

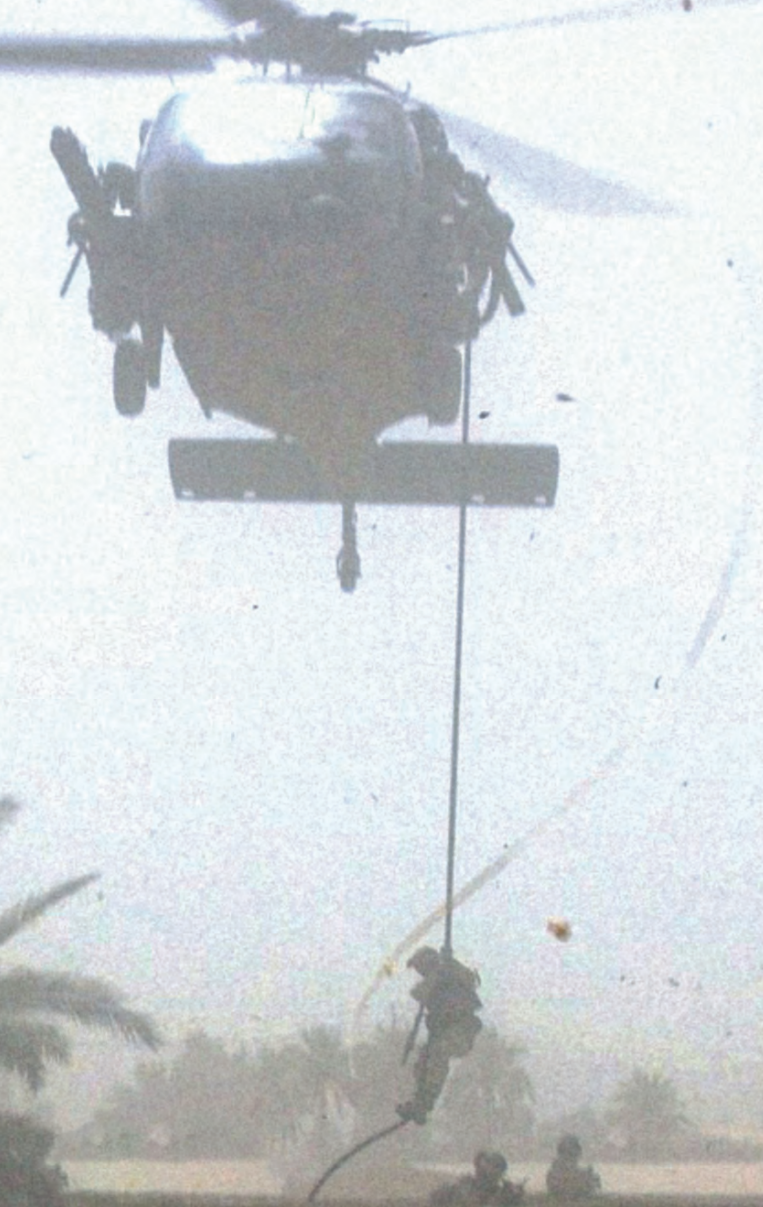
# 160th

Special Operations Aviation Regiment

Historical Handbook



USASOC HISTORY



# Contents

---

- 1 ARSOA Timeline, PART I: 1903–1979
- 25 ARSOA Timeline, PART II: 1980–2015
- 49 ARSOA Insignia
- 55 Night Stalker Creed
- 57 Night Stalker Training & Qualifications
- 65 ARSOA Organizational Evolution
- 71 Select Biographical Sketches
- 83 Acronyms
- 89 Further Reading





# Historical Timeline

---

## Part I

# TIMELINE / PART I

Part I of the Army Special Operations Aviation (SOA) timeline begins in 1903 with the Wright brothers' first successful flight, and ends in 1979 with the onset of the Iran Hostage Crisis. During this highly formative period, the U.S. Army went from having no fixed- or rotary-wing aviation capability to adopting both platforms; to increasingly 'divorcing' itself from fixed-wing aviation with the creation of a separate U.S. Air Force; to being able to rapidly transport large combat formations to the battlefield via helicopters. This evolution stemmed from refinements in aviation doctrine and organizations, as well as from significant improvements in airframes and aviation technology, from the Army's first dedicated helicopter, the Sikorsky XR-4 *Hoverfly*, in 1942, to the UH-60A *Black Hawk* in the late 1970s.

This period also witnessed the advancement of U.S. Army special operations forces (SOF). Milestones included the revival and deployment of psychological warfare (psywar) and Ranger units during the Korean War; the establishment of the Psywar Center in 1952 to command and train psywar and Special Forces units; the 1952 activation of the 10th Special Forces Group (SFG) to conduct UW, followed by additional SFGs; and the 1974 resurrection of Ranger battalions. U.S. Army aviation and SOF paths increasingly converged during the Cold War. This was evidenced by the establishment of aviation units in the Special Warfare Center and the SFGs, as well as aviation support to combined forces in Southeast Asia. However, the need for a permanent, dedicated U.S. Army SOA unit would not be fully realized until tragedy struck in the desert of Iran in April 1980, the starting point for Part II of the Army SOA timeline.

Army Special Operations Aviation/160th SOAR

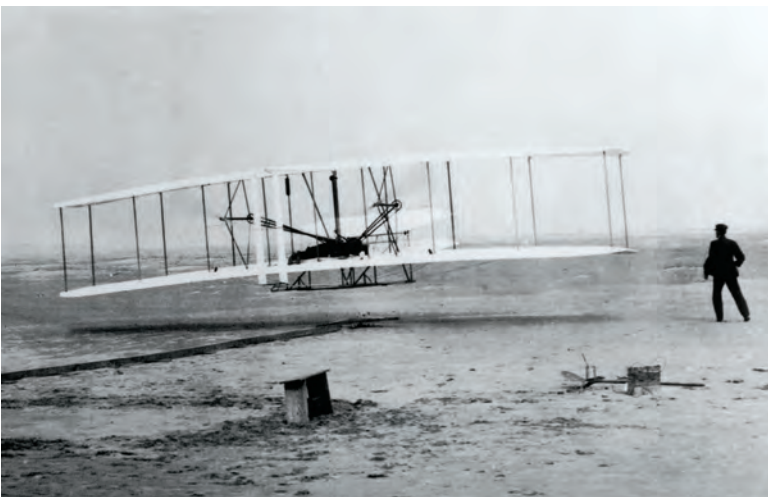
Special Operations Forces

Armed Forces Aviation

Armed Forces

National/World Event

LEGEND



Wright brothers' first flight, 1903

## ORIGINS OF U.S. ARMY FIXED- AND ROTARY-WING AVIATION

**1903, December 17** The Wright brothers make the first successful airplane flight near Kitty Hawk, NC.

**1907, August 1** U.S. Army Signal Corps Aeronautical Division is established.

**1908, May 19** Signal Corps Lieutenant (LT) Thomas E. Selfridge becomes the first soldier to fly an airplane.

**1909, July 27** **First official Army test flight.** *Orville Wright (pilot) and Army LT Frank P. Lahm (observer) fly the 1909 Military Flyer near Fort Myer, VA; after a second test flight on 30 July, Army buys its first airplane for \$30,000.*

**1914, July 18** **U.S. Congress creates an Aviation Section in the U.S. Army Signal Corps.**

**1917, April 6** **U.S. Congress declares war on Germany, entering World War I.**

**1918, May 24** **U.S. Army Air Service is organized.**

**1918, November 11** **Armistice ends hostilities of World War I.**

**1921, July 21** **Aircraft bombers sink the battleship *Ostfriesland* during a staged offshore exercise.** *Brigadier General (BG) William L. Mitchell uses this event and similar others to proselytize air power.*

**1926, July 2** **U.S. Army Air Service becomes the U.S. Army Air Corps.**

**1932, June** **U.S. Marine Corps field tests the Pitcairn OP autogyro aircraft in Nicaragua, but soon rejects it due to poor range and weight capacity.**

**1935** **U.S. Army purchases seven Kellett KD-1 autogyro aircraft for evaluation purposes.**

**1938, January** **War Department expands rotary-wing research and development beyond autogyro aircraft to helicopters.**

**1939, September 14** **Igor I. Sikorsky test flies his single rotor VS-300 helicopter for the first time, in Stratford, CT.**

Army aviation pioneer BG William L. Mitchell

Pitcairn OP-1 autogyro aircraft / Kellett KD-1 autogyro aircraft

Sikorsky flies the VS-300





## NEW AGENCIES, NEW HELICOPTERS, NEW TACTICS: AVIATION DURING WORLD WAR II

**1941, June 1** U.S. Army Air Forces (USAAF) is created by merging the U.S. Army Air Corps and the Air Force Combat Command.

**1941, December 7** Japanese Attack Pearl Harbor. U.S. Congress declares war the next day (WWII).

**1942, May 30** Sikorsky XR-4 *Hoverfly* helicopter is accepted by the USAAF; Army contracts for fifteen YR-4A helicopters in December. *This marks a shift from autogyros to helicopter development.*

**1942, June 6** Army Aviation 'Birthday' tied to the creation of the Department of Air Training at the Field Artillery School.

**1943, May 6** In an R-4 *Hoverfly*, USAAF Captain H. Franklin Gregory makes the first helicopter ship landing on the SS *Bunker Hill* in Long Island Sound, NY. A U.S. Navy (USN) *Pitcairn OP* autogyro did this in 1932.

**1944, April 21–27** First helicopter combat rescue and medical evacuation in history. USAAF Second Lieutenant (2LT) Carter Harman, 1st Air Commando, flies an R-4A from India to rescue three wounded British Chindits and a U.S. L-1 pilot shot down in Burma.

R-4 Hoverfly





R-6 Hoverfly II

**1944** **USN Landing Ship, Tank (LST) is converted into a USAAF Aviation Depot Maintenance vessel to follow USAAF squadrons supporting the U.S. 'island hopping' campaign to Japan (Operation IVORY SOAP).** *While shuttling fixed wing repair parts to forward island bases, the R-4 and new Sikorsky R-6A Hoverfly II are diverted to fly combat medevac missions in the Philippines.*

**1944, July 12** **USAAF Helicopter Pilot school opens at Freeman Field, Seymour, IN.** *Cadre is trained at Sikorsky Aircraft plant in Stratford, CT.*

**1945, May 8** **Victory in Europe (V-E Day).**

**1945, August 15** **Emperor Hirohito declares end to fighting after USAAF drops Atomic bombs on Hiroshima (6 August) and Nagasaki (9 August).** *Japan formally surrenders 2 September 1945. U.S. military helicopters coming out of WWII include the R-4, R-5 (later H-5), and R-6 models.*

**1947, July 26** **President Harry S. Truman signs the National Security Act of 1947.** *This act separates the U.S. Air Force from the U.S. Army. The NSA and its later amendments transform the War Department into the Defense Department with separate service departments and staffs.*



**1948, June 24–1949, May 12** **USAF-led Berlin Airlift begins.** *It marks the beginning of the Cold War between the U.S. and Western democracies and the Soviet Union and their Communist allies. The U.S. adopts a Cold War policy of ‘containment’ to prevent the spread of Communism worldwide.*

**1948, June 11** **USAF Regulation 65-60 establishes prefix letter codes by aircraft type.** *Fighters = ‘F’; Bombers = ‘B’; Reconnaissance = ‘R’ before ‘F’ or ‘B’ aircraft; Cargo = ‘C’; and Helicopters = ‘H’, which the Army adopts for its helicopters.*

## **THE KOREAN WAR: HELICOPTERS COME INTO THEIR OWN**

**1950, June 25** **Communist North Korea invades South Korea, beginning the Korean War.** *Truman commits the U.S. military in support of the United Nations Security Council without a formal congressional declaration of war.*

**1950, November 22** **2nd Helicopter Detachment, Eighth U.S. Army (EUSA), arrives in Korea with four H-13B Sioux helicopters.** *Four Army helicopter ambulance detachments serve in Korea; in December 1952 they become the 1st Helicopter Ambulance Company, deactivated on 27 July 1953. H-13s will transport over 18,000 casualties by the end of the war.*

**1951, January 3** **First Army helicopter medical evacuation in Korea.** *First Lieutenant (1LT) Willis G. Strawn and 1LT Joseph L. Bowler fly the mission.*

**1951, January 15** **EUSA creates a guerrilla command.** *Popularly known as ‘8240th Army Unit,’ this command*

USAF and USN WWII-era H-5 helicopters performed the vast majority of rotary wing missions in Korea during the first year of the war.

H-13 Sioux

*organizes, trains, and directs Korean guerrillas in support of UN war aims. It is supported by helicopters from all services.*

**1951, February** **The first Hiller H-23 Raven helicopters arrive in Korea.** *Although fewer in number than the H-13, they prove critical to the medevac role, as does the Sikorsky H-5.*

**1951, March 23** **USAF Sikorsky H-5s perform medevacs for the 187th ARCT and 1st and 2nd Ranger Infantry Company during Operation TOMAHAWK at Munsan-ni, South Korea.** *USAF and USN H-5s continue to conduct downed aircrew recoveries, medevacs, and rescues of special operations teams.*

**1953, March 20** **H-19 Chickasaws from the 6th Transportation Company perform the Army's first helicopter cargo and troop transport mission in Korea, in support of 3rd Infantry Division.**

**1953, July 27** **Armistice signed, ending active fighting in Korea.** *U.S. military helicopters coming out of Korea include the H-13, H-19, and H-23 models.*

## **U.S. ARMY ROTARY-WING AVIATION MATURES, 1950s–1960s**

**1954, March 8** **The CH-34 Choctaw utility helicopter debuts at Sikorsky in Stratford.**

**1954, August** **The U.S. Army receives its first H-21C Shawnee helicopters.** *An effective troop and equipment transport platform, the two-rotor Shawnee 'flying banana' is also tested for use as a gunship.*

H-23 Raven

H-19 Chickasaw

H-34 Choctaw







**1954, November 1** Army Aviation School moves from Fort Sill, OK, to Fort Rucker, AL.

**1955, February 1** U.S. Army Aviation Center is established at Fort Rucker.

**1955, February 23** The Army picks Bell Helicopter to build its first turbine-powered helicopter. *The winning design, the XH-40, will become the HU-1 (later UH-1) Iroquois, better known as the Huey.*

**1956, Summer** The Army procures the Sikorsky CH-37 Mojave medium-cargo helicopter. *It is later made obsolete by the CH-47 Chinook, still one of the three main airframes of the 160th Special Operations Aviation Regiment (SOAR).*

**1956, June** Aviation Center begins assembling and testing weapons on helicopters. *Heading this effort is COL Jay D. Vanderpool, former WWII and Korean War guerrilla leader, now serving in the school's Combat Development Office.*

**1956, August 23–24** An Army crew flies a modified H-21 Shawnee in the first non-stop helicopter flight across the U.S. *It requires six aerial refuelings.*

**1956, October 26** A Bell pilot makes the first flight of the Bell XH-40 at Fort Worth, TX. *Later re-designated the UH-1, the Huey will be one of the most significant helicopters of all time.*

**1957, July 13** Dwight D. Eisenhower is the first President to fly in a helicopter from the White House lawn (UH-13J).

Sikorsky CH-37 Mojave

Guerrilla leader and aviation developer COL Jay D. Vanderpool

H-21 Shawnee

**1959, April 14** The prototype YAO-1AF aircraft makes its first flight. The Army orders this short takeoff and landing (STOL) aircraft as the OV-1 Mohawk in 1960. Other STOL aircraft during this period include the U1-A Otter, the U-6A Beaver, and the U-10A Helio Courier (which later supports the SWCS Flight Detachment at Fort Bragg).

**1960, February 29** The Army Aircraft Requirements Review Board convenes at Fort Monroe, VA. The board makes recommendations regarding the use of observational, surveillance, and transport aircraft, paving the way for further research and investment in Army aviation.

## AIRMOBILITY, AVIATION SUPPORT TO SPECIAL WARFARE, AND ROTARY-WING ACHIEVEMENTS DURING VIETNAM

**1961, August 21** An experimental model (later CV-2 and C-7) *Caribou* lands in Saigon, Republic of Vietnam (RVN), introducing Army aviation into the conflict. The STOL *Caribou* specializes in resupplying Special Forces (SF) outposts inaccessible by road.

**1961, September 21** The Boeing Vertol YCH-1B makes its initial flight. The Army adopts this aircraft the following year as the CH-47 Chinook.

CV-2 (later C-7) Caribou





U1-A Otter, example of a STOL aircraft

**1961, December 11** The first U.S. Army H-21C *Shawnees* deploy to Vietnam in support of Army of the Republic of Vietnam (ARVN) forces. Designed for cold weather, slow in speed, and with critical mechanical elements exposed, the *Shawnees* are later phased out by UH-1 and CH-47 helicopters.

**1962, January 8** Special Warfare Board meets at Fort Bragg, NC, at the request of Continental Army Command (CONARC). Chaired by Lieutenant General (LTG) Hamilton H. Howze, Commanding General (CG), XVIII Airborne Corps, it recommends aviation detachments for the SFGs and the formation of the 22nd and 23rd Special Warfare Aviation Detachments (SWADs).

**1962, January 12** Operation CHOPPER in Vietnam. U.S. Army H-21 helicopters airlift 1,000 ARVN paratroopers against enemy forces near Saigon. It demonstrates the potential of airmobility in COIN.

**1962, March 21** 22nd SWAD is activated at the U.S. Army Special Warfare Center and School at Fort Bragg to evaluate the use of rotary-wing and STOL aircraft in support of Special Warfare.



LTG Hamilton H. Howze

OV-1 Mohawk

**1962, April 19** Secretary of Defense Robert S. McNamara directs the forming of another board led by LTG Howze to develop new air mobility concepts. *This will become the Tactical Mobility Requirements Board.*

**1962, May 3** Airmobility concept is born. *The second 'Howze Board' (Tactical Mobility Requirements Board) begins developing, testing, and evaluating the airmobility concept (using helicopters for transport and fire support).*

**1962, May 9** The Sikorsky S-64 Skycrane twin-engine heavy lift helicopter debuts at Stratford, CT. *The later military variant is the Army CH-54 Tarhe.*

**1962, August 20** Final Report of the Howze Board. *Recommendations include the creation of an air assault division with four times the standard divisional allotment of 100 aircraft, allowing one-third of its assault elements to be airlifted into combat.*

**1962, September** **23rd SWAD deploys to Vietnam.** *Activated in July 1962, the 23rd SWAD uses armed OV-1 Mohawks to provide aerial surveillance support to ARVN units.*

**1963, February** **In accordance with the Howze Board, the 11th Air Assault Division (Test) is activated at Fort Benning, GA, to test airmobility and develop Tactics, Techniques, and Procedures.** *The final report is submitted in December 1964.*

**1963, June** **The U.S. Army orders its first Sikorsky CH-54 Tarhe (Skycrane) helicopters.** *Capable of lifting more than 40,000 pounds, it is the heaviest lift helicopter ever produced for U.S. military.*

**1963, December 3** **22nd SWAD is deactivated.** *Most personnel and equipment are transferred to Company F (Aviation), 7th SFG, which becomes the Aviation Flight Detachment of the Special Warfare Center.*

**1964, June 1** **U.S. Army Special Warfare Center and School at Fort Bragg is re-designated as the U.S. Army John F. Kennedy Special Warfare Center and School (USAJFKSWCS) in honor of the deceased 35th President.**

CH-54 Tarhe





Huey in the Battle of Ia Drang

**1964, August 10** Gulf of Tonkin Resolution passed in response to a naval incident off the Vietnamese coast, empowering President Lyndon B. Johnson to increase U.S. military involvement in that conflict. *U.S. troop levels in Vietnam reach 200,000 in 1965.*

**1965, July 1** The 1st Cavalry Division (Airmobile) is filled out by 11th Air Assault Division and 2nd Infantry Division elements. *1st Cavalry units deploy to RVN and validate airmobility via UH-1s in the Battle of the Ia Drang Valley in November. (The deployment of a CH-47 battalion organic to the 1st Cavalry Division represents the introduction of that airframe into Vietnam.)*

**1965, September 7** The first AH-1 *Cobra* takes flight and soon goes into full production. *The Army uses it in Vietnam for fire support to ground forces and escorting transport helicopters.*

**1965, October 21** 129th Aviation Company begins support of U.S. forces in RVN, including 5th SFG, with lift and gunships.

**1966, March 12–Apr. 7** Contractor and military pilots set records for distance, speed, and altitude in the Hughes YOH-6A *Cayuse*, the preproduction model of the Army's new light observation helicopter. *This helicopter is later modified as the AH-6/MH-6 Little Bird, one of the three primary airframes in the 160th SOAR.*

**1966, April 6** The U.S. Army and USAF Chiefs of Staff agree that the Army would relinquish claims to the C-7 *Caribou* and subsequent fixed-wing air assets performing tactical airlift.

**1966, June 9** The 281st Assault Helicopter Company begins supporting the 5th SFG in Vietnam. *The 281st provides UH-1 support until the 5th SFG leaves Vietnam in March 1971.*

281st Assault Helicopter Company  
Headquarters Sign, Vietnam

AH-1 Cobra

YOH-6A Cayuse





CH-47 Chinook

Operation IVORY COAST, commonly known as the Son Tay Raid

**1966–1968** Four test CH-47A *Chinook* gunships nicknamed 'Guns-A Go-Go' serve in Vietnam. *Their legacy becomes inspiration for 4/160th.*

**1968, November 26** Piloting a USAF UH-1 *Huey*, part of a five-ship Green Hornet flight, 1LT James P. Fleming rescues an SF team surrounded near Duc Co, RVN. *He is awarded the Medal of Honor.*





A UH-1 Huey offloads Vietnamese civilians on the USS *Okinawa* as part of Operation FREQUENT WIND, April 1975.

**1970, November 21** **Operation IVORY COAST.** *A special JTF makes a daring but fruitless attempt to rescue U.S. POWs reportedly held at Son Tay near Hanoi.*

**1973, January 27** **Paris Peace Accords are signed,** effectively ending the conflict in Vietnam. *The Communists capture Saigon two years later. Operation FREQUENT WIND in April 1975 evacuates some 7,000 U.S. and RVN personnel. It is the largest single helicopter evacuation in history.*

## **THE POST-VIETNAM ARMY AND THE START OF THE IRAN HOSTAGE CRISIS**

**Post-Vietnam** **U.S. Army helicopters coming out of Vietnam include the UH-1, OH-6, CH-47, AH-1, and CH-54 models.** *The Army's main airmobility capability resides in the 101st Airborne Division (Air Assault).*



UH-60A Black Hawk

**1974, October 17** The UH-60A *Black Hawk* twin-engine, medium-lift utility helicopter is flown for the first time at Sikorsky in Stratford.

**1975, September 30** The prototype Hughes YAH-64 helicopter makes its first flight. *It takes seven years for the AH-64 Apache to go into full production.*

**1979, April 1** The first UH-60 *Black Hawk* helicopter arrives at Fort Rucker. *The Black Hawk officially enters Army service in June with the 101st Airborne Division (Air Assault) at Fort Campbell, KY.*

**1979, November 4** U.S. Embassy in Tehran, Iran, is seized by Iranian students and Islamic fundamentalists. *More than 50 Americans are taken hostage.*

Iranians scale the wall into the U.S. Embassy in Tehran, Iran, on 4 November 1979, initiating the 444-day long Iran Hostage Crisis.







# Historical Timeline

---

## Part II

# TIMELINE / PART II

Part II of the Army Special Operations Aviation (SOA) timeline begins in 1980 with Operation EAGLE CLAW, the failed U.S. hostage rescue attempt in Iran, and ends with the current global fight against violent extremist organizations (VEOs). As outlined in Part I, the U.S. Army had made great strides in rotary-wing training, doctrine, technology, and employment between the adoption of its first helicopter in 1942 and the post-Vietnam era. Special operations also made great progress during that time (though it was largely divorced from Army aviation). However, the failure of EAGLE CLAW in April 1980 revealed systemic problems in U.S. joint warfare and special operations capabilities, to include aviation support to Special Operations Forces (SOF). As part of HONEY BADGER, the joint program to prepare forces for another rescue attempt, the U.S. Army formed two *ad hoc* aviation task forces (TFs) in the 101st Airborne Division at Fort Campbell, KY: TF 158 and TF 160. While no other rescue attempt would be executed because the hostages were released in January 1981, the seed for the 160th Special Operations Aviation Regiment (SOAR) 'Night Stalkers' had been planted.

Provisionally activated on 15 August 1981, the 160th Aviation Battalion (still called TF 160) broke with conventional aviation force structure, doctrine, and training models. The early 1980s were characterized by intensive, innovative training with new technology and tactics, almost all at night. It was a dangerous and costly time, but the TF proved its value in Grenada (URGENT FURY, 1983), the Persian Gulf (PRIME CHANCE, 1987-1989 and DESERT SHIELD/DESERT STORM, 1990-1991), Panama (JUST CAUSE, 1989-1990), and Somalia (GOTHIC SERPENT, 1993-1994). It performed notable aviation feats, such as the long-distance recovery of

a Soviet Mi-24 Hind helicopter from northern Chad (MOUNT HOPE III, 1988); attack and Combat Search and Rescue missions under night vision goggles during Operations PRIME CHANCE and DESERT STORM; and non-combatant evacuations in Monrovia, Liberia (ASSURED RESPONSE, 1996). Constantly deployed since the 9/11 terrorist attacks on American soil, the 160th SOAR continues the fight against VEOs, including the employment of offensive Unmanned Aircraft Systems/MQ-1C Gray Eagles against the Islamic State of Iraq and Syria (ISIS) in Operation INHERENT RESOLVE.

The SOAR's battlefield supremacy stems from a continual process of self-evaluation and internal improvements. Expanding from a single battalion in 1981 to a full regimental headquarters with four line battalions by 2007, the 160th SOAR organization evolved to keep pace with an increasing operational tempo and mission requirements. The 2011 activation of the one-star U.S. Army Special Operations Aviation Command (USASOAC) enabled the 160th SOAR to focus on training and warfighting. Assigned to USASOAC, the Special Operations Aviation Training Battalion (SOATB) represents consummate growth and improvements in SOA training since 'Green Platoon' began in 1985. Throughout the life of the regiment and now USASOAC, the Systems Integration Management Office (SIMO) remains dedicated to aircraft and systems modernization and standardization, giving the 160th SOAR a competitive edge. These are a few examples of SOA evolution, adaptability, and innovation that have made the 160th SOAR the nation's premier SOF aviation unit. For more than 35 years, the 160th has proven time and again that "Night Stalkers Don't Quit!"

Army Special Operations Aviation/160th SOAR

Special Operations Forces

Armed Forces Aviation

Armed Forces

National/World Event

## OPERATION EAGLE CLAW AND THE BIRTH OF U.S. ARMY SPECIAL OPERATIONS AVIATION

**1980, April 25** Operation EAGLE CLAW, the U.S. hostage rescue attempt in Iran, fails due to Navy RH-53 mechanical difficulties and the collision of one helicopter with a USAF HC-130. *HONEY BADGER*, a joint program for R&D and operational planning for another attempt, begins. Joint planning and research continues even after Iran releases the hostages in January 1981.

**1980, August 23** The unclassified report of the JCS-sanctioned Special Operations Review Group, the **Holloway Commission**, is released. *The commission identifies 23 reasons for EAGLE CLAW's failure, and its recommendations influence the creation of a dedicated special operations aviation unit and the Joint Special*

Aftermath of Operation EAGLE CLAW





Operations Command (JSOC). It also leads to the Goldwater-Nichols Department of Defense Reorganization Act of 1986.

**1981, August 15** FORSCOM provisionally activates the 160th Aviation Battalion at Fort Campbell, KY. The 160th follows in the footsteps of two former aviation task forces (TFs 158 and 160) that had been assembled from companies of the 101st Airborne Division (Air Assault) for HONEY BADGER.

**1981, October 16** 101st Airborne Division units are attached to the 160th Aviation Battalion. The CG, 101st Airborne Division, attaches Company C, 158th Aviation Battalion (UH-60); Company A, 159th Aviation Battalion (CH-47); and Company C, 101st Aviation Battalion (UH-60), to the understrength 160th.

**1982, March 5** The 160th Aviation Battalion Distinctive Unit Insignia is approved by the U.S. Army Institute of Heraldry.

Original 160th DUI design



**1982, April 1** **160th Aviation Battalion (still called TF 160) is formally activated at Fort Campbell.** Assigned to the 101st Airborne Division, it soon has an HHC and Companies A (MH-6), B (AH-6), and C (Aviation Intermediate Maintenance [AVIM]), with attached Companies C/101st Aviation, C/158th Aviation, and A/159th Aviation.

## **A ROUGH START: THE EARLY YEARS OF TF160 AND JOINT SOF**

**1982, May 1** **Company D (-), 149th Aviation Battalion, Oklahoma Army National Guard, is re-designated 45th Aviation Battalion (Light Helicopter Combat).** Its mission is to support SOF. Later, it becomes 1/245th Aviation (Special Operations), which 'rounds-out' the 160th with A/MH-6 Little Birds, UH-1 Hueys, and UH-60 Black Hawks.

**1982, July 1** **General John W. Vessey, Jr. is the first Army Aviator to be named the Chairman of the JCS.**

**1982, October 1** **1st Special Operations Command (Airborne) (Provisional) is activated at Fort Bragg, NC.** It controls U.S. Army Special Forces (SF), Rangers, Psychological Operations (PSYOP), and Civil Affairs units. In 1985, the 160th transfers to 1st SOCOM, making it the Army's first SOA unit.



245th Aviation Regiment DUI  
1st SOCOM SSI





MH-47D Chinook

**1983, March–October** **TF 160 training accidents cost four aircraft and sixteen lives.** *In response, the Army convenes a ‘Blue Ribbon Panel,’ which concludes that conventional training models do not fit the 160th; pilots need specialized training before assignment to SOAR companies. In 1985, this concept becomes reality as ‘Green Platoon’ training.*

**1983, April 12** **U.S. Army officially establishes the Aviation Branch.**

**1983, September** **Bearing the ‘M’ designator for SOA aircraft, MH-47Ds replace CH-47 ‘Super C’s’ from the 159th Aviation Battalion.** *Upgrades include avionics, forward-looking infrared radar (FLIR), and three internal 800-gallon fuel tanks. Three years later, aerial refuel probes are added.*

**1983, October 23–1983 November 21** **Operation URGENT FURY** in Grenada safeguards the lives of American medical students, deposes the dictatorship, eliminates Cuban influence, and promotes free elections. *160th support*



Little Bird support to Operation URGENT FURY

*includes the assault on the Richmond Hill Prison, rescue of the Governor-General, and evacuation of U.S. citizens.*

**1984, May 22** Joint Army-Air Force Initiative 17 assigns the Army primary responsibility for SOF rotary-wing support.

**1985, January 16** 160th Aviation Battalion transfers from the 101st Airborne Division to 1st SOCOM.

**1986, October 1** President Ronald W. Reagan signs the Goldwater–Nichols Department of Defense Reorganization Act of 1986. *The act improves the joint-unified command structure. The Nunn-Cohen Amendment leads to the establishment of a unified command for SOF, U.S. Special Operations Command (USSOCOM).*

**1986, October 1** After months on provisional status, 129th Special Operations Aviation Company (SOAC) is activated at Hunter Army Airfield, GA. *The 129th provides one Black Hawk platoon to support USSOUTHCOM.*



160th candidates attend 'Green Platoon'

**1986, October 16** **160th Special Operations Aviation Group (SOAG) is activated at Fort Campbell.** *On paper, the 160th Aviation Battalion and the 160th SOAG co-exist until 1990.*

**1987, March 26** **Beret flash for the 160th SOAG is approved.**



160th SOAG beret flash

**1987, April 16** **DOD activates USSOCOM at MacDill AFB, FL.** *It provides unified command and control for SOF, and will eventually consist of four service component commands and one sub-unified command: U.S. Army Special Operations Command (USASOC); Marine Special Operations Command (MARSOC); Air Force Special Operations Command (AFSOC); Navy Special Warfare Command (NAVSPECWARCOM); and JSOC.*

**1987, June 1** **Oklahoma Army National Guard 45th Aviation Battalion becomes 1st Battalion, 245th Aviation (Special Operations).**

## **160TH COMES OF AGE: OPERATION PRIME CHANCE THROUGH OPERATION JUST CAUSE**

**1987, July 24–1990, August 1** **Operation EARNEST WILL** protects friendly ships from Iranian attacks during the Iran-Iraq War. *The SOF mission is called PRIME CHANCE. 160th SOAG elements provide helicopter support and neutralize enemy attacks on shipping.*

Little Bird support to Operation PRIME CHANCE





617th Special Operations Aviation Detachment pocket patch

**1987, September 21** **First night combat engagement under NVGs.** *Three 160th AH-6s attack and disable an Iranian naval vessel laying sea mines.*

**1987, October 16** **After a year on provisional status, the 617th Special Operations Aviation Detachment (SOAD) is activated at Howard Air Force Base, Panama, to support USSOUTHCOM.** *Built around the Black Hawk platoon from the 129th SOAC located in Panama, the 617th relies on the 160th for administration, logistics, and standardization support. First assigned to FORSCOM, the 617th is later assigned to U.S. Army, South (USARSO).*

**1987, November 24** **USAJFKSWCS recommends that 'Green Platoon' become a stand-alone training unit using military and civilian IPs.** *Approved in concept, it takes years to become a recognized requirement.*

**1988** **The revised Army Aviation Modernization Plan (AAMP) is approved and implemented.** *The AAMP calls for a new MH-60K with aerial refueling capability, FLIR, better communications, and a stronger engine. It also calls for a new MH-47E with fiberglass rotor blades and an improved drive system.*



160th MH-47 extracts a Soviet Hind helicopter during Operation MOUNT HOPE III

**1988, January 16** **160th Aviation Battalion is reorganized into the 160th Aviation Regiment under the U.S. Army Regimental System.** *The 160th consists of an HHC, Company A (MH-6), Company B (AH-6), Company C (UH-60), Company D (UH-60), Company E (CH-47), and Company F (AVIM).*

**1988, April 18** **160th elements support Operation PRAYING MANTIS.** *It is a large-scale combat operation in retaliation for the mine attack on the USS Samuel R. Roberts four days earlier.*

**1988, June 11** **Operation MOUNT HOPE III.** *MH-47s from the 160th recover a Soviet Mi-24 Hind helicopter from northern Chad.*

**1988, July** **Selection and Training (S&T) Detachment is created.** *Still called 'Green Platoon,' S&T trains incoming pilots to a common standard and soon begins training incoming enlisted personnel.*



**1988, December 1** **USASOC is formed provisionally at Fort Bragg, NC.** *On 1 December 1989, it is formally activated as a Major Army Command and the Army Service Component Command of USSOCOM. USASOC becomes the higher headquarters of the 160th SOAR.*

**1989, September 16** **3rd Battalion, 160th Aviation, is constituted and activated at Hunter AAF, GA.** *129th SOAC forms the nucleus of Company A, 3rd Battalion, bringing Black Hawks into the new unit. The SFG flight detachments are assigned to 3/160th. CH-47C Chinooks will come from Army units.*

**1989, November** **The destruction of the Berlin Wall, a Cold War symbol since 1961, begins.** *Communism declines in the bloc countries and the Soviet Union.*

**1989, December 20–1990, January 31** **Operation JUST CAUSE in Panama aims to depose dictator Manuel Noriega.** *160th contributions include the establishment of FARPs, the use of A/MH-6 Little Birds to rescue Kurt Muse from Modelo Prison, and the MH-60 Black Hawk transfer of the captured Noriega to Howard Air Force Base.*

Night Stalkers display the Panamanian flag during Operation JUST CAUSE



## ARSOF AND 160TH AVIATION IN THE POST-COLD WAR WORLD

**1990, May 16** **160th Aviation Regiment reorganizations and re-designations.** *Company A becomes HHC, 1st Battalion; Company B becomes HHC, 2nd Battalion; and Company C is absorbed into HHC, 3rd Battalion.*

**1990, June 28** **An administrative formality, the 160th Aviation Regiment combines with HHC, 160th SOAG, to become a singular unit, the 160th Aviation Regiment.** *This consolidates SOA assets under one command. The 160th SOAR is assigned to USASOC.*

**1990, August 2-1991, April 11** **Operations DESERT SHIELD and DESERT STORM aim to defend Saudi Arabia and liberate Kuwait from Iraq.** *3/160th executes a Combat Search and Rescue (CSAR) mission under NVGs and extracts a compromised SF ODA.*

**1990, August** **S&T Detachment begins the Civilian Mission Instructor (CMI) program using former Night Stalker pilots as contract trainers.**

**1990, September** **Some MH-60s are 'up-gunned' with .50 caliber machineguns and 2.75" rockets to become MH-60L Defensive Armed Penetrators (DAPs)**

MH-60L Black Hawk Defensive Armed Penetrator (DAP)





160th MH-60 flies along the coast near Mogadishu, Somalia, 1993

**1990, November 27** 1st SOCOM is inactivated and replaced by U.S. Army Special Forces Command (Airborne).

**1992** Long-term process of fielding MH-60Ks, MH-47Es, and MH-60Ls (DAPs) begins. *1/160th will receive the MH-60Ks and DAPs; 2/160th will receive the MH-47Es; and 3/160th gets aerial refuelable MH-47Ds from 2/160th.*

**1992, September 11** S&T becomes the Special Operations Aviation Training Co (SOATC) to reduce manpower and resource strains on SOAR units.

**1992, December 5–1995, March 31** Operations RESTORE HOPE and UNITED SHIELD support international humanitarian assistance efforts in Somalia. *1/160th supports Operation GOTHIC SERPENT, a SOF-led mission to capture Mohamed Farrah Aidid and other key militant leaders in Mogadishu, Somalia, from 22 August to 25 October 1993.*



**1994, September 1** After supporting ARSOF and TF 160 since 1982, 1/245th Aviation (Special Operations), Oklahoma Army National Guard, is deactivated.

**1994, September 16–1995, March 31** Operation UPHOLD DEMOCRACY (Haiti) supports a peaceful transition to democratically elected leadership. *160th aircraft stage off the carrier USS America to support the invasion before it changes to a peaceful entry in Haiti at the last minute.*

**1995, June 15** The 617th SOAD is inactivated. The following day, Company D, 160th SOAR, is activated in Panama. Absorbing 617th assets and attached to USARSO, Company D relocates to U.S. Naval Station, Roosevelt Roads, Ceiba, Puerto Rico, four years later.

**1995, November 20–1996, December 19** Operation JOINT ENDEAVOR enforces the Dayton Peace Accords in Bosnia-Herzegovina. *160th SOAR elements support ARSOF and NATO forces in Bosnia.*

**1996, April 9–20** 3/160th conducts non-combatant evacuation operations (NEO) in Monrovia, Liberia, as part of Operation ASSURED RESPONSE.

**2001, March 16** Inactivated in 1993, Company E, 160th SOAR (MH-47) is re-activated for service in Korea.

## TIP OF THE SPEAR: THE 160TH SOAR IN THE GLOBAL WAR ON TERROR

**2001, September 11** 9/11 terrorist attacks on the U.S prompt a global counter-terrorist response, the Global War on Terror (GWOT). *The two major subsequent efforts are*

160th MH-6 Little Birds staged off the coast of Haiti in support of Operation UPHOLD DEMOCRACY

MH-47 support to Operation ASSURED RESPONSE

*Operation ENDURING FREEDOM (OEF) in Afghanistan and Operation IRAQI FREEDOM (OIF) in Iraq. Other U.S./coalition GWOT operations include OEF-Philippines, OEF-Horn of Africa, and OEF-Trans-Sahara.*

**2001, September 29–November 30 LIBERATION OF AFGHANISTAN campaign.** *On 16 October, 160th aircraft insert TF DAGGER teams (5th SFG) so that they can link up with Afghan Northern Alliance forces to combat the Taliban regime. The SOAR also supports U.S. Army Ranger missions during this time period.*

**2002, February 22 Eight Company E, 160th soldiers die in a MH-47E crash in the southern Philippines while supporting OEF-P.**

**2003, March 4 Battle of Takur Ghar.** *Two 2/160th MH-47Es are shot down in combat on Takur Ghar mountain in Afghanistan. One is later recovered.*

**2003, March 19–May 1 LIBERATION OF IRAQ campaign.** *160th inserts SF ODAs into central and southern Iraq for surveillance and reconnaissance. It also inserts and provides fire support and casualty evacuation for U.S. Army Rangers.*

**2003, April 1 Captured by Iraqi forces, Private First Class Jessica D. Lynch is rescued by a SOF Task Force. 160th SOAR supports the TF.**

**2003, May 23 2/160th SOAR recovers an Iraqi Mi-17 Hip from a date palm grove.**

**2003, August 31 Company D, 160th SOAR transfers to Hunter AAF, GA.**

MH-60 conducting night operations during Operation ENDURING FREEDOM

MH-47E Chinook downed by ground fire on Takur Ghar

PFC Jessica D. Lynch shortly after being rescued by U.S. forces





MH-6M Little Bird

MH-47G Chinook

**2003, December 13** Iraqi dictator-in-hiding Saddam Hussein is captured by U.S. forces. He is later brought to trial and executed.

**2004, March** Fielding of AH/MH-6Ms begins.

**2004, May** Fielding of MH-47Gs begins.



**2004, September 16** **Company F, 160th SOAR is activated at Fort Campbell.**

**2007, July** **Company E, 160th SOAR is disbanded in Korea.** *Personnel and equipment transfer to Joint Base Lewis-McChord (JBLM), WA, to help fill out the new 4th Battalion.*

**2007, October 16** **Company D, 160th SOAR is reorganized into HHC, 4/160th SOAR.**

**2010, August 31** **OIF in Iraq ends. Operation NEW DAWN begins the next day.**

**2010, October 2** **USASOC re-designates the SOATC as the Special Operations Aviation Training Battalion (SOATB).** *The TDA battalion provides training for all incoming personnel. It also provides continuing education resources and publishes SOA Tactics, Techniques, and Procedures manuals for the 160th.*

U.S. Navy Vice Admiral William H. McRaven pins Distinguished Flying Crosses on 160th enlisted soldiers for a dangerous mission conducted in Afghanistan in 2009





MH-60M Black Hawk

**2011, February** Fielding of MH-60Ms begins.

**2011, March 25** U.S. Army Special Operations Aviation Command (USASOAC) is provisionally created as a major subordinate command of USASOC. *The one-star command enables the 160th SOAR Commanding Officer (RCO) to focus on training and warfighting.*

**2011, May 2** Al Qaeda leader Osama bin Laden is killed by U.S. forces in Abbottabad, Pakistan. *The 160th supports the JTF NEPTUNE mission.*

**2011, June 6** After decades of informal usage, the Army officially certifies 'Night Stalkers' as the distinctive designation of the 160th SOAR.

**2011, December 31** Operation NEW DAWN ends, drawing U.S. military involvement in Iraq to a close.

**2013, April 12** USASOAC Shoulder Sleeve Insignia and Distinctive Unit Insignia is approved.

**2013, May 29** Ceremony at Simmons Army Airfield, NC, marks the provisional activation of the USASOC Flight Company (UFC). *It provides rotary- and fixed-wing support to all USASOC units.*

**2013, November** **Company E (MQ-1C Gray Eagle) is assigned to the 160th SOAR.** *In April 2014, E Company is assigned to 2/160th.*

**2014, March** **SOATB begins Unmanned Aircraft System (UAS) crew training.**

**2014, June 15** **Operation INHERENT RESOLVE (OIR) begins** in order to degrade and destroy the Islamic State of Iraq and Syria (ISIS). *160th support includes offensive UAS missions.*

**2014, October 2** **SOATB is transferred to USASOAC.**

**2014, December 31** **OEF in Afghanistan ends.** *Operation FREEDOM'S SENTINEL begins the next day.*

**2016, October 1** **USASOC Flight Company transfers from USASOC to USASOAC control and is subordinated to SOATB.**

**2017, February 1** **U.S. Army Aviation Center of Excellence recognizes SOATB as the "2016 Top Table of Distribution and Allowances Aviation Battalion of the Year."** *In total, SOATB has won this award five times, with 2016 being the fourth consecutive.*

MQ-1C Gray Eagle



# Insignia

A close-up photograph of a soldier in camouflage uniform and helmet, sitting outdoors. The soldier is focused on writing in a small notebook with a black pen. The background is a soft-focus green forest. The word 'Insignia' is overlaid in white text on the left side of the image.





## Aviation Branch Insignia

A silver propeller in a vertical position between two gold wings in a horizontal position, 1 1/8 inches in width.

The Army Aviation branch was established as a basic branch of the Army effective 12 April 1983. The wings are modified and differ from designs currently used on Army and Air Force aviator badges. The insignia draws upon the original insignia for historical and symbolic purposes, but was deliberately modified to signify a new chapter in Army aviation history.



## 160th SOAR Distinctive Unit Insignia

A silver metal and enamel device 1 1/8 inches (2.86 cm) in height which contains a shield depicting a winged centaur holding a sword in his upraised hand. Attached below the shield is a silver scroll with "NIGHT STALKER" inscribed in blue letters.

Ultramarine blue and golden orange are the colors used for Aviation units. The winged centaur suggests the combination of men and machine which is embodied in the armed helicopter. The crescent denotes day and night operations.

The DUI was originally approved for the 160th Aviation Battalion on 5 March 1982. It was re-designated for the 160th Aviation Regiment effective 16 January 1988. The insignia was amended to correct the description and add metric measurements on 22 September 1992.



## USASOAC Distinctive Unit Insignia

A silver color metal and epoxy device 1 1/8 inches (2.86 cm) in height overall consisting of red erect wings surmounted by a black dagger. Attached below this is silver scroll inscribed "VOLARE OPTIMOS" in black letters.

The Fairbairn Sykes dagger, with upswept red wings forming a spearhead reminiscent of the 1st Special Service Force, symbolizes the unit's role as the aviation element of the U.S. Army Special Operations Command. The motto "VOLARE OPTIMOS," "To Fly the Best," inscribed on a silver scroll, refers to Special Operations ground forces and their mission. The motto embodies the Army Special Operations Aviation ethos – our enduring commitment to maintain the sacred trust of the Special Operators we support.

The DUI was approved on 12 April 2013.





## USASOAC Shoulder Sleeve Insignia

A shield shaped-insignia within a 1/8 inch (.32 cm) black border. Attached above is a black Airborne Tab with red letters "AIRBORNE". The overall dimensions are 3 3/8 inches (8.57 cm) in height and 2 1/2 inches (6.35 cm) in width.

The Fairbairn Sykes dagger, with upswept red wings forming a spearhead reminiscent of the 1st Special Service Force, symbolizes the unit's role as the aviation element of the U.S. Army Special Operations Command. The Aviation blue (ultramarine blue) shield with black border reflects 1st Special Operations Command lineage, but also serves as a constant reminder that the Command is inseparable from Army Aviation Branch.

The SSI was approved on 12 April 2013.

Service in the 160th is a calling only a few will answer for the mission is constantly demanding and hard. And when the impossible has been accomplished the only reward is another mission that no one else will try. As a member of the Night Stalkers I am a tested volunteer seeking only to safeguard the honor and prestige of my country, by serving the elite Special Operations Soldiers of the United States. I pledge to maintain my body, mind and equipment in a constant state of readiness for I am a member of the fastest deployable Task Force in the world - ready to move at a moment's notice anytime, anywhere, arriving time on target plus or minus 30 seconds.

I guard my unit's mission with secrecy, for my only true ally is the night and the element of surprise. My manner is that of the Special Operations Quiet Professional, secrecy is a way of life. In battle, I eagerly meet the enemy for I volunteered to be up front where the fighting is hard. I fear no foe's ability, nor underestimate his will to fight. The mission and my precious cargo are my concern. I will never surrender. I will never leave a fallen comrade to fall into the hands of the enemy and under no circumstances will I ever embarrass my country.

Gallantly will I show the world and the elite forces I support that a Night Stalker is a specially selected and well trained Soldier.

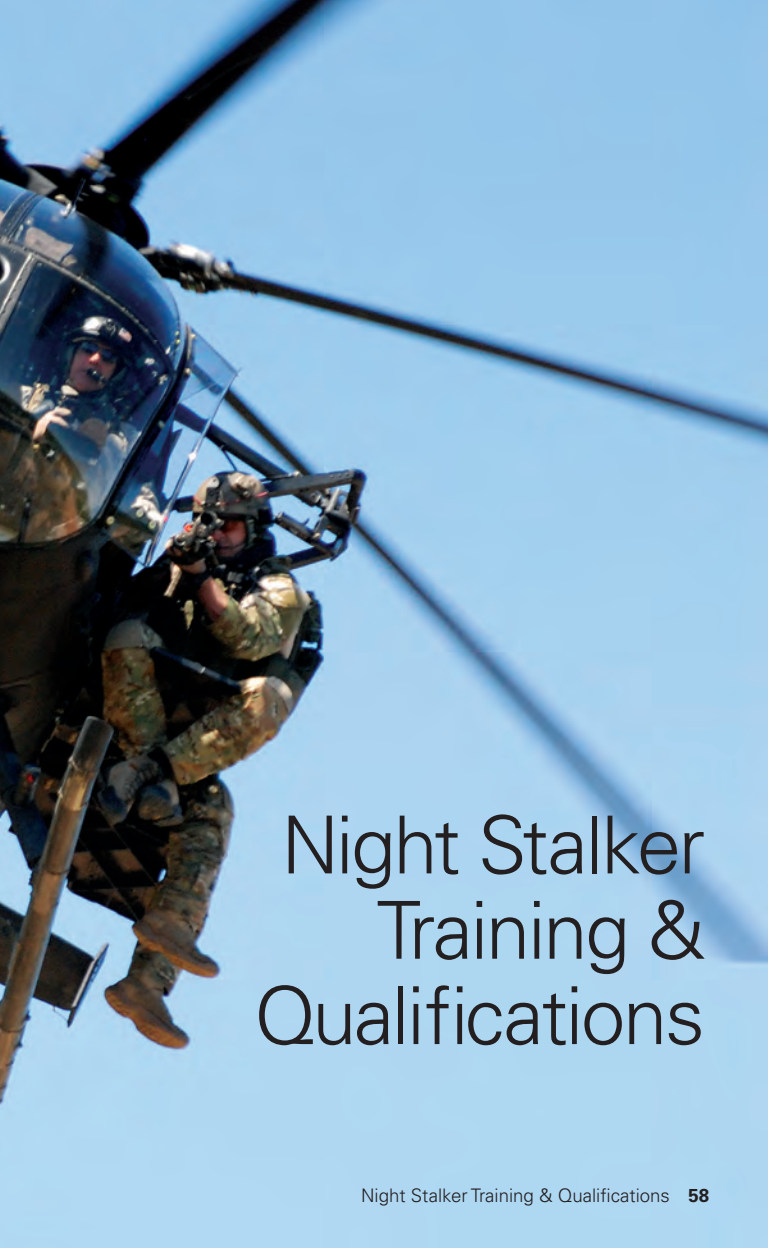
I serve with the memory and pride of those who have gone before me for they loved to fight, fought to win and would rather die than quit.

*Night Stalkers Don't Quit!*



# Night Stalker Creed





# Night Stalker Training & Qualifications

# ENLISTED

## 1 **Assignment** // up to 2 years

- » Army Select
- » U.S. Army HRC Assignment after AIT
- » Volunteer/Apply through SORB

## 2 **Assessment** // 6–52 weeks

- » Height & Weight
- » Physical Assessment (APFT)
- » Physiological Screening
- » Background Questionnaire
- » Security Clearance

## 3 **Enlisted Combat Skills** // 6 weeks

- » Land Navigation Training
- » Combative Training
- » Advanced Weapons Training
- » Navy Class II Swim Test
- » First Responder
- » Trauma Lanes

→ **NON-AVIATION MOSs REPORT TO 160TH UNITS**

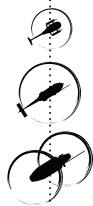
# TRAINING

## 4 Dunker Qualification Course // 2 days

- » Only AVN Branch MOSs

## 5 Maintenance Courses // 2–6 weeks

- » A/MH-6 Maintainer Course // 12 days
- » MH-60 Maintainer Course // 10 days
- » MH-47 Maintainer Course // 7 days
- » CAAS Avionics Course // 25 days
- » A/MH-6 Avionics Course // 5 days
- » SOF Gray Eagle Course // 20 days



## → ASSIGNMENT TO OPERATIONAL BATTALIONS

## 6 OPTIONAL Advanced Training

- » MH-60/MH-47 NRCM Courses // 86 days
- » MH-60/MH-47 FI Course
- » MH-60/MH-47 SI Course
- » SOAMIC // 50 days
- » SOF UAS IO/SO Course // 10 days
- » SOF Leaders Course // 3 days



# OFFICER

## 1 **SORB Recruiting** // Up to 2 years

### **Method 1: Mass Briefing**

- » Attend Briefing
- » Apply with SORB
- » Reviewed/Approved
- » Invitation to be Assessed

### **Method 2: Unit Invite**

- » Unit invites individual to apply
- » Application
- » Invitation to be Assessed

## 2 **Assessment/Selection** // 1 week

- » APFT Physical Assessment
- » Navy Class II Swim Test & Phys. Screening
- » General Knowledge Exam
- » Assessment Board Review

→ **RE-ASSIGNMENT & PCS After completing CAB assignments** Up to 3 years

## 3 **SERE School** // 3 weeks

## 4 **Combat Skills** // 3 weeks

- » First Responder
- » Medical Training
- » Land Navigation Training
- » Combative Training
- » Advanced Weapons Training
- » Situational Training Exercise

→ **STAFF OFFICERS REPORT TO UNITS**



# TRAINING

## 5 Aquatics Training // 3 days

- » Dunker Qualification
- » ALSE Training
- » Hoist Training
- » Ladder Training

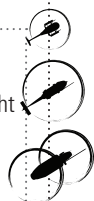
## 6 Basic Skills // 4 weeks

- » Advanced Air Navigation
- » Mission Planning Training
- » Mission Brief Training

## 7 Advanced Skills (BMQ) // 15-17 weeks

- » AH-6M // 14 weeks
- » MH-6M // 15 weeks
- » MH-60M // 17 weeks
- » MH-47G // 17 weeks

- |                                       |                              |
|---------------------------------------|------------------------------|
| » Aircraft Qualification              | » Overwater                  |
| » CMS                                 | » Deck Landing               |
| » Navigation                          | » NVG Formation Flight       |
| » Load Out                            | » MOUT/Urban<br>(LB & MH-60) |
| » High Gross Weight                   | » Desert/Mountain            |
| » Multi-Mode Radar                    | » Gunnery                    |
| » Aerial Refueling<br>(MH-60 / MH-47) | » CBRN                       |



## → ASSIGNMENT TO OPERATIONAL BATTALIONS

## 8 Additional Training

- » A/MH-6 MTP // 10 days
- » A/MH-6 IPC // 23 days
- » MH-6 AQC // 20 days
- » MH-47 AQC // 25 days
- » MH-47 IPC // 37 days
- » SOAMIC (Flight Surgeons / PAs / Enlisted Medical) // 50 days



# PC to FLQ

**PC**

## **Pilot in Command**

2 to 3 months (faster for Flight Warrant than Commissioned Officers).

**BMQ**

## **Basic Mission Qualified**

6 to 9 months to fulfill all requirements before evaluated and certified by a Fully Mission Qualified (FMQ) Instructor Pilot (IP).

**AMC**

## **Air Mission Commander**

BMQ and 12 to 24 months to fulfill requirements before evaluated and certified by Company (Co) or Battalion (Bn) Standards Officer and Flight Co Commander (Cdr) or Bn Cdr.

NOTE: Ground assault force leaders should be aware that 160<sup>th</sup> Flight Leads bring 6 to 7 years' experience 'supporting SOF customers' to the table; FMQs have 3 to 4 years; AMCs have at least a year (FLQ warrant officer pilots often serve as AMCs); and BMQs have almost a year as Night

# Standards & Qualifications Progression

**FMQ**

## Fully Mission Qualified

BMQ and 18 to 24 months before FMQ Consideration Board and 1 to 2 months to fulfill requirements before FMQ evaluation & certification by Flight Co Standards Officer & Flight Co Cdr.

**FLQ**

## Flight Lead Qualified

FMQ and 3 to 5 years before FLQ Consideration Board & 9 to 12 months to fulfill requirements & successfully pass FL Evaluation by Regimental Standards Officer during Bn STX (Standards Training Exercise) before certification by the Regimental Commander (RCO).

Stalkers. Prior Army aviation experience is relative. Specific training requirements/events and standards have also been established for the SOAR enlisted aircrew (160<sup>th</sup> crew chiefs spend 4 to 5 years getting qualified as Flight Engineers) as well as the staff, maintenance, and support personnel.

A black AH-64 Apache helicopter is shown from a front-quarter perspective on a tarmac. The helicopter's main rotor blades are blurred, suggesting motion. The cockpit area is prominent, with multiple windows and a large sensor pod mounted on the front. The text 'ARSOA Organizational Evolution' is overlaid in the upper right portion of the image.

# ARSOA Organizational Evolution

# TASK FORCE 160 ca. 1981

Headquarters  
Company

D Company  
/158

A Company  
/159

B Company  
/229

C Company  
/158

..... Attached from 101st Aviation Group,  
101st Airborne Division

# 160th Special Operations Aviation Group (SOAG) (A) post-1986

Headquarters  
Company

B Company

C Company

E Company

A Company

129 Aviation  
Company

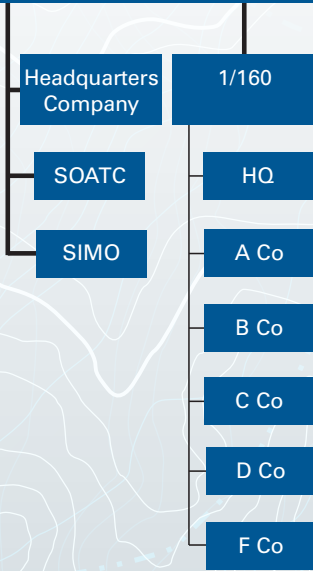
D Company

F Company

1/245

..... Attached

# 160th Special Operations Aviation Regiment (SOAR) (A)



..... Coordinating

||||| Attached

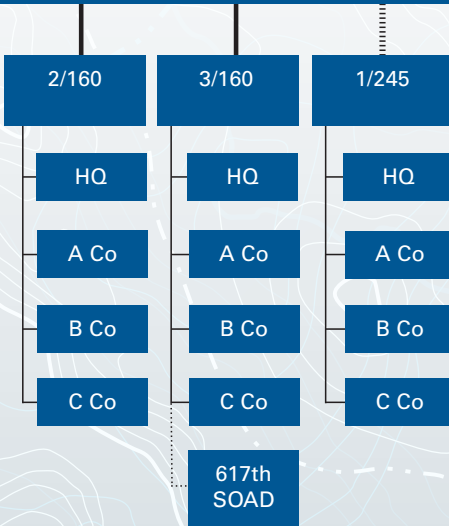
SOATC: Special Operations Aviation Training Company

SIMO: Systems Integration Management Office

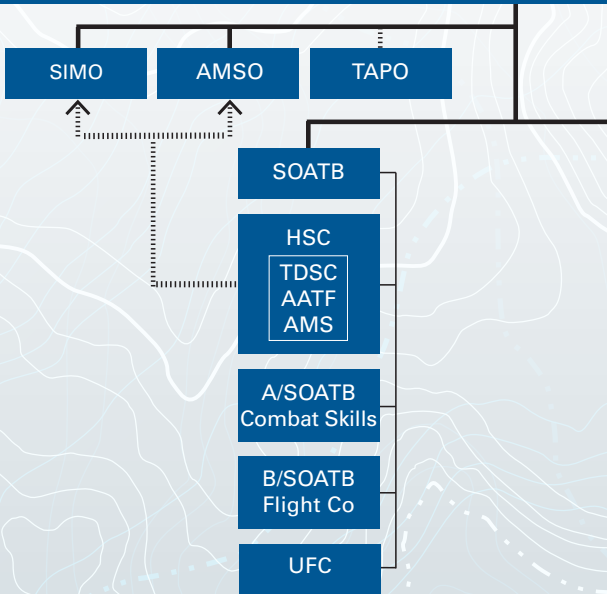
SOAD: Special Operations Aviation Detachment

Co: Company

ca. 1990



# US Army Special Operations Aviation Command (USASOAC)



..... Administrative Control

SIMO: Systems Integration Management Office

AMSO: Aviation Maintenance Sustainment Office

TAPO: Technology Applications Program Officer

SOATB: Special Operations Aviation Training Battalion

HSC: Headquarters Support Company

TDSC: Training Development Support Cell

AATF: Allison Aquatics Training Facility

AMS: Aviation Maintenance Section

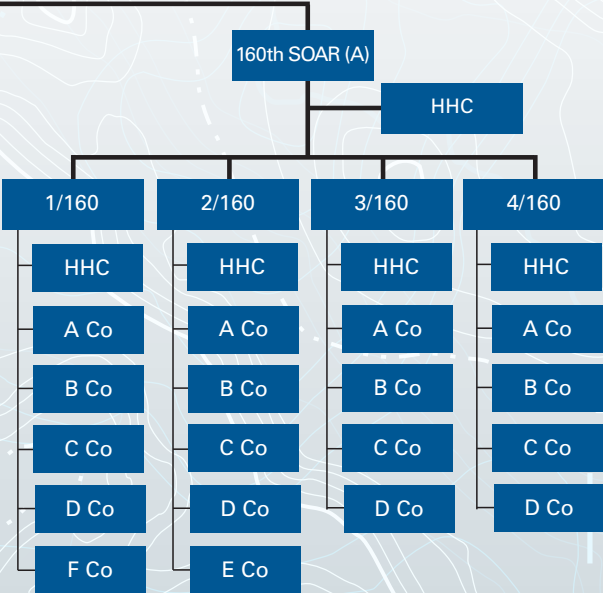
SOAR: Special Operations Aviation Regiment

Co: Company

UFC: USASOC Flight Company



ca. 2016



# Select Biographical Sketches







## GEN Bryan D. Brown

General Bryan D. 'Doug' Brown enlisted as an Infantryman in the Army in 1967 before attending the Special Forces Qualification Course and serving on a 7th Special Forces Group Operational Detachment – Alpha (ODA) at Fort Bragg, NC. Upon completion of Field Artillery Officer Candidate School, he graduated from Army Flight School at Fort Rucker, AL, in 1971.

After a brief stint as Platoon Leader, Company D, 227th Avn Bn, 1st Cavalry Division, Fort Hood, TX, he served in the 129th Assault Helicopter Company in Vietnam until April 1972. Subsequent assignments included Rotary Wing Aviator, 182nd Avn Company (Assault), 10th Avn Group, at Fort Bragg, and Section Commander (and later Platoon Commander and Operations Officer) in the 129th Avn Company (Assault), 269th Avn Bn, also at Fort Bragg.

From June 1978 to May 1981, Brown served in the 158th Avn Bn, 101st Airborne Division, at Fort Campbell, KY. His assignments included Executive Officer, Company B; Flight Operations Officer; and Commander, Company C. As part of TF 158, Brown supported HONEY BADGER, and this service qualified him as a 160th Avn Bn 'plank holder'.

Brown's subsequent assignments in the 160th/TF 160 included Commander, Company C, 101st Avn Bn, 1st SOCOM, from June 1985 to May 1987; S-3 (Operations), 160th SOAG from May 1987 to May 1988; Commander, 1/160th SOAR from June 1990 to July 1991; and 160th Regimental Commanding Officer from October 1992 to November 1994.

As a general officer, he served as Assistant Division Commander (Maneuver), 1st Infantry Division, at Fort Riley, KS, before returning to special operations as the Director of Plans, Policy, and Strategic Assessments at USSOCOM, MacDill AFB, FL. Starting in 1998, he held back-to-back commands of JSOC and USASOC at Fort Bragg, NC. His final assignment was as Commanding General, USSOCOM, from September 2003 to July 2007.

He was a combat veteran of Vietnam, Operation URGENT FURY in Grenada, Operations DESERT SHIELD/STORM in Southwest Asia, and other military actions. At one time he was the senior aviator in the U.S. Army and the first member of the Aviation Branch to achieve the rank of four-star general.

Brown graduated from the Harvard Executive Education Program's National and International Security Managers Course. He earned a Bachelor's Degree in History from Cameron University in Lawton, OK, and a Master's Degree in Business from Webster University in Webster Groves, MO.

GEN Brown's awards and decorations include the Distinguished Service Medal, Legion of Merit, Distinguished Flying Cross, Bronze Star Medal, and the Air Medal with 'V' Device. He also earned the Special Forces Tab, Master Army Aviator Badge, Military Free Fall Parachutist Badge, and the Air Assault Badge. In 2008, GEN Brown was inducted into the U.S. Army Aviation Hall of Fame. The 160th SOAR compound at Fort Campbell, also known as 'Brown Compound', is dedicated to him.

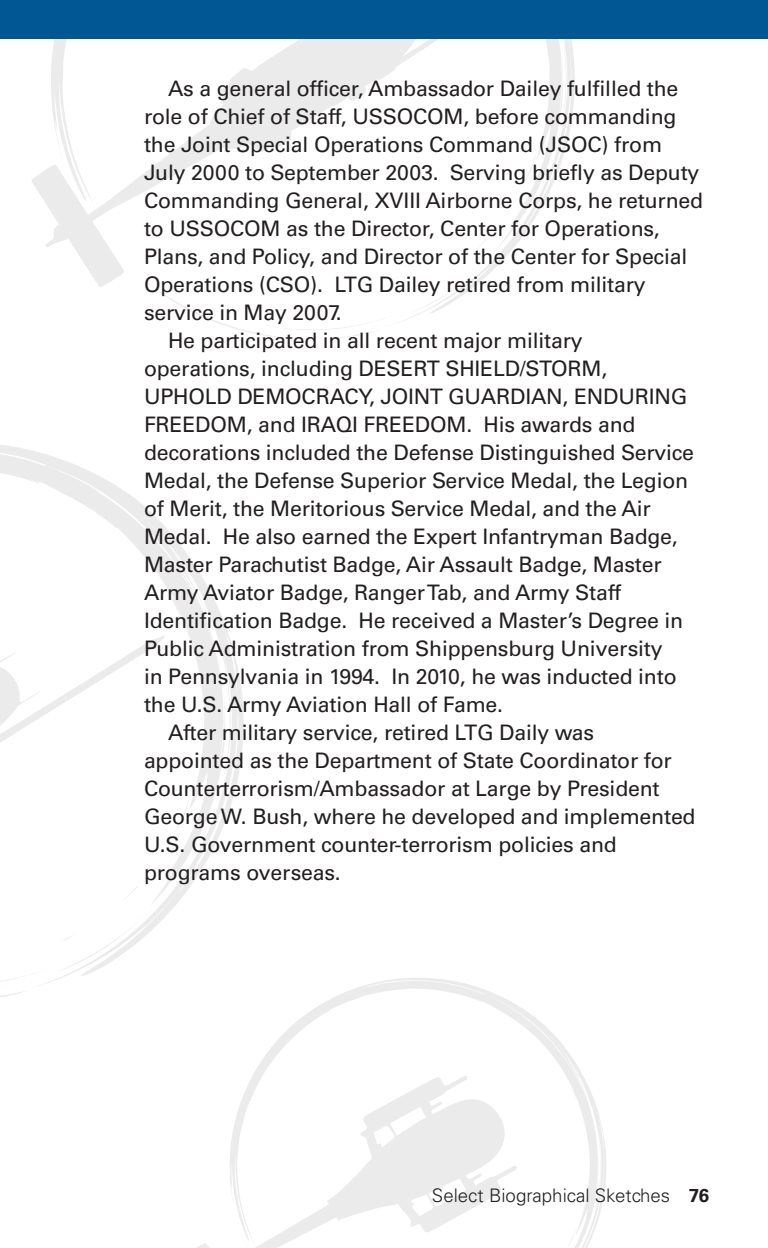


## Ambassador Dell L. Dailey

Ambassador Lieutenant General (LTG) Dell L. Dailey received his Bachelor of Science Degree in Engineering from the United States Military Academy at West Point, NY, in 1971. Commissioned as an Infantry Officer, he served in the 1/61st Infantry, 4th Infantry Division (ID) at Fort Carson, CO, before attending the Officer Rotary Wing Aviator Course at Fort Wolters, TX, and graduating in December 1973.

His first assignment was as Executive Officer and then Aviation Officer, 2nd Avn Bn, 1st Brigade, 2nd ID, from December 1973 to September 1974, followed by Aviation Officer, Company B, 2nd ID, from October 1974 to July 1975. He served as a Staff Officer in 1/75th Infantry (Ranger) from April 1978 to April 1979, and then on the 75th Ranger Regiment staff from June 1984 to May 1985.

Dailey's long association with the 160th began in June 1985 as Commander, Company D, until August 1987. He commanded 3/160th from April 1989 to July 1991 and 1/160th from July 1991 to June 1993 before commanding the 160th SOAR from October 1994 to October 1996.



As a general officer, Ambassador Dailey fulfilled the role of Chief of Staff, USSOCOM, before commanding the Joint Special Operations Command (JSOC) from July 2000 to September 2003. Serving briefly as Deputy Commanding General, XVIII Airborne Corps, he returned to USSOCOM as the Director, Center for Operations, Plans, and Policy, and Director of the Center for Special Operations (CSO). LTG Dailey retired from military service in May 2007.

He participated in all recent major military operations, including DESERT SHIELD/STORM, UPHOLD DEMOCRACY, JOINT GUARDIAN, ENDURING FREEDOM, and IRAQI FREEDOM. His awards and decorations included the Defense Distinguished Service Medal, the Defense Superior Service Medal, the Legion of Merit, the Meritorious Service Medal, and the Air Medal. He also earned the Expert Infantryman Badge, Master Parachutist Badge, Air Assault Badge, Master Army Aviator Badge, Ranger Tab, and Army Staff Identification Badge. He received a Master's Degree in Public Administration from Shippensburg University in Pennsylvania in 1994. In 2010, he was inducted into the U.S. Army Aviation Hall of Fame.

After military service, retired LTG Daily was appointed as the Department of State Coordinator for Counterterrorism/Ambassador at Large by President George W. Bush, where he developed and implemented U.S. Government counter-terrorism policies and programs overseas.



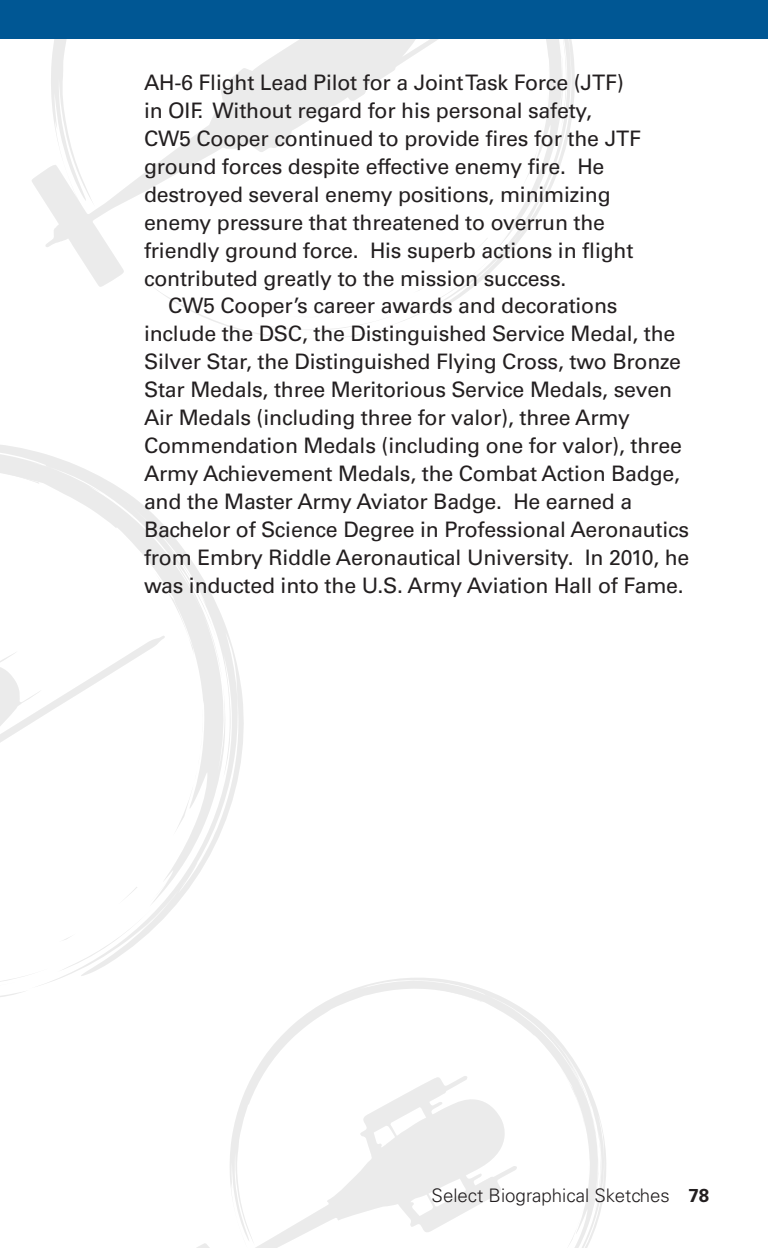
## CW5 David F. Cooper

Chief Warrant Officer 5 David F. Cooper enlisted in the U.S. Army in March 1985. After completing Basic Combat Training at Fort Jackson, SC, he attended the Warrant Officer Basic Course and Army Flight School at Fort Rucker, AL, followed by the AH-64 Apache Aircraft Qualification Course.

After serving in the 6th Cavalry at Fort Hood, TX, Cooper began training for the 160th SOAR (A) at Fort Campbell, KY. Qualifying in the AH-6 Little Bird helicopter in 1995, his Night Stalker assignments included duties Fully Mission Qualified Pilot, Instructor Pilot, Operations Officer, and Battalion Flight Lead. He served as the 160th SOAR Chief Warrant Officer from August 2007 to March 2010. He was the first USASOAC Chief Warrant Officer in March 2011, serving until his retirement from military service in June 2012.

Cooper deployed 23 times in support of operations in Iraq and Afghanistan. In 2008, he received the Distinguished Service Cross (DSC) for extraordinary heroism on 27 November 2006, while serving as an



The page features a white background with a blue header bar at the top. There are several faint, light-gray decorative elements: a satellite in the upper left, a large circular graphic on the left side, and a helicopter silhouette at the bottom center. The text is presented in two paragraphs.

AH-6 Flight Lead Pilot for a Joint Task Force (JTF) in OIF. Without regard for his personal safety, CW5 Cooper continued to provide fires for the JTF ground forces despite effective enemy fire. He destroyed several enemy positions, minimizing enemy pressure that threatened to overrun the friendly ground force. His superb actions in flight contributed greatly to the mission success.

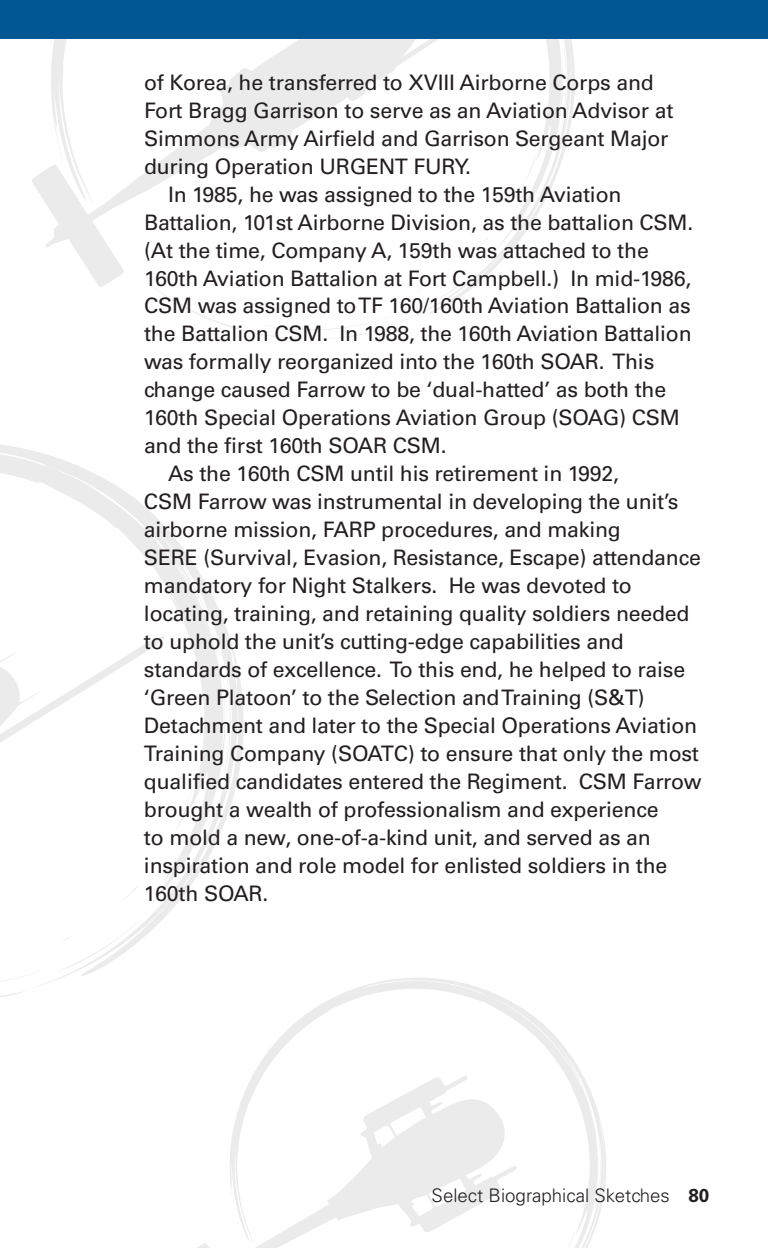
CW5 Cooper's career awards and decorations include the DSC, the Distinguished Service Medal, the Silver Star, the Distinguished Flying Cross, two Bronze Star Medals, three Meritorious Service Medals, seven Air Medals (including three for valor), three Army Commendation Medals (including one for valor), three Army Achievement Medals, the Combat Action Badge, and the Master Army Aviator Badge. He earned a Bachelor of Science Degree in Professional Aeronautics from Embry Riddle Aeronautical University. In 2010, he was inducted into the U.S. Army Aviation Hall of Fame.



## CSM Zeandrew Farrow

Command Sergeant Major Zeandrew Farrow joined the Army in 1962 as a Wheel and Track Vehicle Mechanic. After Advanced Individual Training, he was assigned to the 83rd Field Artillery Battalion in Baumholder, Germany, and the 13th Armor Battalion at Fort Hood, TX. After reclassifying his Military Occupational Specialty (MOS) to Single Engine, Single Rotor Helicopter Repairmen, he was assigned to the 801st Maintenance Battalion, 101st Airborne Division, at Fort Campbell, KY. Soon afterward, he served in the 227th Aviation Battalion (Assault Helicopter), 1st Cavalry Division, in Vietnam.

Upon re-deployment from Vietnam, he was trained as an Aircraft Repair Supervisor and assigned to 1st Squadron, 17th Cavalry, 82nd Airborne Division, at Fort Bragg, NC. During his service with the 82nd, he was an aircraft inspector, Platoon Sergeant, Operations Sergeant, and First Sergeant. He left the 82nd to attend the U.S. Army Sergeants Major Academy at Fort Bliss, TX. After serving as a First Sergeant in the 2nd Aviation Battalion, 2nd Infantry Division, at Camp Casey, Republic



of Korea, he transferred to XVIII Airborne Corps and Fort Bragg Garrison to serve as an Aviation Advisor at Simmons Army Airfield and Garrison Sergeant Major during Operation URGENT FURY.

In 1985, he was assigned to the 159th Aviation Battalion, 101st Airborne Division, as the battalion CSM. (At the time, Company A, 159th was attached to the 160th Aviation Battalion at Fort Campbell.) In mid-1986, CSM was assigned to TF 160/160th Aviation Battalion as the Battalion CSM. In 1988, the 160th Aviation Battalion was formally reorganized into the 160th SOAR. This change caused Farrow to be 'dual-hatted' as both the 160th Special Operations Aviation Group (SOAG) CSM and the first 160th SOAR CSM.

As the 160th CSM until his retirement in 1992, CSM Farrow was instrumental in developing the unit's airborne mission, FARP procedures, and making SERE (Survival, Evasion, Resistance, Escape) attendance mandatory for Night Stalkers. He was devoted to locating, training, and retaining quality soldiers needed to uphold the unit's cutting-edge capabilities and standards of excellence. To this end, he helped to raise 'Green Platoon' to the Selection and Training (S&T) Detachment and later to the Special Operations Aviation Training Company (SOATC) to ensure that only the most qualified candidates entered the Regiment. CSM Farrow brought a wealth of professionalism and experience to mold a new, one-of-a-kind unit, and served as an inspiration and role model for enlisted soldiers in the 160th SOAR.

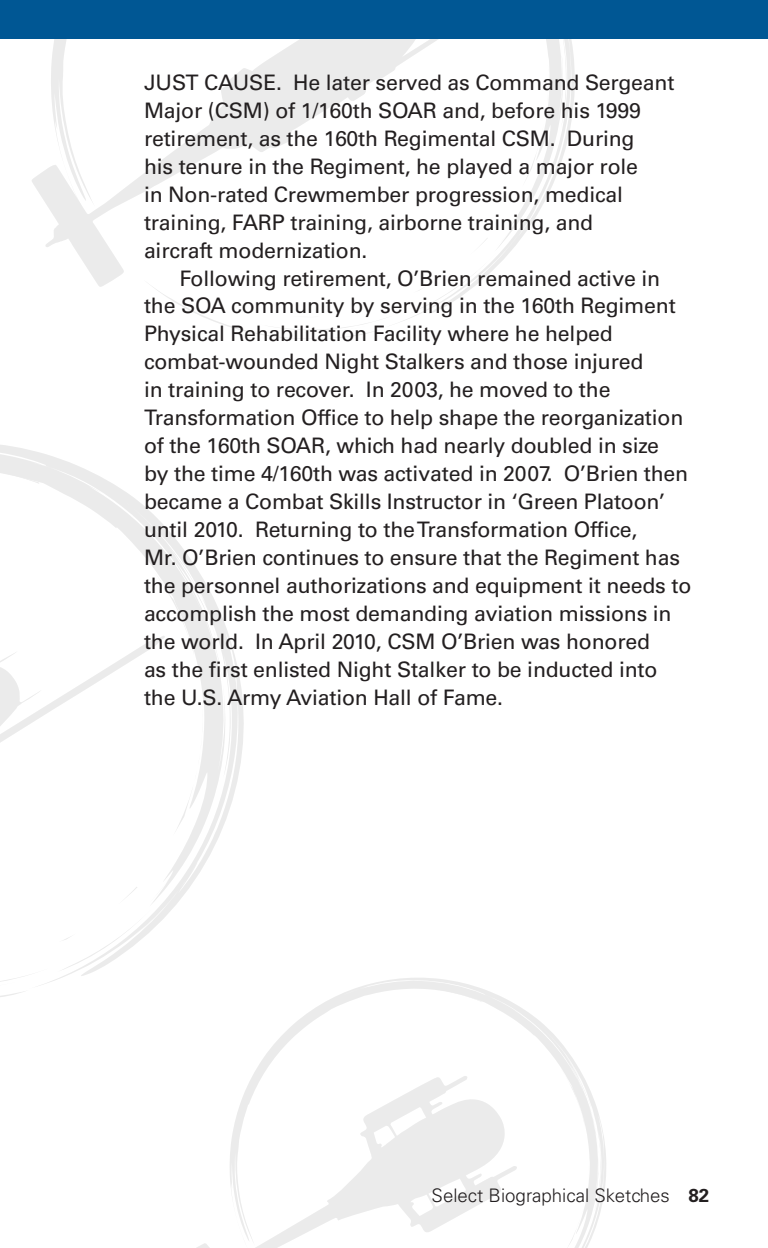


## CSM Clifton P. O'Brien

Command Sergeant Major Clifton P. O'Brien entered the Army as an Infantryman in 1973, serving briefly with the 82nd Airborne Division at Fort Bragg, NC. He soon reclassified his Military Occupational Specialty (MOS) to UH-1 Repairman, reporting to training at Fort Rucker, AL, in late 1975.

O'Brien's aviation assignments included service in the 101st Airborne Division at Fort Campbell, KY; the 2nd Infantry Division in Korea; the Federal Bureau of Investigation's Hostage Recovery Team at Davidson Army Airfield, Fort Belvoir, VA; the 8th Infantry Division in the Federal Republic of Germany; and the 25th Infantry Division at Schofield Barracks, HI. His association with Special Operations Aviation began in 1985. He held numerous positions within TF 160, starting as Flight Platoon Sergeant in Company C.

He subsequently served as First Sergeant for Companies B and F. As Company B First Sergeant, he provided guidance and direction essential to Night Stalker success during Operations PRIME CHANCE and

The page features a white background with a blue header bar at the top. Faint, light gray illustrations are scattered across the page: a satellite in the upper left, a large circular graphic on the left side, and a helicopter in the lower right. The text is presented in a clean, black, sans-serif font.

**JUST CAUSE.** He later served as Command Sergeant Major (CSM) of 1/160th SOAR and, before his 1999 retirement, as the 160th Regimental CSM. During his tenure in the Regiment, he played a major role in Non-rated Crewmember progression, medical training, FARP training, airborne training, and aircraft modernization.

Following retirement, O'Brien remained active in the SOA community by serving in the 160th Regiment Physical Rehabilitation Facility where he helped combat-wounded Night Stalkers and those injured in training to recover. In 2003, he moved to the Transformation Office to help shape the reorganization of the 160th SOAR, which had nearly doubled in size by the time 4/160th was activated in 2007. O'Brien then became a Combat Skills Instructor in 'Green Platoon' until 2010. Returning to the Transformation Office, Mr. O'Brien continues to ensure that the Regiment has the personnel authorizations and equipment it needs to accomplish the most demanding aviation missions in the world. In April 2010, CSM O'Brien was honored as the first enlisted Night Stalker to be inducted into the U.S. Army Aviation Hall of Fame.



# Acronyms



## ACRONYMS

<b>AAF</b>	Army Airfield
<b>AATF</b>	Allison Aquatics Training Facility
<b>AFB</b>	Air Force Base
<b>AFSOC</b>	Air Force Special Operations Command
<b>AGF</b>	Army Ground Forces
<b>AIT</b>	Advanced Individual Training
<b>ALSE</b>	Aviation Life Support Equipment
<b>AMC</b>	Air Mission Commander
<b>AMSO</b>	Aviation Maintenance Sustainment Office
<b>APFT</b>	Army Physical Fitness Test
<b>AQC</b>	Advanced Qualification Course
<b>ARSOA</b>	Army Special Operations Aviation
<b>ARSOF</b>	Army Special Operations Forces
<b>ASUA</b>	Army Superior Unit Award
<b>AVIM</b>	Aviation Intermediate Maintenance
<b>Avn</b>	Aviation
<b>BMQ</b>	Basic Mission Qualified
<b>Bn</b>	Battalion
<b>CAAS</b>	Common Avionics Architecture System
<b>CAB</b>	Combat Aviation Brigade
<b>CBRN</b>	Chemical, Biological, Radiological, Nuclear
<b>CMS</b>	Combat Mission Simulator
<b>Co</b>	Company
<b>CONARC</b>	Continental Army Command
<b>CPC</b>	Campaign Participation Credit



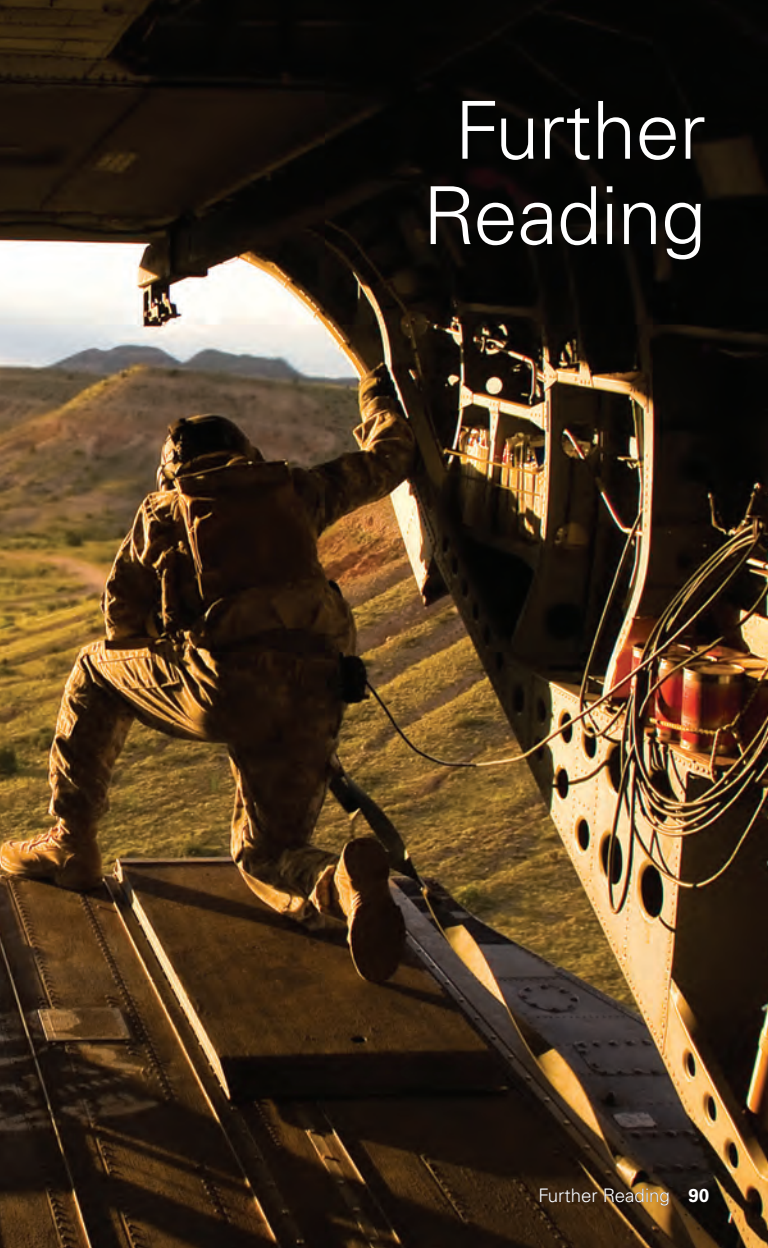
<b>CSAR</b>	Combat Search and Rescue
<b>CT</b>	Counter-terrorism
<b>DAP</b>	Defensive Armed Penetrator
<b>DUI</b>	Distinctive Unit Insignia
<b>EGP</b>	Enlisted Green Platoon
<b>FARP</b>	Forward Arming and Refueling Point
<b>FI</b>	Flight Instructor
<b>FLIR</b>	Forward Looking Infrared Radar
<b>FLQ</b>	Flight Lead Qualified
<b>FMQ</b>	Fully Mission Qualified
<b>FORSCOM</b>	Forces Command
<b>GWOT</b>	Global War on Terror
<b>HRC</b>	Human Resources Command
<b>IPC</b>	Instructor Pilot Course
<b>JCS</b>	Joint Chiefs of Staff
<b>JMUA</b>	Joint Meritorious Unit Award
<b>JSOC</b>	Joint Special Operations Command
<b>JTF</b>	Joint Task Force
<b>LB</b>	Little Bird
<b>MARSOC</b>	Marine Corps Forces Special Operations Command
<b>Medevac</b>	Medical Evacuation
<b>MOS</b>	Military Occupational Specialty
<b>MOUT</b>	Military Operations in Urbanized Terrain
<b>MTP</b>	Maintenance Test Pilot
<b>MUC</b>	Meritorious Unit Citation (Army)
<b>NATO</b>	North Atlantic Treaty Organization
<b>NRCM</b>	Non-rated Crew Member
<b>NVG</b>	Night-Vision Goggles

<b>ODA</b>	Operational Detachment-Alpha
<b>OEF</b>	Operation ENDURING FREEDOM
<b>OGP</b>	Officer Green Platoon
<b>OIF</b>	Operation IRAQI FREEDOM
<b>OIR</b>	Operation INHERENT RESOLVE
<b>PA</b>	Physician's Assistant
<b>PCS</b>	Permanent Change of Station
<b>POW</b>	Prisoner of War
<b>PUC</b>	Presidential Unit Citation
<b>RCO</b>	Regimental Commanding Officer
<b>Rgt</b>	Regiment
<b>S&amp;T</b>	Selection and Training (Detachment)
<b>SERE</b>	Survival, Evasion, Resistance, Escape
<b>SF</b>	Special Forces
<b>SI</b>	Standardization Instructor
<b>SIMO</b>	Systems Integration Management Office
<b>SOA</b>	Special Operations Aviation
<b>SOAD</b>	Special Operations Aviation Detachment
<b>SOAG (A)</b>	Special Operations Aviation Group (Airborne)
<b>SOAMIC</b>	Special Operations Aviation Medical Indoctrination Course
<b>SOAR (A)</b>	Special Operations Aviation Regiment (Airborne)
<b>SOATB</b>	Special Operations Aviation Training Battalion
<b>SOATC</b>	Special Operations Aviation Training Company
<b>SOCP</b>	Special Operations Communications Package

<b>SOF</b>	Special Operations Forces
<b>SORB</b>	Special Operations Recruiting Battalion
<b>SSI</b>	Shoulder Sleeve Insignia
<b>STOL</b>	Short Takeoff and Landing
<b>SWAD</b>	Special Warfare Aviation Detachment
<b>T/O&amp;E</b>	Table of Organization and Equipment
<b>TAPO</b>	Technology Applications Program Office
<b>TDA</b>	Table of Distribution and Allowances
<b>TDSC</b>	Training Development Support Cell
<b>TF</b>	Task Force
<b>TRADOC</b>	Training and Doctrine Command
<b>UAS</b>	Unmanned Aircraft System
<b>USAAF</b>	U.S. Army Air Forces
<b>USAFRICOM</b>	U.S. Africa Command
<b>USAJFKSWCS</b>	U.S. Army John F. Kennedy Special Warfare Center & School
<b>USASOAC</b>	U.S. Army Special Operations Aviation Command
<b>USASOC</b>	U.S. Army Special Operations Command
<b>USCENTCOM</b>	U.S. Central Command
<b>USEUCOM</b>	U.S. European Command
<b>USPACOM</b>	U.S. Pacific Command
<b>USSOCOM</b>	U.S. Special Operations Command
<b>USSOUTHCOM</b>	U.S. Southern Command
<b>UW</b>	Unconventional Warfare
<b>VUA</b>	Valorous Unit Award
<b>WWI</b>	World War I
<b>WWII</b>	World War II



# Further Reading

A person in a military uniform is leaning out of the open door of a helicopter. The person is wearing a dark jacket and pants, and is looking out over a hilly landscape. The helicopter's interior and various pieces of equipment are visible on the right side of the frame. The scene is lit with warm, golden light, suggesting a sunset or sunrise. The background shows rolling hills under a clear sky.

Bowden, Mark. *Black Hawk Down: A Story of Modern War*. New York: Grove Press, 1999.

---

Briscoe, Charles H. "Helicopters in Combat: World War II." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 32-38.

---

Briscoe, Charles H., Richard L. Kiper, James A. Schroder, and Kaley I. Sepp. *Weapon of Choice: U.S. Army Special Operations Forces in Afghanistan*. Fort Leavenworth, KS: Combat Studies Institute Press, 2003.

---

Briscoe, Charles H., Kenneth Finlayson, Robert W. Jones, Jr., Cheryl A. Walley, A. Dwayne Aaron, Michael R. Mullins, and James A. Schroder. *All Roads Lead to Baghdad: Army Special Operations Forces in Iraq*. Fort Bragg, NC: USASOC, 2007.

---

Briscoe, Charles H. "Operation ZUMMARI 241: Braving Fire Ambushes in Afghanistan." *Veritas: Journal of Army Special Operations History* 12/2 (2016): 51-63.

---

Brown, Bryan D. "The 160th SOAR: The Quiet Aviation Professionals." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 2-4.

---

Brown, Carl R. "'Green Platoon': The 160th SOAR's Training Program." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 12-13.

---

Durant, Michael J. and Steven Hartov. *In the Company of Heroes: The Personal Story Behind Black Hawk Down*. New York: New American Library, 2003.

---

Durant, Michael J. *The Night Stalkers: Top Secret Missions of the U.S. Army's Special Operations Aviation Regiment*. New York: New American Library, 2006.

---

Dzwonchyk, Wayne M. *Aviation*. Washington, DC: U.S. Center of Military History, 1986.

---

Eide, Thorwald and Greg Stewart. "20 Years of Army Special-Operations Aviation Modernization." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 28-31.

---

Finlayson, Kenneth. "Helicopters in Combat: Korea." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 39-41.

---

Finlayson, Kenneth. "Night Stalkers in the Philippines: Tragedy and Triumph in Balikatan 02-1." *Veritas: Journal of Army Special Operations History* 2/1 (2006): 54-59.

---

Finlayson, Kenneth. "Task Force 160 in Operation URGENT FURY." *Veritas: Journal of Army Special Operations History* 2/2 (2006): 36-41.

---

Finlayson, Kenneth. "A Tale of Two Units: The 129th Assault Helicopter Company." *Veritas: Journal of Army Special Operations History* 3/1 (2007): 66-71.

---

Finlayson, Kenneth. "Lords of Darkness: 1/245th Aviation." *Veritas: Journal of Army Special Operations History* 3/4 (2007): 52-61.

---

Finlayson, Kenneth. "Valiant 41: 160th SOAR in Combat in Iraq." *Veritas: Journal of Army Special Operations History* 5/3 (2009): 16-20.

---

Gray, Sidney J. and Charles W. Weigandt. "The 160th SOAR: 20 Years of Army Special Operations Aviation." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 6-11.

---

Horwood, Ian. *Interservice Rivalry and Airpower in the Vietnam War*. Fort Leavenworth, KS: Combat Studies Institute Press, 2006.

---

Kyle, James H. *The Guts to Try: The Untold Story of the Iran Hostage Rescue Mission by the On-Scene Desert Commander*. New York: Ballantine, 1995.

---

Lenahan, Rod. *Crippled Eagle: A Historical Perspective of U.S. Special Operations, 1976-1996*. Narwhal Press, 1998.

---

Library of Congress, Federal Research Division. *A History of the 160th Special Operations Aviation Regiment*. Washington, DC: Library of Congress, 2001.

---

Milani, Andy. "Evolution of the 3-160th SOAR Through Desert Storm." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 14-22.

---

Raines, Jr., Edgar R. *Eyes of Artillery: The Origins of Modern U.S. Army Aviation in World War II*. Washington, DC: Center of Military History, 2000.

---

Rugen, Walter. "The Impact of Forward-Based Special-Operations Aviation." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 23-25.

---



Ryan, Paul B. *The Iranian Rescue Mission: Why It Failed*. Annapolis, MD: Naval Institute Press, 1985.

---

Schroder, James. "Objective Beaver: The Search for the Elusive Smoking Gun." *Veritas: Journal of Army Special Operations History* 1/1 (Winter 2005): 46-51.

---

Schroder, James. "'The Beer's on Us!' Little Bird Support at Haditha Dam." *Veritas: Journal of Army Special Operations History* 1/1 (Winter 2005): 61-64.

---

Smith, Joseph A. "The 160th Special Operations Aviation Regiment After Next." Carlisle Barracks, PA: U.S. Army War College, 1998.

---

Tolson, John J. *Airmobility, 1961-1971*. Washington, DC: Center of Military History, 1989.

---

Turner, Holly. "Company E: The 160th SOAR's Newest Forward-Based Unit." *Special Warfare: The Professional Bulletin of the John F. Kennedy Special Warfare Center and School* 14/3 (Summer 2001): 26-27.

---

**Additional primary and secondary sources about the 160th SOAR can be found at the U.S. Army Center of Military History, Fort McNair, Washington, DC; the Combined Arms Research Library, Fort Leavenworth, Kansas; the U.S. Army Heritage and Education Center, Carlisle, Pennsylvania; and other online and archival repositories.**

---