

732 AIRLIFT SQUADRON



MISSION

LINEAGE

332 Bombardment Squadron (Heavy) constituted, 28 Jan 1942
Activated, 15 Jun 1942
Redesignated 332 Bombardment Squadron, Heavy, 20 Aug 1943
Inactivated, 15 Dec 1945
Redesignated 332 Bombardment Squadron, Very Heavy, 13 May 1947
Activated in the reserve, 29 May 1947
Redesignated 332 Bombardment Squadron, Light, 26 Jun 1949
Ordered to active service, 10 Mar 1951
Inactivated, 20 Mar 1951
Redesignated 332 Tactical Reconnaissance Squadron, 26 May 1952
Activated in the reserve, 14 Jun 1952
Redesignated 332 Bombardment Squadron, Tactical, 18 May 1955
Redesignated 732 Troop Carrier Squadron, Medium, 1 Jul 1957
Ordered to active service, 28 Oct 1962
Relieved from active duty, 28 Nov 1962
Discontinued and inactivated, 25 Jan 1966
Redesignated 732 Military Airlift Squadron (Associate), 19 Mar 1970
Activated, 1 Apr 1970
Redesignated 732 Airlift Squadron (Associate), 1 Feb 1992
Redesignated 732 Airlift Squadron, 1 Oct 1994

STATIONS

MacDill Field, FL, 15 Jun 1942
Pendleton Field, OR, 29 Jun 1942
Davis-Monthan Field, AZ, 29 Aug 1942

Biggs Field, TX, 1 Nov 1942
Pueblo AAB, CO, 3 Jan-17 Apr 1943
Earls Colne, England, c. 11 May 1943
Bury St Edmunds, England, 13 Jun 1943-9 Dec 1945
Camp Kilmer, NJ, 14-15 Dec 1945
Marietta AAFld, GA, 29 May 1947-20 Mar 1951
Dobbins AFB, GA, 14 Jun 1952
Scott AFB, IL, 18 May 1955
Grenier AFB, NH, 16 Nov 1957-25 Jan 1966
McGuire AFB, NJ, 1 Apr 1970

ASSIGNMENTS

94 Bombardment Group, 15 Jun 1942-15 Dec 1945
94 Bombardment Group, 29 May 1947-20 Mar 1951
94 Tactical Reconnaissance (later, 94 Bombardment; 94 Troop Carrier) Group, 14 Jun 1952
94 Troop Carrier Wing, 14 Apr 1959
902 Troop Carrier Group, 11 Feb 1963-25 Jan 1966
903 Military Airlift Group, 1 Apr 1970
514 Military Airlift (later, 514th Airlift) Wing, 1 Jul 1973
514 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

B-17, 1942-1945
Unkn, 1947-1951
Unkn, 1952-1958
C-119, 1959-1965
C-141, 1970

COMMANDERS

Maj Maurice S. Rosener, by Oct 1942
Col Kenneth S. Steele, 5 May 1943
Lt Col William E. Creer, 27 May 1944
Lt Col Edelle M. Jones, 25 Jun 1944
Maj Sidney S. Carter, by Mar 1945
Maj Francis M. Smith, Apr 1945
Capt Phillip Perdue, c. Oct 1945
Maj Sidney C. Covington, 21 Oct 1945
Maj Harold O. Herz, 9 Nov 1945
Unkn, 27 Nov-15 Dec 1945
Unkn, 29 May 1947-20 Mar 1951
Unkn, 14 Jun 1952-May 1959
Lt Col Gardner W. Mills, Jun 1959
Maj George S. Cricenti, 11 Feb 1963
Lt Col Robert W. Fortnam, Dec 1963

Lt Col George S. Cricenti, Jun 1964
Lt Col Robert W. Fortnam, 15 Feb 1965
Unkn, 1 Jul 1965-25 Jan 1966
Maj Marc M. McClelland, 1 Apr 1970
Lt Col Floyd J. Carter, 19 Oct 1971
Lt Col Theodore J. Killian, 7 Jun 1974
Lt Col John C. Attebury, 2 Nov 1974
Lt Col Joseph R. Bergad, 26 Jun 1976
Lt Col Robert J. Winner, 26 Feb 1979
Lt Col James C. Armstrong, 3 Aug 1979
Lt Col Donald B. Livingston, 1 Apr 1983
Lt Col Kent Kerbel, 3 Nov 1984
Lt Col Kenneth L. Weyler, 1 Oct 1985
Lt Col David E. Brubaker, Jun 1988
Lt Col Martin P. Sedlacko, 31 Jan 1990
Lt Col Bruce M. Carskadon, 22 Sep 1991
Lt Col Lloyd C. Welken, 22 Jan 1994
Lt Col Paul Doto Jr., 25 Aug 1995
Lt Col Thaddeus A. Livingston, 1 Apr 1997
Lt Col Mark E. Sheprow, 27 Jun 1999
Lt Col Larry L. Etzell, 4 Nov 2000
Lt Col Edward J. Callaghan
Lt Col James Fryer

HONORS

Service Streamers

Campaign Streamers

World War II
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Distinguished Unit Citations
17 Aug 1943

11 Jan 1944

Air Force Outstanding Unit Awards

1 Jul 1973-31 Jan 1975

1 Aug 1977-31 Dec 1978

1 Aug 1988-31 Jul 1990

1 Aug 1990-31 Jul 1992

1 Oct 1995-30 Sep 1997

1 Oct 1997-30 Sep 1998

EMBLEM



332 Bombardment Squadron emblem: On a red disk, the head of a buffalo in silhouette black and white in sinister chief, blowing a white aerial bomb, outlined and banded black from the nostrils toward dexter base in a large white vapor cloud outlined of the first. **SIGNIFICANCE:** The buffalo is emblematic of the early history of America, symbolizing the spirit of the frontiersmen of that area. Emblazoned on the modern sky wagons of today, the buffalo represents the spirit of the new air frontiersmen and their fight for the freedom of the world. (Approved, 23 Dec 1943)



Azure, on a globe axis bendwise sinister Argent (Silver Gray) gridlined of the first within a bordure Or, a ram caricature statant Argent resplendent in an early aviator's style scarf Yellow and helm Brown, ringed and wearing eyeglasses Sable attired in a blanket Gules; all within a diminished bordure of the third. Attached above the disc a White

scroll edged with a narrow Yellow border. Attached below the disc a White scroll edged with a narrow Yellow border and inscribed "FLY WITH THE RAM" 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 ram represents the unit's determination to maintain combat readiness and mobility through worldwide airlift missions, as symbolized by the globe. The spectacles suggest a need for training and professionalism in today's technologically-oriented Air Force. The aviators helmet and scarf are reminiscent of the squadron's flying mission. tradition; and history. The acronym "RAM" used in the motto stands for Ready and Mobile; approved 20 April 1976.

Approved, 20 Apr 1976

MOTTO

NICKNAME

OPERATIONS

Combat in ETO, 13 May 1943-21 Apr 1945. Trained in bombardment operations, 1947-1951 and 1955-1957; reconnaissance operations, 1952-1955; and troop carrier operations 1957-1966. After 1970, participated in strategic airlift missions and exercises. In 1989 took part in Operation Just Cause in Panama by transporting U.S. troops.

15 Nov 57-The 81st TCS was inactivated in accordance with First Air Force order #65. The 732 TCS was activated on the same day in accordance with First Air Force order #62. Manning document was USAF General Order #54, 24 Oct 57. Authorized strength was 56 Officers, 2 Warrant Officers, and 393 enlisted men. To the military personnel of the flying squadron, in effect this simply meant they were now members of the 732 TCS, there being no change of personnel or equipment. The 732 was assigned to the 94 TCW at Hanscom AFB, MA. The mission of the 732 was to become manned, equipped, and operationally ready to provide airlifts for troops and equipment to theatres of operation, either by parachute or air landings, and to provide airlift support for such forces until they could be supplied by other means.

17-31 Aug 58-During summer encampment, the following activities were noted: 7-ship C-119 flight to Pope AFB, NC aor airdrop; 3 single-ship overwater training flights to Kindley AFB, Bermuda; 2 Civil Air Patrol (CAP) airlift flights; 2 three-ship flights to Lewiston, ME airshow; 3 C-119s remaining at Grenier helped search for Cessna missing on Grenier AFB-Willamantic, CT flight; engine replacement at Maxwell AFB, AL. 732 was committed to 400 hrs flight time but actually flew more than 500 during period.

01 Jul 58-30 Sep 58-Aircraft assigned to Grenier AFB: 16 C-119G; 2 C-199J; 2 C-54. Pilots of the 732 TCS flew 1644 hrs. in C-119, and 106 hrs. in the C-54 in third quarter of the year. 01 Jul-30 Sep 58-The 732 operated 16 C-119Gs, 2 C-119Js, and 2 C-45s. The latter were maintained for the Maine Civil Air Patrol(CAP) and the New Hampshire CAP.

01 Jul-30 Sep 58-Flying hours for 732 TCS totaled 1654 in C-119s, and 107 in C-45s.

Dec 58-Operation "Swift Lift," in effect since Apr 57, involved commitment of 40 AFR C-119 aircraft nationwide to support regular Air Force airlift demands. Recap of activities showed that between 01 Apr 58-30 Sep 58 the 732 TCS flew 21 "Swiftlift" missions, transporting 166,055 lb. over 73,186 miles accrued 459:45 ft. hrs.

Mar 59-The 732 TCS had flown 11,456 accident-free hrs. since first C-119 delivered to Grenier. Unit directed to transfer 5 C-119s to 328 TCS at Niagara Falls, NY and 2 C-119s to 327 TCS at NAS Willow Grove, PA. A single C-119 from the 732 participated in a Canadian survey flight requested by CONAC. Aircraft flew from Grenier to Mitchel Field, NY to pick up additional crew. Over the course of a ten-day flight the aircraft was routed Montreal-Ottawa-Toronto-Winnepeg-Churchill-North Bay-Mitchel Field.

19 Mar 59-The 2235th ARFC, commanded by Lt Col Robert A. Carter, was inactivated. With this, the C-119 aircraft on base were officially turned over to the 732 Aircraft Maintenance Section.

Apr 59-Nine 732 TCS subordinate units reorganized into detachments bearing number of parent wing (94) at Hanscom AFB, MA. Supply personnel unable to keep up with workload because much of this work had been done by 2235th ABS personnel. Unit manning document (UMD) change requested for 3 additional supply positions.

01 Jul 59-31 Dec 59-Mission types flown during period by 732 were 1084 proficiency, 42 qualification, 38 transition, 14 overwater navigation training. In addition, 20 "Swift Lift," and 28 "Directed Opportune" missions were flown. Flight hours totaled 1758, all accident-free.

The 732 TCS had 307 men assigned of which 85 were in ART positions.

Six 732 members supported 94 TCW in Third CONAC Troop Carrier Rodeo at Ellington AFB, TX.

An officer from 732 TCS attended advanced survival course at Stead AFB, NV. Two officers attended Arctic survival training course at Ladd AFB, AK.

Oct 59-Det 1, 11th Aerial Port Squadron (APS) activated at Grenier AFB. Unit comprised of Air Traffic Controllers and aircraft loadmasters. Though unit reported to Mitchell Field in NY, Grenier was responsible for all support, including recruiting

01 Jan 60-30 Jun 60-The 732 TCS still supported by 2235th ABG. The latter unit still used building T-620 for their C-47. Winter weather hampered 732 maintenance personnel who were tasked with removal of "Arctic Red" paint from the C-119s and application of "conspicuity paint."

15 Jul 60-The 732 TCS reassigned directly to CONAC due to inactivation of 14th AF. 13-27 Aug 60-Summer encampment, 732 TCS.

The 732 was tasked to provide air transport for headquarters personnel and equipment, a mission that involved 13 C-119s.

15 Oct 60-The 732 TCS took over responsibility for the Comm Center. Personnel strength in that facility dropped from 23 to just 5. This limited operation to 8 hrs. day/5 days per week. Commercial operation of teletype relay began.

15 Oct 50-The 732 TCS took over responsibility for Transient Alert crews who had serviced 56 aircraft by years end.

Hanscom AFB, MA slated to assume support responsibility for 6594 Instrument Squadron, but distance from that base made plan unworkable. Grenier AFB required to supply housing, messing and fuel to 6594 .

Feb 61-Crew from 732 TCS ferried a C-119 from Dreux, France to Grenier AFB at request of higher command.

Five C-119s from 732 TCS supported 94 TCW in "Operation Mohawk Arrow" when they transported 2nd Infantry Brigade from Griffis AFB, NY to Camp Drum, NY.

Fourteen C-119s from 732 TCS delivered to overhaul depot at St. Augustine, FL. All were delivered on or before their scheduled arrival date at depot.

A 732 crew participated in "Operation Solidarity" when they flew from Grenier AFB, NH., to Pope AFB, NC., to Key West, FL., and on to Albrook AB, Canal Zone to provide airlift for Rio Pact firepower demonstration.

"Synthetic Trainer" operated by Mr. Cleo Hurley for 732 pilot training. Running time 405 hrs.

20 May 61-Armed Forces Day open house with six-ship C-119 flyover by 732 TCS. The 464th TCS at Pope AFB, NC sent a C-123 Provider as static display, and the 63rd TCS at Donaldson AFB, SC supplied a C-124 Globemaster.

01 Jul 61-Reparable Center established at Grenier AFB for purpose of providing depot level overhaul of aircraft control surfaces for 90 C-119 aircraft. In addition to the resident 732 TCS, AFR C-119 squadrons at Hanscom AFB, MA., Stewart AFB, NY., McGuire AFB, NJ., and Bradley Field, CT were supported by the center.

16-22 Oct 61-A single C-119 from 732 TCS participated in "Operation Apache" troop drop at Ft. Jackson, SC.

Jul-Aug 62-731st TCS from Hanscom AFB, MA., and 732 TCS from Grenier AFB, NH., airlifted 619th USAF Hospital from Hanscom AFB to Chanute AFB, IL for the medical unit's annual training period.

06-20 Aug 62-"Swift Strike II" joint Army-Air Force exercise conducted at Ft. Bragg, NC in support of Strike Command. 732 TCS flew 40:00 hours and airlifted 12,740 lb. equipment and 48 passengers during redeployment phase.

31 Aug 62-The 732 TCS earned Tactical Air Command's (TAC) Unit Achievement Award for accident-free flight safety record for period 1 Sep 61-31 Aug 62. Also on this date, the 157th ATG, NH ANG was released from federal Active Duty. The supporting Air Guardsmen assigned to Grenier AFB were returned to state control.

06-12 Sep 62- The 9th AF and 1st AF Reserve Region jointly conducted ORI of 94 TCW. The 732 TCS received an Outstanding rating in the Corridor Mission requirement, for flying 28 of 24 tasked missions. During the first personnel and equipment drop at Ft. Drum, NY., one parachute malfunction occurred, while during the second mission 18 of 18 drops went smoothly. The maximum effort on 9 Sep 62 resulted in 23 of 24 missions flown. Simulated nuclear weapons handling, which tested unit's ability to receive, ground transport and safeguard nuclear weapons and components was rated satisfactory. Four C-119s were converted to Medevac configuration during the ORI. Both inspecting organizations rated the 94 TCW as Satisfactory, which brought the combat rating back up to C-2.

Runway resurfacing and installation of new ANG taxiway completed during period.
28 Oct 62-28 Nov 62-94 TCW and its subordinate units ordered to AD in response to Cuban

Missile Crisis. Det 1, 1st AF Reserve Region activated at Grenier AFB to operate base in the event the 732 TCS and its supporting units departed on reassignment. Lt. Col. Donald R. Defoe, 2492nd AF Reserve Sector Commanding Officer named to replace Lt. Col. Gardner Mills as Base Commander when Mills assumed full-time role of 732 TCS Commander. Base personnel worked 12 hour shifts/7 days per week until 5 November, when they assumed 10 hour /7 days week shifts. 5 ART and 6 reservists assigned to BEMO which received Uniform clothing in bulk from Pease AFB, NH., for issue to Grenier AFB personnel.

By 0930 hours on the first morning of activation, 732 TCS reported 34 pilots, 7 navigators, 20 flight mechanics and 5 radio operators with C-1 rating on active duty. Flight crews assigned to 24-hour alert duty ready to depart on directed missions. During AD, 6 pilots and 2 navigators received voluntary AD extensions and were transferred to Pease AFB. 6 EM received voluntary AD extensions and were to be transferred to other CONUS bases, while 7 others received release from AD due to hardship. The loss of activated officers who went on extended active duty caused the combat rating of the 94 TCW to drop from C-2 to C-3.

11 Feb 63-In a command-wide reorganization, the 902nd Troop Carrier Group (TCG) was activated at Grenier AFB. The 732 TCS became a subordinate unit to that group, and most of the other units at Grenier that supported the 732 TCS were assigned to the 902nd TCG. Lt.Col Gardner W. Mills was appointed Commanding Officer, 902nd TCG.

May 63-The 732 TCS sustained its first aircraft loss when C-119G 51-7994 crashed on approach to Barnes Municipal Airport in Westfield, MA. This aircraft was replaced by 51-8103 received from 901st TCG at Hanscom AFB, MA.

During period 732 TCS performed 1,400 troop drops at Ft. Bragg, NC., 46 troops and 580 lb. of cargo of the 11th Special Forces Group dropped at Ft. Devens, MA.

Petroleum branch mission for the period was to supply fuel for 16 C-119s of the 732 TCS (average flight time=16 hours per month), and 7 C-97s of the NH ANG's 133 Air Transport Squadron (ATS) (average flight time=63 hours per month).

The 732 TCS participated in 3 airborne support missions at Ft. Bragg, NC., and Lawson AAF, GA., during which 294 paratroopers were dropped. 8 troops of Ft. Devens's 11th Special Forces Gp. were dropped at Westover AFB, MA.

The 732 TCS accomplished 2 "Dispersal Aircraft Recovery and Reconstitution" missions under direction of 2491st Reserve Sector. One of the missions was at the 9123rd ARRS at Portland, M., while the other was at the 9121st ARRS, Sanford, ME.

08-15 May 65-The longest overwater flight conducted by the 732 TCS took place when Lt. Col. Robert W. Fortnam and 7 crewmembers joined with 3 C-119s of the 514th TCW on a Goose Bay-Keflavik-Weathersfield, England flight. Round trip distance was 7722 miles.

15 May 65-"Operation Minuteman," the 1st AF Reserve Region Airdrop competition took place at Stewart AFB, NY., in conjunction with Armed Forces Day program. Units of the 94 TCW and 514th TCW participated, and Grenier's 732 TCS won the event.

"15 Nov 57-The 81st TCS was inactivated in accordance with First Air Force order #65. The 732 TCS was activated on the same day in accordance with First Air Force order #62. Authorized strength was 56 Officers, 2 Warrant Officers, and 393 enlisted men. The 732 was assigned to the 94 TCW at Hanscom AFB. The mission of the 732 was to become manned, equipped, and ready to provide airlifts for troops and equipment to theatres of operation, either by parachute or air landings, and to provide airlift support for forces until they could be supplied by other means.

"Gardner W. Mills was probably a key to everything in the next few years. He was the commanding officer of the 732 Troop Carrier Squadron. And, as such, he was the base commander. And, as base commander, through his civil engineering department - run by Maurice Bilodeau – he was responsible for operation and maintenance of the airport – pavement maintenance, lighting maintenance, snow plowing, grass mowing, sweeping; all of the highway department functions of an airport. And the military, with Gardner Mills in charge, ran the airport and just allowed the civilians to land and takeoff there. "

"08-15 May 1965 - The longest over-water flight conducted by the 732 TCS [of the 902 TCG] took place when Lt. Col. Robert W. Fortnam and seven crewmembers joined with three C-119s of the 514th TCW on a Goose Bay-Keflavik-Weathersfield, England flight. Round trip distance was 7,722 miles."

USAF Unit Histories
Created: 25 Jun 2021
Updated:

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.