

908th EXPEDITIONARY AIR REFUELING SQUADRON



MISSION

LINEAGE¹

18th Aero Squadron organized, 20 Aug 1917
Redesignated Squadron B, Rockwell Field, CA, 23 Jul 1918
Demobilized, 23 Nov 1918

18th Squadron authorized, 30 Aug 1921
Organized, 1 Oct 1921
Inactivated, 23 Jul 1922
Redesignated 18th Observation Squadron, 25 Jan 1923
Disbanded, 18 Feb 1925

Headquarters Detachment, Bolling Field, DC organized, 11 Jul 1922
Redesignated Headquarters Squadron, Bolling Field, DC, 6 Oct 1924

18th Observation Squadron and Squadron B, Rockwell Field, CA reconstituted and consolidated with Headquarters Squadron, Bolling Field, DC. Consolidated organization redesignated 18th Headquarters Squadron, 17 Mar 1925
Inactivated, 31 Mar 1928
Disbanded, 1 Oct 1933

¹ Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, Alabama.
The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.
Air Force News. Air Force Public Affairs Agency.

18th Observation Squadron (Long Range, Light Bombardment) constituted, 1 Mar 1935
Redesignated 18th Reconnaissance Squadron, and activated, 1 Sep 1936
Redesignated 18th Reconnaissance Squadron (Medium Range), 6 Dec 1939
Redesignated 18th Reconnaissance Squadron (Medium), 20 Nov 1940
Redesignated 408th Bombardment Squadron (Medium), 22 Apr 1942
Redesignated 408th Bombardment Squadron, Heavy, 3 Feb 1944
Inactivated, 29 Apr 1946
Redesignated 408th Bombardment Squadron, Medium, 6 Oct 1958
Activated, 1 Jan 1959
Discontinued and inactivated, 1 Jan 1962

908th Air Refueling Squadron, Heavy constituted, 20 Mar 1963
Activated, 1 Jul 1963
Inactivated, 30 Sep 1977

18th Headquarters Squadron reconstituted and consolidated with 408th Bombardment Squadron, Medium, 1964. Consolidated organization designated 408th Bombardment Squadron, Medium

408th Bombardment Squadron, Medium and 908th Air Refueling Squadron, Heavy consolidated, 19 September 1985. Consolidated organization designated 908th Air Refueling Squadron, Heavy.

Redesignated 908th Expeditionary Air Refueling Squadron and converted to provisional status, 27 Mar 2002
Activated, 6 Jul 2002

STATIONS

Rockwell Field, California, 20 Aug 1917-23 Nov 1918
Rockwell Field, California, 1 Oct 1921-23 Jul 1922
Bolling Field, DC, 11 Jul 1922-31 Mar 1928
Mitchel Field, New York, 1 Sep 1936
Langley Field, Virginia, 15 Nov 1940
Muroc, California, 9 Dec 1941-29 Jan 1942
Brisbane, Australia, 25 Feb 1942
Townsville, Australia, 7 Apr 1942
Ried River, Australia, 12 Apr 1942
Dobodura, New Guinea, 15 Oct 1943
Nadzab, New Guinea, 22 Dec 1943
Owi, Schouten Islands, 26 Jul 1944
Leyte, 9 Nov 1944
Angaur, 1 Dec 1944
Samar, 14 Jan 1945

Clark Field, Luzon, 13 Mar 1945
Okinawa, 21 Aug 1945
Ft William McKinley, Luzon, 23 Nov 1945-29 Apr 1946
March AFB, California, A Jan 1959-1 Jan 1962
Kincheloe AFB, Michigan, 1 July 1963 – 30 Sep 1977
Al Dhafra Air Base, United Arab Emirates, 2002

ASSIGNMENTS

Ninth Corps Area, 1 Oct 1921-23 Jul 1922
District of Washington, 11 Jul 1922
Third Corps Area, Oct 1927-31 Mar 1928
2d Wing (attached to 9 Bombardment Group), 1 Sep 1936
22d Bombardment Group, attached Sep 1940, and assigned 25 Feb 1942-29 Apr 1946
22d Bombardment Wing, 1 Jan 1959-1 Jan 1962
449th Bombardment Wing, 1 Jul 1963 – 30 Sep 1977
380th Expeditionary Operations Group, 6 Jul 2002

WEAPON SYSTEMS

JN-4
JN-6
B-4
DH-4
M-1
O-2
PW-9
P-1
O-1
B-10, 1936-1937
B-18, 1937-1941
A-17
C-8
OA-4
OA-8
B-25, 1941, 1943-1944
B-26, 1941-1943
B-24, 1944-1945
B-47, 1959-1961
KC-10, 2002
KC-135, 2003

COMMANDERS

Capt Roscoe Fawcett, 1 Oct 1921
Capt William M. Randolph, 18 Nov 1921
Capt R. Gilpin Ervin, 30 Jan 1922-24 Jul 1922

1Lt Lester J. Maitland, 17 Mar 1925
1Lt Lucas V. Beau, 4 Jun 1925
Capt Chilion F. Wheeler, 22 May 1926
Capt Byrne V. Baucom, 12 Nov 1926
1Lt William L. Scott, Jr., 1 May 1927
Capt Donald P. Muse, 22 Nov 1927
1Lt Devereaux M. Myers, 4 Feb 1928-31 Mar 1928
Capt John R. Doyle, 1 Sep 1936
Capt Walter C. White, 26 Jan 1937
Maj Phillips Melville, 25 Sep 1937
Unknown, Sep 1939-15 Jan 1941
Maj Mark K. Lewis, Jr., 15 Jan 1941-3 Nov 1941
Capt Joe K. Warner, 3 Nov 1941
Lt Col Dwight W. Divine II, 8 Dec 1941
Maj Brian O'Neill, 27 Apr 1942
Maj Dill B. Ellis, 20 Oct 1942
Maj Chambliss Keith, 14 May 1943
Maj Rufus O. Miller, 1 Oct 1943
Maj Glenn E. Cole, 18 Apr 1944
Maj Ferdinand R. Schmidt, 23 Sep 1944
Maj Earl F. Larson 15 Apr 1945
Capt Virgil R. Sewell, 19 Sep 1945
Lt. Ralph B. Monroe Jr., 24 Oct 1945
None (not manned), 23 Nov 1945-29 Apr 1946
Lt Col Joseph W. Rosenfield Jr., 1 Jan 1959
Lt Col Arnold Sipes, Apr 1961-1 Jan 1962
Col John N. Barley, 1 Jul 1963
Lt Col Dan L. Shaw, 7 Mar 1964
Lt Col Roger K. Peterson, 17 Mar 1970
Lt Col John R. Stewart Jr., by Jan 1972
Lt Col Howard H. Anderson, Dec 1972
Lt Col Sidney L. Tucker, 31 May 1973
Lt Col William M. Brown, 25 Mar 1977
Lt Col Ralph P. Hunt, 17 Jun 1976-15 Jul 1977
None (not manned), 16 Jul-30 Sep 1977
Col Timothy E. Bush

HONORS

Service Streamers

Campaign Streamers

Antisubmarine, American Theater
East Indies
Air Offensive, Japan

China Defensive
Papua
New Guinea
Bismarck Archipelago
Western Pacific
Leyte
Luzon
Southern Philippines
China Offensive
Air Combat, Asiatic-Pacific Theater
Iraq: Transition of Iraq. Global War on Terrorism: GWOT-E.

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Papua, 23 Jul 1942-tg] Jan 1943
New Guinea, 5 Nov 1943

Meritorious Unit Awards: 1 Jun 2003-31 May 2004; 1 Jan-31 Dec 2010; 20 Jun 2011-19 Jun 2012; 20 Jun 2012-19 Jun 2013; 1 Jul 2015-30 Jun 2016; 1 Jul 2016-30 Jun 2017; Air Force Outstanding Unit Award with Combat "V" Device: 1 Jun 2002-31 May 2003; Air Force Outstanding Unit Award: 1 Jul 1974-30 Jun 1976.

Air Force Outstanding Unit Award
1 July 1974-30 June 1976
1 June 2002-31 May 2003
1 June 2003-31 May 2004
20 June 2011-19 June 2012

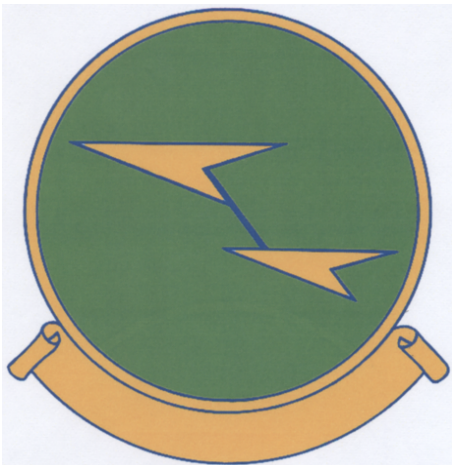
Philippine Presidential Unit Citation

EMBLEM





On a yellow equilateral triangle, one point down, with a silver border, a winged eye above a sphere, both blue; coming from the eye and spreading fanwise over the sphere nine silver rays, spaced one and eight, terminating in the border. (Approved, 9 Feb 1937)



Approved circa 1925; newest rendition approved 20 Dec 2017.



MOTTO

OPERATIONS

Flying training unit, 1917-1918. Antisubmarine patrols, Dec 1941-Jan 1942; combat in Southwest and Western Pacific, 21 Apr 1942-9 Jan 1943; 7 Oct 1943-30 Jul 1945. Not manned, 23 Nov 1945-29 Apr 1946.

Organized about June 1929 with Organized Reserve personnel as a RAI unit at Kelly Field, TX. Conducted annual summer training at Kelly Field, TX.

The first sighting of units of the Japanese fleet heading for Midway was made by a PBV at 0904 hours, 3 June. At 1623 hours, the first attack of the battle was delivered when nine B-17s struck at part of the Japanese transport force, 570 miles west of Midway. From 8,000 feet, 36 600-lb demolition bombs were dropped without loss, and a number of hits were claimed. In fact, only nine bombs, in groups of three, fell near the enemy transports and no hits were made. When the B-17s had been sent forward to Midway they were accompanied by four B-26 Marauders. These planes were in Hawaii flying patrols before going south to join their units which were part of the Fifth Air Force. Two were from the 38th Bomb Group's 69th Bomb Squadron, two were from the 22nd Bomb Group's 18th Recon Squadron.

At dawn on 4 June the B-26s were sent out to make the first torpedo attack by AAF planes in history. With a single torpedo beneath the fuselage of each plane, and with PBV's leading the way, the four flew west toward the Japanese carrier force, followed by 6 TBF torpedo planes, Marine dive bombers and B-17s. At 0652 the Marauders, flying at 800 feet, spotted two formations of Zekes, eighteen in all, about twenty miles ahead at 12,000 to 15,000 feet. Below and behind them, on the horizon, the pilots made out the Japanese carrier force, miles deep and in a very loose box formation with the carriers in the center ready to maneuver out of the way of any attack. As the four B-26s bore in, the enemy fleet depressed its guns and fired at long range, sending up deadly water spouts in front of the formation. Then the Zekes came down, six from the front and the rest from behind, and the flak opened up.

The Marauders descended to ten to twenty feet above the Pacific, fought their way past the outer ring of ships and headed for the carrier Hiryu. They launched their torpedoes at 0707 but luck was not with them, no hits were scored and two of the B-26s were lost, one from each

squadron. The B-26s had come in flying a diamond formation, with B-26 41-1391 in the rear position flown by Lt. James P. Mun of the 18th Recon Squadron.

As the Zekes made their first pass at the Marauders, bullets struck the turret of Lt. Muri's plane, ripping the plexiglass cover off. The flying splinters turned the Turret Gunner's face into a mass of bleeding cuts and gashes and he was knocked out of his seat. When he climbed back up, the next burst shot the charging handle off the left gun, blew off the control handle and triggers, shot up the wiring and burned out the power units. The Turret Gunner stayed "put" pretending he could still fire. With the next burst, a spent 7.7 mm slug pierced the skin over his left eye and lodged there. He slumped over and fell to the floor. He dug the slug out with his fingers, tore at his gun belt first-aid kit and, after bandaging himself, pulled himself up once more into his turret and stayed there.

The Tail Gunner was hit in the hip and knee at the same time the turret was hit. Five bullets had been pumped into his right leg. He clutched his leg and fell back far enough so someone else could come back and operate his gun. The Radio Operator, who was manning the tunnel guns, saw him keel over. He jumped over the open hatch to prop up the Tail Gunner. Another spent 7.7 slug tore through the fuselage and grazed the Radio Operator's head just over his left eye. A half step farther and another bullet hit him in the right arm near the shoulder. Two more spent bullets pierced the glasses in his right side pocket. Small bits of shrapnel peppered his left leg. Then the gun he had taken over jammed, but he cleared the stoppage and continued firing. He suddenly felt something hot and jumped up to find that the tracers had set the seat cushions on fire. He threw one out of the tail opening only to see it sucked back in. He saw the Turret Gunner on his knees trying to get back into his turret. The interphones were shot out so he went forward and told the pilot that everyone had been hit back there and that the plane was on fire. He collapsed and the Copilot went back, threw the cushions overboard and manned the tail gun.

More than fifty Zekes were in the air by that time and six or eight of them were making passes from all over the clock, all the time. Lt. Muri, in the excitement, forgot that the plane was supposed to be on fire. The Radio Operator came to and helped the Turret Gunner. Then the plane reached the target. The first Rising Sun flag they had ever seen loomed up on the mast of the carrier Hiryu. Flak from the carrier tore into the prop blades, setting up a terrific vibration that gave the pilot a beating. A bullet went through the navigator's compartment. Gasoline was pouring out of the leak-proof tanks, for the shells had made swiss cheese of the tanks. The torpedo was launched toward the starboard bow of the carrier which by this time was turning into the plane.

As Lt. Muri swung his plane low over the bow, the Bombardier strafed 50 to 75 "Japs" on the "island" of the carrier. Some started scattering in all directions, some fell squirming, and some didn't move at all. The Zekes which had abandoned the attack while the plane was over the carrier, picked up the fight once more, but 1391 by that time was doing better than 300 mph herself and drawing 55 inches! The B-26 was beginning to outdistance her pursuers. The Bombardier climbed into the Copilot's seat and stayed there. The Radio Operator went to the radio and tried to pick up M.O.'s to home on, but the antenna had been shot away. The plane was lost but the Navigator picked up bearings via sun shots. The Turret Gunner came up front, looking like a blood soaked rag, and transferred gas. The cylinder head temperature began to climb. Still, the plane made it back to Midway. Lt. Muri noticed that he was losing hydraulic

fluid from the left nacelle and decided, rightly, to land on the right wheel. The brakes were gone completely. The violent bumps on landing tore out the instrument panel. After a successful crash landing, 41-1391 was inspected. The left tire had been riddled, each propeller blade had at least one hole, the top edge of the wing was completely shot up, the antenna was shot off, the turret was beyond repair, and the fuselage in the rear section had been riddled. After counting more than 500 bullet and shrapnel holes in the plane, everybody called it a day.