

145th AIR REFUELING SQUADRON



LINEAGE

145th Air Transport Squadron (Medium) extended federal recognition, 17 Mar 1956
Redesignated 145th Aeromedical Transport Squadron (Light), 1 Feb 1958
Redesignated 145th Air Refueling Squadron, 8 Jul 1961

STATIONS

Akron-Canton Airport, Akron, OH, Mar 1956
Clinton County AFB, Wilmington, OH, Jul 1961
Lockbourne AFB, Columbus, OH, Sep 1971 (renamed Rickenbacker AFB, Columbus, OH, 18 May 1974)

ASSIGNMENTS

106 Aeromedical Transport Group (Light), Aug 1958
160 Air Refueling Group (TAC) Jul 1961

WEAPON SYSTEMS

Mission Aircraft

C-46D, 1956-1958
C-119J, 1958-1961
KC-97F, 1962-1963
KC-97G, 1963-1965
KC-97L, 1965-1974
KC-135A, 1975
KC-135E, 1984
KC-135R, 1991

Support Aircraft

C-97G

ASSIGNED AIRCRAFT SERIAL NUMBERS

KC-135E

56-3611

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Col Frank H. Cattran, Mar 1956
Maj Perry Momchilov, 8 Jul 1961
Cpt Floyd J. Brock, Jr., 1 Jul 1962
Maj Larry G. Rodgers, 10 Sep 1962
Maj Erwin K. Priwer, 24 Nov 1962
LTC Dwight E. Cook, 1 Feb 1963
LTC Victor M. Davis, 30 Jun 1971
LTC William J. Ingler, 20 Mar 1975
LTC Larry G. Rogers, 28 Oct 1978
LTC Donald W. Easley, 6 Mar 1982
LTC Richard J. Seidt, 19 Jun 1985
LTC Edward Lewis, 15 Mar 1987
LTC James V. Jones August 2005-February 2010

HONORS

Service Streamers

None

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

AF Outstanding Unit Award

EMBLEM

On a blue oval, the body of a Tasmanian Devil holding a refueling boom as if it were a pool cue stick; a yellow flash below with black numerals "145th Air Rflg. Sq." Approved by Headquarters USAF and Warner Bros., 1962.

MOTTO

NICKNAME

OPERATIONS

Mar 1956 At Akron-Canton Municipal Airport, North Canton, Ohio, the 145 Air Transport Squadron (Medium), with C-46 aircraft was allotted and activated with the cadre from the 112 Fighter-Interceptor Squadron which was deactivated at Akron-Canton Airport, and reactivated at Toledo Express Airport, Ohio.

Jul 1961 The unit was relocated to Clinton County AFB, Wilmington, Ohio and redesignated as the 145 Air Refueling Squadron (Tactical), under the 126 Air Refueling Wing

Aug 1964 160 Air Refueling Group deployed to Ernest Harmon AFB, Newfoundland in the all Air National Guard deployment, utilizing Air National Guard tankers and fighters deploying non-stop to an overseas base.

1964 (4 Dec) A KC-97G of the 160th ARG was destroyed by fire after striking 8 refueling trucks during an attempted landing, in the rain, at Clinton County AFB, Wilmington, Ohio. All crew and passengers escaped without serious injury.

Mar 1965 — Received the first of its present jet-augmented KC-97 aircraft. This increased the combat capabilities of the unit, increased the margin of safety on takeoff, made high altitude refueling possible, and increased engine life for a higher sortie rate.

Jun 1967— Began the conception of Operation "Creek Party". The 160 Air Refueling Group was one of the initial units committed to providing aerial refueling support on 2 Jun 1967. On this date, one KC-97L aircraft of the 160 Air Refueling Group departed Clinton County AFB, Wilmington, Ohio, for Rhein-Main AB, Frankfurt, Germany, in what was to be the first time in the history of the Reserve of the Air Force, that Air National Guard units would maintain a continuing overseas commitment in support of the regular forces without being called to full-time active duty.

Since receipt of its first KC-97, the 160 Air Refueling Group has supported various Exercises/Deployments, taking it as far North as Iceland; South to Panama; East to Europe, and as far West as Hawaii. Operation "Creek Party", since its inception in Jun 1967, has been the prime benefactor of the 160th. Four times a year four to six KC97s, supported by some ninety support personnel, wend their way to Rhein-Main AB, Germany. This rotation has been continuous since "Creek Party" was initiated.

Transfer of KC-135 to Air Reserve Forces - In July 1974, Secretary of Defense James R. Schlesinger directed SAC to transfer 128 KC-135 tankers to the Air Reserve Forces in order to equip 16 eight UE units. Three units of the Air Force Reserve and 13 units of the Air National Guard would be involved in this program, which would extend over a four-year period. In the event of wartime mobilization, SAC would gain control of these squadrons.

First Aircraft Transferred - The transfer of aircraft actually began on 16 April 1975, when the 301st Air Refueling Squadron, Rickenbacker Air Force Base, Ohio, transferred the first KC-135, Serial Number 57-1507, to the 160th Air Refueling Group, also located at Rickenbacker. The 160th began operating on an eight UE basis on 1 July 1975. The second unit, the 157th Air Refueling Group, Pease Air Force Base, New Hampshire, entered the program on 1 October. Thus, by the end of December, a 16 UE element had been withdrawn from SAC to support these two units. While these actions were taking place, SAC had inactivated two 15 UE air refueling squadrons: the 922d at Wright-Patterson Air Force Base, Ohio, on 30 September as part of the phaseout of SAC activities at that base, and the 301st at Rickenbacker on 31 December as part of

the Air Reserve Forces program. Redistribution of the 14 UE element remaining after these squadrons were inactivated was scattered among several units. This action, along with other aircraft authorization realignments, created eight different categories of squadrons, each with a distinct UE. 1975

By October, a full complement of eight KC-135As had been assigned and by December the 145th had trained sufficient aircrews to achieve initial combat capability. Hard work on the new aircraft, facilities, equipment and aircrew training continued for the next six months. As proficiency increased, the squadron began to perform more challenging tasks for the new Command.

A 145th aircraft and crew flew the first SAC Reserve Force KC-135 deployment mission during exercise "Cope Elite" at Hickam, AFB, Hawaii, from March 10-14, 1976. On July 1, 1976, the 145th became the first Reserve Force Squadron to place an aircraft and crew on SAC Alert. The combat ready status of the Squadron and Group were fully tested in their first SAC ORI/MEI Evaluation from July 9-13. The units received highly satisfactory ratings becoming a fully qualified member of the SAC team. The 145th/160th pioneered the SAC mission for the Reserve Forces and were consulted by many other units as the "Total Force" modernization program continued. The organization's dedication to safety and professionalism was also recognized by receipt of the Air Force Flying Safety Award for the period from 1974 to 1977.

From 1976 the 145th has assumed an ever increasing role in SAC's global air refueling mission. The unit became a frequent participant in the SAC permanent Tanker Task Forces located in Europe (RAF Mildenhall, UK); Alaska (Eielson, AFB); and the Pacific (Anderson AFB, Guam and Kadena AB, Japan). In addition, many Temporary Tanker Task Force missions were flown on an "as required" basis supporting air craft movements worldwide. The 145th is a regular participant in SAC and Joint Chiefs of Staff (JCS) exercises while refueling other Air Force and Air National Guard units in training exercises, operational readiness tests and rotational deployments such as "Cornet Cove" and "Creek Klaxon". Other significant 145th deployments were: "Sentry Effort", Bergstrom AFB, TX 1983; "Busy Pirate" Eielson AFB and Elmendorf AFB, AK 1984; "Sentry Olive", Moron AB, Spain 1985; "Quick Thrust", Hunter AAF, GA 1985; and "Sentry Spirit", Wake Island Airfield 1986.

Modernization of aircraft continued with a series of depot programs including wing re-skin and the installation of TF33-PW-102 engines which resulted in a redesignation of the aircraft as KC-135Es. Completion of this major modification in 1984 gave the unit a safer, quieter, more powerful and fuel efficient aircraft able to operate from shorter runways with increased fuel offload to receiver aircraft. SAC was quick to recognize this improved capability by assigning more contingency missions to the 145th and a series of annual deployments was planned to train for this new role. These deployments have vastly improved the unit's ability to perform its mission anywhere in the world.

Exercises/Deployments: 1960 — Big Haul. 1963—Minuteman Alpha, Cane-cutter, Abbey Tower, Gold Rush. 1964 — Gulfport Express, Shock Wave, Diamond Lil XIV, Ready-Go. 1965 — Shock Wave II, Diamond Lil XVII, Tropic Lightening II, Feather Duster. 1967 — Tropic Lightening III, Clove Hitch, Creek Party, Sentry Post I/ Guard Strike, Gold Rush V, Gold Rush

VI, Sentry Ridge I. 1968 — Creek Party, Guard Strike II, EASTAC. 1969 —Creek Party, Commando Elite, WESTAC, Cool Ride II, Shock Wave III. 1970 — Creek Party, Sentry Longhouse, Iron Mountain, Punch Card X, Stone Mountain, Support of A-37 Training, Support of Civil Disturbance Response. 1971 — Creek Party, Support of A-37 Training. 1972 — Creek Party, Operation Snowbird, Sentry Rainbow. 1973 — Creek Party. 1974 — Creek Party, Support Icelandic ADC Forces



Air Force Order of Battle

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Sources

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

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

Air Force News. Air Force Public Affairs Agency.

Unit History. OH ANG. *O.A.N.G. Ohio Air National Guard History, 1927-1974.*

Unit History. OH ANG. *Ohio Air National Guard Sixty Year History, 1927-1987.*