particularly the units of the 193rd and our tenant units, in support of the Hurricane Agnes Flood emergency showed that the units have the capability to respond to domestic emergencies.

The energy crisis and increased fuel prices had a dramatic effect on the 193rd TEW Group. The January 1974 Scope was cautioning members that "If (gasoline) rationing becomes a reality, members of the Air Guard will not be immune from the controls . . . commuting to duty will have to come out of your allotment of gasoline for that particular month." Gasoline rationing never materialized; A 22 December 1973 Defense Department directive grounded all National Guard flying — their fuel for training flights reallocated as a reserve for commercial airlines. Major General Harry J. Mier, Jr., the State Adjutant General criticized the grounding in a letter to U.S. Senator Hugh Scott, "The capability of the National Guard has been completely paralyzed by its inability to respond to and meet with worldwide situations as it has most capably and successfully done in the past. General Mier also claimed that while the Defense Department said the Guard was a vital part of the overall U.S. defense posture, the decision to ground National Guard aircraft seemed to indicate otherwise. Active duty training flights were reduced by only 30% while the Guard and Reserve were completely grounded. More complications arose as Guard air crews, unable to put in their required monthly flying time, would lose their ratings. Deterioration of aircraft was yet another consideration as they sat idle on their apron. On 7 January 1974, the Defense Department lifted its 16-day old ban on training flights after receiving a 2 percent increase in fuel allotments for the first three months of 1974.

Members of the 193rd TEW Group were on the move in 1974. In June, two plane loads of guardsmen took up temporary residence at Howard Air Force Base in Panama to train and perform in an "out-of-the-area" environment. The deployment also gave U.S. military commands in the Canal Zone an opportunity to learn of the mission capabilities of the 193rd.

In the fall of 1974 most area newspapers were chock-full of feature stories about the 193rd TEW Group's participation in the NATO Exercise Reforger VI, 19 September to 20 October 1974 in Southern Germany. Over 200 TEW Group members made up the only national guard unit in the nation to participate in this European exercise.

Being the only Guard unit with electronic warfare capabilities, two EC-121 flew daily missions. The deployment was carried in three phases, with air crews, maintenance technicians, supply and administrative support specialists being on station at Ramstein Air Base from ten to seventeen days.

This was another year of active participation in a variety of NATO and Defense Department exercises. Elements of the 193rd TEW Group were deployed to the southwestern United States for Gallant Shield 1975 in April, to Germany for another NATO Reforger exercise in the fall, and to Nellis Air Force Base, Nevada, for Red Flag I in December.

Over 500 members of the 193rd including air crews, maintenance personnel, supply and administrative personnel were on home station active duty in June for the U.S. Atlantic Command's Joint Solid Shield 75 exercise. Daily sorties by EC-121 crews were flown to the Carolina coasts. This exercise brought together all branches of the U.S. Armed Forces for command/control exercises.

A glance at the 1976 exercise schedule is all one needs to realize just how important the 193rd TEW Group's mission really is. There were nine scheduled exercises planned for literally all over the world. From Nevada for Red Flag II and California for Bold Eagle 76 to Germany for another Reforger and Norway for a NATO exercise. The 193rd has certainly earned its growing reputation in the worldwide deployment business.

As maintenance and other support personnel accompanied aircrews on deployments throughout the year, other units performed annual training on their own. In the fall, the Fire/Crash Rescue Department and Chief Charles Kline spent two weeks at Plattsburgh Air Force Base, New York, for live fire and academic training.

Perhaps the most drastic change was the retirement of the "grand old ladies" affectionately known as Connies. After flying the EC-121 for sixteen years, the Group began an aircraft conversion to the C-130 .

The conversion was a gradual one with the first "Here" (Aircraft #9816) transferred 5 Aug 1977 while the last EC-121 (#54164) did not depart until 14 May 1979 for the aircraft storage site at Davis-Monthan Air Force Base, Arizona. The Hercules is the seventh different mission aircraft flown by the unit since 1946.

One might say the unit had a real romance with the "Connies" because she never let us down on a single daily sortie for six months in the torrid heat of Korat Air Base. For that Commando Buzz, she earned for us an Air Force Outstanding Unit Award with V Device.

But we really put the ol' girl to her test on the '74, '75 and '76 Reforger exercises. And she performed magnificently on these NATO maneuvers — to include sorties from 3 A.M. to well after dark. And we can't forget her performances in the Las Vegas desert and the many Red Flag exercises.

Virtually everybody in the Group will be involved in the conversion to the C-130. For the maintenance squadron, the C-130 turbo-prop engine in place of the reciprocating type presented a training challenge. The propeller shop had to transition to a completely new system.

Even the fuel used by the C-130s was different. So while both models were in use, both types of fuel had to be stored. The warehouses were bulging with C-130 parts, but we also had to keep C-121 parts available until the last Connie left.

The fire and crash rescue people had to learn new major access areas, emergency shutdowns, and entrances and exits. This retraining had to be learned before the C-130 was flown.

All of the pilots and navigators had to undergo many months of schooling and training because of the equipment differences.

The final flight of the unit's last C-121 came 9 November 1977 as "Connie" #54-180 left Middletown to join nearly 5,000 abandoned aircraft at Davis-Monthan Air Force Base.

There was more than just new aircraft in the unit's future. Late in the year rumors of new Air National Guard facilities at Harrisburg International Airport were finally confirmed. Our organization had just been authorized to develop a plan for a group of new buildings in the area between the motor vehicle and the secure aircraft parking compound.

Also in December — another name change. The unit designation Special Operations Group that we received just nine months ago was changed back to the 193rd Tactical Electronics Warfare Group. Our mission remained unchanged, and we were still attached to the 1st Special Operation Wing at Hurlburt Field, Florida.

Transition continued into January 1978 as we received the last two C-130s, one from Lake City, Florida and the other from Warner Robins Air Force Base, Georgia. Our total inventory of C-130s is eight with all eight C-121s out of our hands and into retirement.

Of the eight, four C-130s were undergoing EC (Electronic Combat) configuration by Lockheed Aircraft at Ontario, California.

In May 1978, the 193rd TEW Group received our third U.S. Air Force Outstanding Unit Award in eight years. This award was earned by our participating in nine Joint Chiefs of Staff exercises from 1 December 1975 to September 1976.

In addition to a busy schedule of exercises planned for the 193rd, the 193rd Communications Flight completed their 1978 annual training at Williams Air Force Base, Arizona 1-15 April. To the other extreme, the 193rd Civil Engineering Flight, spent its annual training at Gabina Air Force Station, Alaska, which is really a suburb of the Arctic Circle.

Members of the fire and crash rescue department spent their summer encampment at Collins Air Force Station, Michigan, while the Food Services Section was at Gulf-port, Mississippi for their encampment. The Combat Support Squadron spent their summer encampment at Hurl Burt Field and integrated into the 1st Special Operation Wing's operation. Members of the 193rd TAG Clinic per-formed two weeks training at the Shaw Hospital, Shaw Air Force Base, South Carolina.

Meanwhile, structural and mechanical problems on the C-130s required maintenance crews to work at a fever pitch to keep the aircraft flying. Despite the excellent work of the maintenance squadron, the initial condition of the C-130s resulted in a 75% sortie ratio for a short period of time. as the aircraft were going through modification stages, they were equipped with the latest navigational systems available.

Testing of the first modified EC-130 occurred late in 1978 in Ontario, California, with a delivery date planned for early in 1979.

The 193rd enlisted barracks across from Headquarters was closed for massive interior and exterior renovations slated to begin in December 1978. Meanwhile, a ground-breaking ceremony was held in December for the Aircraft Corrosion Control Hangar, the first of many new buildings on the drawing boards for the 193rd. It was to be built at the eastern end of the airport just off the secure aircraft parking area on a 36.62 acre parcel dedicated to Air National Guard development. This was the roster of key officer personnel of the 193rd TEW Group at the end of 1978:

Change was apparent in many areas of the 193rd TEW Group. The command structure had just been changed from two deputy commanders (one for operations in charge of all flying matter and the other for resources responsible for managing money and materials) to a tri-deputy structure. The third member was the maintenance deputy to control all aircraft maintenance.

Excitement was heavy here on 16 March as the first EC-130 arrived at Harrisburg International Airport fresh from mission modification by Lockheed in California.

But... just twelve days later that excitement turned to anxiety as the worst accident in a U.S. nuclear power plant occurred within eyesight of Herk's parking spot. The next three months were very hectic not only because of our involvement with Three Mile Island, but also the C-121/C-130 conversion was to be completed. The four giant cooling towers at the nearby Three Mile Island Nuclear Generating Facility were scarcely noticed anymore. After all, since 1974 they have been part of the landscape to guardsmen driving to drill . . . walking around the complex ... or flying in and out of the airport. But a shadow of doubt covered the nuclear generation of power as an energy source when the worst accident in a nuclear power plant to date occurred within sight of our Group complex at Three Mile Island. By virtue of our National Guard dual

mission, our proximity to the site, available equipment, facilities and manpower, the 193rd played an integral part in supporting those who responded to the TMI emergency. At 4:00 AM on Wednesday, 28 March 1979, a combination of human errors and several mechanical problems at TMI triggered what was known as the worst accident in a U.S. nuclear power plant. Apparently pellets of enriched uranium fuel overheated and melted through the tubes that contained them. This led to the unnoticed escape of an unmeasured amount of radioactive vapor into the atmosphere for three hours. Pennsylvania officials were notified of the problem at 7:00 AM; the public received the first news report at 8:00 AM; and at 11:30 AM the official state press briefing reported that everything was under control and that no danger to public health and safety existed. As events at TMI unfolded that Wednesday, the extent of the "incident" became more involved. The first request for service from the 193rd was for hourly radiation readings at Harrisburg International Airport to be performed by the Disaster Preparedness Team. As a preventive measure, unit personnel remained indoors as much as possible and Friday's flying schedule was cancelled with the exception of one departure. Also on Friday, President Jimmy Carter sent his personal representative, Harold R. Denton, Director of the Nuclear Regulatory Commission, to the reactor site. Our 193rd Motor Pool provided transportation for the NRC with MSgt Irvin W. Peters and MSgt Dennis L. Ebersole serving as personal drivers. By Saturday, 31 March, Group Commander, Col. N.J. Bereschak authorized an around-the-clock operation. A variety of material, equipment, and passengers began arriving at Harrisburg International Airport to solve the mysteries of the TMI incident. Flight line personnel, load-masters and security policemen were kept busy at the Air National Guard complex. Three C-123s laden with 18,000 pounds of lead bricks arrived. They were unloaded and trucked to TMI to be used to build radiation shielding. A USAF C-5A delivered weather equipment used to feed temperature, atmospheric pressure, and wind speed readings into a computer in California which enabled the NRC to calculate the characteristics of radioactivity patterns. The day was finally over after flight line personnel and loadmasters helped to unload two C-141s carrying a total of 83,000 pounds of lead bricks. On Sunday, 1 April, President Jimmy Carter and his wife Rosalynn arrived at Harrisburg International Airport, via the Presidential helicopter, to get a first-hand look at the situation. They were taken to a special briefing room set-up on the second floor of the 193rd TEW Group headquarters building. Governor Thornburgh's office requested the 193rd make office space available to Metropolitan Edison, General Public Utility, and the Nuclear Regulatory Commission. Our second floor training area at the east end of building #26 became the Command Post for the NRC and many other industry nuclear experts as they brain-stormed ideas for cooling the nuclear reactor to avert a "meltdown."

It was more than a month after that fateful morning of 28 March 1979 until everything at the 193rd settled back into routine. Technicians and guardsmen who contributed much time and effort into helping to avert a disaster finally had a chance to reflect upon what could have happened at TMI.

On 2 April the next to last EC-121 departed Harrisburg International Airport bound for Lackland Air Force Base, Texas, and permanent static display. The second mission-modified EC-130 arrived here from California on 9 May and five days later the final "Connie" (#54164) left here for her Arizona retirement.

Also on 9 May, construction of the \$1,590,000 corrosion control/fuel cell repair hangar began. Meanwhile the barracks remodeling project ran out of supplies right along with money for man-hours in the middle of 1979.

The Connie was not the only unit representative heading to the sunny southwest. Thirty members of the 193rd Communications Flight spent two weeks in May at Williams Air Force Base, Arizona, working with the regular Air Force communications people. Along with the daily work schedules, the 193rd members constructed and installed an antenna.

From 9 to 23 June, members of the fire and crash rescue department provided support for summer training activities for guard units at Alpina, Michigan.

The eleventh anniversary of the first female to be enlisted in the Air National Guard was marked on 1 July. There were 94 women serving in the TEW Group, 10% of our assigned strength of 932 enlisted and officer personnel. One of those 94, TSgt Loretta Chubb, became the first female first sergeant in the Group and in the state of Pennsylvania. TSgt Chubb replaced TSgt William Marten as first sergeant of the 193rd Combat Support Squadron.

The most notable retirement occurred on 21 November 1979 when our Group Commander, Colonel Nicholas J. Bereschak retired after more than 36 years of combined service.

Succeeding Col Bereschak as Group Commander was LTC Robert E. Harris, Deputy Commander of Operations. LTC Harris joined the 193rd as a pilot in 1962 and has flown the C-121 to almost every continent in the world. He was also Chief of Safety.

On 20 December, Major General Richard M. Scott, State Adjutant General dedicated the new Corrosion Control and Fuel Cell Repair Hangar. Built to C-130 specifications, the building was to be used by the Aerospace Systems Section of CAM Squadron's Field Maintenance Branch

The enlisted barracks across the street from the headquarters building was sufficiently completed for occupancy by the June UTA. After more than a year of living in contract quarters, the guardsmen "came home" to stay.

By mid-1980, the assigned strength of the 193rd TEW Group totaled 1,178 members — 825 enlisted, 228 full-time technicians, and 125 officers.

From May to June, over sixty 193rd TEW Group members assisted in the historic Cuban Refugee Operation as thousands of the refugees landed at Harrisburg International Airport to be transported to a camp area at Fort Indiantown Gap. Our unit was responsible for establishing and operating the airlift operations center often up to 24 hours a day.

1980 As of 6 October, the name Tactical Electronic Warfare Group was no more. Our unit was renamed the 193rd Electronic Combat Group with our electronic warfare mission remaining unchanged.

With the assigned personnel strength of the 193rd Electronic Combat Group peaking at 101% of authorized strength — around 970 enlisted and officer personnel — there was one retirement noted. TSgt Frank Thomas, material storage and distribution supervisor with the 193rd Resource Management Squadron retired in January following 41 years of service.

Construction began in June on the Engine Inspection and Repair Facility, the second new building in the planned complex. Plans were being completed for the new operations building and the aircraft maintenance hangar.

As the winter of '81 approached, construction reports indicated that construction of the engine inspection and repair building was 85% complete. Bids for the construction of the roads and utilities for the entire guard complex were out. The maintenance hangar and the operations building were 95% designed.

Construction activity was fast-paced this year as construction began on the aircraft maintenance hangar. Negotiations on the operations building continued into the fall, and preliminary plans for the resources facility were approved by the Air Force Regional Engineer. Road construction in the new complex was completed in 1982 while installation of the perimeter security fence began in August.

On 8 October groundbreaking ceremonies were held for the \$2.1 million Electronic Combat Squadron/Telecommunications Building. The 30,000 square foot facility was designed to serve as a combined command post and flight operations center with air crew briefing rooms, classrooms, and administrative offices. In addition, the Group's ground communication center and life-support facilities were designed into the building.

By the end of 1982, funds for the Resource Management building and warehouse were approved. It was planned that architectural and engineering work be completed in twelve months so construction could begin in early 1984. Also, by November 1982, the 193rd had been notified of the impending transfer of the 193rd and other special operations forces from Tactical Air Command back to the Military Airlift Command. When the 193rd was the 140th Air Transport Squadron, the unit was attached to the Military Air Transport Service, a predecessor to MAC.

On 1 March 1983, the 193rd Electronic Combat Group experienced another transition... a change of major command from the Tactical Air Command to the Military Airlift Command.

The change came about as the Air Force consolidated its Special Operations and Combat Rescue Resources to produce the 1st Special Operations Wing at Hurlburt Field, Florida. The wing included: our 193rd Electronic Combat Group; 1st Special Operations Squadron at Clark Air Base, Philippines; 7th Special Operations Squadron at Rhein-Main, Germany; and helicopters at Howard Air Base, Panama.

The consolidation required no movement of flying units, no major reconstruction, and minimal personnel changes. The areas influenced the most by the change were orders, correspondence, regulations and other publications, forms, and the change of the TAC patch to the MAC patch on all fatigue clothing.

On Saturday, 15 October 1983, the General Aircraft Maintenance Hangar was officially dedicated, two months ahead of the scheduled completion date. Ground was broken for the \$3.2 million hangar in August 1982. In addition to the large hangar area, the facility contains avionics, pneudraulics, tire and wheel, metals fabricating, electrical and environmental shops, plus a variety of office, administrative, and training areas. The new hangar is the fourth building completed in the \$20 million complex. Facilities remaining in 1983 to be built: aerospace ground equipment shop, a supply ware-house/resource management facility, civil engineering/fire station, and an operations and training facility.

Effective 1 October 1983, the name of our unit was changed 'from Electronic Combat to the 193rd Special Operations Group. The flying squadron's name also changed to the Special Operations Squadron. This brings our Group name into conformance with the 1st Special Operations Wing at Hurlburt Field, Florida. There was no change in mission or aircraft.

Great strides were made in 1983 in the construction of our new complex at the eastern end of the international airport. In July, hundreds of spectators braved the sweltering 95 degree weather and oppressive humidity to participate in the dedication of the new Squadron Operations/Telecommunications Building.

The \$2.1 million facility is the third building in the new complex to open. It houses the Command Post, Intelligence offices, Standardization/Evaluation, Base Operations, Flight Training, Life Support, Deputy Commander for Operations and Special Operations Squadron Commander's Offices.

OPERATION URGENT FURY The 193rd Special Operations Group began training many years prior to the mission that began in the early morning hours of 25 October 1983, a mission called Urgent Fury. Several days prior to the United States invasion of the Island of Granada, one Coronet Solo aircraft departed Harrisburg International Airport with 17 volunteers from the 193rd bound for a classified mission. Personnel were briefed enroute that the mission was going to Roosevelt Road Naval Air Station, Puerto Rico for a special exercise. When the actual invasion began on 25 October, the EC-130E was in position to begin its psychological mission of broadcasting. Throughout the initial stages of the invasion, Coronet Solo provided pre-recorded radio programming to the residents on "Spice Island." Coronet Solo was an integral part of the invasion force providing the inhabitants with the information regarding the government's status, life-threatening situations and reports concerning health and welfare. Several days later, the 193rd re-deployed to the Island of Barbados and began flying missions in and out of Point Salines. The official cessation of hostilities ended on 2 November 1983, but the 193rd SOG remained for an additional three weeks before the mission was completed. It was nearly one year later that the public and many Guard members became aware of the role the 193rd actually played in the invasion. A book entitled "Air War Grenada" by Stephen Harding actually defines part of the mission accomplished by the 193rd. Two medals were awarded participants in Urgent Fury, the Air Medal and the Armed Forces Expeditionary Med-al. Approval for the medals was granted in March 1985, and they were awarded at a variety of ceremonies later in the year.

The year began with a rousing hurrah as the 193rd received our fourth Air Force Outstanding Unit Award. The award was given for our performance in support of the exercises during the period of 1 January 1981 to 31 December 1982.

Early in the year, military members who took part in the Grenada operations last year were told they qualified for the Armed Forces Expeditionary Medal to be awarded at a future date.

Before the end of 1984, the 193rd Special Operations Group saw the first change in Group Commanders since May of 1956. Colonel Robert E. Harris was transferred to Air National Guard Headquarters at Fort Indiantown Gap and assigned the duty of Commander of the Pennsylvania Air National Guard, a position held by Major General Frank H. Smoker, Jr. General Smoker continued as Deputy Adjutant General for Air.

During 1984 the 193rd lost a combined 345 years of military experience as eleven members (each with 24 or more years of military service) retired from the Air National Guard.

LTC Boggs first served as Commander of the Operations Squadron in 1972-1973. He became the squadron operations officer in June 1973 and was appointed Commander in May 1982.

1985

The new year began with an update on the construction in our new complex. The new Resource Management building was moving along on schedule with a formal dedication program planned for late summer of 1985. Meanwhile, the National Guard Bureau had authorized \$1.8 million for construction of the combined Civil Engineering/Fire and Crash Rescue facility. This building brings together both civil engineers and the fire department for the first time in the unit's history.

Our building program wasn't the only one concerned with physical improvement in 1985. Our Group Commander, LTC Thomas L. Cope, announced another phase of physical fitness to the members and explained how the new Physical Fitness Evaluation Program would be implemented later in the year.

On 1 June, 1985, Lieutenant Colonel Adolph P. Hearon became the Commander of the 193rd Special Operations Group and its preceding units. Formerly Deputy Commander for Maintenance and Commander of the Consolidated Aircraft Maintenance Squadron, LTC Hearon has been a unit member since 1972. A command pilot, he has over 8,500 hours of flying time in eleven different aircraft, including more than 2,000 hours in EC-130E aircraft.

Real world support kept several units busy in September. A force of 17 security police from the 193rd Weapon Systems Security Flight deployed to Willow Grove Naval Air Station on 21 September to augment the 11th TAS Group's security force. Over 400 demonstrators threatened Air National Guard and U.S. Navy resources at the station, but they were contained at the main gate and no damage was done.

Early in September, 22 members of the 193rd assisted in the investigation and clean-up of the 9 September crash of an Ohio Air National Guard A-7 at Fort Indiantown Gap. Security Police secured the crash site while the photolab took photos and videos for crash investigators.

Members of our fuels section and our unit's flying safety office, MAJ Walter Eichelberger, assisted in the investigation.

1986 From 12 to 30 March, 101 SOG members flew to Osan AB, Republic of Korea to participate in Exercise Team Spirit 86. Four unit aircraft made the trip along with an Air Force C-141 which carried support personnel.

Team Spirit '86 was a Joint Chief of Staff directed US/ROK combined field training exercise conducted in Korea from 18 to 27 March. The exercise was designed to increase combat readiness of ROK and U.S. ground, naval, marine, and air component forces through training in joint operations in Korea.

On 26 April, 45 members of the 193rd were "on the road again" . . . this time to Rhein-Main AB, Germany, to support Exercise Flintlock '86, a Joint Chiefs of Staff exercise lasting to 11 May.

The 193rd participated in another Joint Chiefs of Staff exercise during the same time frame, 30 April to 10 May. Exercise Ocean Venture '86 saw the deployment of 45 unit members and one EC-130E to Roosevelt Roads Naval Air Station, Puerto Rico, to demonstrate U.S. capability to protect forces in the Caribbean Basin.

Those were not the only exercises we supported in 1986. The Strategic Air Command requested the 193rd to deploy to March AFB, California and Pease AFB, New Hampshire during the 8 to 15 June time frame for Exercise Global Shield '86.

To demonstrate U.S. capabilities to protect national interests in a desert environment was the purpose of Exercise Gallant Eagle '86, another Joint Chiefs exercise. From 23 July to 3 August, 68 unit members and two aircraft were based at Davis-Monthan AFB, Arizona.

Perhaps the most exciting event in ten years at the commercial end of the airport occurred on Monday, 8 December when the new \$14 million passenger terminal was put into operation. The new terminal expanded the operating space three times over the former terminal which was originally built to be our Air Guard nose dock hangar. The state took occupancy of the hangar in 1967 and quickly converted it into a terminal.

The busy year ended on a very optimistic note with the long-awaited announcement that bids were to be sought starting in December for construction of a 43,000 square foot Operations and Training Building in the new complex.

The nearly \$5 million O & T, or headquarters building, will contain the Group Commander's Offices, space for all unit support functions such as personnel, administration, a photo lab, closed-circuit television studio, recruiting, chaplain, legal, public information, and social actions offices. In addition, the two-story building will house security police offices, a 250-seat capacity dining hall and kitchen, medical facility, and rehearsal facility for the 553rd Air Force Band. About 250 personnel will be assigned to the building. Construction is to begin mid-March 1987,

and completion is scheduled for summer 1988. Also scheduled for construction is the ground-support equipment shop. These two projects complete the original construction phase which began in 1980 and totals between \$15 million and \$18 million.

Air Force Order of Battle

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