



MISSION

The overall mission of the 910 Airlift wing is to ensure the organization and individual members can perform command authority directed taskings in support of national objectives by providing mission ready forces, airlift and aerial spray operations and base operating support. In wartime, the 910 Airlift Wing is to employ the Lockheed C-130 Hercules aircraft in combat operations of tactical airlift. These operations include low-level infiltration into a combat environment, where aircrews can deliver personnel and materials by airdrop and air-land techniques. Authorized Personnel: Air Force Reservists – 1,445; Air Reserve Technicians – 309; AF DoD Civilian Element - 190

LINEAGE

910 Troop Carrier Group, Medium established, and activated, 28 Dec 1962
Organized in the Reserve, 17 Jan 1963
Redesignated 910 Tactical Airlift Group, 1 Jul 1967
Redesignated 910 Tactical Air Support Group, 25 Jan 1970
Redesignated 910 Special Operations Group, 29 Jun 1971
Redesignated 910 Tactical Fighter Group, 1 Oct 1973
Redesignated 910 Tactical Airlift Group, 1 Jul 1981
Redesignated 910 Airlift Group, 1 Feb 1992
Redesignated 910 Airlift Wing, 1 Oct 1994

STATIONS

Youngstown Muni Aprt (later, Youngstown MPT-ARS; Youngstown-Warren Regional Aprt-ARS),
OH, 17 Jan 1963

ASSIGNMENTS

Continental Air Command, 28 Dec 1962

459 Troop Carrier Wing, 17 Jan 1963
302 Troop Carrier (later, 302 Tactical Airlift) Wing, 1 Jul 1966
Eastern Air Force Reserve Region, 15 Feb 1970
434 Special Operations (later, 434 Tactical Fighter) Wing, 21 Apr 1971
459 Tactical (later, 459 Military) Airlift Wing, 1 Apr 1981
94 Tactical Airlift (later, 94 Airlift) Wing, 1 Oct 1989
440 Airlift Wing, 1 Aug 1992
Tenth Air Force, 1 Oct 1994
Twenty-Second Air Force, 1 Apr 1997

WEAPON SYSTEMS

C-119, 1963-1969
U-3, 1969-1971
A-37, 1971-1981
C-130, 1981

COMMANDERS

Col Randall W. Hendricks, 17 Jan 1963
Col Clair S. Hazell, 8 Sep 1967
Col William Longa, by Jul 1969
Lt Col Clyde W. McClelland, c. 8 Jan 1970
Lt Col Frank R. Hamilton, by Apr 1971
Lt Col James C. Wahleithner, 21 Aug 1972
Lt Col Billy R. Henderson, 9 Mar 1973
Lt Col William J. Lodwick, 14 Aug 1976
Lt Col Duane L. Foster, 1 Nov 1976
Maj Dennis M. Vargo, Jul 1979
Col Francis J. Skinner, 10 Sep 1979
Col James E. Sherrard III, 13 Jul 1981
Col John F. Harvey, 26 Oct 1984
Col James D. Bankers, by Jan 1988
Col Bernard J. Pieczynski, 1 Mar 1992
Col Peter K. Sullivan, 8 Jun 1996
Brig Gen Michael F. Gjede, 11 Mar 1998
Col Timothy J. Thompson
Col Udo K. McGregor
Col Reinhard Schmidt
Col Stephen Linsenmeyer

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Sep 1983-31 Aug 1985

1 Sep 1995-31 Aug 1997

Republic of Vietnam Gallantry Crosses with Palm

14 Feb-11 Mar 1968

26-28 Oct 1972

EMBLEM



910 Tactical Airlift Group emblem approved, 17 Aug 1984

910 Tactical Airlift Group unofficial emblem significance: The emblem displays Air Force Ultramarine blue and yellow as its primary colors. The shield is bordered with Air Force yellow and has a white scroll, which is piped in Air Force yellow at the bottom for the yellow designation. The ultramarine blue represents the sky in which we carry out our mission. The Air Force yellow represents a brick fortress, a symbol of all our base units working together, which enables the 910 TAG to complete its mission and to secure and defend our base. The green globe represents the world wide arena in which we carry out our mission. The Air Force star represents our commitment to the Air Force Total Force policy. The three white stars in the ultramarine blue sky have a dual meaning one is our unit motto: Attitude, Pride and Integrity, the other is our relationship with sister unit and our wing. The winged sword also has a dual

meaning. It depicts our former Tactical Air Command mission and our present and future mission as a tactical airlift group. The red and white Y represents our home base and base colors at Youngstown Municipal Airport, Vienna, Ohio.



910 Airlift Wing emblem: Per fess nebuly abased Azure and Or, a pall with arched upper limbs Argent, the upper limbs charged with an arched chevronel reversed Gules fimbriated Gold, the pale portion charged with two pallets of the like, overall a winged sword chief bendwise sinister hilt to chief White garnished Sable; all within a diminished bordure of the second. Attached below the disc a White scroll edged with a narrow Yellow border and inscribed 910TH 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 nebuly field denotes the inner locking of all base units working to present a fortress of defense. The pall suggests the letter Y which reflects the unit's home area. The winged sword symbolizes the Wing's mission of tactical airlift and reflects its readiness to secure and defend the peace. (Approved, 22 Mar 1995)

MOTTO

OPERATIONS

Participated in tactical exercises, airlift operations, and joint operations with Army airborne forces in U.S. and overseas, 1963-1969. Trained as a forward air control unit, 1970-1971; as a special operations group, 1971-1973; and as a fighter group, 1973-1981. Converted again to an airlift mission in Spring, 1981. Periodically deployed to Panama to support Air Force missions in Central and South America, beginning in 1983. Trained to airdrop and airland personnel and materiel and added an aerial spraying mission in Jan 1992. Deployed personnel and equipment worldwide to support contingency operations, exercises, and humanitarian missions.

The was officially born on January 17, 1963, when a reorganization of the Air Force Reserve

troop carrier missions created a Troop Carrier Group at Youngstown Municipal Airport. The 757th was assigned to the new carrier group. The 757th had been assigned to the 459th Troop Carrier Group based at Andrews AFB, Md. At its birth, just five squadrons made up the : the 757th TCS, the Combat Support Squadron, the Material Squadron, the Headquarters Squadron and the Tactical Dispensary.

In July 1967, the was redesignated as the Tactical Airlift Group and assigned to the Continental Air Command. By this time, the had grown to include seven squadrons; the 757th Tactical Airlift Squadron, Aerial Port Flight, Consolidated Aircraft Maintenance Squadron, Supply Squadron, Combat Support Squadron, Communications Flight, and the Tactical Dispensary. The unit's motto was "Ready Now - Second to None."

The aircraft inventory consisted of 16 C-119s, one C-47, and one U-3. The C-47 and U-3 aircraft were used to provide Combat Readiness Training for regular Air Force officers assigned to recruiting and ROTC duty in Northeastern Ohio and Pennsylvania. The total value of the aircraft resources was approximately \$10.5 million.

After months of heavy recruiting to meet the larger personnel authorizations of a Tactical Airlift Group, the obtained about 90 percent of its authorized personnel levels and reported its first "C-1 rating, indicating it was combat ready with no deficiencies.

In January 1970, the Tactical Airlift Group became the Tactical Air Support Group. This change was much more pervasive than just in name. The unit was to convert from an airlift mission to a forward air support role. The C-119 aircraft were transferred out and 15 U-3A aircraft were brought in. Although the new mission called for O-2 aircraft, none were available at the time so the U-3 was given as an "interim" aircraft. Less than 12 months later rumors began to circulate that yet another conversion was pending.

The announcement came in February of 1971. Although it was already well into training for its new FAC mission, the would be converting to the A-37 "Dragonfly." The A-37 was, at the time, being used in Southeast Asia as a very effective air-to-ground operations and counter-insurgency aircraft. Its armament included sidewinder missiles, rocket launchers, 50 caliber gun pods and an internal 7.62 "minigun." After training to observe ground situations, the pilots of the would now be on the aerial-response end of the operation. Switching to a close air support mission meant staffing levels were to increase by nearly 26 percent to 775 Airmen.

A little more than a decade later, the now renamed Tactical Fighter Group would release the A-37s to the Michigan Air National Guard to make room for the first C-130. The first C-130 arrived at Youngstown Municipal Airport on March 27, 1981.

This final conversion meant the 910 TFG would return to its former name, the Tactical Airlift Group and be reassigned from Tactical Air Command to the Military Airlift Command. By the end of the year, the aircraft inventory was up to eight.

On November 8, 1982, the 757th Tactical Airlift Squadron accomplished its first night drop at the Ravenna Drop Zone.

In January 1992, the assumed responsibility for the only full-time, fixed wing aerial spray in the Department of Defense. Within their first year as part of the , the Aerial Spray team would be called into action by the Federal Emergency Management Agency to Spray in the devastation behind Hurricane Andrew's visit to Southeast United States in September 1992. In just four missions, the aerial spray team covered more than 288,000 acres; it was a record that they would far exceed in the years to come.

On October 1, 1994 the Airlift Group was officially changed to the Airlift Wing. Just six months later the 773rd Airlift Squadron was re-activated and assigned to the Airlift Wing.

After the terrorist attacks in September 2001, members of the were called to, and volunteered for, active duty. Personnel of the Security Forces Squadron were some of the first Wing members called to duty, but by December 2003 they would be joined by both flying squadrons, most of the assigned aircraft maintenance personnel, and a host of other groups and individuals. By the time they were deactivated in November 2005, the flying squadrons of the AW would be credited with 4,424 sorties totaling more than 8,000 flying hours encompassing the safe transport of 81,183 passengers, among them the sitting Secretary of State, Colin Powell and his staff.

Air Force Reserve Command's Airlift Wing at Youngstown ARS, Ohio, sent two C-130H aerial spray aircraft and crews to the Gulf Coast, where they arrived at the staging area in Mississippi April 30 to be ready to provide assistance in the clean up operation following the April 22 explosion and sinking of the Transocean Deepwater Horizon oil drilling rig about 130 miles southwest of New Orleans. Another two aircraft and crews were standing by at Youngstown. The unit has the only large area fixed wing aerial spray unit, normally providing larvicide and insect eradication and vegetation control at training ranges, but the airmen train also to help disperse oil slicks by spraying a chemical that helps break it down for natural assimilation by the ocean. According to a May 1 Miami Herald report, the AW aircraft had begun their spraying operation. 2010

November 2003 - The Airlift Wing transfers four C-130 aircraft to the 934th Airlift Wing at Minneapolis Air Reserve Station as part of the Air Force Mobility Roadmap Plan to keep the Air Force fleet modernized throughout the next 20 years. The transfer leaves the with 12 permanently assigned C-130H2 aircraft.

DUKE FIELD, Fla. — Ever since Hurricane Katrina slammed into the Gulf Coast Aug. 29, the men and women from the Air Force Reserve's Aerial Spray mission at the Airlift Wing, Youngstown Air Reserve Station, Ohio were ready for their chance to contribute. As the northwestern Florida sun eased into the west Sep. 12, the Air Force Reservists from the aerial spray mission finally got their wish when the first missions to combat deadly diseases spread by mosquitoes and other biting insects were launched at 4 p.m. local time.

Missions are scheduled to fly early evenings, when mosquito activity levels are the highest. The crews fly around 200 knots at around 150 feet above the ground. Right around Labor Day, the 757th Airlift Squadron's Aerial Spray crews were back at home watching the effects of Katrina. The crews knew there would be an infestation problem any day, and they knew they'd be needed to control the mosquito population. "The bayou area around New Orleans is perfect for mosquitoes to breed because they love standing water. And all of this flooding has made the mosquito problem much worse," said Lt. Col. Steve Olson, an entomologist with the 757th Airlift Squadron.

In fact, environmental tests have shown the mosquito population has increased 800 percent since before the hurricane according to an on-site entomologist. And the situation won't improve until something controls the breeding process. According to Colonel Olson, these mosquitoes are more than just pests. They can carry some of the diseases that are now plaguing the New Orleans area. Although Dibrom, the chemical they use, is harmless to humans in the quantities it's being applied, the team is still careful to keep the public notified. "These droplets are so small they stick to the hairs on mosquitoes' legs.

The volume used is only a half-ounce per acre. It's like pouring a half of a shot-glass over a whole football field. It won't hurt anyone on the ground, but we want the public to know what we're doing," said Colonel Olson. Chief Master Sergeant David Weaver and his Aircraft Maintenance team and Senior Master Sergeant John Daniels, spray maintenance chief, made sure everything was in order no matter when the aircraft were cleared to fly. Although everyone was standing ready, there was a lot of coordination to be completed before flying over a populated, metropolitan civilian area.

"This stuff can't get put together overnight. No matter how badly we want to just run engines and fly to New Orleans right away. There are a lot of people on the ground that we need to be in communication with," said Lt. Col. Marty Davis, mission commander. Hurricane Katrina was the largest natural disaster in the history of the United States and the devastation provided more than enough reason to deploy the aerial spray mission. Although there is vast devastation in the area because of Katrina, the aerial spray team has also conducted missions after Hurricanes Floyd and Andrew. The team is used to what they're seeing.

Colonel Timothy J. Thomson, commander of the Airlift Wing, was proud of the readiness of his people, but not surprised. "We leaned forward the week before the storm to get our planes and aerial spray systems in a high state of readiness. We knew there was going to be a high probability that the Defense Department would want aerial spray capability. Our crews and maintenance personnel are eager to complete this mission and help provide a safer environment for the people in the affected areas," said Col. Thomson. The missions do not yet have a projected date of completion. Finishing the aerial spray task will depend on the weather, retesting of the sprayed areas, and another potential natural disaster named Rita.

The Maintenance Group and the 757th Airlift Squadron, both stationed here, were two of 26 Air Force Reserve Command Organizations receiving the Air Force Outstanding Unit Award for 2006. The Air Force OUA is awarded to units that have an outstanding achievement during missions of national or international significance. The achievement clearly sets the unit above and beyond others. These achievements include combat operations against an armed enemy of the United States or in military operations involving conflict with or exposure to hostile actions

by an opposing foreign force.

The Maintenance Group provided outstanding aircraft maintenance resulting in aircraft from the supporting missions such as Operations IRAQI FREEDOM, ENDURING FREEDOM as well as JOINT TASK FORCE RITA and KATRINA with over 5,500 sorties for over 12,000 hours of flight time. The group's efforts enabled aircraft from the to airlift over 250,000 personnel and 32,600 tons of cargo in combat support of Operation JOINT FORGE. The Maintenance Group's efforts also enabled aircraft to support humanitarian relief efforts in the Darfur region of the Sudan and in Belsan, Russia following the terrorist attacks there in 2004.

The Department of Defense's only fixed-wing aerial spray unit is getting more people and money to deliver its one-of-a-kind services. The Airlift Wing at Youngstown Air Reserve Station, Ohio, uses its modified C-130 transport aircraft to spray for mosquitoes and other insect pests, contain large oil spills in oceans and lakes, and deliver herbicide on unwanted vegetation. To enhance that mission, the wing's aerial spray maintenance flight will gain nine traditional Reservist positions and receive \$2.6 million worth of new and additional equipment. Once the positions are filled, the Reservists will be the first part-timers for the maintenance flight to help perform the wing's ongoing aerial spray mission. "(The Reservists) will certainly enhance our capability to meet mission requirements for 24/7 aerial spray operations," said Senior Master Sgt. John Daniels, the organization's flight chief.

The extra equipment will allow the modification of two more C-130 aircraft for the aerial spray mission and upgrade vital mission components in aircraft and on the ground. One major upgrade involves the Global Positioning System units used in the aerial spray aircraft. The maintenance flight is already playing a key role in the upgrade. A series of ground and air tests are under way on a new agricultural unit that is specifically designed for the aerial spray mission. If the tests prove to be successful, the new unit will be installed in all of the aerial spray aircraft. "In addition to giving latitude and longitude, this GPS has a database for tracking the sprays and predicting the spray clouds and deposition area (location where the spray will land)," said Master Sgt. Michael Birmingham, avionics technician. "This allows the subsequent sprays to be much more accurate."

While the current GPS system is accurate within 150 feet, Sergeant Birmingham said with the correct satellite information the new GPS unit can match the precision of a laser-guided bomb in being "on target" during a spray mission. "With an Omnistar subscription, this new system enables the spray missions to be accurate within 15 centimeters of a pre-selected target area on the ground," he said. The sergeant said the Omnistar system allows the Air Force to use an optimum number of satellites to allow this kind of precision in spraying even as the aircraft are delivering their payload from 150 feet in the air. 2007

A specially configured C-130H from Air Force Reserve Command's Airlift Wing at Youngstown ARS, Ohio, deployed with 10 airmen to Barksdale AFB, La., to conduct aerial spray missions over that state to prevent the spread of mosquitoes and filth flies in the wake of Hurricane Ike. The insects are capable of causing outbreaks of disease such as West Nile Virus if not controlled. The unit's remaining three modified C-130s were expected to depart Youngstown yesterday for Barksdale, the Air Force announced Wednesday. Each modified C-130 is capable of spraying about 80,000 acres per day. These missions are being coordinated with the Federal Emergency

Management Agency, Center for Disease Control, and state public health officials. The Ohio wing is the only military unit tasked to maintain a full-time, fixed-wing aerial spray capability. 2008

Air Force Reserve Command is expanding its Innovative Readiness Training, or IRT, program this summer to help communities control mosquitoes. C-130 Hercules aircrews will spray Williston and Minot in North Dakota June 30-July 3, and York County and the City of Poquoson in Virginia July 22-26. These communities are prone to high mosquito populations due to standing water, flooding and high precipitation. In addition to drastically decreasing the number of irritations and infections, and the threat of West Nile Virus due to mosquito bites, these IRT missions will provide essential real-world training to aircrews, pest management personnel and maintenance members that they would not have otherwise received.

"From an aircrew perspective, this type of training is necessary for the safe, efficient performance of our assigned duties," said Maj. W. Travis Adams, an aerial spray instructor pilot. Adams and his fellow citizen Airmen from the Airlift Wing, Youngstown Air Reserve Station, Ohio, perform the Department of Defense's only full-time, fixed-wing aerial spray mission. They typically conduct a variety of aerial spray missions over military installations, and for federal agencies using four specially modified aircraft equipped with Modular Aerial Spray Systems, or MASS. The MASS equipment sprays insecticides that target biting insects such as mosquitoes, biting midges and filth flies. The IRT program provides a clear line of authority for the AW to apply aerial spray on non-federal property without the requirement of a host federal entity.

That means citizen Airmen can provide aerial spray over much larger urban areas, and receive essential training they don't get from regular operations. According to Maj. Kerya Reyes, the chief of the IRT program at Headquarters AFRC, the command has used IRT missions successfully in other career fields, including civil engineering and medical squadrons. Citizen Airmen benefit from the training received while building dams, bridges and other community-use structures or working immunization lines and other medical treatments in off-base clinics at little, to no cost to the communities. Reyes said IRT aerial-spray missions produce highly-qualified military personnel capable of evaluating medical insect-borne threats to troop and public health, as well as establish an appropriately implemented plan to break the cycle of disease transmission, which can result in an epidemic. Each IRT aerial spray mission trains about 16 to 18 reservists.

These Airmen can step up to support combatant commander needs, or requests for support from other federal agencies like the Federal Emergency Management Agency, and the Defense Support of Civil Affairs. The AFRC and the communities it supports mutually benefit from IRT missions. Communities pay for the insecticide, and the command uses training funds to pay for the rest of the costs. The Air Force already designates specific funds for fuel, maintenance and other travel costs for training. The command took ownership of the aerial spray mission in 1973, but the U.S. military has been flying the mission since 1947. The AW started flying the aerial spray mission in 1992. Aerial spray teams also use the systems to control vegetation growth on military bombing ranges, and to help disperse oil spills. Since 2005, the wing has responded to three major natural disasters, including post hurricane applications for Katrina

and Gustav, and an oil dispersant operation after Deep Water Horizon in the Gulf of Mexico.
2013

Air Force Reserve Command's Airlift Wing at Youngstown ARS, Ohio, bid farewell to the third C-130H transport it is losing as part of force structure changes reducing the wing to eight primary aircraft, plus one backup. The airplane, tail number 3021, departed Youngstown for good on March 5, bound for its new home at Little Rock AFB, Ark., according to a March 6 wing release. "It's a great airplane," said MSgt. Sam Phillippi, crew chief of this C-130. "I hate to see it go," he said. The two previous C-130s to leave Youngstown also shifted to Little Rock, states the release. The wing moved a fourth C-130 to backup status. These changes are not tied to the service's Fiscal 2015 budget proposal, but resulted from previous force-structure decisions. The aircraft reductions will cause the wing to lose approximately 50 full-time and 150 part-time positions by the end of this fiscal year, states the release. 2014

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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

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

Air Force News. Air Force Public Affairs Agency.