

914 AIR REFUELING WING



MISSION

LINEAGE

914 Troop Carrier Group, Medium established and activated, 15 Jan 1963
Organized in the Reserve, 11 Feb 1963
Redesignated 914 Tactical Airlift Group, 1 Jul 1967
Redesignated 914 Airlift Group, 1 Feb 1992
Redesignated 914 Airlift Wing, 1 Oct 1994
Redesignated 914 Air Refueling Wing, 1 Jun 2017

STATIONS

Niagara Falls Intl Aprt (later, Niagara Falls IAP-ARS), NY, 11 Feb 1963

ASSIGNMENTS

Continental Air Command, 15 Jan 1963
512 Troop Carrier Wing, 11 Feb 1963
94 Troop Carrier Wing, 1 Jan 1964
302 Troop Carrier (later, 302 Tactical Airlift) Wing, 1 Jul 1966
440 Tactical Airlift Wing, 1 Sep 1969
403 Composite (later, 403 Tactical Airlift) Wing, 21 Apr 1971
439 Tactical Airlift (later, 439 Military Airlift; 439 Airlift) Wing, 25 Jan 1976
94 Airlift Wing, 1 Aug 1992
Tenth Air Force, 1 Oct 1994
Twenty-Second Air Force, 1 Apr 1997

WEAPON SYSTEMS

C-119, 1963-1971

C-130, 1971
KC-135

COMMANDERS

Lt Col Salvatore A. Mauriello, 11 Feb 1963
Lt Col Marcus J. Michalaks, Nov 1973
Lt Col William W. Basnett, 1 Apr 1974
Lt Col Eugene C. Galley, 15 Sep 1976
Lt Col Robert A. McMullen, 2 Nov 1976
Col Roy E. Ayers Jr., 9 Mar 1979
Col Edwin E. Mench Jr., 30 Nov 1981
Col Robert J. Winner, Dec 1983
Col Michael R. Lee, 24 Nov 1986
Col Paul R. Cooper, 11 Jun 1988
Lt Col William H. Weiss, 1 Apr 1992 (interim)
Col Gerald A. Black, 12 Jul 1992
Col Gerald C. VonBerge, 13 Jul 1997
Col Wallace W. Wade, Jr., Jan 2001
Col Reinhard L. Schmidt
Col Allan L. Swartmiller, #2009
Col Reinhard Schmidt, Apr 2007-Mar 2009
Col Allan L. Swartzmiller, 15 Mar 2009
Col James B. Roberts

HONORS

Service Streamers

Campaign Streamers

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards
30 Apr 1972-30 Apr 1974
25 Jan-31 Dec 1976
1 Jan 1983-31 Jul 1984
1 Aug 1984-31 Jul 1986
1 Jul 1989-30 Jun 1991
1 Oct 2002-30 Sep 2004

Republic of Vietnam Gallantry Cross with Palm
26 Oct-6 Nov 1972.

EMBLEM



914 Troop Carrier Group emblem



914 Tactical Airlift Group Azure on a pale or surmounted by a chief lotor (sable and or) fimbriated or, a pallet wavy celeste enfiling a four bastioned fort gules and charged at fess point by a winged horseshoe reversed gules, wings inverted counterchanged per pale or; all within a diminished bordure of the last. **SIGNIFICANCE:** The emblem is symbolic of the Group. The blue background alludes to the sky, the primary theater of Air Force operations, and the gold pale refers to the excellence required of Air Force personnel. The black and gold chief symbolizes coonskin which reflects frontiersman and is indicative of the group's spirit. The river and the fort refer to Fort Niagara, and the horseshoe to Horseshoe Falls, together they signify the Group's location when organized in 1963. The horseshoe is also a symbol denoting transportation with its wings representing the group's aerial mission. The emblem bears the Air Force colors, gold and ultramarine blue.



Azure on a pale Or, a pallet wavy Celeste fimbriated of the first, overall a winged horseshoe Gold Brown garnished Yellow, the wings displayed and counterchanged of itself on the pale; all within a diminished bordure of the last. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "914TH AIRLIFT WING" in Blue letters. **SIGNIFICANCE:** Ultramarine blue and Air Force 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 horseshoe is a symbol of luck and transportation. The wing's attest to the unit's flying mission. The wavy pallet suggests an eternal river, which splits the emblem and reflects unity and single-minded purpose in mission accomplishment. (Approved, 24 Mar 2017)

MOTTO

OPERATIONS

On 11 February 1963, as part of a Reserve wide reorganization, the 914 TCG was created and activated as the new parent unit for the 328th TCS. The 914 emblem includes a horseshoe, which presumably represents its link to the original emblem of the "Lucky Third" and the 328th. On 1 July 1967 the 328th Troop Carrier Squadron was redesignated as the 328th Tactical Airlift Squadron and converted to C-130A aircraft in December of 1970, which they continued to fly until June of 1986 when they converted to C-130E aircraft. The unit then assumed command of Niagara Falls Air Reserve Base on January 1, 1971. From 4 October 1990 to 11 April 1991 the 328th was recalled to active duty and deployed to the United Arab Emirates in support of Operations Desert Shield and Desert Storm. Shortly after returning to Niagara Falls, in September of 1992, the Squadron received an Air Force Outstanding Unit Award, and also converted to new C-130H3 aircraft, which it presently operates. The Squadron has supported numerous "real-world" airlift missions at home in the United States, in Somalia, Bosnia, Haiti, and in Central and South America. The 914 is assigned to the 22nd Air Force, Air Mobility Command, under the Air Reserve Command. To date the unit has amassed over 130,000 mishap-free flying hours.

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, as well as numerous humanitarian missions. Beginning in 1978, supported the U.S. Southern Command by periodically fulfilling airlift requirements throughout Latin America. Between Sep 1990 and Apr 1991, deployed all aircraft and numerous aircrews and support personnel to Sharjah, United Arab Emirates, to provide airlift in support of the war in Southwest Asia, including a tactical resupply airdrop to troops of the XVIII Airborne Corps. A wing crew provided the first medevac mission of the war. Other personnel deployed to Saudi Arabia and backfilled positions in the U.S. and Europe. Since the early 1990s, frequently deployed personnel in support of contingency operations in Southwest Asia and the Balkans.

Crews from the 1650th Tactical Airlift Wing (Provisional), a unit composed of aircraft, aircrews, and maintenance and support personnel drawn largely from the Reserve's 914 Tactical Airlift Group, Niagara Falls IAP, New York, and the 927th Tactical Airlift Group, Selfridge ANGB, Michigan, made the first tactical resupply airdrop of the war, delivering eight pallets of food and water to marines dug in along the Kuwait border. Another 1650th crew flew the first C-130 into liberated Kuwait IAP, delivering communications equipment. Yet another C-130 crew flew the first tactical aeromedical evacuation mission of the ground campaign for a number of wounded marines.

Changes are in store for Air Force Reserve Command's C-130 tactical airlift units in New York and Georgia. Air Force Chief of Staff Gen. T. Michael Moseley announced Oct. 31 that Airmen in the New York Air National Guard will form an associate unit to partner with the Air Force Reserve's 914 Airlift Wing at Niagara Falls International Airport Air Reserve Station, N.Y. And in Georgia, the general announced, the 94th AW at Dobbins Air Reserve Base will change from a C-130 formal training unit to a combat-coded unit. The change in status means the wing's C-130

aircraft, crews, maintenance professionals, etc., will deploy overseas on air expeditionary force rotations. "Because today's strategic landscape is dynamic and threatening, we have to ensure that, as a Total Air Force, we continuously search for and find innovative ways to leverage the limited resources we have available to increase our combat and homeland defense capabilities," General Moseley said.

"These initiatives will strengthen an already powerful partnership. I look forward to seeing the fruits of our collective efforts." The 2005 Base Realignment and Closure Commission directed the realignment at Niagara Falls. Under that realignment, the 914 AW will remain responsible for its C-130H airlifters. The Air National Guard's 107th Wing will become an air reserve component associate unit, flying and maintaining aircraft with the Air Force Reserve unit. The ARC association at Niagara Falls will be the second of its kind in the Air Force. The first one involved an association between the Reserve's 507th Air Refueling Wing and the Guard's 137th AW, which converted from a C-130 Hercules to a KC-135 Stratotanker unit, at Tinker Air Force Base, Okla.

The Air Force Reserve has formed unit associations with the regular Air Force for the past four decades. Associate units save money because they share resources and reduce duplication of effort. They provide contingency surge capability, preserve needed experience, and enhance retention and recruitment for the Total Force. The conversion at Dobbins ARB will increase the Air Force's in-theater airlift capability. At the same time, it will reduce the frequency of deployments for other Total Force C-130 airlift units. The regular Air Force's Tactical Airlift Center of Excellence at Little Rock AFB, Ark., will not only absorb the domestic training done by the 94th AW but will also expand its C-130J training responsibilities, to include training international partners on the C-130J. 2007

Air Force Reserve Command's 914 Airlift Wing and the New York Air National Guard's 107th Airlift Wing officially joined together May 2 at Niagara Falls International Airport Air Reserve Station to form the first-ever C-130 association between units of the two organizations. Both the 914 and 107th will fly C-130H2 model Hercules aircraft while consolidating aircraft maintenance and other expeditionary combat support functions to form a lean, effective combat force.

This "new look" will capitalize on and utilize the vast experience of both organizations while offering excess space to other federal and state agencies eager for the security an air reserve station has to offer. This partnership, mandated by the last Base Realignment and Closure Commission, required the 914 AW to transfer its eight C-130H3 aircraft to other units while accepting 12 C-130H2 models. The 107th AW has begun converting from an air refueling wing to a tactical airlift wing while transferring its KC-135 Stratotankers to other bases. Seizing on an opportunity to save taxpayer money, both wings have formed a team to study ways to consolidate functions and eliminate unneeded infrastructure. When the dust settles, both units will fly and maintain the 12 C-130s, working side by side, both in and out of the cockpit, to form this historic team.

Col. Reinhard L. Schmidt, Niagara Falls ARS installation commander and the 914 AW commander, along with Col. Patrick D. Ginavan, 107th AW commander, cemented the first-ever Reserve and Guard C-130 association May 2 with the arrival and acceptance of the first two C-130H2s. One aircraft was transferred from the 934th Airlift Wing at Minneapolis-St. Paul IAP ARS, Minn., while the other one came from the ANG's 118th AW in Nashville, Tenn. In the end,

the transfer of planes gives the base a full fleet of 12 C-130H2 aircraft two years ahead of schedule. During the acceptance ceremony, attended by military and elected officials, Colonels Schmidt and Ginavan accepted the two aircraft from the arrival crews and unveiled a new tail flash and poster that illustrates this historic partnership. Sens. Hillary Clinton and Charles Schumer, along with U.S. Reps. Louise Slaughter and Tom Reynolds, all of New York, were instrumental in obtaining the aircraft earlier than originally planned.

Additionally, Niagara's congressional delegation secured language in the fiscal year 2008 National Defense Authorization Act that provides funding for modernization of the base's infrastructure. Representative Slaughter said she and her staff plan on working to make Niagara Falls ARS a "flagship" military installation and an example of efficiency to be emulated around the country. Echoing her sentiments, Maj. Gen. Robert A. Knauff, NY ANG commander, said the Guard is excited about the opportunities posed by this new association. "This is a new thing that no one has actually done before in the mobility community," General Knauff said.

"For the C-130 world, both Reserve and Guard, this is the first time ever associating, so we're essentially making it up but doing it really well where each partner has an opportunity for their voices to be heard and maximizing whatever they can bring to this association. It's a great opportunity." With money for operations being tight and the costs of training people and maintaining aircraft and infrastructure rising, consolidating functions, while sharing resources and expertise, is a sure way to increase the combat power of air units, the general said. Nothing is ever easy when old established ways of doing business are threatened, he said. "Although there may be initial challenges with the association, I see this as a great partnership, and I fully anticipate we will be associated ahead of the BRAC commission timeline scheduled for September 2010," Colonel Schmidt said.

"The benefits of an associate wing will be of value to both units by sharing resources and reducing duplication of effort," Colonel Ginavan said. Today, under the Total Force Initiative, regular Air Force, Reserve and Guard units deploy, work and fight side by side, often making it impossible to determine which organization a military member represents. At Niagara, the goal is for everybody to do things the same as they will when called upon to deploy overseas. "There are huge gains with this association, creating a synergy for the nation in combining two maintenance groups that are both professional in maintaining 12 C-130H2s," said Col. Sharon Johnson, 914 Maintenance Group commander. "We are going to have incredible availability for aircraft after the transfer is complete this July." Guardsmen, who once worked on KC-135 air refuelers, are now training with seasoned members of the 914 AW to learn how to maintain the C-130 fleet. It's an enormous job for both units. "Essentially what we've done is set up the largest field training team here at Niagara to help train personnel as soon as possible," said Col. Jim Atkinson, 107th MXG commander.

The maintainers aren't the only ones who require training. Crews from the 914 are transitioning from the H-3 to the H-2 which has some mission-related differences. "Training is on track, and the majority of the 914 crews will be converted by the end of July," said Col. Terry Lawrence, 914 Operations Group commander. "Our crews are aggressively getting checked out in the H-2 and looking forward to lending their expertise to members of the 107th as they learn not only a new aircraft but a completely new mission. "The first of the 107th pilots have returned from formal school training, and the 914 has lent instructors and various crewmembers to aid in their seasoning.

We have worked closely with the 107th to help them make a safe and effective transition to the C-130 community.” To foster the “Team Niagara” concept, Staff Sgt. Dan Lanphear, public affairs craftsman, designed the associate unit’s new tail flash. The artist took his creativity to the next level by hand-sketching artwork that portrays the unity between the Reserve and Guard at Niagara. The portrait reflects a Frontiersman on one side, representing the 914 AW, and a Minuteman on the other side, representing the 107th AW. Sergeant Lanphear said the two characters symbolize Citizen Airmen united in defense of the United States. A C-130 in the background represents the units’ combined combat flying mission. “Niagara is clearly the paramount example of unity of efforts between the Reserve and Guard,” Colonel Schmidt said. “Niagara is now the proud leader within AFRC to form an associate wing and make history of what may have been unknown to most but is now the way of the future Total Force.” 2008

C-130 Swap Gives New York Unit Full Complement of Aircraft Sooner Air Force Reserve Command will swap C-130s to accelerate the consolidation of missions and equipment at Niagara Falls International Airport Air Reserve Station, N.Y. Beginning this spring, the 914 Airlift Wing at Niagara will exchange its eight C-130H3 airlifters for eight C-130H2 aircraft from the 934th AW at Minneapolis-St. Paul IAP ARS, Minn. Another four C-130H2 aircraft will arrive at Niagara from the Air National Guard’s 118th AW in Nashville, Tenn.

When the transfers are complete sometime this summer, the 914 AW and Air National Guard’s 107th Air Refueling Wing at Niagara will share 12 C-130H2s under an air reserve component associate structure. The 914 will own the aircraft, with the Guard providing aircrews and maintainers in the associate relationship. The swap will leave Niagara with an earlier version of the venerable C-130. However, the unit will get the planes two years ahead of schedule. Original plans were for the 914 AW to operate with eight planes for the next two years. The swap will give the unit the full complement of 12 planes sooner than expected. Additionally, the base will operate with one type of cargo plane, instead of two, which Air Force officials said will reduce training and maintenance costs. The 107th ARW is in the process of transferring its KC-135 Stratotankers elsewhere and taking on the C-130 mission. The wing’s first aircraft departed in January. 2008

The Air Force's first-ever association between a Reserve and Air National Guard unit is no more. The Guard's 107th Airlift Wing and the Reserve's 914 Airlift Wing joined forces as a result of the 2005 BRAC decision, jointly flying and maintaining 12 aircraft at Niagara Falls ARS, N.Y. "We figured it out and went through all those battles; now we're pulling it apart," said Col. John Higgins, 107th AW commander. Though Higgins said "in a perfect world" he would have liked to have maintained the association for a few more years, he acknowledged he was excited for the wing to take on its new mission flying remotely piloted aircraft. "In the long term, this change will benefit the 107th [AW]," said Higgins. "We are moving into a newer mission. The 107th [AW] has converted missions every five years, it seems, and the RPA mission will stick with us for awhile." Although the partnership officially dissolved on Dec. 31, the two organizations signed an agreement allowing the Guardsmen to continue assisting the 914 AW on a limited basis through Dec. 31, 2014, according to a Jan. 8 release. Eventually, though, the 107th AW will lose 221 personnel and be downgraded from a wing to a group, said Higgins. 2014

USAF Unit Histories
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Sources

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