

3rd AIRLIFT SQUADRON



LINEAGE

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

1st Ferrying (later, 1st Transport) Group, 7 Mar 1942–1 Dec 1943
1703rd Air Transport Group, 20 Jul 1952
1700th Air Transport Group, 18 Jun 1957
1608th Air Transport Wing, 24 Nov 1957
1608th Air Transport Group, 18 Jun 1958
1608th Air Transport Wing, 18 Jan 1963
437th Military Airlift Wing, 8 Jan 1966
436th Military Airlift Wing, 1 Aug 1973

436th 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

ASSIGNED AIRCRAFT SERIAL NUMBERS

C-46A

41-12420

41-12418

41-12427

41-12325

41-12318

41-12384

41-12403

41-12428

41-12427

41-12426

41-12429

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Unknown, 7 Mar 1942

Maj Roy O. Ralston, Jan 1943

Maj Hiram Griffin, 20 Jul 1952

LTC Eugene P. Pitts, Jr., 1 Oct 1953

LTC Charles W. Kelso, Jun 1955

Maj Claude W. Allen, 1 Jul 1956

Maj Everett W. Langworthy, 1 Jan 1957

LTC Earle W. Kelley, 19 Jun 1957

LTC Donald E. Matthews, Jun 1958

LTC Earle R. Kingsley, 16 Apr 1960

LTC William M. McKinzie, 1 Aug 1961

LTC William L. Smith, 3 Jun 1965

LTC Leonard F. Burke, 1 Aug 1965

LTC Glen R. Hempleman, Dec 1966

LTC William H. McVey, Dec 1967

Col A.F. Dunlay, 5 Aug 1968

LTC Rudy Krueger, Sep 1969

LTC Joseph E. Nutt, Dec 1969
LTC Lawrence F. Uebell, Mar 1970
Col Robert H. Potts, 1 Apr 1971
Col Ray D. Shelton, 30 Nov 1972
LTC Myron D. Harnly, 19 Aug 1974
LTC James B. O'Connor, 28 Feb 1975
LTC Roy B. Dille, Jr., 3 Sep 1976
LTC Delwin K. Bopp, 25 Jul 1978
LTC Anthony F. Ferdinando, 16 Jul 1979
LTC Charles J. Dumas, 15 Jun 1981
LTC Douglas M. Senter, 3 May 1982
LTC William J. Begert, 17 Jan 1983
LTC Joseph F. Mathis, 18 Jun 1984
LTC Charles J. Jernigan, 24 Jun 1985
LTC John L. Sole, 3 Mar 1987
LTC Garold R. Garber, 7 Dec 1988
LTC Bradley S. Baker, 4 Jan 1991
LTC Stephen P. Nelson, 1 Aug 1993
LTC Ronald E. Richburg, 12 Feb 1996
LTC Francis W. Sick, Jr., 13 Jun 1997
LTC John R. Smith, 7 Jul 1999
LTC Andrew Redmond, 6 Apr 2001
LTC Gordon S. Campbell, 28 Jul 2003
LTC Michael K. Webb, Unknown
LTC Keith Thibodeaux, 1 May 2007
LTC Kevin J. Gordon, 27 Feb 2009
LTC Charles M. Velino, 3 Nov 2010

HONORS

Service Streamers

None

Campaign Streamers

World War II

India-Burma

China Defensive

Southwest Asia

Defense of Saudi Arabia

Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

None

Decorations

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

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966–28 Jan 1970

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. 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 3rd 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 3rd 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 3rd 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 3rd 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 3rd 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 3rd 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 3rd 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 436th Airlift Wing to deploy, as a whole, in support of Operation IRAQI FREEDOM.

Members of the 3rd 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, 3rd 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 436th Airlift Wing safety office. The training took place June 17-21, 2013



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Sources

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