

924 AIR REFUELING SQUADRON



MISSION

LINEAGE¹

24 Air Corps Ferrying Squadron constituted, 19 Feb 1942

Activated, 27 Apr 1942

Redesignated 24 Transport Squadron, 29 Mar 1943

Disbanded, 13 Oct 1943

924 Air Refueling Squadron, Heavy constituted, 20 May 1959

Activated, 1 Jul 1959

Redesignated 924 Air Refueling Squadron, Heavy (Training), 2 Sep 1967

24 Transport Squadron reconstituted and consolidated with 924 Air Refueling Squadron, Heavy,
19 Sep 1985

Redesignated 924 Air Refueling Squadron, 1 Sep 1991

Inactivated, 30 April 1992

Activated, 2 April 2017

¹ Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, Alabama.
The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.
Unit yearbook. *Morrison AAF, FL*. Army and Navy Publishing Co Inc. Baton Rouge, Louisiana. Nd.

STATIONS

Morrison Field, FL, 16 Apr 1942-13 Oct 1943
Castle AFB, Calif, 1 Jul 1959
McConnell AFB, KS
Morrison Field, FL, 27 April 1942 – 13 Oct 1943
Castle AFB, CA, 1 Jul 1959 – 30 Apr 1992
McConnell AFB, KS, 2 Apr 2017

ASSIGNMENTS

South Atlantic Sector, Air Corps Ferrying Command, 19 Apr 1942
27 Army Air Forces Ferrying Wing (later, Caribbean Wing), 19 Jun 1942
15 Ferrying (later, 15 Transport) Group, 31 Jul 1942-13 Oct 1943
93 Bombardment Wing, 1 Jul 1959
93 Operations Group, 1 Sep 1991 – 30 Apr 1992
931 Operations Group, 2 Apr 2017

WEAPON SYSTEMS

KC-135A, 1959
KC-46

COMMANDERS

Capt Frank H. Merrick

HONORS

Service Streamers

American Theater
27 Apr 1942 – 13 Oct 1943

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award
1 Jul 1963 – 31 Mar 1964
1 Apr 1973 – 30 Jun 1974
Aug 1990 – 11 Apr 1991

EMBLEM



24 Ferrying Squadron emblem



924 Air Refueling Squadron emblem: On a blue disc bordered red fimbriated gold issuing from the tip and extending to base a green arrow fimbriated gold bearing a gold arched wreath.

Issuing from sinister two arched white contrails terminating in back of two white flight symbols ascending in dexter. Overall on the arrow a sword with point up, blade white detailed gray, handle and hilt red outlined gold, the handle within the wreath. Below the emblem a white scroll bordered red. **SIGNIFICANCE:** The emblem is symbolic of the squadron and its mission. Against the blue background depicting the sky, the primary theater of Air Force operations, the green arrow refers to the parent wing of the squadron. The wreath represents the squadron's achievements and is also symbolic of the squadron's goal to maintain peace. The sword alludes to strength, and the aircraft symbolize the squadron's primary mission of tactical air refueling. The emblem bears the Air Force colors, gold and ultramarine blue, and the national colors, red, white, and blue. (Approved, 27 Aug 1965)

MOTTO

OPERATIONS

Squadron processed primarily bombardment aircraft for ferrying overseas until it disbanded on 13 Oct 1943.

On 1 Jul 1959 the 924th Air Refueling Squadron, Heavy, activated at Castle AFB, Calif, under the 93rd Bombardment Wing, Medium, and began training crews to fly KC-135 on aerial refueling operations for the Strategic Air Command. From 1964 to 1967 the squadron's primary mission shifted from training to tactical alert. It began refueling bombardment and fighter aircraft being deployed to Southeast Asia during 1965, and in Feb 1967 it conducted the first night refueling of the new F-111. From 1967 until well into the 1970s the unit trained combat crews for Strategic Air Command while continuing to support the 93rd Bombardment Wing at Castle. In 1977 the squadron for the first time in ten years resumed regular alert activities in association with other units of the 93rd Wing. During the 1970s and 1980s the squadron often deployed aircraft to support tanker task forces in Europe, Alaska, and the Pacific. It supported the testing of air and ground launched cruise missiles and participated in a series of Strategic Air Command exercises to enhance preparedness. The squadron frequently provided refueling support for aircraft of various Air Force commands and occasionally for other services.

Deployment of personnel to the ETTF on 18 Jul 83, to the Alaskan Tanker Task Force on 19 Jul 83 and search and location of a navy pilot and his TA-7 on 17 Aug 83

Redeployment from Andersen AFB Guam to support the Pacific Tanker Task Force on 18 Aug 83

Total Force crews delivered the first two KC-46A Pegasus aircraft to McConnell Air Force Base. The 22nd Air Refueling Wing and 931st ARW marshalled in the newest addition to the Air Force's strategic arsenal. "This day will go down in history as a win for Team McConnell and the Air Force as a whole," said Col. Josh Olson, 22nd ARW commander. "With this aircraft, McConnell will touch the entire planet."

Since being selected as the first main operating base in 2014, McConnell Airmen have been preparing to ensure their readiness to receive the Air Force's newest aircraft. Contractors constructed three new KC-46 maintenance hangars, technical training dormitories, an air traffic

control tower, fuselage trainer and many other facilities specifically for the Pegasus' arrival. These projects brought \$267 million to the local economy by employing Kansas workers and using local resources. Aircrew members simulated KC-46 flights, boom operators practiced cargo loading and the 22nd Maintenance Group created a training timeline for the enterprise.

Working with aircraft manufacturer Boeing, McConnell maintenance Airmen have been developing new technical orders for three years. They streamlined processes and got hands-on exposure to the jet in Seattle. "Some of us have been involved in this program for years and it has given us time to become experts as far as the technical data goes," said Staff Sgt. Brannon Burch, 22nd Aircraft Maintenance Squadron KC-46 flying crew chief. "Knowing it is one thing, but having hands-on experience on our flightline is what we all crave. We're just happy the wait's over and we finally get to get our hands dirty on the Pegasus – it's almost surreal."

The KC-46 team at McConnell AFB is comprised of Airmen with a variety of backgrounds from other aircraft who bring different aspects of expertise to the multifaceted new tanker. "Every Airman who was transferred to the KC-46 team was hand-selected specifically to bring this airplane to the fight," said Lt. Col. Wesley Spurlock, 344th Air Refueling Squadron commander. "They are versatile maintainers, pilots and boom operators who are prepared for any learning curve that comes with a new aircraft."

The active duty 344th ARS and Air Force Reserve 924th ARS, will be the first units in the military to operationally fly the KC-46. "This airplane has a wide variety of capabilities that we haven't seen here before," said Spurlock. "We're going to get our hands on it, then expand on those abilities and see how we can employ them operationally."

Once Airmen in the Total Force squadrons have perfected their craft on the new aircraft, they will pave the way for the entire KC-46 enterprise and other bases receiving the aircraft in the future by developing tactics, techniques and procedures to share with those units. "I have never been a part of a unit that is more excited about the mission before them and the legacy they're going to leave," said Spurlock. Today, the waiting ends and integration begins for the next generation of air mobility that will be a linchpin of national defense, global humanitarian assistance and disaster relief operations for decades to come.

"For those of us who have spent years watching this process happen, it's enormously humbling to finally see it come to a close," said Col. Phil Heseltine, 931st ARW commander. "We are grateful to everyone who is joining us as we fulfill the potential of this amazing new aircraft. "We are honoring the rich culture that we have been gifted by those who came before us," said Heseltine. "That culture continues today. For example, the forward fuselage section of the KC-46 is built by Spirit AeroSystems right here in Wichita. This aircraft literally came home today." With the KC-46 on the ground at McConnell AFB, the Air Force will begin the next phases of familiarization and initial operations testing and evaluation. 2019