911th AIRLIFT WING

LINEAGE
Established as 911th Troop Carrier Group, Medium, and activated, 28 Dec 1962
Organized in the Reserve, 17 Jan 1963
Redesignated 911th Military Airlift Group, 1 Jan 1967
Redesignated 911th Tactical Airlift Group, 1 Mar 1972
Redesignated 911th Airlift Group, 1 Feb 1992
Redesignated 911th Airlift Wing, 1 Oct 1994

STATIONS
Greater Pittsburgh Aprt (later, Greater Pittsburgh IAP-Air Reserve Facility; Greater Pittsburgh IAP-ARS; Pittsburgh IAP-ARS), 17 Jan 1963

ASSIGNMENTS
459th Troop Carrier (later, 459th Military Airlift) Wing, 17 Jan 1963
94th Military Airlift Wing, 21 Apr 1971
302nd Tactical Airlift Wing, 25 Feb 1972
439th Tactical Airlift (later, 439th Military Airlift; 439th Airlift) Wing, 1 Oct 1980
94th Airlift Wing, 1 Aug 1992
Tenth Air Force, 1 Oct 1994
Twenty-Second Air Force, 1 Apr 1997

WEAPON SYSTEMS
C-119, 1963-1967
C-124, 1966-1972
C-123, 1972-1980
C-130, 1980

COMMANDERS
Col Donald M. Reed, 17 Jan 1963
Col Howard W. Dye Jr., 25 Aug 1968 (temp)
Col Leroy C. Felton, 22 Sep 1968
LTC William F. Haney Jr., by Oct 1972
LTC Jimmy C. Brown, Mar 1974
Col William J. McQuade, by Sep 1976
Col Samuel G. Woodrow, 13 Jan 1985
Col James D. Copenhaver, 28 Aug 1988
Col Christopher M. Joniec, 24 Jan 1990
Col Thomas W. Spencer, 21 Aug 1994
Col F. Baxter Lane, 7 Jun 1998
Col Jeffrey T. Pennington 2010 - 2012

**HONORS**

**Service Streamers**
None

**Campaign Streamers**
None

**Armed Forces Expeditionary Streamers**
None

**Decorations**

Air Force Outstanding Unit Awards
1 Jan 1977-31 Dec 1978
1 Aug 1987-31 Jul 1989
15 Sep 1990-14 Sep 1992

Republic of Vietnam Gallantry Cross with Palm
1 Jan 1968-29 Feb 1972

**EMBLEM**

Approved, 22 Mar 1995

**EMBLEM SIGNIFICANCE**

**MOTTO**

**NICKNAME**

**OPERATIONS**

Trained for and participated in air transport of airborne forces, equipment and supplies with delivery by airdrop, extraction, and airlanding, as well as air evacuation within a theater of operations, 1963-. Provided airlift to Southeast Asia during the Vietnam War and for other contingency operations, such as the Dominican crisis in 1965, as well as numerous humanitarian flights. Beginning in 1973, periodically rotated flight crews and other personnel to Panama, and later Puerto Rico, to support SOUTHCOM commitments. Since the early 1990s, frequently
deployed personnel in support of contingency operations in Southwest Asia and the Balkans.

After the terrorist attacks of Sept. 11, 2001, the 911th Airlift Wing responded to the call, flying numerous missions at McChord Air Force Base, Wash., in support of Operation Noble Eagle. In addition, the 911th has currently deployed more than 100 personnel to Southwest and Central Asia in support of Operation Enduring Freedom. In 2001 and 2000, aircrews, maintenance and support personnel from the 911th deployed to Puerto Rico for Coronet Oak rotations in support of the U.S. Southern Command. In 1999, 911th personnel deployed to Europe in support of NATO operations for the Kosovo crisis. Also, 911th personnel deployed to Panama in February-March 1999, November-December 1998 and June-July 1998 to support the Coronet Oak rotations providing airlift in that region. Members of the 911th Security Forces Squadron deployed to Kuwait in 1999; and to Egypt in 1998 to support Exercise Iron Cobra. During 1997, 911th aircrews, maintenance and support personnel and aircraft deployed to Southwest Asia (Operation Southern Watch), Europe (Operation Joint Guard) and Panama (Coronet Oak). In 1996, 911th aircrews and support personnel deployed to Europe in support of Operation Joint Endeavor, the NATO peacekeeping mission in Bosnia. During 1993 and 1994, 911th aircrews and support personnel deployed to Europe in support of Operation Provide Promise, the humanitarian relief flights to Bosnia, and for Operation Southern Watch in the Arabian Gulf Region. The 911th aircrews performed airdrop missions over Bosnia and airlift missions into the city of Sarajevo. In 1990 and 1991, more than 400 reservists from the 911th participated in Operations Desert Shield/ Desert Storm. The 33rd Aeromedical Evacuation Squadron (now 911th Aeromedical Evacuation Squadron) deployed to bases in Southwest Asia and Europe. The 911th Medical Squadron (now 911th Aeromedical Staging Squadron) deployed to Andrews AFB, Md.

In September and October 1994, the 911th provided facilities and hundreds of volunteers to aid in the emergency response following the crash of USAir Flight 427. When Hurricane Andrew struck in 1992, the 911th airlifted food and personnel to aid the disaster relief.

MISSION: To organize, recruit and train Air Force Reserve personnel to provide airlift of airborne forces, their equipment and supplies and delivery of these forces and materials by air drop, landing or cargo extraction systems.

The unit also provides intratheater aeromedical evacuation. The unit participates in joint service training exercises and supports active duty forces in airborne training.

ORGANIZATION: The 911th Airlift Wing reports to 22nd Air Force, Dobbins Air Reserve Base, Ga. Wing daily activities are managed by civilian federal workers, including air reserve technicians. Over 90 percent of the 911th is made up of Air Force Reserve volunteers from Pennsylvania, Ohio and West Virginia. The other 10 percent are volunteers from across the United States. Reservists train one weekend per month at a unit training assembly, and perform 15 days of active duty for training each year. Aircrew members train more often to meet flight qualification standards. The wing flies airlift missions in support of Department of Defense assignments.

The 911th Airlift Wing is composed of the following units:
911th Operations Group - Col. Frank L. Amodeo, Commander
758th Airlift Squadron
911th Operations Support Flight
911th Aeromedical Evacuation Squadron
911th Maintenance Squadron
911th Maintenance Operations Flight
911th Aircraft Maintenance Squadron
911th Civil Engineering Squadron
911th Communications Squadron
911th Mission Support Flight
911th Security Forces Squadron
911th Services Squadron
911th Logistics Resource Squadron
32nd Aerial Port Squadron
911th Aeromedical Staging Squadron - Col. Anne Manly, Commander

AIRCRAFT: The 911th Airlift Wing has eight C-130H "Hercules" aircraft assigned.

PERSONNEL: The 911th includes approximately 1,220 Air Force Reserve members. The unit employs approximately 320 civilians, including more than 180 air reserve technicians holding dual civilian and military positions. If mobilization occurs, most 911th units deploy as part of the Air Mobility Command.

ECONOMIC IMPACT: The wing budget for salaries and operating expenses exceeds $56.5 million annually, including $19 million in civilian salaries, $17.3 million in operating expenses, and $20.2 million in reservists' payroll and travel. Base construction has added $30 million in recent years to the economy. The 911th overall economic impact is estimated at $93.6 million annually.

SIGNIFICANT EVENTS: Since the terrorists' attacks on Sept. 11, 2001, the 911th has been flying missions in support of Operation Iraqi Freedom. In September 2001, the 911th Security Forces Squadron was 100 percent mobilized and remained in that status until September 2003; safeguarding the 911th AW and protecting other national assets globally. Seventeen members of the 32nd Aerial Port Squadron deployed from June 2002 to September 2002 and assigned to the U.S. Navy 5th Fleet to assist in air terminal operations in support of Operation Enduring Freedom. The 911th AW received an aviation package December 2003 to mobilize approximately 250 personnel for 12 months. In July 2004, the mobilization package was extended to 24 months. Aircrews comprised of pilots, navigators, engineers and loadmasters are currently moving approximately 3,000 passengers and 700 tons of cargo per month in support of OIF. The 911th Aeromedical Staging Squadron personnel have assisted more than 2,000 patients in urgent, non-urgent, and critical categories. Personnel in the 911th Aeromedical Evacuation Squadron have flown more than 1,000 hours on medical evacuation missions attending to 6,000 plus patients. They were recognized by the Air Mobility Command as Outstanding C-130 Mission and the Primary Medical Squadron for 2003. They also won the Lt. Gen. George E.
Schafer Trophy for 2003. Members of the 911th Services Squadron Long Dining Facility were recognized as the Air Force Reserve Command's best dining facility in the command for 2004 and received the coveted John L. Hennessy Award. This was the fifth time they received the award in an 11-year period.

COMMUNITY SERVICE: In June 2007, the wing hosted its seventh annual Wings Over Pittsburgh Air Show, celebrating the 60th Anniversary of Air & Space Power. During the two-day event, approximately 225,000 spectators attended. The 911th has also been very involved in the Honorary Commander's Association which was implemented in March 2003, for the purpose of educating the local business community in the Army and Air Force Reserve's role in the total force structure for national defense. The HCA has grown as a cooperative effort among the Pittsburgh Airport Area Chamber of Commerce; the 911th AW, Air Force Reserve Command; the 171st Air Refueling Wing, Pennsylvania Air National Guard; and the 99th Regional Readiness Command of the Army Reserve to encourage employers to support employees and to foster a better understanding and community support of the local military units. The base also sponsors Employers Appreciation Day, Clergy Day, and the Drug Education for Youth (DEFY) program, as well as numerous tours and speaking engagements. The 911th regularly offers venues for the Air Force and Air Force Reserve Bands, and for the Tops in Blue; one of the oldest and most widely traveled entertainment groups of its kind.

HISTORY: Established in 1943, the site at Pittsburgh International Airport has hosted active duty and reserve flying units. In 1963, the 911th Troop Carrier Group was activated to administer the 758th Troop Carrier Squadron. It became a Military Airlift Group when the unit converted to C-124 aircraft in 1967, then to Tactical Airlift Group when the unit converted to C-123K aircraft in 1972. The unit converted to C-130A aircraft in 1980 and C-130H aircraft in 1987. The unit was renamed 911th Airlift Group in 1992 and renamed 911th Airlift Wing in 1994.


In 1941, a farm specializing in growing wheat and corn was chosen to become the future site of the 911th Airlift Wing. At the request of the United States government, the Allegheny County Commissioners studied the Bell Farm as a location for a defense base. The farm area was located approximately two miles from today’s Pittsburgh International Airport.

Construction began in April 1942 on the site for an Air Defense Unit. Of the more than 100 acres, about 96 acres were leased by the county to the military. The Air Force Reserve retains most of the property today. Units operating the base from 1945-1957 were the 444th Air Base Unit, the 2239th Air Force Reserve Training Center, the 71st Fighter Interceptor Group, the 81st Fighter Interceptor Group and the 2253rd Air Base Group. Since aviation, it was under the command of:

-Air Transportation Command, 1945-1946. The base operated as a refueling stop for aircraft being ferried from coast to coast.

-Continental Air Command, 1946-1952. This was the predecessor of the present Headquarters
Air Force Reserve. During the 1946-1952 period, the base was a post-war reserve training center. Aerospace Defense Command, 1952-1958. The first jet fighter-interceptors came to the area under this command. When the ADC was discontinued, the 758th Troop Carrier Squadron, a reserve flying unit, was activated on November 16, 1957.

-Continental Air Command (again), 1958-1962. Training of reservists included flight proficiency and related operations and maintenance.

The 911th traces its ancestry to January 19, 1963, when the 911th Troop Carrier Group was activated to administer the 758th Troop Carrier Squadron flying the C-119 Flying Boxcar. The group reported to the 459th Troop Carrier Wing, Andrews AFB, MD.

The first aircraft conversion of the organization assigned to administer the 758th Troop Carrier was started in November 1966. Re-designated the 911th Military Airlift Group in 1967, it remained under the control of the 459th and was assigned to the Eastern Air Force Region. From 1966-1972, the unit flew the C-124 Globemaster.

The 911th again switched aircraft and names in March 1972. The unit converted to C-123K Providers and was renamed the 911th Tactical Airlift Group. The 911th was assigned to the 302nd Tactical Airlift Wing headquarters at Lockbourne AFB, OH (near Columbus). In October 1976, the Eastern Air Force Region was re-designated the 14th Air Force.

The 911th converted to C-130A Hercules aircraft in 1980. That same year, the 911th became part of the 439th Airlift Wing, Westover AFB, MA. In 1987, the 911th converted to eight new C-130H model aircraft, and was re-designated the 911th Airlift Group in 1992.

The 911th participated in Operation Desert Shield/Storm August 1990 until March 1991, as more than 400 reservists served as volunteers or were activated. The 33rd Aeromedical Evacuation Squadron was activated and deployed to locations in Saudi Arabia, Bahrain, Oman, Qatar, United Arab Emirates, Turkey and Germany. The 911th Medical Squadron was activated and deployed to Andrews AFB, MD. Volunteers from the 758th Airlift Squadron, 911th Maintenance Squadron, 911th Mission Support Squadron, 911th Mobility Support Flight and 911th Security Police Flight flew airlift missions or performed other tasks.

When Hurricane Andrew struck in 1992, the 911th aircrews and support personnel airlifted food and personnel to aid disaster relief efforts in south Florida.

During 1993-1994, the 911th aircrews and support personnel have augmented Air Mobility Command operations for the humanitarian relief flights to Bosnia, in the former Yugoslavia, and airlift support for Operation Southern Watch in the Arabian Gulf Region. The 911th aircrews performed C-130H airdrop missions over eastern Bosnia and airlift missions into the city of Sarajevo.

When USAir flight 427 crashed in nearby Beaver County in September 1994, 911th personnel volunteered to assist at the crash site, and base facilities were used for emergency response activities until October 1994. More than 500 wing members assisted during that period.

In October 1994 the 911th was re-designated the 911th Airlift Wing, the 33rd Aeromedical
Evacuation Squadron was renamed the 911th Aeromedical Evacuation Squadron and the 911th Medical Squadron became the 911th Aeromedical Staging Squadron. The 911th Airlift Wing reported to the 10th Air Force, Carswell ARS, Texas.

In February 1995, the base was nominated for closure by the Department of Defense. In June 1995, the base was removed from the closure list by the Base Realignment and Closure Commission.

In March and April 1996 the 911th Airlift Wing aircrews and support personnel deployed to Europe in support of Operation Joint Endeavor, the NATO-led peacekeeping mission to Bosnia. In October 1996, the 911th Airlift Wing received one C-130H aircraft, which increased its inventory to nine C-130H aircraft.

In April 1997, the 911th and other C-130 airlift units were reassigned to 22nd Air Force, Dobbins Air Reserve Base, Georgia. In June and July 1997, 911th aircrews, support personnel and aircraft were deployed to Saudi Arabia in support of Operation Southern Watch. In July and August 1997, 911th aircrews were deployed to Europe for Operation Joint Guard in Bosnia. In August and September 1997, 911th aircrews, maintenance and support personnel and aircraft were deployed to Panama for the Coronet Oak rotation.

During 1998, 911th aircrews, maintenance and support personnel deployed to Panama in June and July to support the Coronet Oak rotation providing airlift in that region. Members of the 911th Security Forces Squadron deployed to Egypt in support of Exercise Iron Cobra. In 1999, 911th personnel deployed to Europe in support of NATO operations for the Kosovo crisis. Also, 911th personnel deployed to Panama in February-March 1999 and members of the 911th Security Forces Squadron deployed to Kuwait in 1999.

During 2000 and 2001, aircrews, maintenance and support personnel from the 911th deployed to Puerto Rico for Coronet Oak rotations in support of the U.S. Southern Command, and wing members deployed to Europe and Southwest Asia in support of Aerospace Expeditionary Force missions.

After the terrorist attacks of Sept. 11, 2001, the 911th Airlift Wing responded to the call, flying numerous missions at McChord Air Force Base, Wash., in support of Operation Noble Eagle. In addition, the 911th has currently deployed more than 100 personnel to Southwest and Central Asia in support of Operation Enduring Freedom.

The 911th Airlift Wing is assigned currently to the Air Force Reserve Command’s 22nd Air Force, Dobbins Air Reserve Base, Ga.

Tail Flash Honors Steel Town: Air Force Reserve Command's 911th Airlift Wing at Pittsburgh ARS, Pa., is incorporating a new tail flash on its C-130H transports that honors its home town by showing a steel beam with the city's name written on it. "The steel beam represents the strong bond the 911th Airlift Wing has with the community of Pittsburgh and recognizes the city's rich heritage," stated the unit. Aircraft 807 is the first of the wing's eight C-130s to feature the new tail flash. The 911th AW is one of the six AFRC C-130 units (plus seven Air National Guard
wings) that will temporarily send aircraft to Little Rock AFB, Ark., to establish an air reserve component C-130 formal training unit 2010

To better appreciate how well the Air Force Reserve C-124 units performed as a whole, let’s take a look at a typical unit, the 911th Military Airlift Group (a component of the 459th Military Airlift Wing). Like most Reserve C-124 groups, the 911th transitioned into "Shaky" from the C-119 Packet. The unit received its first C-124 on October 15, 1966, and continued flying the giant cargo planes until November 1972. By that time, the unit was well into transition into the smaller and simpler C-123 Provider and was faced with two major challenges. The primary challenge, of course, was that of readying itself for operations with the "newer" equipment (the C-123 having been around for a number of years but "new" to the 911tn). The second challenge was possibly the most difficult, that being the maintenance of the aging C-124s. Here, the problem was more logistical than mechanical. The supply inventory, with respect to the C-124, was drying up and the mechanics had to make do with what they had, often improvising to meet mission demands.

The first quarter of 1970 saw the unit maintaining a high 81.7% Operational Ready Rate, other statistics being about normal. The second quarter Operational Ready Rate was 75.5% while the rate for the third quarter was 71.3%. The last quarter of the year saw the rate drop to 69.1%. It's important to note that the Operational Ready Rate "norm" for the command is 71.0% and the 911th exceeded the standard most of the time. The group didn't do as well in 1971, quarterly Operational Ready Rates for the first, second, third and fourth quarters being 62.5%, 61.8%, 55.1% and 57.7% respectively. Late in the first quarter of 1972, the 911th began the transition to the C-123s.

The unit had begun transferring the C-124s out as it anticipated the arrival of replacement aircraft. Thus, by March there were only two C-124s on hand. Despite this low number of aircraft, the unit showed a marked improvement in Operational Readiness Rate during the last two months of the quarter. The rate for January was a low 53%. In March, the rate climbed to 79.5% and in February it was an incredible 93.7%. Even more impressive is the fact that AFRES Headquarters had allotted the unit 300 hours for the quarter but had also given permission to disregard that maximum if the unit felt it necessary.

5/7/2010 - YOUNGSTOWN AIR RESERVE STATION, Ohio – For the first time in Department of Defense history, fixed-wing aerial spraying is being used to attack an actual emergency – the oil spill in the Gulf. For more than a decade, the 910th has participated in oil spill cleanup exercises in the Gulf of Mexico and the Pacific Ocean. Now, two specially-outfitted Air Force Reserve C-130 aircraft are assisting the joint effort to protect the health of Gulf coast residents, save marine wildlife and protect the environment. Since May 1, about 60 Citizen Airmen from Youngstown’s 910th Airlift Wing are operating out of Stennis International Airport, Miss. In the past 9 days, the Reservists have flown about 70 missions over the Gulf and sprayed more than 22,000 acres with about 105,000 gallons of oil dispersant. “High winds and turbulent waters initially hampered the operations,” according to Maj. Brent Davis, Public Affairs officer on scene with the 910th AW aerial spray operations team. “They expect to remain involved in the
effort as long as they are needed based on mission requirements,” he said. Participating along with 10 other contracted spray aircraft in the region, the Youngstown Reserve unit has the only fixed-wing aircraft in Air Force and Department of Defense that does this mission and are operating under the direction of President Obama and a tasking by Secretary of Defense Robert Gates. The Air Force Reserve aircraft are aerial spraying an oil dispersant which is similar to detergent soap and approved by the U.S. Environmental Protection Agency & U.S. Coast Guard for this role. To monitor the effectiveness of the oil dispersant, the Airmen work closely with the National Oceanic and Atmospheric Administration and their on-site Special Monitoring of Applied Response Technology teams. These scientists and consultants go out in boats and test the aerial sprayed waters and direct the flyers over the thickest parts of the slick. At too high of a concentration, the detergent is toxic to fish and other marine wildlife so the Air Force carefully follows the guidance of the NOAA, USCG and EPA teams. In addition to dispersing oil slicks, the aerial spray capability is designed for fighting damaging and disease-carrying insects. In 2005 and 2008, the Air Force Reserve sprayed to control mosquito and filth-fly infestations following Hurricanes Katrina, Rita and Gustav, and Ike. These efforts were highly effective and the positive effects of these applications were recognized by the Centers for Disease Control and Prevention.