

3 AIRLIFT SQUADRON



MISSION

The 3 Airlift Squadron provides global reach with unique, outsized and oversized airlift capability. The squadron provides worldwide airlift to meet Department of Defense, Department of State and Presidential mobility requirements. The unit supports global engagement through direct delivery of time-critical theater deployment assets and ensures combat readiness of AMC active-duty C-17 airlift crews. The 3 Airlift Squadron's mission capability includes clandestine delivery, extraction and airdrop of special operations forces and equipment.

LINEAGE

3 Air Corps Ferrying Squadron constituted, 18 Feb 1942
Activated, 7 Mar 1942
Redesignated 3 Transport Squadron, 24 Mar 1943
Disbanded, 1 Dec 1943
Reconstituted and redesignated 3 Air Transport Squadron, Heavy, 20 Jun 1952
Activated, 20 Jul 1952
Redesignated 3 Military Airlift Squadron, 8 Jan 1966
Redesignated 3 Airlift Squadron, 1 Dec 1991

STATIONS

Pope Field, NC, 7 Mar 1942
Charleston SC, 17–19 Mar 1942
Karachi, India, 15 May 1942
New Malir Cantonment, India, 17 May 1942
Chabua, India, 1 Aug 1942–1 Dec 1943
Brookley AFB, AL, 20 Jul 1952

Charleston AFB, SC, 18 Jun 1958

Dover AFB, DE, 1 Aug 1973

ASSIGNMENTS

1 Ferrying (later, 1 Transport) Group, 7 Mar 1942–1 Dec 1943

1703 Air Transport Group, 20 Jul 1952

1700 Air Transport Group, 18 Jun 1957

1608 Air Transport Wing, 24 Nov 1957

1608 Air Transport Group, 18 Jun 1958

1608 Air Transport Wing, 18 Jan 1963

437 Military Airlift Wing, 8 Jan 1966

436 Military Airlift Wing, 1 Aug 1973

436 Operations Group, 1 Dec 1991

WEAPON SYSTEMS

C-46, 1942–1943

C-124, 1952–1965

C-74, 1955

C-141, 1965–1970

C-5, 1970

C-17, 2007

COMMANDERS

Unknown, 7 Mar 1942

Maj Roy O. Ralston, Jan 1943

Maj Hiram Griffin, 20 Jul 1952

Lt Col Eugene P. Pitts, Jr., 1 Oct 1953

Lt Col Charles W. Kelso, Jun 1955

Maj Claude W. Allen, 1 Jul 1956

Maj Everett W. Langworthy, 1 Jan 1957

Lt Col Earle W. Kelley, 19 Jun 1957

Lt Col Donald E. Matthews, Jun 1958

Lt Col Earle R. Kingsley, 16 Apr 1960

Lt Col William M. McKinzie, 1 Aug 1961

Lt Col William L. Smith, 3 Jun 1965

Lt Col Leonard F. Burke, 1 Aug 1965

Lt Col Glen R. Hempleman, Dec 1966

Lt Col William H. McVey, Dec 1967

Col A.F. Dunlay, 5 Aug 1968

Lt Col Rudy Krueger, Sep 1969

Lt Col Joseph E. Nutt, Dec 1969

Lt Col Lawrence F. Uebell, Mar 1970

Col Robert H. Potts, 1 Apr 1971

Col Ray D. Shelton, 30 Nov 1972

Lt Col Myron D. Harnly, 19 Aug 1974
Lt Col James B. O'Connor, 28 Feb 1975
Lt Col Roy B. Dille, Jr., 3 Sep 1976
Lt Col Delwin K. Bopp, 25 Jul 1978
Lt Col Anthony F. Ferdinando, 16 Jul 1979
Lt Col Charles J. Dumas, 15 Jun 1981
Lt Col Douglas M. Senter, 3 May 1982
Lt Col William J. Begert, 17 Jan 1983
Lt Col Joseph F. Mathis, 18 Jun 1984
Lt Col Charles J. Jernigan, 24 Jun 1985
Lt Col John L. Sole, 3 Mar 1987
Lt Col Garold R. Garber, 7 Dec 1988
Lt Col Bradley S. Baker, 4 Jan 1991
Lt Col Stephen P. Nelson, 1 Aug 1993
Lt Col Ronald E. Richburg, 12 Feb 1996
Lt Col Francis W. Sick, Jr., 13 Jun 1997
Lt Col John R. Smith, 7 Jul 1999
Lt Col Andrew Redmond, 6 Apr 2001
Lt Col Gordon S. Campbell, 28 Jul 2003
Lt Col Michael K. Webb,
Lt Col Keith Thibodeaux, 1 May 2007
Lt Col Kevin J. Gordon, 27 Feb 2009
Lt Col Charles M. Velino, 3 Nov 2010
Lt Col James R. Dehaan, 8 Jun 2012
Lt Col Jason T. Mills, 6 Jun 2014
Lt Col Mark W. Radio, 3 Jun 2016
Lt Col V. Szczepanik, 20 Jul 2018
Lt Col Michael Z. Hershey, 19 Jun 2020

HONORS

Service Streamers

Global War on Terrorism Service

Campaign Streamers

World War II

India-Burma

China Defensive

Southwest Asia

Defense of Saudi Arabia

Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Meritorious Unit Award

1 Jan 2012 – 31 Dec 2012

Air Force Outstanding Unit Awards

1 Jan 1963-1 Feb 1964

11 Jul 1966-10 Jul 1967

11 Jul 1967-10 Jul 1968

11 Jul 1968-12 Jun 1969

13 Jun 1969-12 Jun 1970

1 Jul 1972-30 Jun 1973

13 Oct-14 Nov 1973

1 Jan 1974-30 Apr 1975

1 May 1975-31 May 1976

1 Jun 1976-31 May 1978

1 Jun 1978-31 May 1979

1 Jun 1981-31 May 1982

1 Jun 1982-31 May 1984

1 Aug 1992-31 Jul 1994

1 Jul 1997-30 Jun 1999

1 Jul 2000-30 Jun 2001

1 Jul 2001-30 Jun 2002

1 Jul 2002-30 Jun 2003

1 Jul 2003-30 Jun 2004

1 Jul 2004-30 Jun 2005

1 Sep 2007-31 Aug 2009

1 Jan 2010-31 Dec 2010

1 Jan 2011-31 Dec 2011

1 Jan 2011–31 Dec 2011

1 Jan 2013–30 Sep 2014

1 Oct 2015–30 Sep 2017

1 Oct 2017–30 Sep 2019

1 Oct 2019–30 Sep 2020

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966–28 Jan 1970

EMBLEM



3 Airlift Squadron emblem: On a disc Azure, issuing from dexter a sun Or, gridlined of the first surmounting and arcing its edge a lightning bolt Argent, in chief three mullets diminished aligning to the fourth mullet "Sirius" all of the last, over all a crown Gold Brown, spiked, guarded velvet Gules, garnished of the first, studded with three pearls of the third; all within a narrow border Blue. Attached above the disc, a Yellow scroll edged with a narrow Blue border and inscribed "SAFE SWIFT SURE" in Blue letters. Attached below the disc, a Yellow scroll edged with a narrow Blue border and inscribed "3D AIRLIFT SQ" 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 emblem is symbolic of the unit and its mission. The golden crown is a symbol of prestige and indicates the Squadron is traditionally dependable. The deep blue sky, golden sun, and lightning indicate around-the-clock operations in any kind of weather. The

radials of the sun correspond to the meridians of the globe to indicate worldwide coverage of the unit's mission. The lightning bolt, derived from the SAC emblem, indicates that the unit's primary mission is preparedness for any emergency and the support of SAC in any such situation. The three smaller stars represent the 3 ATS and are shown as the three stars in the northern sky known as "Orion's Belt." These stars are the pointer system used to locate "Sirius," the brightest star in the heavens. "Sirius," then represents the 3 ATS, the brightest star in the MATS command. (Approved, 31 Jul 1959)

MOTTO

SAFE, SWIFT, SURE

NICKNAME

OPERATIONS

Air transport in CBI, 17 May 1942–1 Dec 1943. The 3d flew C-46 missions over the "Hump" into China in support of the 14th Air Force. Extensive losses of aircraft and personnel were suffered supporting ground forces, including the air supply operations for General Stilwell's beleaguered forces in northern Burma in 1942. The 3d Transport Squadron was disbanded on 1 December 1943 in India. Personnel were reassigned to other flying units.

When the United States became involved in the Korea Conflict, the 3d was reconstituted and was redesignated as the 3d Air Transport Squadron, Heavy on 20 June 1952. The squadron was assigned to Brookley AFB, AL on 20 July 1952 and the 3d was given the C-124. The Squadron was transferred to the 1608th Air Transport Wing, Charleston AFB, SC on 18 June 1958. During these years the squadron operated missions to Greenland, the Caribbean, Europe, South America, and to North Africa.

Notable operations in which the 3d took part included the United Nations Congo Airlift of the early 1960's, the Cuban Crisis, and the Electronic Counter Measure (ECM and ECCM) missions in the early and mid-60s, many humanitarian missions, and extensive exercises in the US and overseas. The squadron began flying missions to Southeast Asia in the mid-1960s in support of US operations in Vietnam.

Flew missions to Southeast Asia, 1965–1973.

The 3d continued to fly the C-124 until 14 August 1965 when it received the C-141 (40624 named the "City of Charleston").

Another first for the 3d occurred in June 1970 when it became the first operational squadron to receive the C-5, completed its inaugural operational mission when it touched down at Cam Ranh Bay, South Vietnam on 9 July 1970 and unloaded 83,000 pounds of cargo.

The 3 AS aircrews flew support missions for French troops in the Zaire peacekeeping effort. For their efforts, they were co-recipients with a 9th MAS crew of the Mackay Trophy for the 1978

airlift operation.

Supported operations in Grenada, 24 Oct–18 Dec 1983; Panama, 19 Dec 1989–14 Jan 1990

In April 1988, a 3 MAS crew, overcoming the difficulties of flying into unfamiliar territory, airlifted drilling equipment into Semipolitinsk, U.S.S.R. The mission was part of a joint nuclear weapons detonation monitoring agreement signed by the United States and the Soviet Union. The crew was subsequently awarded the Mackay Trophy for the "most meritorious flight of the year".

In 1990, the 3 AS flew many sorties and completed many missions in support of Operations DESERT SHIELD and STORM. At the turn of the millennium, the 3 AS found itself heavily dedicated in supporting the enforcement of the no-fly zones over Iraq. The squadron contributed to America's peacekeeping mission in Bosnia-Herzegovina in support of Operation JOINT FORGE.

The 3 AS continues its distinct history and its support of AMC by flying humanitarian and contingency missions into such places as Southwest Asia, Somalia, Rwanda, and Haiti. The 3 AS participated in the first-ever six-ship formation flights of C-5's in support of the Strategic Brigade Airdrop Test.

In October 2003 a crew from the 3 Airlift Squadron landed the first C-5 in Iraq at Baghdad International Airport.

Until 2004 the unit was also the only Special Operations Low Level (SOLL) capable unit to fly the C-5.

The unit provided airlift support for the President of the United States and supported both Operations ENDURING FREEDOM and NOBLE EAGLE. The 3 AS became the first C-5 unit to deploy into the region. The 3 AS aircrews extracted Princess Patricia's Canadian Light Infantry Regiment from Kandahar International Airport. They achieved a 100 percent on-time departure rate and completed the mission with fewer sorties than originally planned. Mission success parlayed the squadron into accepting a re-supply of forces mission in the rugged terrain of Afghanistan. The 3 AS surged to more than 360 percent of its peacetime tempo while continuing its regular airlift operations around the world.

In 2005, the squadron led the C-5 Avionics Modernization Program and flew the first-ever operational mission. Third aircrews fielded the first C-5 Night Vision Goggle Airland crew that flew blacked-out into a combat zone. The unit supported the major relief effort in the wake of Hurricane Katrina. They transported several water pumping stations into New Orleans, Louisiana.

They developed and implemented procedures during the test of the of the U.S. Army's newest deployable flight simulator. Aircrews from the 3 AS safely recovered an aircraft that

experienced the inability to lower a main landing assembly during Instrument Meteorological Conditions in mountainous terrain.

In September 2006, the unit accepted a new training facility for the Globemaster III. The 3 AS accepted the responsibility of using the Air Force's newest transport aircraft, the C-17 and on 14 March 2007 flew its final C-5 mission. The "Spirit of the Constitution" became the squadron's first C-17 aircraft on 4 June 2007. Thanks to the expertise of wing maintenance personnel and Boeing contractor professionals, the squadron flew its first C-17 mission in support of Operation IRAQI FREEDOM less than 24-hours after the installation accepted delivery, on 23 May 2008. On 13 August 2008, the 3 AS became the first C-17 unit to transit the country of Georgia, as they transported relief supplies during a humanitarian mission. In June 2009, the 3 AS became the first flying unit from the 436 Airlift Wing to deploy, as a whole, in support of Operation IRAQI FREEDOM.

Members of the 3 Airlift Squadron at Dover AFB, Del., and 621st Contingency Response Wing at JB McGuire-Dix-Lakehurst, N.J., came together to practice semi-prepared runway operations at Fort AP Hill, Va. Training there saves both East Coast units the costs of having to fly to California for this training. "This training makes it so we can get our bigger aircraft and take equipment or personnel closer to the fight," said SSgt. Ryan Thompson, 3 AS evaluator loadmaster. It also validates the McGuire airmen's ability to open, secure, and operate airfields in austere environments. "It was a great opportunity to improve our skill sets," said Capt. Dan Morgan, chief of flight safety in Dover's 436 Airlift Wing safety office. The training took place June 17-21, 2013

DOVER AIR FORCE BASE, Del. (AFNS) -- Dover Air Force Base Airmen have a proud history of delivering help in dire situations all across the world. No matter the circumstance, these men and women can be on site in a short amount of time providing hope for those in need. The 3 Airlift Squadron previously supported relief efforts for Hurricane Katrina and the Haiti earthquake and the squadron continues this tradition with the C-17 Globemaster III by transporting essential recovery supplies to the survivors of Hurricane Maria in Puerto Rico and the U.S. Virgin Islands. "One of the capabilities of this job is to be able to be there on scene quickly and to help out when something like this happens," said Capt. Steve Quinn, 3 AS Reach 7170 aircraft commander. "No one wants a disaster like this to happen but it feels great from a professional and personal standpoint to be able to be someone who gets called up to come in and help. We're proud to be part of it and to be helping out and doing our part."

The squadron's Reach 7170 crew raced to the skies to make sure the equipment got to its final destination as quickly as possible. According to Staff Sgt. Herbert Scott, 736th Aircraft Maintenance Squadron flying crew chief, performing at a full mission capable aspect is essential because the supplies, personnel and any other cargo need to arrive on location within a timely manner. "If the aircraft was to fall short of its capabilities due to maintenance problems or issues, the cargo being delivered to relief victims would not be able to arrive on time, resulting in families not having fresh drinkable water, shelter or even food when needed the most," said Scott. "People's lives are on the line. If there is a problem with the aircraft in flight, you can't

just pull over and pop the hood, that's why ensuring the jet is 100 percent ready to go every time and at all times before a mission is key to delivering people and cargo safely."

Since Hurricanes Irma and Maria caused catastrophic damage to the islands, Air Mobility Command aircraft have flown over 45 missions delivering aid to those affected. According to AMC headquarters, more than 1,100 short tons of cargo have been delivered to Puerto Rico and the U.S. Virgin Islands. The 3 AS Airmen were tasked on alert to bring vehicles, support assets and personnel from the 68th Combat Sustainment Support Battalion stationed in Fort Carson, Colorado. The equipment will provide the tools that 68th CSSB Soldiers need to engage recovery efforts over the next few weeks. "Most of the island is without power and drinkable water. It is important to get supplies and equipment to the people as quickly as possible to help start rebuilding," said Staff Sgt. Jacob Wright, 3 AS loadmaster. "St. Thomas being an island complicates recovery efforts, and most of the supplies have to be flown in or arrive by boat. The sooner we can bring people, recovery assets and other essential supplies, the quicker the rebuilding can begin."

The humanitarian mission made stops at Fort Carson and MacDill AFB, Florida, before landing at Cyril E. King Airport in St. Thomas, U.S. Virgin Islands. Once cargo and personnel were unloaded with the help of 133 Airlift Wing aerial porters, Reach 7170 was airborne again, to Kelly Air Field, Texas, to get some much needed crew rest and then off to San Juan, Puerto Rico. The crew was again ready and willing to provide crucial aid the hurricane survivors so desperately needed. Reach 7170 delivered 118,000 pounds of meals ready to eat and bottled water at San Juan Luis Muñoz Marín Airport to be distributed throughout a devastated Puerto Rico. With the help of Airmen from the 123 Contingency Response Group, the off load was a success.

The 436 Airlift Wing alone has moved 1.2 million pounds of cargo in support of hurricane relief efforts. Dover AFB Airmen have been on alert for 337 hours to be ready at a moment's notice. All Dover AFB mission disaster relief assignments are tasked by U.S. Transportation Command in support of the Federal Emergency Management Agency, the lead federal agency for Hurricanes Irma and Maria. "We provide the ability to be there within a few hours and just load up the plane with as much stuff as you can carry whether it's water, equipment or people to help support the relief effort," said Quinn. "We're just happy to be the guys that can enable that to happen and to be able to get the people and equipment where they need to be to help." 2017

ST. THOMAS, U.S. Virgin Islands (AFNS) -- A C-17 Globemaster III assigned to Dover Air Force Base, Delaware, conducted a humanitarian relief mission to hurricane-ravaged St. Thomas, U.S. Virgin Islands, Sept. 24, 2017. "When our nation calls for Rapid Global Mobility, Dover (AFB) is ready to deliver excellence," said Col. Ethan Griffin, 436 Airlift Wing commander. "Our Airmen, in both mission support and operations, take great pride in their jobs, as evidenced by a successful aid flight to St. Thomas. As Dover (AFB) crews extend America's helping hand, our thoughts are with those affected by the disasters."

The Dover AFB C-17 stopped at Dobbins Air Reserve Base, Georgia before flying to St. Thomas. At Dobbins ARB, the crew linked up with Federal Emergency Management Agency personnel and their equipment. The C-17 was tasked to transport a FEMA Mobile Emergency Response Support unit's command and control vehicle, and a land mobile radio tower and its

support pickup truck to St. Thomas. This MERS unit involved in the mission is based out of Maynard, Massachusetts. On the ground at Dobbins ARB, Kevin Canfield, FEMA Maynard MERS coordinator, oversaw the redeployment of MERS assets to the U.S. Virgin Islands and Puerto Rico, both riling in the aftermath of two crippling storms.

“We have two aircraft going to St. Thomas, one going to San Juan, (Puerto Rico), and one going to St. Croix (U.S. Virgin Islands),” he said. “We will provide a communications package for their first responders and urban search and rescue teams.” MERS will provide mobile telecommunications, life support, logistics, operational support and power generation during presidentially declared emergencies and disasters required for the on-site management of disaster response activities. Also on the ground at Dobbins ARB, a contingent of Airmen from the 439th Contingency Response Flight from Westover ARB, Massachusetts, is in place to support Dobbins ARB’s airfield operations, due to the increase in traffic.

“We are a small team that runs command and control and ramp coordination,” said Tech. Sgt. Tom Rowland, 439th CRF contingency response team chief. “Basically our mission is to set up an air base where there is no air base. For this mission, however, we are augmenting. We are here to grease the wheels.” For Dover AFB’s C-17 mission to transport FEMA personnel and equipment, Rowland explained that he is there to help things ramp up at Dobbins ARB and help FEMA get their folks out the door. With help from the 80th Aerial Port Squadron, based at Dobbins ARB, the C-17 aircrew and FEMA personnel were able to successfully load the jet.

“From a loadmaster perspective, everything about this load was complicated,” said Airman 1st Class Logan Smith, 3 Airlift Squadron loadmaster. “We had only six inches of play between the side wall, the trailer, the pickup truck and the other sidewall. Then there was the huge communications truck; it’s just one of those that just barely fits in the plane. It’s super heavy and really tall.” The loaded C-17 departed Dobbins ARB and landed at Cyril E. King International Airport, St. Thomas, U.S. Virgin Islands. Upon landing, the aircraft was quickly unloaded by aerial port Airmen from both the Arizona and Minnesota Air National Guard Airmen. With the delivery of the FEMA personnel and equipment, the C-17 returned home to Dover AFB. Capt. Dan Davis, 3 AS pilot and aircraft commander, had only praise for his crew and the mission overall. “Everything worked out pretty well and everything was successful,” he said. “We got everything dropped off like we were supposed to.” Although everything went as planned, Davis elaborated on the exceptional experience. “It was great flying into the (U.S.) Virgin Islands and seeing all the support folks on the ground there to help out,” he said. “Flying to the islands was definitely a unique experience, especially with the degraded radar and tower capabilities they had.” 2017



C-124 preflight inspection



C-124 Crew weather briefing

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *Charleston AFB, SC. 1961*. Army and Navy Publishing Co. Inc. Baton Rouge, LA. 1961.

