

150th AIR REFUELING SQUADRON



LINEAGE

150th Air Transport Squadron (Medium) received federal recognition, 1 Feb 1956
Redesignated 150th Aeromedical Transport Squadron (Light), Feb 1957
Redesignated 150th Air Transport Squadron (Heavy), 18 Jan 1964
Redesignated 150th Military Airlift Squadron, 1 Jan 1966
Redesignated 150th Aeromedical Airlift Squadron, Dec 1969
Redesignated 150th Tactical Airlift Squadron, Jun 1973
Redesignated 150th Air Refueling Squadron (Heavy), 1 Apr 1977
Redesignated 150th Air Refueling Squadron

STATIONS

Newark Airport, Newark, NJ
McGuire AFB, NJ, 1 Jul 1965

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

C-46D, 1956
C-119G, 1958
MC-119J
C-121C, 1962
C-121G
C-7A, 1973
C-7B
KC-135A, 1977
KC-135E, 1983

Support Aircraft

C-47
C-131
C-130

ASSIGNED AIRCRAFT SERIAL NUMBERS

C-131, 42814
C-121: 40169

ASSIGNED AIRCRAFT TAIL/BASE CODES

C-7: NJ

UNIT COLORS

COMMANDERS

Maj James F. Miller

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

CALL SIGN

OPERATIONS

A new addition to the 108th arrived with the activation of the 150th Air Transport Squadron (Medium) (Air Evacuation) on 1 February 1956. This unit was assigned to the 108th Fighter--Interceptor Wing for training, operations, supply and administration.

The first C-46 was assigned to the 150th Air Transport Squadron, then stationed at Newark Airport, in February 1956. Four additional C-46s were added shortly thereafter. The aircraft were used to transport cargo and passengers to various bases in the United States.

The 150th was redesignated as the 150th Aeromedical Transport Squadron (Light) on 1 February 1957 with no change in mission. This unit was reorganized on 10 October 1958 and was assigned, on 1 November 1958, to the 106th Aeromedical Transport Group, Floyd Bennett Field,

New York; for training in channels of control and for mobilization. Aircraft used by this transport squadron were C-46 and, with the designation of Aeromedical Transport, C-119J.

During the Fall of 1957, the 108th Maintenance and Supply Group and the 108th Air Base Group moved from Newark Airport to join the 141st Fighter Squadron at McGuire Air Force Base, and they were followed on 1 September 1958, by the Wing Headquarters. This movement left the facility at Newark Airport occupied only by the 150th Aeromedical Transport Squadron, the 108th Tactical Hospital and the 119th Weather Flight.

In March, 1958 our six C-119Js arrived, and we said good-bye to the C-46 which served us so well. It became immediately obvious that the "Flying box car" was not the ideal aircraft to perform our mission. Our new aircraft also meant intensified flying and transition for most of our maintenance and flight crews never worked with this aircraft. By the time 1958 Field Training time rolled around in July, all key personnel were checked out and plans were made to have all crews checked out by the end of summer camp. Even under stress and duress, our squadron maintained its excellent record for flying safety. In 1958 we hung two more flying safety awards in the operations section.

With the advent of the C-121, the Group actively participated in the Global Airlift Commitments of MAC and the United States Air Force. In the 1968-69 period, the 170th participated in Muscle Shoals as a replacement aircrew training squadron for the Air Defense Command. This mission alone accumulated 5041 hours of flying and the training of 119 Air Force pilots, 73 navigators and 97 flight engineers.

During the Vietnam War, the 150th, then equipped with the C-121 flew many airlift missions from the U.S. to Southeast Asia.

Change in commands from MAC to TAC with yet another redesignation to 170th Tactical Airlift Group occurred on 9 June 1973. Concurrent with the reorganization of the USAF mission commitments that brought all Airlift Operations back to the Military Airlift Command, the 170th again joined MAC on 1 December 1974. With the assignment of the C-7A came a completely different mission wherein we provided support to the Navy, Army and Marines as well as the USAF in Battle Field Exercises involving assault extractions and insertions of combat troops as well as live personnel parachute drops. On one exercise, five aircraft from our unit dropped 1310 parachutes during a three-day combat "Jump Fest" competition.

Operation Swift Move was the code name given to the movement of the 170th Military Airlift Group, New Jersey Air National Guard, from Newark Airport to McGuire Air Force Base in June 1965. More than 622 men and women, all members of the 170th Air Transport Group, New Jersey Air National Guard, stationed at Newark Airport since 1929, have moved the entire installation, including more than 14 million dollars worth of equipment and aircraft 60 miles down the New Jersey Turnpike to McGuire exactly 400 days ago. The move out of Newark Airport was occasioned by the combination of Newark Civilian Airport expansion and the consolidation of 92 Military installations ordered by the Secretary of Defense Robert McNamara.

The local payroll of the unit, and local expenditures account for 51,401,000 annually, and this

money, formerly spent in the Newark Area, will now become a benefit to the Burlington County Communities.

Lt. Col. James E. Miller, Jr. Commander of the 170th ATG, was pleased with the move to McGuire. He said, "At Newark, all aircraft maintenance had to be done out of doors in all kinds of weather. Whereas at McGuire we have two maintenance areas, that permit our people to work on our C-121 inside." The 170th operates eight C-121s on a regular schedule around the world, as part of the Military Airlift Command. Last year, the 170th, completed 85 over water trips, to such places as Alaska, Hawaii, Puerto Rico, Bermuda, England, France, Germany, Spain, Scotland, New Foundland, Iceland, and Labrador, logging a total of 207,280 miles and airlifting 375.2 tons of cargo, in support of the American Military Force all over the world.

In November, the 170th was responsible for the global airlift of supplies to troops in Vietnam muter "Operation Christmas Star."

Besides it participation in the many other operations, it has also logged well above 400,000 miles for the 12th Aeromedical Evacuation.

Colonel Miller explained, "The 170th Air Transport Group, defies the concept of the Citizen Soldier, that puts in two weeks of active duty, for training, usually in the summertime, and spends a weekend a month training in his hometown armory," Colonel Miller continued, "this unit operates 24 hours a day, seven days a week, 365 days a year, maintaining our worldwide flying schedules.

Moved to McGuire along with the unit was a compliment of 107 full-time Air National Guard Civilian Technicians.

It was the first air refueling unit in the Nation to launch tankers to establish the now famous U.S. Saudi Arabia "Air Bridge" during OPERATION DESERT Shield-DESERT STORM. Literally hours after President Bush ordered U.S. forces to the Persian Gulf, the 150th aircrews were refueling fighters and cargo transports winging their way nonstop from the U.S. to the Persian Gulf. Shortly thereafter, and again, prior to certain units personnel being activated, the 150th deployed aircraft, aircrews, maintenance and support personnel to Saudi Arabia. It also provided urgently needed medical, security police and support personnel to U.S. air bases to assist active duty personnel and serve as "back-fill" for those already rushed to the combat theater.



Air Force Order of Battle

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Sources

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

Air Force News. Air Force Public Affairs Agency.

Unit History. NJ ANG. *Global Readiness, The Story of the 170th Air Refueling Group. 1956-1986.*