

357 AIRLIFT SQUADRON



MISSION

The 357 Airlift Squadron has the only flying mission stationed at Maxwell Air Force Base and currently operates a fleet of nine C-130H2 Hercules cargo aircraft. The squadron's mission is to provide C-130 combat capability anywhere, anytime. In order to successfully accomplish all of the various missions, the squadron has to have a strong and strict set of priorities for its more than 80 members, 30 of whom are full time with more than 50 being traditional reservists.

The squadron is broken down into nine subsections or flights including the pilot flight, the navigator flight, the engineer section, the loadmaster section, the Squadron Aviation Resource Management section, the training section, the scheduling section, the current operations section and a Commander Support Staff section.

The pilot and navigator flights focus on building tactical airlift knowledge and leadership growth. They consist of rated officers (pilots and navigators/combat systems operators) and are led by flight commanders who are more senior officers."

The engineer section has aircraft flight engineers who perform pre- and post-flight inspections of the aircraft and operate and monitor engine and aircraft systems in flight. They are the technical advisors to the crew on matters relating to aircraft operation.

The loadmaster section has aircraft loadmasters who accomplish cargo and airdrop loading and downloading functions and are critical to ensuring aerial delivery of equipment and personnel to support ground operations. They compute aircraft weight and balance and perform pre- and post-flight duties."

The Squadron Aviation Resource Management or SARM section has personnel who provide reports regarding flight status, mission execution, and training event completion. They create daily flight authorizations and process members' flight pay.

The training section is composed of an instructor from each crew position. They direct and track the unit's flight and ground training requirements to ensure we can meet our priorities.

The scheduling section is represented by one member of each crew position. They work with training to ensure flights are being optimally scheduled to meet requirements.

The current operations section is responsible for the scheduling and execution of all flights. They work with maintenance to determine aircraft availability and balance the schedule to meet aircrew availability, training requirements, and maximize the flying hour program. They also work with other DoD assets to assist with fulfilling their requests for airlift support.

And lastly, just as every other squadron and group, there is a commander's support staff. "They are the continuity within the squadron. They process orders, pay, UTA statuses and perform various other tasks that are required by the Commander.

LINEAGE

357 Bombardment Squadron (Heavy) constituted, 28 Jan 1942
Activated, 1 Jun 1942
Inactivated, 10 Apr 1944
Redesignated 357 Bombardment Squadron, Very Heavy, 27 Jun 1944
Activated, 7 Jul 1944
Inactivated, 15 Apr 1946
Redesignated 357 Troop Carrier Squadron, Medium, 26 May 1952
Activated in the Reserve, 14 Jun 1952
Ordered to active duty, 28 Oct 1962
Relieved from active service, 28 Nov 1962
Redesignated 357 Tactical Airlift Squadron, 1 Jul 1967
Redesignated 357 Tactical Air Support Squadron, 25 Apr 1969
Redesignated 357 Tactical Airlift Squadron, 15 Dec 1971
Redesignated 357 Airlift Squadron, 1 Feb 1992

STATIONS

Geiger Field, WA, 1 Jun 1942
Davis-Monthan Field, AZ, 23 Jun 1942
Wendover Field, UT, 30 Jul 1942
Pueblo AAB, CO, 30 Sep 1942
Davis-Monthan Field, AZ, 1 Dec 1942
Clovis, NM, 29 Jan 1943
Langley Field, VA, 17 Dec 1943

Chatham AAFld, GA, 9 Mar-10 Apr 1944
Dalhart AAFld, TX, 7 Jul 1944
McCook AAFld, NE, 22 Nov 1944-8 Apr 1945
Northwest Field, Guam, 12 May 1945-15 Apr 1946
Clinton County AFB, OH, 14 Jun 1952
Donaldson AFB, SC, 16 Nov 1957
New Orleans NAS, LA, 25 Mar 1958
Bates Field, AL, 8 May 1961
Brookley AFB, AL, 1 Oct 1964
Maxwell AFB, AL, 25 Apr 1969

ASSIGNMENTS

302 Bombardment Group, 1 Jun 1942-10 Apr 1944
331 Bombardment Group, 7 Jul 1944-15 Apr 1946
302 Troop Carrier Group, 14 Jun 1952
445 Troop Carrier Group, 16 Nov 1957
446 Troop Carrier Group, 25 Mar 1958
446 Troop Carrier Wing, 14 Apr 1959
302 Troop Carrier Wing, 8 May 1961
908 Tactical Airlift Group, 11 Feb 1963
908 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

B-24, 1942-1944
B-17, 1944
B-29, 1945-1946
C-46, 1952-1957
C-119, 1956-1969
U-3, 1969-1970
O-2, 1970-1971
C-7, 1971-1983
C-130, 1983

COMMANDERS

1LT David E. Kunkel Jr., 21 Jun 1942
Capt Hugh R. Graff, unkn-May 1943
Capt Orville L. Buchanan, 1943
Maj Ralph E. Caldwell, Nov 1943
Capt Orville L. Buchanan, 22 Dec 1943-unkn
Maj Andrew F. Gordon, by Aug 1944
Lt Col Thaddeus L. Woltanski, 12 Oct 1944
Lt Col Gerald J. Crosson, Nov 1944-unkn
Unkn, 1952-1958
Lt Col Charles D. Burpee Jr., 1958

Lt Col William A. Willis, 1961
Lt Col William G. McDowell, 1963
Lt Col Joe M. Wilson, 1969-1971
Lt Col Joseph M. Davis, 1971
Maj Melvin Howe, Mar 1972
Lt Col Prince A. Wiginton, Sep 1972
Lt Col George D. Leadbetter, 1 Jul 1975
Lt Col Gordon W. Tyrrell, 22 Sep 1976
Lt Col David J. Turner, 31 Jul 1978
Lt Col John D. Edrington, Jr., 5 Apr 1979
Lt Col Robert J. Osik, 9 Jan 1981
Lt Col Charles L. Burnett, 12 Feb 1982
Lt Col Hoyle B. Williams Jr., 1 Oct 1983
Lt Col Lee H. Richey, 3 Feb 1989
Lt Col Daniel J. Manix, 10 Oct 1990
Lt Col Wallace S. Drage, 1 Nov 1992
Lt Col Robert C. Martin, 3 Dec 1995
Lt Col Jay Ference
Lt Col Michael J. Underkofler

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

World War II

Air Offensive, Japan

Eastern Mandates

Western Pacific

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation

Japan, 22-29 Jul 1945

Air Force Outstanding Unit Awards

1 Jul 1972-15 Mar 1974

1 Jan 1976-30 Nov 1977

1 Feb 1980-31 Jan 1982

1 Sep 1986-31 Aug 1988

1 Sep 1991-31 Aug 1993

1 Oct 2003-30 Sep 2005

1 Oct 2009-30 Sep 2011
1 Jan 2014-31 Dec 2015

EMBLEM



357 Bombardment Squadron, Very Heavy emblem: Over and through a light turquoise blue disc, a caricatured waiter attired, proper, stalking toward dexter across a white cloud formation in base, with smug look of satisfaction on face, having a white napkin folded over the left forearm, and holding aloft with the right hand a large metal tray, supporting two, very large, red aerial bombs, banded white, resting on top, of four, varied-size aerial bombs of green, blue, yellow, and red, reading from left to right respectively, emitting wisps of vapor toward rear. **SIGNIFICANCE:** The insignia's theme, "Serving 'Em Up Hot" alludes to the squadron's mission of dropping bombs on the enemy. (Approved, 20 Nov 1945)



1958



357 Tactical Airlift Squadron, the six bombs on the waiter's tray replaced by 3 stylized aircraft which represent the means by which the assigned mission is accomplished. 1975



357 Tactical Airlift Squadron emblem Approved, 26 Jun 1986



357 Airlift Squadron emblem: On a dark blue disc a white demisphere with black grid lines issuing from the base, overall three diagonal arrows detailed black from upper left to lower right and overall three white silhouetted aircraft one and two; all within a narrow yellow

border. Attached above and below the disc white scrolls bordered yellow with bottom scroll inscribed with the unit motto: DELIVERANCE." **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence of Air Force personnel. The aircraft in flight formation represents the means by which the assigned mission is accomplished. The arrows indicate the tactical air to ground nature of the squadron's mission. The earth denotes the squadron's global mission. (Approved, 8 Aug 1996)



Azure, issuant from dexter base a demi-globe with axis bendwise Argent gridlined Sable, surmounted by three arrows radiating from dexter chief, barbs to base Gules surmounted in chief by as many stylized aircraft in triangular formation fesswise White, all within a diminished bordure Or. Attached below the disc a Blue scroll edged with a narrow Yellow border and inscribed "357TH AIRLIFT SQ" in Yellow letters. **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The globe denotes the squadron's global reach mission. The three arrows indicate the unit's air-to-ground capabilities. The aircraft in flight formation represents the means by which assigned missions are accomplished. (Approved, 1 May 2001)

MOTTO

OPERATIONS

Operational and later replacement training unit, 1942-1944. Combat in Western Pacific, Jul-Aug 1945. Since 1963, the squadron flew numerous, worldwide airlift missions, including missions in the Persian Gulf War and the Bosnian relief effort.



SSgt Carrol E. Jordan forklifts a load of rations to a C-7; Assisted By TSgt Wade Jackson, 908 APF



357TACTICAL AIRLIFT SQUADRON: The squadron provides training for C-7A aircrews to insure a high degree of combat readiness. Pilots and flight mechanics (crew chiefs) must remain proficient in all phases of flying such as short landing and takeoff operations on assault air fields, medical evacuation, troop drop and cargo missions, and other intratheater operations. Part of the training includes flying missions in support of regular Air Force and Army units in the Southeast.

On the afternoon of Friday, 9 May 1975, at 1715 hours, Atlantic Standard Time, a 908th C-7A departed US Naval Station Roosevelt Roads, Puerto Rico, with the last members of Detachment A, 94th TAW, to officially end our participation in Operation Coronet Roundup. This was a social action project conducted with the US Department of Agriculture and the government of the Commonwealth of Puerto Rico to eradicate the screwworm from that area of the Caribbean. Missions continued throughout the quarter in support of the Air Force Reserve Combat Readiness exercises (CRAFT) at Lawson AAF, Ga. 357th aircraft also flew troop drop missions for the 20th Special Forces at Gulfport, Miss. The 357th ended the quarter with 52 pilots authorized and assigned. Forty-two of the pilots were C-1 qualified. The remaining ten pilots are in the process of being upgraded.

Twelve members of the 357th departed Maxwell AFB on 2 July on a mission to ferry six C-7A aircraft from U-Tapao Royal Thai Air Base to the Conus. The mission, commanded by Major Charles L. Burnett, was directed by the 2nd Aircraft Delivery Group, Langley AFB, Va. Stopovers included Clark Air Base, Philippines; Audusla Air Base, Guam; Kwajalein Army Missile Range; Midway Island Naval Station; Adak Naval Station, Alaska; Elmendorf Air Force Base, Alaska; McChord Air Force Base, Washington, and McClellan AFB, California. Despite hazardous weather conditions which included icing, the mission was successfully completed.

Twelve members of the 357 TAS departed Maxwell AFB on 2 July on a mission to ferry six C-7A aircraft from U-Tapao Royal Thai Air Base to the CONUS. Major Charles L. Burnett was the 357th Mission Commander. The route of flight, as directed by the 2nd Aircraft Delivery Group, Langley AFB, VA, was U-Tapao, Thailand; Clark Air Base, Philippines; Andersen Air Base, Guam; Kwajalein Army Missile Range; Midway Island Naval Station; Adak Naval Station, Alaska; Elmendorf Air Force Base, Alaska; McChord Air Force Base, Washington, and McClellan Air Force Base, California. From McClellan, the crews took various routes to Dothan, Alabama, where the pianos were to undergo IRAN. One aircraft was left at Andersen due to maintenance problems. A seventh C-7A, being reassigned to the Hawaiian Air National Guard station, was included in the mission. New Jersey Air National Guard pilots from McGuire Air Force Base flew this plane with a 357th Flight Mechanic on board. Despite hazardous weather conditions, which included icing, the mission was successfully completed.

Two C-7A missions were flown on 29 September in support of the Civil Air Patrol (CAP). At the request of CAP Headquarters, Maxwell AFB, Alabama, one aircraft took CAP personnel and audiovisual equipment from Maxwell to the national convention at St. Louis. The second aircraft flew CAP personnel from Richards-Gebaur AFB, MO, to St. Louis. Our aircraft returned CAP personnel to their original bases after the 3-day convention.

A 908th C-7 crew, commanded by Lt Col Jonathan Gardner, directed aerial search and rescue operations for downed crewmen of a SAC B-52, which crashed near Augusta, Georgia on 3 September 1975. The aircraft was enroute to Andrews AFB when it was diverted by FAA controllers to the crash area. The loss of lives was almost certainly minimized due to the actions of the seven B-52 crewmembers who survived.

On 18 October the 357th conducted a simulated combat deployment/ORI. The mission consisted of manning and launching 12 aircraft to Lawson Army Air Field under combat conditions, bare base staging and in-house command, control and planning. Even with the exercise being conducted under adverse weather conditions (low ceilings and rain showers), all of the major goals were successfully accomplished. 1975





357 TAS crew members received water survival training at the Montgomery Y Camp on Lake Jordan. From left, SSgt Ronald G. Tallent, TSgt Edward Keith, SSgt Howard Locknay and SSgt Larry Glasscock. 1975

On 2 September a flight crew comprised of Captain Ronald Peacock (A/C), Captain Lewis Smith, MSgt Richard Justice and TSgt Neal Justice was deployed to Clark AB, Philippines to ferry a C-7A to the CONUS. The aircraft had been left at Clark because of maintenance problems during an earlier ferry mission originating in Thailand. This mission was abandoned at Andersen AB, Guam, again because of maintenance problems with the aircraft. 1975

A collection of historical documents owned by the chief pilot for Admiral Richard E. Byrd in his flight across the South Pole in 1929 is now part of the Albert F. Simpson Historical Research Center, Maxwell AFB. It was transported from New York by a C-7 Caribou from the 908th TAG.

After the death of Col. Bernt Balchan, parts of his collection were made available by his wife to the Smithsonian, the Air Force Academy and the research center. After going through the proper channels for approval in obtaining the materials for Maxwell, there was still a snag--transporting the memoirs.

The 908th was called and a C-7, piloted by Lt. Col. Jonathan Gardner, commander, and by Capt. Temple Stark with Sgt. Samuel A. Wade Jr., as flight mechanic, flew to Stewart Air Field, N.Y. which is near Balchan's home and picked up the materials earmarked for Maxwell. The collection was turned over to Lt Col C.C. Biasi, executive officer to the chief of the research center; Mrs. Gloria L. Atkinson, chief of the historical reference branch; and Mrs. Anne L. Adams, information specialist. They have been cataloging and organizing the materials since and hope to complete the project in September.



Col Gardner and Capt Stark unload the historical materials from a C-7 into a truck for its last leg of a trip to the research center.

1975 An Air Force Reserve C-7 from the 908 Tactical Airlift Group, Maxwell AFB, Ala., directed aerial search and rescue operations for downed crewmen of a B-52 which crashed near Augusta, Ga, Sept. 3. The 908 aircraft was between Augusta and Columbia, S.C., enroute to Andrews AFB, Md, when the incident occurred. The C-7 crew included Lt Col Jonathan Gardner, 908 commander and aircraft commander; Capt Ronald Peacock, co-pilot; Lt Col Richard Lantz, flight examiner; and Staff Sergeant Larry Glasscock, crew chief.

After hearing an RF-4 report sighting a fireball and then smoke on the ground. Lt. Col. Gardner, acting on a request by FAA controllers, diverted to the area for a closer look. The wreckage was scattered over a wide area. "SSgt. Glasscock spotted a wheel truck and an engine pod," Lt Col Gardner said. "It was then we knew the aircraft was a B-52." Flying at 70 knots and 1,000 feet, the C-7 crew began a methodical search for the B 52 crewmembers. They picked up a rescue beeper signal and established voice contact with a survivor, who guided the Caribou over his position in a pine forest. The C-7 flew in a tight circle and vectored an Army helicopter, which had just arrived, to the downed airman.

For two hours the C-7 and the helicopter worked as a team. "That Army chopper pilot was outstanding," Lt. Col. Gardner said. "When Lt. Col. Lantz or SSgt. Glasscock located a man in the trees or brush, I would fly a tight circle over him and Capt. Peacock would call in the chopper. The chopper would slide in under us and get the man." While circling over one downed airman, the C-7 crew heard the survival radio crackle and then a loud voice say, "That's the prettiest aircraft I've ever seen." Later Col. Gardner remarked, "Nobody has ever said that before about our C-7s." After all crewmembers were accounted for, the Maxwell based C-7 continued on toward its original destination.

During the period January 18 to March 13, crews from the 700 Tactical Airlift Squadron and 357 Tactical Airlift Squadron flew missions that aided the U.S. Army's Golden Knights parachute team in establishing nine new world records. These records had been previously held by the Union of Soviet Socialist Republics. Maintenance was controlled by the 94 Consolidated Aircraft Maintenance Squadron and 908 Consolidated Aircraft Maintenance Squadron.

The 700 TAS flew days for one week while the 357 TAS flew at night. Upon the completion of the week, the schedules were reversed averaging four and one half hours for two crews per day. The crews logged 208.8 hours on 440 sorties while dropping 3,642 troops. Lt. Col. Donald McFarland was the command pilot for the 700 TAS, Lt. Col. John Lawrence for the 357 TAS. Other 700 TAS pilots included Major D. L. Roberts and 1st Lt. William Jackson with flight engineers MSgt. Jimmy N. Stanton, MSgt. James E. McMichen, TSgt. Robert Bourgon and TSgt. Dennis L. Compton. The members of the 357 TAS were Capt. Tim Bellury, 1st Lt. Hughes Webb, TSgt. Roy Shirley and SSgt. Robert Burnett.

1978 A new mission, providing aeromedical training flights for the 37 AME Group based at MacDill AFB, Fla., was accepted by the 357 TAS; this is expected to become a continuing mission. A special operation of note is the squadron's support of Golden Knights training in Yuma, Arizona. Aircraft and crews were provided the Army's crack parachute demonstration team for an extended period to expedite the team's training. Many other individual missions were flown, including airlift for Air University, ROTC detachments, Army Special Forces (Guard), and the Bagpipe Band from Robins AFB, Ga. Local training was also heavier than usual, for five new pilots were being transitioned into the C-7

1980 The summer rush of static displays and ROTC airlifts filled out the first months of the quarter; regular airlift customers such as the 37th AME and Pathfinders, provided continuing training for the squadron. During annual tour, support was provided for Paid Redoubt at Volk Field, Wisconsin, and a maximum effort Operational Readiness Inspection (ORI) practice tested the 357th's ability to fly and fight. Many new pilots are being trained this year, and a large proportion of remaining flying time was required for pilot upgrade training.

The 357 TAS deployed its squadron commander, his staff, and 16 crews in support of Condor Crest. On 15 and 16 July 82, 24 personnel were deployed aboard three C-7's as Advon "A" to set up 357th and 908th operations at Savannah's Municipal Airport, Ga. Deployment of the remainder of the unit occurred on 17 and 18 July when 14 C-7's flew 21 sorties and airlifted 136 passengers and 1000lbs of cargo from Maxwell AFB to Savannah. From 19 to 28 July, while deployed to Savannah, the 357th flew a total of 30 sorties in support of the U.S. Army, AFRES and other 908 TAG units. U.S. Army units supported include the 82 Airborne, 5 and 7 Special Forces Groups, XVIII Airborne Corp, Ft. Bragg, NC; Readiness Command at MacDill AFB, FL; Pathfinders at Ft. Benning, GA and Ft. Rucker, AL; 1/75 Rangers and parachute riggers at Ft. Stewart, GA. A total of 1118 paratroopers were dropped.

AFRES support during Condor Crest consisted of the Annual Tour deployment/redeployment of 17 personnel from the 37 Aeromedical evacuation Group between MacDill AFB, FL and Keesler AFB, MS. Units of the 908 TAG that were supported include the 908 Firefighters and the 35 Aeromedical Evacuation Squadron. The 908th fire-fighters were redeployed from Charleston AFB, SC to Maxwell AFB, AL at the completion of their annual tour. The 35th AEF flew training flights between Maxwell and Savannah and at Savannah. Aircrew tactical low level training was accomplished at Savannah utilizing established low level routes and drop zones in the Ft. Stewart area. Additionally, chemical warfare defense training was conducted on local training sorties. At the completion of Condor Crest, 62Lt Col of assigned crewmembers were trained in chemical warfare. Redeployment of the 357th began on 29 July 82. Seven C-7's airlifted a total of 70 passengers from Savannah to Maxwell. The final phase of the redeployment occurred on 30 July with 15 C-7's airlifting 80 passengers and 1000lbs of cargo to Maxwell. In summary, of the 100 sorties and 388 hours scheduled, 98 sorties and 367.5 hours were flown.

25 October 1983, the 357TAS was tasked with its first C-130 overseas flight. The usual Panama Airlift had been deployed to Grenada Island during that conflict and the 908th was asked to cover this mission. Two complete air- crews were quickly formed and two aircraft were launched in the afternoon of that day. The mission was successful and the aircrews returned to Maxwell AFB AL on 27 October 83.

The 357th TAS participated in exercise Patriot Peach at Gulfport MS from 17 - 23 May. In addition to the 357th, there were crews from Dobbins and Rickenbacker AFB. During this week-long exercise, crews planned, briefed, and flew low-level drop mission to unfamiliar drop zones. The five Maxwell aircrews, and all 908th TAG support units who participated, experienced excellent training in a bear-base environment.

The 357th Tactical Airlift Squadron really put forth a great deal of time and energy during this reporting period. They flew various missions from support of the Infantry to "Bosses Appreciation Day", to exercises, to helping to train other flying units. The 357th flew several orientation flights. These were the Commander's Civil Leader Tour to Robins AFB GA and Eglin AFB FL on 25-26 July; an Employers' Day flight on 24 August, and a media flight to Robins AFB GA on 26 September.

On 4 August 1985, aircrews of the 357th TAS teamed up with the 34th Aeromedical Evacuation Squadron (AFRES) from Kelly AFB TX to airlift a critically ill, premature infant at Dyess AFB TX to Wilford Hall USAF Medical Center at Lackland AFB TX. The 357th TAS had completed an over-water navigation training mission and were heading home when they were diverted for this emergency. The 357th TAS aircrew members were: LTC David E. Loveless, Maj. William P. Woodham, Capt. Richard W. Gilchrist, 2nd Lt James T. Richburg, TSgts Terry A. Parker, and James H. McGrue, Jr., SSgt Donald E. Gwinn, and SrA David G. Greer. The crew members from CAMS were MSgt David A. Kowalski and SSgt Edgar L. Perez.

On 8 September 1985, the 357th TAS participated in a fly-by for the dedication of a "Monument

to Powered Flight" at Maxwell AFB AL. As mentioned earlier, several people in CAMS helped assemble the replica that flew during the dedication and the 357th TAS was asked to do the fly-by.

During 4-5 October 1985 UTA, the 357th TAS aircrews had a chance to practice what they had learned in CAT (combat aircrew training). During this exercise everyone one in the 908th TAG was involved, but especially the 357th TAS, 908 ISS, 25 MAPS, 35 AME, CES, and WSSF. The exercise was performed to show what had to be improved upon before the MEI that was coming up in December. Overall the exercise was good training and considered a success.

For the 357th Tactical Airlift Squadron JA/ATT was the operative word (Joint Airborne Air Transportability Training). For three days beginning on 3 February 1986, 357th crews flew JA/ATT missions dropping paratroopers, working for the special forces. All of this training was conducted under marginal weather conditions. Similar missions were conducted during February 4 March and 7 April 1986. training missions were conducted also. Various other Exercise PATRIOT PEACH was the highlight from 17-23 May 1986. Crews were involved in planning, briefing and flying low-level drop missions to unfamiliar drop zones

1986 The 357th TASS carried 1319 passengers during the Jan-Jun timeframe, airdropped 1950 troops and carried 1712.0 tons of cargo with 1586.4 tons being flown during the month of April. A 21st AF ASET inspection was conducted on 21-25 January. The primary purpose of the inspection was to determine the level of combat readiness of the 357th TAS. Tactical missions, including airdrops, assault landings, SKE, and CAT low level were demonstrated. All personnel were administered written examinations. Overall rating for the 357th was a high satisfactory. The 357th provided Air Medical Evacuation Training support for the 357th AEG at MacDill AFB, Florida. Twenty hours of in-flight training were accomplished from 26-30 January, in addition to 20 hours from 23-27 February. On 3 April, during the UTA, the 357th deployed seven aircraft to Ft Campbell, Kentucky for an Operational Readiness Evaluation. Thirty tons of cargo were dropped flying unfamiliar routes and drop zones. al so practiced.

A crew from the 357th participated in RED FLAG at Nellis AFB, Nevada from 1-13 February. This gave the crew training in the use of combat tactics in a new environment with fighter aircraft. Two aircraft, with six aircrews, were deployed 1-17 June to Rhein-Mein, Germany to provide support to MAC during their AURORA EXPRESS exercise. Missions were flown throughout the European Theatre resulting in excellent training in a totally different environment. The aircrews logged 150 flying hours.



DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

Created: 28 Aug 2010

Updated: 4 Jan 2024

Sources

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

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