

## 928 EXPEDITIONARY AIR REFUELING SQUADRON



### MISSION

#### LINEAGE

28 Photographic Reconnaissance Squadron constituted, 5 Feb 1943

Redesignated 28 Photographic Squadron (Light), 6 Feb 1943

Activated, 1 May 1943

Redesignated 28 Photographic Reconnaissance Squadron, 11 Aug 1943

Inactivated, 29 May 1946

928 Air Refueling Squadron, Heavy constituted, 5 Jan 1959

Activated, 1 Feb 1959

Discontinued, 1 Oct 1960

28 Photographic Reconnaissance Squadron and 928 Air Refueling Squadron, Heavy consolidated, 19 Sep 1985

Redesignated 928 Expeditionary Air Refueling Squadron, and converted to provisional status, 20 Mar 2003

#### STATIONS

Peterson Field, CO, 1 May 1943

Will Rogers Field, OK, 13 Oct 1943-1 Jan 1944

Kipapa Airfield, TH, 16 Jan 1944 (detachments operated from Kwajalein, 30 Jun-24 Sep 1944;

Saipan, 11 Jul 1944-May 1945; Peleliu, 5 Oct 1944-Apr 1945; Kualoa Airfield, TH, 9 Oct 1944

(detachment operated from Okinawa, 23 Apr-8 May 1945)  
Okinawa, 8 May 1945-29 May 1946 (detachment operated from from Ie Shima, 14 May-21 Jun 1945)  
Ellsworth AFB, SD, 1 Feb 1959-1 Oct 1960

### **ASSIGNMENTS**

7 Photographic (later, Photographic Reconnaissance and Mapping) Group, 1 May 1943  
Third Air Force Photographic Unit Training Center (attached to 2th Photographic Reconnaissance and Mapping Group), 21 Jun 1943  
III Reconnaissance Command, 15 Aug 1943  
89 Reconnaissance Training Wing, 27 Sep 1943  
Seventh Air Force, 16 Jan 1944  
VI Air Service Area Command (attached to VII Fighter Command), 12 Dec 1944  
Seventh Air Force, 23 Apr 1945  
Eighth Air Force, 31 Aug 1945  
316 Bombardment Wing, 15-29 May 1946  
28 Bombardment Wing, 1 Feb 1959-1 Oct 1960  
Air Combat Command to activate or inactivate at any time on or after 20 Mar 2003

### **ATTACHMENTS**

9 Photographic Reconnaissance Group, 16 Nov 1943  
VII Fighter Command, 24 Jan 1944

### **WEAPON SYSTEMS**

F-5, 1943-1946  
P-38  
F-4  
A-24  
KC-135, 1959-1960

### **COMMANDERS**

1<sup>st</sup> Lt Pat L. Owen, 1 May 1943  
Maj Robert E. Kaempfer, 3 Aug 1943  
Capt Edward H. Taylor, Jan 1945  
Capt Robert F. Torpey, 18 Oct 1945-unkn  
Unkn, 1 Feb 1959  
Lt Col Albert M. Elton, Mar 1959  
Maj Carlton E. Justis, Jan 1960  
Lt Col John R. Hinton Jr., Apr-1 Oct 1960

### **HONORS**

**Service Streamers**

**Campaign Streamers**

World War II  
Eastern Mandates  
Western Pacific  
Ryukyus  
Air Offensive, Japan  
China Offensive

## **Armed Forces Expeditionary Streamers**

### **Decorations**

#### **EMBLEM**

Over and through a light pastel blue disc, border black, a caricatured red wolf holding and focusing a black aerial camera, while riding a light gray winged comet, leaving curved yellow speed trail toward sinister chief, and diving toward small yellow sphere marked with blue land indications in sinister base, breaking through rim of disc, all between a yellow star and decrescent moon in dexter chief and a star of like color in sinister base. (Approved, 2 Aug 1944)

Approved, 31 Jul 1959

#### **MOTTO**

#### **OPERATIONS**

Combat in Central and Western Pacific, 4 Jul 1944-Aug 1945. Conducted air refueling operations, 1959-1960.

Other than routine training, two specific requirements were directed by higher headquarters during January. One of these was for eight B-52 to perform a "Broad Beam" mission on 7 January 1960. This was to be a mass jet penetration and jamming mission on ground defense stations of the 29th Air Division (Defense) and no air refueling operations were required for these sorties. The other requirement was for one B-52 to land at Amarillo AFB on 19 January and take off on 20 January. This sortie was assigned to the 718th Bombardment Squadron.

928th Air Refueling Squadron: A firm combat readiness date for this organization was published by Headquarters SAC. As of 31 August 1959 the 928th AREES was required to have eight combat ready crews and would then be declared to be in a state of combat readiness. For the training period starting on 1 September 1959. the 928th AREFS will be subject to training requirements and the Management Control System.

Two KC-135 were delivered to the 928th AREES during July, bringing the total of assigned aircraft to eight. Aircraft Number 58-0073 arrived at Ellsworth AFB on 14 July and made, its first training flight on 21 July, Aircraft Number 58-0076 was delivered to the tanker organization on 29 July, and its first training flight was scheduled for 4 August.

Thirteen instructor pilot sorties and 20 aircraft sorties would be required to meet this estimate. There were 11 instructor qualified individuals assigned to the 928th AEEFS. Of these, four were assigned to staff duties, and the remaining seven were assigned to crews. The Commander, 28th Bombardment Wing, noted that the KC-135 upgrading program was proceeding satisfactorily, and noted that the only problem areas which might affect future planning were those of materiel procurement.

The overall activation program of the 928th AREFS was progressing on schedule, and, despite some difficulty in the procurement of critical items, will meet the new combat readiness date established by Headquarters SAC.

All operations projects were either completed or progressing according to schedule. The KC-135 Flying Training Program had been deferred to 15 August when the original combat readiness date of 30 September 1959 was in effect. With the adoption of a new readiness date of 31 August 1959, this program was accelerated, and was projected to be complete prior to the new readiness date. Eight aircraft had been delivered as of 31 July, and two more were projected for delivery during the fiscal year 1960. The exact date of delivery were indefinite.

Project M-5, Initial Aircraft Spares Support, was almost complete as of 31 July. Flyaway kits were 95 per cent complete and other areas within this category were between 95 per cent and 98 per cent complete. The establishment of maintenance facilities were generally adequate, but certain items of equipment were still hampering the completion of armament and electronics maintenance facilities. The training of KC-135 maintenance personnel was considered satisfactory. The Field Training Detachment (FTD) was conducting classes in KC-135 familiarization and systems. Technical representatives were conducting classes on specific items of equipment.

In general, supply projects were either complete or making satisfactory progress. The KC-135 Controlled Mission Equipment (CME) Account was 82 per cent complete, with the remote possibility that additional equipment will be received during the next six months. The items needed to complete this project had been reported as critical on the S-83 Report.

As of 31 July 1959, the number of crews projected for the organization remained at 20. Of these, 15 had completed training, three were currently undergoing Combat Crew Training School (CCTS) training, and two crews were scheduled to attend CCTS later this year. Staff and simulator crews had completed their training. Eleven crews had been formed, of which four were combat ready. Compared with an authorization of 52 officers and 19 airmen. The manning of KC-135 maintenance men was progressing as originally projected.

Since the start of the air training program of the 928th AREES in May 1959. a total of 70 refueling operations had been attempted by assigned aircraft. Of these, 63 were effective refueling operations. Two of the non-effective operations were caused by tanker aborts due to maintenance, and the remaining five non-effective operations were caused by weather conditions in the refueling area.

SAC Large Scale Exercise. "Play Ball;" A warning order for this operation was received by the 28th Bombardment Wing during July. The order contained general requirements of this "no-notice" exercise, which was scheduled to be implemented during the month of November 1959. The unclassified nickname of "Play Ball" was assigned for use with all references made to the operation.

This mission was planned and executed as a test of timing and "turn around" capability of SAC Tanker Task Forces in support of the 50-60 Emergency War Order. Tanker units were to participate with the number of aircraft outlined in the current Emergency War Order. Bomber sorties participating in this exercise were to fly round-robin flights from their home station, while tanker sorties were directed to utilize "leap Frog" criteria at recycle bases. The 28th Bombardment Wing was not listed as a participating organization, but the 928th AREFS and the Ellsworth AFB Tanker Task Force were among the organizations scheduled for participation.

A detailed mission planning conference was scheduled for 4 August through 7 August 1959 at March AFB, California. Tanker units and tanker task forces were scheduled to attend the conference during the entire period. Representation at the conference was limited to three persons per organization, and it was strongly recommended that tanker units stationed at task force bases combine their representation with that from the task force.

Representatives will be required to be familiar with the following: departure/recovery routes at their bases; electronic warfare equipment available to unit; and local electronic warfare tactics. In addition, they will bring preliminary detailed flight plans with them, and will be capable of making required changes in the flight plans. They will also be authorized to make decisions for their unit concerning this mission.

More detailed information on this mission was received by the 28th Bombardment Wing later in the month, to be used in detail prior to attendance at the planning conference. The primary objective of the mission was established as the testing and exercising of task force operations through second cycle requirements at various tanker task force bases.

Among the task force bases to be exercised was Ellsworth AFB. A requirement existed for 68 tanker sorties, including incoming "Leap Frog" sorties, from this base. The Ellsworth AFB Task Force would consist of sorties from the 928th AREFS, Ellsworth AFB; the 96th AREFS, Altus AFB, Oklahoma; the 7th AEEES, Carswell AFB, Texas; the 902nd AREFS, Clinton-Sherman AFB, Oklahoma; and the 34th AREFS, Offutt AFB, Nebraska.

Routes to be used for planning proposed by the Ellsworth AFB Task Force were published late in July. First cycle air refueling areas were listed, where Task Force tanker would refuel aircraft from the 303rd Bombardment Wing. Two refueling areas were specified for second cycle refueling, where aircraft from the 303rd, 310th, and 40th Bombardment Wings would be refueled. In all cases, maximum refueling capability was directed to be accomplished. Take-off

times for first and second cycle launchings would be in accordance with the current Emergency War & Order.

Deployment of 928 air refueling squadron from Ellsworth Air Force Base SD to Grand Forks AFB ND in Jul 60 offered excellent means of measuring capability of 4133 Strategic Wing to maintain force of refueling aircraft on alert status. Eight KC-135 aircraft arrived at Grand Forks AFB in mid-Jul 60 and operated from base for remainder of month.

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DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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.