

30 AIRLIFT SQUADRON



MISSION

LINEAGE

30 Ferrying Squadron constituted, 9 Jul 1942
Activated, 25 Jul 1942
Redesignated 30 Transport Squadron, 24 Mar 1943
Disbanded, 1 Sep 1943
Reconstituted and redesignated 30 Air Transport Squadron, Heavy, 20 Jun 1952
Activated, 20 Jul 1952
Redesignated 30 Air Transport Squadron, Medium, 18 Jul 1954
Discontinued, 25 Jun 1965
Redesignated 30 Military Airlift Squadron and activated, 13 Jan 1967
Organized, 8 Apr 1967
Redesignated 30 Airlift Squadron, 1 Nov 1991

STATIONS

Presque Isle AAFld, ME, 25 Jul 1942
Bluie West 1, Narsarssuak, Greenland, 6 Aug 1942–1 Sep 1943
Westover AFB, MA, 20 Jul 1952
McGuire AFB, NJ, 16 May 1955–25 Jun 1965
McGuire AFB, NJ, 8 Apr 1967–1 Oct 1993
Yokota AB, Japan, 1 Oct 1993

ASSIGNMENTS

8 Ferrying (later, 8 Transport) Group, 25 Jul 1942–1 Sep 1943
1600 Air Transport Group, 20 Jul 1952

1611 Air Transport Group, 16 May 1955
1611 Air Transport Wing, 18 Jan 1963–25 Jun 1965
Military Airlift Command, 13 Jan 1967
438 Military Airlift Wing, 8 Apr 1967
438 Military Airlift Group, 1 Oct 1978
438 Military Airlift Wing, 1 Jun 1980
438 Operations Group, 1 Nov 1991
374 Operations Group, 1 Oct 1993

WEAPON SYSTEMS

C-118, 1952–1965
C-141, 1967

COMMANDERS

Maj Paul J. Mascot
Lt Col Ronald B. Forward
Lt Col Eric Mayhew, #2009
Lt Col Steven Hopkins

HONORS

Service Streamer

World War II
European-African-Middle Eastern Theater

Campaign Streamers

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamer

Panama, 1989–1990

Decorations

Air Force Outstanding Unit Awards
8 Apr 1967–30 Apr 1968
1 Jul 1982–30 Jun 1984

Republic of Vietnam Gallantry Cross with Palm
8 Apr 1967–28 Jan 1973

EMBLEM



30 Military Airlift Squadron emblem



30 Airlift Squadron emblem: On a globe per pale White and Air Force Blue, grid lines counterchanged, a stylized bird in flight silhouetted Air Force Blue, outlines and details White; all within an inner border White and an outer border Blue. The "stylized bird" on the squadron emblem represented the squadron mascot, the Artic Falcons. (Approved, 27 May 1960, modified in 1994. Approved, 27 May 1960)

MOTTO

UBI VIS QUANDO VIS—Anytime, Anywhere

OPERATIONS

Ferried bombers and P-38s over the North Atlantic route to England, Aug 1942–Aug 1943.

Air transport for the Atlantic Division of MATS, Jul 1952–Jun 1965.

Worldwide airlift, Aug 1967, including support for operations in Southwest Asia, Aug 1990–Jun 1991.

7 Aug 97 A 30 Airlift Squadron aircrew and its C-9A departed from Yokota Air Base, Japan, to deliver medical supplies to Andersen Air Force Base, Guam. The supplies were for victims of the 6 August Korean Air jetliner crash near Won Pat International Airport, Guam. Eight burn

victims from the crash of Korean Air Flight 801 returned home to South Korea aboard the C-9A.

The 153rd has become the first Guard wing to gain operational control of an active duty unit. The unit is the 30 Airlift Squadron, formed last July with active duty members. Those airmen are flying ANG C-130s. They work side by side with Air Guardsmen. More importantly, they report to and take operational orders from a Guardsman. He is Col. Harold Reed, commander of the 153rd. Though the 30 AS is now just one of some 20 units under the 153rd AW, there is no doubt it is very much an active duty unit. Its members are still active duty personnel and are functionally under Air Mobility Command. Their training is different from the Air Guardsmen.

The administrative control of 30 AS personnel is held by the active duty 463rd Airlift Group, in Little Rock AFB, AR. This unit handles personnel issues such as promotions for these airmen, but everything else comes from the Air Guard. The 30 is the Air Force's first "active associate" squadron. USAF long has benefited from "reserve associates" Air Force Reserve units affiliated with larger active duty wings.

For months, the 30 AS has been in "the build-up phase," said Lt. Col. Steven Hopkins, commander of the 30. The unit has been receiving taskings from the National Guard Bureau, but its activation will not be complete until this month. Then, it could start to receive AMC taskings for overseas deployments. By December, the active personnel flew through the first of three manning phases to become a fully deployable unit, months ahead of schedule. It only took a month for the active duty crews to start flying with the Wyoming Guard crews on Wyoming airplanes. At that time, four air crews were fully integrated into wing operations and maintainer units at Cheyenne.

The 30's first group of 77 active duty airmen came from around the world: Pope AFB, N.C., Dyess AFB, TX, Little Rock AFB, AR, Elmendorf AFB, AK, and Yokota AB in Japan. Most had experience with the C-130. By the end of this month, the squadron will have grown to 137 airmen, heading toward a goal of 180. Guardsmen now and always will far outnumber Cheyenne's active airmen. At present, the 153rd has 1,200 Guardsmen, 400 of whom are full-time. "We are just another squadron in the hierarchy of the 153rd AW," Hopkins said. The 30 AS participates in training, local flying, and all other missions it normally would perform while operating from an active base. The 30 has "melded into the wing," said a spokeswoman for the Wyoming Military Department.

The spokeswoman said the state Guard's C-130 flights can be crewed with any mix of Guard and active duty members, depending on the mission and who is available. Individual active airmen can plug in and work in predominantly Guard crews. In November, for example, a C-130 crewed by Guardsmen and one active duty loadmaster air dropped a group of Navy SEALs into the area around Norfolk, Va., as part of a training exercise.

Creation of a reverse associate unit stemmed from the work of the 2005 Base Realignment and Closure (BRAC) commission. It proposed, for the sake of efficiency, shifting four C-130Hs of the Idaho ANG's 124th Wing at Boise to the Wyoming Guard at Cheyenne, which already had eight.

The sunk cost could be spread more effectively across a larger flying wing. It paired that recommendation with another that an associate unit should be created, with active duty associating on the ANG aircraft. According to BRAC, the unit would support a Total Force USAF, which was contemplating active duty units commanded by Air National Guard or Air Force Reserve officers.

These reverse associate units are expected to generate several distinct benefits. First, the service gets a chance to season some of its young, active duty airmen by associating them on a day-to-day basis with older and more experienced Guard members. "The vast majority of our [Guard] maintainers are a little older and a little more experienced," said Brig. Gen. Charles V. Ickes II, deputy director of the Air National Guard in Washington. "They will more rapidly [give] experience [to] the young active duty folks." Second, the Air Force can make fuller use of all of its Total Force mobility assets, specifically, Guard C-130s. Active duty airmen will gain greater access to Guard airplanes.

This is necessary because USAF cannot buy more C-130s (at \$90 million apiece) to fill out active mobility forces in their entirety. For USAF officials, Cheyenne was attractive for several reasons. One, was the quality of 153rd AW leadership. Last year, the wing's 187th AS won the Spaatz Trophy as the outstanding Air National Guard unit for 2006. Another factor in Cheyenne's favor was its proximity to F.E. Warren AFB, Wyo., an active duty base. Airmen go there for medical, commissary, family support, schooling, and similar needs. Also at F.E. Warren, the active airmen receive their combat arms training and carry out their administrative communications with the 463rd AG. From all appearances at the wing, the transition has not negatively affected operational matters. Each year, the Wyoming ANG is federalized for Coronet Oak, a deployment in support of US Southern Command's movement of troops and equipment through Central and South America. The 153rd AW's personnel, both active duty and Guardsmen, flew Coronet Oak missions in late 2006. This entailed two-week rotations of a pair of C-130s and 50 air and ground crew members.

One problem stemmed from different views of scheduling and working hours. Guard personnel tend to work a traditional eight-hour day. Active personnel do not, instead putting in extra hours or working late to finish a job. The way the active force schedules its work "does not take into consideration the [Guard's] technician ... force," said a Guardsman. Sorting out the funding responsibilities was also an issue. Title 10 covers federal missions, applying to both active and reserve forces, while Title 32 applies to the National Guard operating under state control but performing duties of federal interest, such as responding to a terrorist attack. In both cases, funding comes from the federal coffer. Under current law, Guard officers in Title 32 status cannot command Title 10 forces. And, to be in Title 10 status, a Guardsman must be called to active duty. Then there is the third status in which Guard forces operate solely in state service under control of the governor and financed by the state. Governors usually employ their Guard forces in this status to handle such things as natural disaster relief. When Wyoming calls upon the 153rd AW in its state role, the unit's active duty airmen may also participate but they're still paid by Uncle Sam.

State-run missions traditionally are performed only by a state's own Guard unit. The wing's concept of operations included some "operational direction" provisions allowing active duty members to participate in purely state-directed missions such as firefighting, which would be under the direction of Gov. David D. Freudenthal. "If Governor Freudenthal wants the Guard to deliver hay, the active duty airmen could join [in]," Hopkins said. AMC, and not the Guard, pays any extra costs incurred by the 30 AS. This could include building more practice airdrop loads for training or laying on additional flying hours.

For office supplies and computers, "we have developed a fair share system" by splitting the cost, Hopkins remarked. The 153rd AW is responsible for all infrastructure bills needed to operate the C-130s. Both sides have noted the extra cost of a new squadron. The main operations building once housed just a few Guardsmen. Now, it is crammed with desks, chairs, computers, filing cabinets, and boxes that fill up not only offices but also hallways. "We feel bad because we're infringing on their personal space," said MSgt. Larry Barto, an active duty loadmaster. Plans call for a new operations building with office space totaling 37,000 square feet; 14,000 of which were belatedly added to accommodate the new active forces. The completion date has been set at summer 2008. The project will be jointly funded; ANG will provide \$9 million, and AMC will pony up at least \$3.2 million. It is evident that the two sides are striving mightily to get along and make the experiment work. For all that, though, cultural differences remain.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.

Air Force News. Air Force Public Affairs Agency.

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Westover AFB, MA. @1954.