

307th AIR REFUELING SQUADRON



MISSION

LINEAGE

307th Air Refueling Squadron, Medium constituted, 5 May 1950
Activated, 16 Jun 1950
Inactivated, 18 Nov 1953
Activated, 18 May 1954
Discontinued and inactivated, 25 Jun 1966
Redesignated 307th Air Refueling Squadron, Heavy
Activated, 1 Oct 1985
Inactivated, 1 Aug 1990

STATIONS

MacDill AFB, FL, 16 Jun 1950
Davis-Monthan AFB, AZ, 16 Sep 1950
Walker AFB, NM, 1 Aug 1951
Bergstrom AFB, TX, 2 Feb 1953-18 Nov 1953
Maxwell AFB, AL, 18 May 1954
Lincoln AFB, NE, 8 Nov 1954
Selfridge AFB, MI, 1 Jun 1960-25 Jun 1966
K.I. Sawyer AFB, MI, 30 Sep 1985-1 Aug 1990

DEPLOYED STATIONS

Ernest Harmon AFB, Newfoundland, 16-28 Sep 1950
Goose AB, Labrador, 9 Apr-21 May 1955
Greenham Common, England, 12 Jul 1956-7 Oct 1956
Thule AB, Greenland, 2 Jul-3 Oct 1957

Ernest Harmon AFB, Newfoundland, 1 Oct 1958-9 Jan 1959
Lajes AB, Azores, 4 Jul-5 Oct 1959
Lajes AB, Azores, 17 Apr-2 Aug 1962
Dow AFB, ME, 26 Jul-5 Oct 1963
Ernest Harmon AFB, Newfoundland, 5 Oct-Dec 1963

ASSIGNMENTS

307th Bombardment Group, Medium,
307th Bombardment Wing, Medium, 16 Jun 1952
42nd Air Division, 1 Jul-18 Nov 1953
Second Air Force, 18 May 1954
307th Bombardment Wing, Medium, 8 Nov 1954
4045th Air Refueling Wing, 1 Jun 1960
500th Air Refueling Wing, 1 Jan 1963
40th Air Division, 15 Dec 1964-25 Jun 1966

ATTACHMENTS

307th Bombardment Wing, Medium, 1 Aug-15 Sep 1950
43rd Bombardment Group, Medium, 16 Sep 1950-31 Jul 1951
5th Bombardment Wing, Medium, 1 Aug 1951-31 Jul 1951
47th Air Division, 16 Jun 1952-1 Feb 1953
42nd Air Division, 2 Feb-16 Jun 1953
27th Strategic Fighter Wing, 17-30 Jun 1953
321st Bombardment Wing, Medium, 28 Sep-7 Nov 1954
98th Bombardment Wing, Medium, 8 Nov 1954-31 Jan 1955

WEAPON SYSTEMS

KB-29M, 1950
KB-29P
KC-97G, 1954
KC-135A

COMMANDERS

LTC Everett Thurlow
LTC Oliver Fowler
LTC Clyde Taylor
LTC Carson Gallien
LTC Robert Christensen
Col Joseph Young
LTC Allen Osborn
Maj Francis McMullin

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



307th Air Refueling Squadron



307th Air Refueling Squadron emblem: On a disc per bend green and black within a narrow black border, a white globe, axis bendwise, grid lines black, flanked in dexter and base by a row of seven white stars arched, increasing in size to base surmounting the globe three black silhouetted aircraft in upward flight, bendwise in pale, each leaving a white trail to sinister and curving up, around and behind the globe. The emblem is symbolic of the squadron and its mission. Against a divided background of green and black, to indicate day and night and twenty four hour operations. Seven stars, a globe and three aircraft encircling it indicates the squadrons numerical

designation and the units worldwide potential. (Approved, 12 May 1961)

MOTTO

Anytime, Anyplace

NICKNAME

OPERATIONS

The 307th was first activated in June 1950 and attached to the 307th Bombardment Wing at MacDill AFB, FL. Crews flew the KC-29M, a hose-type refueling aircraft. Later that year the squadron moved to Davis-Monthan AFB, Arizona to fly within the 43rd Bombardment Group. In August 1951, upon relocating to Walker AFB, NM, the 307th refueled other aircraft using the KB-29T, a boom-type refueling system. It was at Walker that the squadron performed the first U.S. Air Force over-water fighter refueling mission. Many people assigned to the squadron during this time participated in the Project Ivy atomic tests in the Pacific. After relocating to Bergstrom AFB, TX, the unit performed refueling missions for F-84 within the 42nd Air Division.

A KC-29 assigned to 307 AREFS crashed and burned on 3 Aug 53.

8 November 1954, What will become the 307th ARS is attached to the 98th Bomb Wing for support. The tanker squadron at this point is yet unnamed, with no aircraft in place. The aircraft arrived later from various locations, and many personnel came from the 380th Wing at MacDill. Most KC-97 aircraft commanders had either KB-50 or B-29 previous experience.

February 1955, The 307th ARS was officially activated as part of the 307th BW, and was then known as the "Paradise Squadron."

The first of many extended deployments took place in March 1955 when the squadron was assigned TDY to Goose AB, Labrador for approximately 45 days. In the summer and fall of 1956 the second on the so-called "90 day" TDY's was spent in England at Greenham Common AB.

We spent a lovely summer and early fall in 1957 at Thule AB. Those lucky souls on this TDY will undoubtedly remember the midnight sun shining in their bleary eyes from the North Pole vicinity as they left the clubs at midnight or later. The cold storage vault-like doors on the barracks and the ingenious mechanical design of the commodes were a likely subject of conversation at the bar. The squadron pulled the first ground alert in SAC's history that fall. In the usual confusion of organizing "firsts" many also remember that the now commander, Lt. Col. Oliver Fowler, demanded we sleep in our flight suits with boots on so as to be able to respond to the alert timing demanded by SAC HQ.

June 1957, 307th ARS A/C Commander Captain Everett G. Caudel is rated as pilot of the month in the 8th Air Force, for successfully landing his KC-97 aircraft with the nose gear in the full upright position.

One military disabling injury was reported in the Wing in November. This injury, with an estimated loss of 30 days and \$900.00 occurred when A3C Vernon L. French Jr., 307th ARS fell on iced concrete while leaving his duty station and received a simple fractured skull. No horseplay was indicated in connection with this injury.

1958 During this year, the 307th ARS pulled a 90-day rotation at Ernest Harmon AFB, Newfoundland. In succeeding years they would also deploy to Lajes in the Azores, Malmstrom AFB, Montana; Edmonton, Churchill, Cold Lake, Frobisher, and Namao, in Canada; and Sondstrom in Greenland.

7 January 1959, Harmon AFB The 307th ARS aircraft began rotation to LAFB from Ernest Harmon AFB, Newfoundland.

April 16th 1960, Good Friday. A KC-97G 52-0919, on a northbound takeoff, lost directional control, collapsed the nose gear, and skidded off the runway into a refueling pit, where it was destroyed by fire. A/C Tom Hedges, CP Bill Novetske, Nav Tom Artman and twenty-one others successfully evacuated the aircraft. The only casualties are two airmen who suffer leg fractures and 5 others who suffer minor cuts and burns.

By April 1960 the 307th was redeployed away from Lincoln to Selfridge AFB in Michigan in a program to better scatter SAC assets in case of war also for the B-47s to catch up to the slower KC-97s flying outbound to attack targets in the Soviet Union

1961 A KC-97G of the 307 AREFS crashed on 28 Feb 61.

1962 KC-97 belonging to 307 AREFS had vertical stabilizer blown off by high wind while on temporary duty to Operation Short Punt at Lajes Field, Azores.

Lt. Col. Clyde Taylor assumed command in the spring of 1962 when Lt. Col. Fowler was “bumped upstairs” to the 4045th Air Refueling Wing Staff. April of 1962 saw us basking in the sun in the mid’atlantic once more for several fun filled months or as the orders read “approximately 90 days TDY to APO NY, NY” This TDY also included approximately 2 months of little or no per diem because of changes in finance rules.

The fall and winter and into the spring of 1963 found the 307th and our sister squadron, the 44th AREFS enjoying coldest weather on alert at Frobisher Bay and Ft. Churchill AB’s in Canada.

Due to the runway repair at Selfridge, we spent our summer in 1963 “Down East” at Dow AFB, Maine. The live lobster and the landings at Detroit Metropolitan Airport for weekend honeymoon flights were the highlights of this TDY.

In late 1963, Lt. Col. Carson Gallien replaced Lt. Col. Taylor as Commander. He nicely managed to arrange reflex alert operations at Namao AB, Canada, for the squadron. I suspect, since he knew the squadron had enjoyed most of Eastern Canada at various times and places, that we would

certainly prefer to spend our alert time away from home in Western Canada instead. So, for the early part of 1964 this arrangement took place on schedule.

In 1964 we saw the demise of the 500 ARWg, leaving the 307th Squadron as an independent unit, operating directly under the 40th Air Division at Wurtsmith with Col. Joe Young as Squadron Commander. Col. Young was transferred to Division Headquarters in 1965 and Lt. Col. Osborn assumed command until his retirement in early 1966 when the work of “turning out the lights” became the job of Major Francis McMullen. The doors were finally “locked” on 25 June 1966.

On September 30, 1985, the 307th AREFS was activated again at a formal ceremony at K.I. Sawyer AFB, MI. The squadron, assigned to the 410th Bombardment Wing at Sawyer, flew for the first time – the KC-135.

1990. 307 AREFS inactivated. Aircraft, aircrews, other personnel and equipment transferred to 46 AREFS.

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.