

## 445 AIRLIFT WING



### MISSION

### LINEAGE

445 Fighter-Bomber Wing, established, 24 Jun 1952  
Activated in the Reserve, 8 Jul 1952  
Redesignated 445 Troop Carrier Wing, Medium, 6 Sep 1957  
Redesignated 445 Troop Carrier Wing, Assault, 25 Sep 1958  
Ordered to Active Service, 28 Oct 1962  
Relieved from active duty, 28 Nov 1962  
Redesignated 445 Troop Carrier Wing, Heavy, 1 Oct 1965  
Redesignated 445 Air Transport Wing, Heavy, 1 Dec 1965  
Redesignated 445 Military Airlift Wing, 1 Jan 1966  
Ordered to Active Service, 26 Jan 1968  
Relieved from Active Duty, 1 Jun 1969  
Inactivated, 29 Jun 1971  
Redesignated 445 Military Airlift Wing (Associate), 29 Jan 1973  
Activated in the Reserve, 1 Jul 1973  
Redesignated 445 Airlift Wing (Associate), 1 Feb 1992  
Redesignated 445 Airlift Wing, 1 Apr 1993  
Inactivated, 1 May 1994  
Activated in the Reserve, 1 Oct 1994

### STATIONS

Buffalo, NY, 8 Jul 1952  
Niagara Falls Muni Aprt, NY, 15 Jun 1955

Dobbins AFB, GA, 16 Nov 1957-29 Jun 1971  
Norton AFB, CA, 1 Jul 1973  
March AFB, CA, 1 Jul 1993-1 May 1994  
Wright-Patterson AFB, OH, 1 Oct 1994

### **ASSIGNMENTS**

First Air Force, 8 Jul 1952  
Fourteenth Air Force, 16 Nov 1957  
Third Air Force Reserve Region, 15 Jul 1960  
Ninth Air Force, 28 Oct 1962  
Third Air Force Reserve Region, 28 Nov 1962  
Twenty-First Air Force, 26 Jan 1968  
Third Air Force Reserve Region, 2 Jun 1969  
Eastern Air Force Reserve Region, 31 Dec 1969-29 Jun 1971  
Western Air Force Reserve Region, 1 Jul 1973  
Fourth Air Force, 8 Oct 1976-1 May 1994  
Twenty-Second Air Force, 1 Oct 1994  
Fourth Air Force, 1 Apr 1997

### **WEAPON SYSTEMS**

T-6, 1952-1955  
F-51, 1953-1954  
F-80, 1953-1956  
F-84, 1955-1957  
C-119, 1957, 1957-1959, 1961-1962, 1965-1966  
C-123, 1958-1965  
C-124, 1965-1971  
C-46, 1952-1956, 1957-1958  
TF-51, 1953-1954  
TF-80, 1953-1956  
T-33, 1953-1957  
T-28, 1954-1956  
C-45, 1955-1957, 1957-1960  
TC-47, 1956-1957, 1957-1958  
F-86, 1957-1958  
C-47, 1959-1968, 1969-1971  
U-3, 1961-1965, 1970-1971  
VC-117, 1966-1968  
C-117, 1969-1970  
VC-47, 1969-1970  
HU-16, 1969-1971  
T/VT-29C-1970-1971  
C-41, 1973-1994  
C-130, 1992-199

C-141, 1994  
C-5, 2006  
C-17, 2011

## **COMMANDERS**

Col Carlton C. Proctor, 8 Jul 1952  
Lt Col Talmon R. Mager, 11 Aug 1952-unkn  
Col William G. Blum, c. 1955  
Col Harry A. Staley, 1955  
Brig Gen George H. Wilson, 16 Nov 1957  
Col Carl F. Rudder, 1 Jan 1970-29 Jun 1971  
Col Ronald R. Blalack, 1 Jul 1973  
Col Leonard F. Deist, 14 Oct 1973  
Lt Col Rollin L. Ratchen, 30 Apr 1976  
Col Alan G. Sharp, 1 Jul 1976  
Col William M. Conley, 15 Jul 1977  
Col Robert E. Dotson, 15 Sep 1977  
Col Donald C. Hart, 1 May 1983  
Col Eugene T. Fortson, 6 Jul 1984  
Col Michael R. Lee, 29 Aug 1989  
Col Claude G. Jackson, 25 Mar 1991  
Col Warren D. Snyder, 28 Apr 1991  
Col James Sanders, 4 Jan-1 Apr 1994  
None (apparently not manned), 1 Apr-1 May 1994  
Brig Gen Robert E. Duignan, 1 Oct 1994  
Col Michael R. Lee, 29 Aug 1989  
Col Claude G. Jackson, 25 Mar 1991  
Col Warren D. Snyder, 28 Apr 1991  
Col James Sanders, 4 Jan-1 Apr 1994  
None (apparently not manned), 1 Apr-1 May 1994  
Brig Gen Robert E. Duignan, 1 Oct 1994  
Brig Gen Paul Russell Cooper, 1 Aug 1999  
Brig Gen Bruce E. Davis, 16 May 2004  
Col Stephen D. Goeman, Apr 2008  
Col Raymond A. Smith

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

Panama, 1989-1990

**Decorations**

Air Force Outstanding Unit Awards

26 Jan 1968-31 Mar 1969

1 Jan-31 Dec 1983

1 Sep 1985-31 Aug 1987

1 Oct 1999-30 Sep 2001

1 Jan 2008-31 Dec 2009

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-29 Jun 1971

**Bestowed Honors**

Authorized to display honors earned by the 445 Operations Group prior to 8 Jul 1952

**Service Streamers****Campaign Streamers**

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

**Decorations**

Distinguished Unit Citation

Gotha, Germany, 24 Feb 1944

French Croix de Guerre with Palm

**EMBLEM**

445 Troop Carrier Wing emblem approved, 10 Jan 1964



445 Troop Carrier Wing: Per chevron gules and or, in pale a gauntlet argent grasping o lightning bolt palewise and two arrows saltirewise sable, on a chief azure a fillet of the third thirteen mullets six and seven of the like, all within a diminished bordure of the last. **SIGNIFICANCE:** The blue field, 13 stars and red triangular section symbolize the American flag and the original thirteen states. Blue and yellow are the key colors of the Air Force. The clenched mailed fist alludes to the solid preparedness of the organization. The arrows and lightning bolt represent the three missions assigned the wing, troop and equipment drops, assault landing and resupply.

445 Military Airlift Wing emblem Per chevron enhanced Gules and Or, a fillet chevron enhanced Sable, in base a gauntlet in pale Argent grasping a lightning bolt palewise and two arrows saltirewise Black, on a chief Azure a fillet and thirteen mullets, six and seven, Argent; all within a diminished bordure of the second. Attached below the shield a White scroll edged with a narrow Yellow border and inscribed 445th AIRLIFT WING in Blue 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 blue field, 13 stars and red triangular section symbolize the American flag and the original thirteen colonies. The clenched mailed fist alludes to the solid preparedness of the organization. The arrows and lightning bolt represent the three missions assigned to the Wing, troop and equipment drops, assault landing and resupply.



## **MOTTO**

### **OPERATIONS**

The history of the 445th Military Airlift Wing (Associate) as an Air Force Reserve unit consists of three periods. The first of these ran from 24 June 1952, when it was constituted as a fighter-bomber wing and activated a month later at Buffalo, New York, until the fall of 1957 when it was redesignated as a troop carrier unit and moved to Dobbins AFB, Georgia. The next period at Dobbins lasted about fourteen years during which it converted to C-123Bs as an assault troop carrier wing and then to C-124s as a military airlift wing. Finally, after being inactive from 29 June 1971 to 1 July 1973, it was activated as a Military Airlift Wing (Associate) at Norton AFB, California, where it is today. In addition, the history and honors of the 445th Bombardment, Fighter-Bomber, and Troop Carrier Groups for the periods 1 April 1953 - 12 September 1945 and 12 July 1947-27 June 1949 were temporarily bestowed upon the 445th Military Airlift Wing (Associate).

There may be some significance to the fact that the 445th Wing's very first commander was a psychiatrist. Whatever that significance might be, it is true that Lt. Col. Talman R. Mager, first commander of the 445th Fighter-Bomber Wing at Buffalo, New York, was a staff psychiatrist in the local Veterans Administration hospital.

The 445th Fighter-Bomber Wing was constituted on 24 June 1952 and activated at Buffalo on 8 July. It was attached to the 2256th Air Force Reserve Combat Training Center (later the 2256th Air Force Reserve Center) for support. The 700th, 701st, and 702nd Fighter-Bomber Squadrons were assigned to the wing as its tactical squadrons. For the first three years, the flying center and the wing conducted their maintenance and operations from a complex of tents at the Niagara Falls Municipal Airport while the wing administration worked out of a location on Elmwood Avenue in the City of Buffalo. The units acquired their first aircraft, a T-6D, on 15 September 1952, just in time for the wing's first training weekend on 27-28 September. By the end of December 1952, there were four T-6s on station, an F-51D mobile training unit had

started conducting maintenance training, wing pilots had logged 379 flying hours, and the reserve wing had 157 officers and 57 airmen assigned.

In March 1953, the wing began to conduct monthly staff meetings, designed for the members to discuss policy, but primarily to facilitate the dissemination of important information. The wing received its first TF-51D on 29 March and lost it in an accident less than a month later. By the end of June 1953 it had one TF-51D and ten F-51Ds assigned, along with three T-6Ds.

The wing conducted its first summer encampment 5 July - 16 August 1953. Although only 127 officers (including 96 pilots) and 99 airmen participated, the allotted facilities at Niagara Falls Municipal Airport were so limited that the encampment had to be conducted in three increments, with a tactical squadron at the core of each, thus negating the stated objective of wing unity. Immediately after the encampment, the unit began converting to F-80Cs, and by the end of the year it had two F-80As assigned, along with a T-33A. Within six months it acquired nine F-80Cs as mission aircraft while retaining two TF-80As, and five T-33As. The 16th of June 1955 was a red-letter day as the entire flying center and reserve wing complex finally established itself in permanent facilities at Niagara Falls Municipal Airport. In September 1955 the units began converting to F-84E operations.

Trained as an Air Force Reserve organization to maintain operational proficiency as a fighter-bomber unit, 1952-1956, and as a troop carrier (later military airlift) unit, 1956-1971. On active duty during the Cuban missile crisis in 1962 and during the period of international tension following the Pueblo incident, 1968-1969.

In December, 1956, the 445, stationed at Niagara Falls Municipal Airport converted to a Troop Carrier Wing to augment airlift operations of the regular Air Force. The 445 Dixie Wing then moved into Dobbins Air Force Base, Georgia as a reserve unit of the Fourteenth Air Force of "Flying Tiger" fame. With the assignment of the 445 to Dobbins, the reserve 482nd Fighter-Bomber Wing was deactivated and personnel of the 482nd were transferred to the troop carrier wing. With this change, Dixie Wingers set about to adjust from supersonic jet aircraft and a fighter-bomber mission to C-119 "Flying Boxcars" and a troop carrier mission. This reassignment resulted in the activation of the detached 701st and 702nd Troop Carrier Squadrons at Memphis, Tennessee.

Early in 1957, the 2256th Air Reserve Flying Center learned that the 445th Fighter-Bomber Wing would convert to C-119s and be redesignated as a troop carrier wing in consonance of the Air Force decision to make the Air Force Reserve an all troop-carrier force. Thus it was that in June 1957, employing a C-119 mobile training unit at Grenier AFB, New Hampshire, for maintenance personnel and its summer encampment for aircrew members, the 445th began its fifth aircraft conversion in as many years. Maybe conversion was becoming old hat to its people, but for whatever reason, the wing completed the C-119 conversion without an aircraft accident. In the meantime, excruciating economies enforced upon the military services in 1957 had their effect upon the Air Force Reserve. The troop carrier force was reduced to fifteen wings and forty-five squadrons, and many units were moved on paper. The 445th Troop Carrier Wing survived the

organizational upheaval, moving with its 700th Squadron to Dobbins AFB, Georgia, less personnel and equipment, on 16 November 1957. The 701st and 702nd Squadrons were initially inactivated but were quickly reinstated at Memphis Municipal Airport, Tennessee, as detached units of the 445th.

Two significant developments concurrently affected the wing and its three squadrons in 1958. First the Continental Air Command implemented the Air Reserve technician program -at both locations, Dobbins in March and Memphis in July. Then, on 25 September 1958, the wing began to convert to C-123B's and was redesignated as the 445th Troop Carrier Wing (Assault). Thereafter, the wing's three tactical squadrons would be the only Air Force Reserve Units equipped with the C-123.

In 1959, the units were operational in the C-123. Several crews from both locations participated in Pine Cone - Dark Cloud II, the joint Army-Air Force maneuver in North Carolina, and in February the units began participating in Operation Swift Lift in which Air Force Reserve crews flew productive missions for the Tactical Air Command.

During the early part of 1961, for the first time at Dobbins, a non-prior service airman was called to a forty-five day penalty tour of active duty for unsatisfactory participation. In contrast, however, demonstrating the overall success of the program, three of the original non-prior service enlistees attained the rank of staff sergeant. By this point, the three averaged three years and nine months service under the six-months reserve program.

A key development in the history of Dobbins AFB was completed on 9 December 1961 when the 445th Troop Carrier Wing and its commander Col. George H. Wilson took over operation, of the base under the Continental Air Command concept of civilization of bases. Under this concept, sufficient base operations were conducted to support reserve training, but many customary support functions and twenty-four operations ceased. Key personnel added at Dobbins AFB as a result of the civilianization process included Mr. Sloan R. Gill, GS-12, as a base operations officer.

Air drops of troops, required for Phase II and Phase III training, were made at Fort Campbell, Kentucky Participating para- troopers were members of the U.S. Army's 101st Airborne Division, stationed at Fort Campbell. A total of 429 troops were dropped from Wing aircraft. The military bearing of these soldiers was an inspiration to the Wing's aircrew members, several of whom made the understatement that they were glad "these men are on our side," 1960

The flying program was enhanced by a number of special airlifts in support of active duty or other reserve units. As an example of the dispatch with which these missions were performed, "Operation Minuteman 59" was assigned to the 445th at 1600 on July 11. Four and one half hours later, four C-123's were in place at Meridian, Mississippi, to airlift an Air National Guard unit to Hill Air Force Base, Ogden, Utah. "Operation Fast Gun," in which ten aircraft air- lifted the Fourth Tactical Wing from Seymour-Johnson Air Force Base, North Carolina, to Williams Air Force Base, Arizona, and six other missions involving a total of 22 aircraft were accomplished.

1960

During mid-1960, through the revision of the Air Force Reserve structure, the 445 was again reassigned, this time to the Tactical Air Command for training and inspection. Administrative responsibilities for the wing remained with the Continental Air Command.

With the rapid evaluation of aircraft, the C-119s gave way to the more versatile C-123. Just about the time the reservists were getting checked out in the C-119C, the wing was notified that they were converting to the C-123. In the meantime, C-119C flying was started in January and the first reservists were checked out and performed their first flight without an instructor. Transition continued at an ever-increasing rate as more aircraft were received and placed on the flying schedule. However, maintenance problems caused many preflight aborts and some inflight emergencies. In fact when five or six aircraft were scheduled for a training flight, the average airborne was only two or three.

As the nation's outstanding reserve troop carrier wing, the 445 a "Ready Reserve" unit of the first caliber, seemed to fit President Kennedy's call for standby forces to meet the Berlin Crisis in mid-1961. Thousands of Georgia and Tennessee Air Reservists faced a possible callup to active duty. The call did not come, but it was awaited with the same resolve and "can do" spirit which has been a characteristic of the wing down through the years.

On December 9, 1961, then Colonel George Wilson, Commander of the 445, assumed the additional duties as Commander of Dobbins Air Force Base. The base thereby became one of the largest reserve training facilities in the Air Force administered by reservists and civilian employees<sup>9</sup>

Citizen-Airmen of the 445 quickly responded to President Kennedy's call in the Cuban Missile Crisis of October 28, 1962. Within six hours after the initial call was received, the famed reserve unit was fully operational. It was this kind of instant reaction by the Dixie Wingers and their fellow Air Force reservists that aided immeasurably in discouraging a serious threat to the national security.

With the conversion to C-124 Globemaster aircraft in mid-1966, the 445 became a Military Airlift Wing with a worldwide supply mission under the Military Airlift Command with headquarters at Scott AFB, Illinois

The 445 was recalled in a no-notice mobilization on January 26, 1968 when President Johnson ordered 14,600 Air Force Reservists, Air National Guardsmen and Naval Air Reservists to active duty during the Pueblo Crisis. Mobilizing in the most effective recall ever, the 445 wing retained the 918th Military Airlift Group at Dobbins and lost its detached 915th Group at Homestead along with its entire aeromedical evacuation complement. In place of the 915th, the 445 picked the 904th Military Airlift Group at Stewart AFB, New York. The wing also became a tenant unit on Dobbins with base control going to the 2589th Air Base Group (AFRes).

The 445 had aircraft and crews spanning opposite oceans within 72 hours of the callup and continued to provide maximum airlift performance during the 60 day period following mobilization. The wing supported the South East Asia and Korean buildups, "Operation Combat Fox" and operated on a 24-hour day seven day week schedule during that period.

In March of 1968, the 445 was reorganized. Beside losing its Group headquarters and support unit structures, several hundred Dixie Wingers were reassigned to stations both in CONUS and overseas as well

In its global operations, the 445 operates as the U.S. headquarters for a unified C-124 Globemaster provisional airlift squadron, the 1648 at RAF Mildenhall, England, and has provided at least 50 percent of its personnel in a temporary duty status in support of Military Airlift Command operational requirements throughout the world.

The highlight of 1965 was the conversion of the wing and the collocated 700th Squadron at Dobbins to C-124s on 8 July. On that day the wing was also redesignated as the 445th Troop Carrier Wing (Heavy). A sad consequence of the conversion was the loss of the detached operation at Memphis which, in consequence of the Air Force decision to remove all C-123Bs from the Air Force Reserve inventory, closed down on 15 December 1965. The loss of the Memphis units was compensated to an extent by the assignment to the wing of the 915th Military Airlift Group at Homestead AFB, Florida, on 1 December 1965. Before settling down as the 445th Military Airlift Wing on- 1 January 1966, the wing was also known as a heavy air transport wing throughout December 1965.

The 445th began the conversion by sending five pilots and four flight engineers to the C-124 heavy transport training unit at Tinker AFB, Oklahoma, 21 June - 9 August 1965. The wing flew its first C-124 overwater missions in June 1966 to Europe, Bermuda, and Puerto Rico. By this time, the 445th Military Airlift Wing had joined other Air Force Reserve C-124 units in Military Airlift Command operations to Southeast Asia, conducting five trips to Tan Son Nhut Air Base, Saigon, during the last half of 1966. The wing and its detached 915th Group at Homestead AFB also flew about 450 hours in support of Combat Leave, an Air Force operation which airlifted servicemen during a commercial airlines strike which lasted about forty-days in July and August.

By mid 1967, time, attrition, and reassignments were affecting the wing roster. Colonel Rudder was succeeded by Lt. Col. Griffin R. Beatty in May; the retirement of Lt. Col. James C. Brown brought the appointment of Lt. Col. Oren K. Armstrong as commander of the 700th Military Airlift Squadron, Capt. Jack P. Ferguson replaced Col. William G. King, Jr., as executive officer, Lt. Col. Luther A. Piel became director of Logistics, and Maj. John F. Eckhardt came down from Youngstown to become the information officer. Early in January 1967, the 918th Military Airlift Group attained a C-I operational readiness rating. The entire wing became C-I in May when the 915th declared C-I at Homestead AFB.

As part of the U. S. response to the seizure of the U.S.S. Pueblo, a navy intelligence ship, the 445th Military Airlift Wing and its collocated 918th Military Airlift Group were mobilized

without warning at Dobbins AFB on 26 January 1968. In place of the 915th Group, which was not mobilized, the 904th Military Airlift Group at Stewart AFB, New York, was recalled and assigned to the wing. For the next seventeen months, until released from active military service on 2 June 1969, the units supported Military Airlift Command operations around the world. In addition to their home station operations, beginning in July 1968, the five mobilized C-124 units conducted airlift operations under the provisional 1648th Military Airlift Squadron at RAF Mildenhall, England.

While on active military service, the 445th Military Airlift Wing flew 387 missions on which it expended 15,394 flying hours airlifting 13,877 passengers and 15,394 tons of cargo. Meanwhile, the provisional squadron, in whose operations crews of the 445th participated, flew 2,782 sorties on which it expended 10,475 hours airlifting 15,370 passengers and 10,123 tons of cargo.

On 16 June 1970, Col. Carl F. Rudder became wing commander when General Wilson was reassigned as Commander of the 512th Military Airlift Wing at Carswell AFB, Texas. Then on 22 February 1971, Headquarters USAF announced that the 445th Military Airlift Wing would be inactivated and replaced by a tactical airlift wing at Dobbins AFB. The inactivation took place on 29 June 1971.

The 445th's rebirth was occasioned by the reorganization of the Air Force Reserve airlift associate program. The associate program, under which Air Force Reservists maintain and fly C-141s, C-5s, and C-9s assigned to collocated active force units, had begun in March 1968 at Norton AFB under the 944th Military Airlift Group (Associate) commanded by Col. Richard P. McFarland. As the associate airlift program initially evolved, it was organized into seventeen airlift squadrons, four groups, including the 944th, and two wings, one on each coast. In 1972, however, Headquarters AFRES finally convinced the Air Staff and the Military Airlift Command that the program required a wing/squadron structure with Reserve wings collocated with active force wings at each of the Military Airlift Command's six port bases.

So it was that the 445th Military Airlift Wing (Associate) was activated and the 944th Military Airlift Group (Associate) inactivated at Norton AFB on 1 July 1973. The 728th, 729th, and 730th Military Airlift Squadrons (Associate) were concurrently reassigned to the wing. So it was also, that while there was no lineal connection, the people who fleshed out the 445th Military Airlift Wing (Associate) came out of the 944th Military Airlift Group, bringing with them the rich tradition and heritage of those first years under McFarland, including the initial drive down the freeway from March AFB, California, to start the associate airlift program as its pioneer group.

On 14 October 1973, Col. Leonard F. Deist moved down from the Director of Operations position of the 349th Military Airlift Wing (Associate) to become commander of the wing. About the time Colonel Deist assumed command, in common with all other Air Force Reserve associate airlift wings, the 445th Military Airlift Wing (Associate) began to participate in U. S. air operations into the Middle East occasioned by the Arab-Israeli war. Aircrews of the 445th responded to numerous add-on missions into Israel and the Mid-East, while other crews

augmented active force crews flying the Military Airlift Command's channel missions, thereby allowing better scheduling of the active force crews to support the crisis directly.

Noteworthy accomplishments for the wing began with the transport of lunar samples of Apollo XII from Pago Pago to the Manned Space Center in Houston, Texas. Our aircrews were among the first to welcome home prisoners of war in Operation Homecoming in February 1973, and a 445MAW crew was the first all-Reserve crew to fly into Lod Airport during the Israeli-Arab Ten Day War in October 1973. The Bob Hope Christmas Show was airlifted to Southeast Asia by citizen airmen in 1972 and 1975.

In the April-June 1975 quarter, aircrews of the 445th participated extensively in the Air Force Reserve associate program's support of Operation New Life, the evacuation of Indo-China refugees from Southeast Asia. About that time, aircrew members of the 445th also flew a number of Close Watch missions in direct support of the President of the United States. Highly trained crews were required, and they were normally subject to last-minute notification.

On 9 July 1976, Col. Alan G. Sharp, commander of the 940th Tactical Airlift Group succeeded Colonel Deist as commander of the wing.

On 13 June 1977, the wing's three flying squadrons, the 728th, 729th, and 730th Military Airlift Squadrons (Associate) observed their twenty-fifth anniversaries of continuous service as Air Force Reserve units on active or inactive status. The three had started their reserve careers as very heavy bombardment squadrons at Long Beach, California. On 15 September 1977 Col. Sharp was succeeded as wing commander by Col. Robert C. Dotson, formerly commander of the 927th Tactical Airlift Squadron.

The C-141B Starlifter is a long-range troop and cargo transport built by the Lockheed-Georgia Company. The Starlifter has four turbofan jet engines, each capable of producing 20,250 pounds of thrust. The C-141 and the C-5 Galaxy provide all of the Air Force's strategic airlift capability, with the C-141 carrying troops and less-bulky lighter-weight vehicles and equipment.

Col. Robert E. Duignan commands the 445th Airlift Wing. The present authorized unit strength is approximately 294 officers and 1,865 enlisted. Of this number, approximately 200 are employed full-time as air reserve technicians.

Our aircrews also participated in "Operation New Life" to evacuate Vietnamese refugees when the war ended in 1975.

Unit aircrews were again deployed with active duty crews to another world trouble spot in 1978 when the African country of Zaire suffered from internal disputes.

A 445MAW aircrew coordinated the relief efforts of a distressed Japanese maritime vessel off the coast of Guam in 1980. They also assisted relief efforts for hurricane victims in the Caribbean, Gulf of Mexico, and in Hawaii.

In June 1982, the 445th qualified twelve C-141 crews for low altitude airdrops as part of a strategic buildup directed by the Joint Chiefs of Staff.

They performed their 1984 annual tour in Italy and in 1985 the unit deployed to Germany and Italy. Maintenance and aerial port personnel perform annual training in Alaska and at numerous Pacific bases. Aircrews perform their training globally. Exercises routinely participated in by the wing include JACK FROST, GALLANT EAGLE, REFORGER, RED FLAG and AFRES mobilization tests.

During the 1984 Volant Rodeo, a 445th crew won the C-141 aircrew competition.

In 1985 wing aircrews flew relief supplies to the Mexico City earthquake victims, and assisted with bringing in MIA remains from Vietnam.

Among its many missions, the unit provided relief efforts for Hurricane Hugo victims in 1989 and was mobilized in support of Desert Storm in 1991.

Participated in the redeployment from Panama of the 82d Airborne Division, airdropping the paratroops at Ft Bragg, NC. Deployed aircrews and support personnel to support Desert Shield/Desert Storm, from Aug 1990 to mid-1991.

Since the beginning of December 1992, crews from the 356th Airlift Squadron and members of the 445th Aeromedical Evacuation Squadron have been deployed in support of Operations Restore Hope, the relief effort in Somalia and in Rwanda supporting Operation Support Hope.

Until 1993, associated with the 63d Military Airlift Wing of the regular establishment, whose C-141s were flown and maintained in part by Reserve personnel. Participated in airlift missions worldwide, including many humanitarian airlift missions. Airlifted troops and equipment to Panama, Dec 1989-Jan 1990.

On 1 Apr 1993, began to gain the C-141s of the 63d Wing, which was in the process of phasing down for inactivation. On 1 Jul 1993, the 445 officially moved to March AFB, although the wing's C-141s and aircrews moved on 14 Aug. Apparently on 1 Apr 1994 the wing's personnel and aircraft were absorbed by the 452d Air Mobility Wing at March AFB prior to inactivation. From 1 Oct 1994, the wing trained for and flew strategic airlift missions worldwide. It supported contingency and humanitarian operations and training exercises and helped test and calibrate the laser detection and ranging system (LADAR).

The 445th Airlift Wing, reactivated here at Wright-Patterson AFB October 1, 1994, is basically comprised of personnel from the 907th Airlift Group and the 906th Fighter Group.

2008 The 445 Airlift Wing aircrew left Wright-Patterson AFB, Ohio, to fly its first C-5 mission to Bagram Air Base, Afghanistan, supporting Operation Enduring Freedom, May 6, 2008. The plane

left here to pick-up four armored vehicles at Charleston Air Force Base, SC., stopping at Ramstein Air Base, Germany, before delivering the vehicles to Bagram Air Base. "The flight into Bagram went pretty smoothly," Lt. Col. James Couzins said, 445 Operations Support Squadron C-5 Pilot. "We were on the ground less than three hours and never left the aircraft." "We can carry more vehicles in one flight than any other aircraft," Colonel Couzins said. The C-5 is the largest aircraft in the Air Force inventory. Bagram Air Base is home to the 455th Air Expeditionary Wing and is comprised of about 3,500 Airmen. The wing's primary mission is to support the Global War on Terror by providing aerial support for U.S. and Coalition forces on the ground. The 455th AEW opened a new runway at Bagram Airfield in First mission to Afghanistan 2006. The runway is 2000 feet longer and 11 inches thicker than the previous runway allowing access for the large C-5. The first C-5 landed on the new runway in 2007. Referencing this historical event, Col. Jon Sutterfield the commander of the 455th Expeditionary Maintenance Group said, "One of the big advantages of bringing the C5 here is bypassing the main AOR (U.S. Central Command area of responsibility) hubs to get cargo to the warfighter faster." The 445 aircrew returned home May 14 completing the mission without any problems due to the teamwork of the maintainers, loadmasters, engineers, and pilots of the 445 Airlift Wing.

445 AW C-5 Era Comes to an End The 445 Airlift Wing at Wright-Patterson Air Force Base, Ohio, closed a chapter in its long history Sept. 28 when Lt. Col. Eric A. Piel commanded the wing's last C-5 flight. "The C-5 was a good plane," said Piel, 89th Airlift Squadron commander. "It handled well, held everyone and everything we needed, and has been through a lot of missions with us. It was great to be able to fly it one more time before we retire it." "It was my first aircraft to fly, other than the training aircraft," said Capt. Andrew Pierce, an 89th AS pilot. "I am proud to partake in the final flight and be in that moment." With a wingspan of 222.9 feet, a length of 247.1 feet and a height of 65.1 feet, the C-5 is the largest aircraft in the Air Force inventory and the third largest in the world. Its primary role is as a strategic airlifter, moving personnel and material long distances. Ten C-5s assigned to the 445 began arriving at Wright-Patterson Oct. 3, 2005, to replace the wing's fleet of C-141 Starlifters, which were retired. Since that time, the C-5s were utilized in support of Operations Enduring Freedom, Iraqi Freedom, Odyssey Dawn and other missions throughout the United States and the rest of the world, even making the occasional appearance at special events. Senior Master Sgt. Mike Kalbfleisch, 89th AS flight engineer, has seen the C-5 carry people, Chinook helicopters, mine resistant ambush protected vehicles and even a submarine propeller. "It's a bitter-sweet feeling because it's a very capable airplane," Kalbfleisch said. Some of the wing's C-5s have been assigned to other units, and some are being retired from duty. 2011

2011 The 445 Airlift Wing was recently named a recipient of the prestigious 2010 Air Force Outstanding Unit Award. The honor was given to the wing for exceptional meritorious service. During this timeframe, the wing distinguished itself by training, equipping and maintaining combat-ready forces capable of providing rapid global airlift for America's fighting forces in support of contingency air mobility taskings. The wing generated and flew 1,427 C-5 sorties and moved 10,250 passengers and 19,180 tons of cargo for a total of 6,141 accident free flying hours. The 445 deployed more than 580 Aerospace Expeditionary Force volunteers in support

of Operations Enduring Freedom and Iraqi Freedom. Wing personnel deployed in critical command positions and provided security, force protection, logistics, aerial port operations, services, and civil engineer support at locations around the world. Airmen from the 445 Aeromedical Staging and 445 Aerospace Medicine Squadrons participated in Operation Arctic Care, providing health care and education to Alaskan natives. The 445 Aeromedical Evacuation Squadron flew 141 AE readiness missions and supported 15 operational AE missions. Wing members supported many community events, to include the Dayton Air Show, Toys for Tots and Air Force Materiel Command's Tattoo. The award citation also noted that 445 Airmen consistently exhibited professionalism, dedication and the technical skills that directly contributed to the successful accomplishment of Department of Defense directed missions in support of national objectives. "I'm very proud of the men and women in our wing. This award recognizes the hard work we do on a day-to-day basis. My congratulations for a job well done for making the wing what it is today with many more great accomplishments down the road," said Col. Stephen Goeman, 445 Airlift Wing commander

2011 More than 600 Airmen and community leaders attended the 445 Airlift Wing C-17 Welcome Ceremony July 9 in Hangar 4016 as the wing welcomed its newest asset with a ceremony full of military tradition, camaraderie and encouraging words for continued airlift success. Featured speakers included David Hobson, former U.S. Representative for Ohio's 7<sup>th</sup> District; Lt. Gen. Charles Stenner Jr., Chief of Air Force Reserve and commander, Air Force Reserve Command, and retired Brig. Gen. Howard Ingersoll, who represented the Boeing Company. Col. Stephen Goeman, 445 Airlift Wing commander, spoke of the training involved in such a transition as everyone from maintainers to pilots had to learn about the new airframe. "This is a great aircraft," he said. "Don't let the size fool you. It may be smaller than the C-5 (Galaxy), but its capabilities far exceed it."

The C-17 can take off and land on runways as short as 3,500 feet and only 90 feet wide. Even on such narrow runways, the C-17 can turn around using a three-point star turn and its backing capability. "Get ready to be busy, Goeman said. We're going to be places where we haven't been." During his remarks, General Stenner said because the C-17 was smaller than the C-5, it can take cargo in where only convoys could go before. Taking convoys off the road lessens exposure to improvised explosive devices. "It not only gets supplies to where they need to be, it saves lives. This is a beautiful match – the 445 Airlift Wing with the experience, history, and capability that you bring to the United States Air Force Reserve, the United States Air Force and to the Department of Defense – because we don't carry stuff for us, you carry stuff for the warfighters and for our sister services," Stenner said.

In addition to presenting C-17 models to Hobson, Stenner and Goeman, Ingersoll presented a tail flash to Master Sgt. Douglas Werner, the first dedicated crew chief for aircraft 044, the first C-17 to arrive at the wing earlier this year. The sergeant gave positive remarks about the aircraft. "This aircraft is easier to maintain and more reliable," Werner said. "I'm glad to be part of this historical event for the wing." After the ceremony, the 445 Aeromedical Evacuation Squadron gave attendees touring the aircraft a snapshot of their capabilities and how they are configured inside the aircraft. The C-5 was not configured to support the AES mission. But with the C-17, if there's a disaster, the wing can now use one of its own airplanes, said Col. Linda Stokes-Crowe, AES commander.

"The C-17 can hold 36 litter patients and or in a disaster, 60 litters secured to the aircraft's floor," Tech. Sgt. Thomas Shannon, 445 AES, said. The C-17 is the newest, most flexible cargo aircraft to enter the force. It is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft can also perform tactical airlift and airdrop missions.

Ohio Reserve Unit Begins C-17 Training: Members of Air Force Reserve Command's 445 Airlift Wing at Wright-Patterson AFB, Ohio, will begin their C-17 training on Thursday with an aircraft on loan from JB Charleston, S.C. A 445 AW aircrew will fly the C-17 from Charleston to Wright-Patterson, according to a wing release. The unit will use this C-17 as a maintenance trainer. A second C-17 is scheduled to arrive in Ohio next month to provide 445 AW aircrews with a training platform. Already 32 maintainers from the wing have trained at Charleston and 10 pilots and six loadmasters—equating to three C-17 aircrews—have completed their training at Altus AFB, Okla., said wing officials. The Air Force intends to bring eight C-17s to Wright-Patterson by the end of Fiscal 2012 to replace the wing's 10 C-5As as part of a broader plan to retire up to 22 C-5As fleet-wide. 2011

Wright-Patt Celebrates Transition to C-17s: Members of Air Force Reserve Command's 445 Airlift Wing at Wright-Patterson AFB, Ohio, last week celebrated the wing's transition to the C-17 transport during a ceremony. The base, which previously operated C-5As, is the latest Reserve unit to make the change. "The C-17 continues to be the backbone of the US Air Force's airlift capability; the aircraft have successfully completed countless military and humanitarian missions during their years of service," said Boeing C-17 program manager Bob Ciesla in a company release. "We know that the men and women who serve at Wright-Patterson Air Force Base can count on their C-17s to continue to perform for many years to come." The base has received five of its nine C-17s. The remaining four are slated to arrive by the end of Fiscal 2012, according to Boeing. 2011

Wright-Patt Bids Farewell to C-5As: Members of Air Force Reserve Command's 445 Airlift Wing at Wright-Patterson AFB, Ohio, held a farewell ceremony for the unit's C-5A transports. The wing is ending its C-5 mission and shedding its 10 C-5As in order to operate nine C-17s. The Oct. 14 ceremony was the last opportunity for Wright-Patt's airmen and community leaders to see the massive C-5s. The wing conducted its final C-5A sortie on Sept. 28. Wing officials expect the unit to receive its full complement of C-17s by the end of Fiscal 2012. 2011

Reserve Wing Bids Farewell to C-5 Mission: The last C-5A Galaxy assigned to Air Force Reserve Command's 445 Airlift Wing left Wright-Patterson AFB, Ohio, for good, setting off on a trip into retirement at the Air Force's aircraft boneyard at Davis-Monthan AFB, Ariz. "I'm glad it has found its final resting place," said Lt. Col. Philip Pierce of the wing's 89th Airlift Squadron, the pilot for the Jan. 31 mission. This C-5, tail number 70-0457, was the last of the wing's 10 C-5s to depart to make room for the nine C-17s that the unit will now operate. The wing flew its last formal C-5 mission, a training sortie, in September and hosted the farewell ceremony for its C-5s in October. The Air Force is now proposing retiring all of its remaining 27 C-5As between Fiscal 2013 and Fiscal 2017 to shed excess strategic airlift capacity. 2012

2012 The 445 Airlift Wing's conversion from C-5 to C-17 aircraft was completed Jan. 31 as the wing's last Galaxy took off from Wright-Patterson Air Force Base, Ohio, headed to its new home in the Arizona desert. Tail number 70-0457 now sits at Davis-Monthan Air Force Base as part of the 309<sup>th</sup> Aerospace Maintenance and Regeneration Group. It was the last of 10 C-5s assigned to the 445 AW to leave the unit as the wing completed its transition to the C-17 Globemaster III. The wing began the aircraft conversion in January 2011. The crew taking the aircraft to Arizona was comprised of pilot Lt. Col. Philip A. Pierce Jr., flight engineers Senior Master Sgt. Allan Blackwell, Master Sgt. Bryan Ayers and Tech. Sgt. Philip Probst and crew chief Tech. Sgt. Chris Falloon. Because most of the 89th Airlift Squadron crewmembers are now trained and qualified in the C-17, a pilot and loadmaster from the West Virginia Air National Guard's 167th AW were called in to help with the transfer. Transferring the last C-5 to Arizona allowed the 445 to complete its conversion goal of becoming an up-and-running C-17 unit. "Until the aircraft left, it was taking away from that because we still had to maintain and keep it operational and current," Pierce said. "I'm glad it has found its final resting place." Chief Master Sgt. Nathan Wilson, 445 Aircraft Maintenance Squadron superintendent, said as long as the C-5 remained at Wright-Patterson, the wing had to periodically run the engines and service various areas of the plane. As the time drew near for the transfer, members of the 445 Operations Support Squadron aircrew flight equipment shop stepped in to remove various equipment items from the C-5. "We came in and removed all of the equipment that is primarily used for survival," said Senior Master Sgt. Alan Berens, aircrew flight equipment NCO in charge. "Some of these items included life rafts, survival vests, drop-down oxygen masks and life preservers. "Because we removed all of these items, we issued crewmembers a depot kit for their flight to Arizona that consisted of oxygen masks, a minimum survival kit and a flyers safety harness." When the crew got to Arizona, AMARG employees inventoried all the items that were required to be on the plane. Anything missing or not meeting their requirements could have resulted in a delay or refusal of acceptance. After the inspection, the plane was officially turned over to AMARG.

Boeing delivered a C-17 training center to Wright-Patterson AFB, Ohio, where Air Force Reserve Command's 445 Airlift Wing operates nine C-17s, announced the company. The facility, which includes a new and fully networked C-17 weapon system trainer, a training management system, computer-based training devices, a core integrated processor task trainer, and portable flight-planning devices, will enable the base to cut costs by training pilots and loadmasters onsite, according to the company's May 7 release. "Since we received our first C-17 at Wright-Patt in January 2011, our local crews have had to go on temporary duty at other bases around the country to keep up their flying certifications," said Michael Galle, C-17 program manager for training systems at the base. "Now that we have our own training center, we can increase training efficiency and reduce travel time and costs," he said. Wright-Patt's WST has the ability to be networked with other Air Force WST devices around the globe for cross-team mission training, states the release. 2013

A C-17 Globemaster III, which is assigned to the 445 Airlift Wing at Wright-Patterson AFB, Ohio, experienced an engine malfunction leading to a tail pipe fire in early January, according to a Jan. 29 release. No one was injured in the fire and crew members were able to extinguish it

within 20 seconds, states the release. The Jan. 7 fire caused some \$180,000 in damage to the aircraft. "Our aircrew and ground personnel did an awesome job in making sure the fire was extinguished in seconds. They are trained on engine fire procedures and knew exactly what to do as soon as the fire was discovered," said Col. Michael Major, 445 AW commander. The aircraft has since been fixed and resumed flying on Jan. 27 thanks to members of the 445 Maintenance Group, technicians from aircraft manufacturer Boeing, and the 445 Logistics Readiness Squadron's maintenance supply liaison section, states the release. 2015



Brig Gen (then Col) George H. Wilson (USAF photo)

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USAF Unit Histories

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