

## 36 AIRLIFT SQUADRON



### MISSION

#### LINEAGE

36 Transport Squadron constituted, 2 Feb 1942  
Activated, 14 Feb 1942  
Redesignated 36 Troop Carrier Squadron, 4 Jul 1942  
Redesignated 36 Troop Carrier Squadron, Medium, 23 Jun 1948  
Redesignated 36 Troop Carrier Squadron, Heavy, 8 Oct 1949  
Redesignated 36 Troop Carrier Squadron, Medium, 28 Jan 1950  
Inactivated, 18 Jun 1957  
Redesignated 36 Troop Carrier Squadron, and activated, 15 Nov 1965  
Organized, 1 Apr 1966  
Redesignated 36 Tactical Airlift Squadron, 1 May 1967  
Discontinued and inactivated, 25 Mar 1968  
Activated, 1 Jul 1968  
Organized, 5 Jul 1968  
Redesignated 36 Military Airlift Squadron, 1 Oct 1989  
Redesignated 36 Airlift Squadron, 1 Dec 1991

#### STATIONS

Patterson Field, OH, 14 Feb 1942  
Bowman Field, KY, 16 Jun 1942  
Lawson Field, GA, 9 Aug 1942  
Del Valle, TX, 29 Sep–12 Nov 1942  
Egypt, 23 Nov 1942  
Nouvion, Algeria, 10 May 1943

Guercif, French Morocco, 28 May 1943  
Enfidaville, Tunisia, 24 Jun 1943  
Mazara, Sicily, 3 Sep 1943  
Castelvetrano, Sicily, 25 Oct 1943–15 Feb 1944  
Cottesmore, England, 24 Feb 1944–May 1945  
Pope Field, NC, May 1945  
Greenville AAB (later, AFB), SC, 14 Oct 1947  
Smyrna (later, Sewart) AFB, TN, 4 Nov 1949–15 Nov 1954  
Ashiya AB, Japan, 15 Nov 1954–18 Jun 1957  
Langley AFB, VA, 1 Apr 1966–25 Mar 1968  
Langley AFB, VA, 5 Jul 1968  
McChord AFB, WA, 1 Jul 1975–1 Oct 1993  
Yokota AB, Japan, 1 Oct 1993

### **DEPLOYED STATIONS**

RAF Mildenhall, England, 21 Mar–29 Jun 1967  
Rhein-Main AB, Germany, 17 Aug–17 Sep 1967  
RAF Mildenhall, England, 24 Feb–19 Jun 1969  
Rhein-Main AB, Germany, 24 Nov 1969–7 Feb 1970 and 13 Aug–21 Oct 1970  
RAF Mildenhall, England, 2 Jul–16 Sep 1971  
Wiesbaden AB, Germany, 28 Sep–31 Oct 1971  
Ching Chaun Kang AB, Taiwan, 14 May–7 Sep 1972  
RAF Mildenhall, England, 5 Mar–18 May 1973 and 15 Jan–16 Mar 1974  
Rhein-Main AB, Germany, 1 Jul–16 Oct 1974

### **ASSIGNMENTS**

316 Transport (later, 316 Troop Carrier) Group, 14 Feb 1942–18 Jun 1957  
Tactical Air Command, 15 Nov 1965  
316 Troop Carrier Wing, 1 Apr 1966–25 Mar 1968  
Tactical Air Command, 1 Jul 1968  
316 Tactical Airlift Wing, 5 Jul 1968  
62 Military Airlift Wing, 1 Jul 1975  
62 Operations Group, 1 Dec 1991  
374 Operations Group, 1 Oct 1993

### **ATTACHMENTS**

513 Tactical Airlift Wing, 21 Mar–29 Jun 1967  
439 Military Airlift Group, 17 Aug–17 Sep 1967  
513 Tactical Airlift Wing, 24 Feb–19 Jun 1969  
322 Tactical Airlift Wing, 24 Nov 1969–7 Feb 1970 and 13 Aug–21 Oct 1970  
513 Tactical Airlift Wing, 2 Jul–16 Sep 1971  
United States Air Forces in Europe, 28 Sep–31 Oct 1971  
347 Tactical Airlift Wing, 14 May–7 Sep 1972  
513 Tactical Airlift Wing, 5 Mar–18 May 1973 and 15 Jan–16 Mar 1974

322<sup>nd</sup> Tactical Airlift Wing, 1 Jul–16 Oct 1974

### **WEAPON SYSTEMS**

C-47A, 1942–1946

C-82A, 1946–1950

C-119C, 1950–1957

C-130, 1966–1968

C-130, 1968–1989

C-141, 1989

C-130, 1993

### **COMMANDERS**

Lt Col Ben A. Garland, May 1942

Maj James R. Farris, Oct 1943

Maj James L. Roberts, May 1944

Lt Col Graham Wright, Jr. Jun 1944

Lt Col, James L. Roberts, Jun 1945

Maj John H. Mccullough, Sep 1945

Lt Col Curtis L. Frisbie, Nov 1945

Lt Col Leroy M. Stanton, Nov 1946

Maj Dwight E. Maul, Jul 1947

Lt Col William D. Keller, Aug 1947

Lt Col John L. Parker, Dec 1948

Maj Horace A. Montgomery, Mar 1949

Lt Col William D. Keller, Jun 1949

Maj Horace A. Montgomery, Aug 1949

Lt Col William D. Keller, Jan 1950

Maj Horace A. Montgomery, Aug 1950

Lt Col Dwight E. Maul, Sep 1950

Maj Billy P. Gibson, Nov, 1951

Maj Phillip P. Andrewes, Nov 1954

Lt Col Guy D. Gray, Mar 1956

Lt Col, Richard A. Kellogg, Apr 1966

Lt Col Lester F. Kress, Aug 1966

Lt Col Gordon E. Mulvey, Jul 1968

Lt Col Nelson, L. Neil, Feb 1970

Lt Col Berdell P. Brevig, Sep 1971

Lt Col Don L. Dinger, Nov 1972

Lt Col Gerald L. Nay, Jun 1973

Lt Col Peter W. Harris, Oct 1974

Lt Col Gordon L. Wohlfeil, May 1976

Lt Col William D. Forsythe, May 1978

Lt Col Kenneth S. Fisher, Nov 1979

Lt Col Orrel T. Hansen, Feb 1981

Lt Col James H. Davis, Jun 1982  
Lt Col Albert R. Hart, Jun 1984  
Lt Col Norton A. Schwartz, May 1986  
Lt Col George H. Kneen III, Jun 1988  
Lt Col William H. Dudley, Jun 1989  
Lt Col Philip M. Liller, Jun 1991  
Lt Col William J. Mckinney, 15 Jul 1992  
Lt Col David Dyche, Apr 1994  
Lt Col Bradley R. Pray, 3 Dec 1996  
Lt Col Timothy L. Hale, C. 1998  
Lt Col Randy A. Kee, 21 Dec 1999  
Lt Col Scott C. Lockard, 11 Jun 2001  
Lt Col Douglas E. Sevier, 14 Nov 2003  
Lt Col Charles Eastman, 8 Jul 2004  
Lt Col William C. Summers, 22 Sep 2005  
Lt Col Mark E. Polomsky, 19 Jun 2007

## **HONORS**

### **Service Streamers**

World War II  
American Theater

### **Campaign Streamers**

World War II  
Egypt–Libya  
Tunisia  
Sicily  
Naples-Foggia  
Rome-Arno  
Normandy  
Northern France  
Rhineland  
Central Europe

### **Armed Forces Expeditionary Streamers**

Panama, 1989–1990

### **Decorations**

Distinguished Unit Citations  
Egypt, Libya, Tunisia, Sicily, 25 Nov 1942–25 Aug 1943  
Sicily, 11 Jul 1943  
France, [6–7] Jun 1944

Air Force Outstanding Unit Awards

1 Mar–2 Jul 1967

3 Jul 1967–25 Mar 1968 and 5 Jul 1968–30 Apr 1969

1 May 1970–30 Apr 1972

20–29 Sep 1970

1 May 1972–30 Apr 1974

10 Oct 1975–9 Oct 1977

1 Jul 1981–30 Jun 1983

1 Jul 1983–30 Jun 1985

14 Jun–3 Jul 1991

1 Oct 1993–1 Oct 1994

1 Oct 2000–30 Sep 2002

1 Oct 2003–30 Sep 2005

Republic of Vietnam Gallantry Cross with Palm

1 Oct 1967–30 Aug 1972

Philippine Republic Presidential Unit Citation

21 Jul–15 Aug 1972

**EMBLEM**



36 Troop Carrier Squadron, Medium



36 Tactical Airlift Squadron



36 Military Airlift Squadron



36 Airlift Squadron emblem: On a shield red, a diagonal band from upper left to lower right yellow, piped white, thereover a vertical band black, piped white, surmounted in the base by a semi-sphere; over all in the upper part of the shield an eagle flying white shaded, above a parachute of the same color placed on the black band. The red of the shield is the squadron's

color. The colors red, yellow and blue represent the elements of the group. The eagle, emblematic of the United States of America, is releasing a parachute against a black background over the globe. This is symbolic of the primary mission of the squadron, delivering airborne personnel and supplies into a combat area at anytime and anywhere in the world. (Approved, Jul 1952)

On a disc Gules, a bend Or fimbriated Argent debruised by a pale Sable fimbriated White overall issuant from base, a demi-globe White gridlined Black, land masses Vert below an eagle stooping above a pallet suspended from a parachute White, all within a diminished border Yellow. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "36 AIRLIFT SQUADRON" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "EAGLE AIRLIFTERS" in Yellow 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 red disc symbolizes the unit's location in Japan. The bend and pale suggest the unit's ability to provide responsive movement of personnel and equipment through aerial delivery and assault air/land operations in support of combat forces in the Pacific Theater. The globe denotes the Squadron's support of the command's mission of global reach. The eagle and parachute reflect the unit's mission-ready aircrews that conduct special operations/aeromedical evacuation, search and rescue and humanitarian relief missions. (Approved, 24 Aug 1995)

## **MOTTO**

EAGLE AIRLIFTERS

## **OPERATIONS**

The story of the Eagle Airlifters began on 2 February 1942 with the constitution of the 36 Transport Squadron. Twelve days later, on St. Valentine's Day, the 36 Transport Squadron was activated at Patterson Field, northeast of Dayton, Ohio, and assigned to the 316th Transport Group.

On 16 June the group moved to Bowman Field, Louisville, Kentucky. On Independence Day the 36 became a Troop Carrier Squadron. A month later, on 9 August, the squadron arrived at Lawson Field, Georgia, and received its first aircraft, twin-engine Douglas C-47s and C-53s. These aircraft were military versions of the commercial DC-3. Seven weeks of training passed, and in September the 36 Troop Carrier Squadron moved to Del Valle Army Air Base, Texas. While at Del Valle, the 36 Squadron supported the Army's 2d Infantry Division.

In November 1942, the 316th began moving to the Middle East. Thirteen aircraft from the 36 left Del Valle for Deversoir, Egypt, and were placed under the control of the Ninth Air Force.

For the next two weeks they flew supplies from a depot at Gura, Eritrea, to units of the British Eighth Army. The British defeated German and Italian forces at El Alamein, driving the enemy westward through Libya.

On 10 December 1942 the 36 began operating from El Adem, Libya. On 20 December, the 36 carried 124 barrels of gasoline to Marble Arch, Libya. Three weeks later, the squadron shifted its operations to Marble Arch. They remained there for two weeks, then returned to Egypt, operating out of Ismailia, north of Deversoir.

During December 1942 and the following January, the 36's unarmed aircraft carried supplies and troops to units of the British Eighth Army and the Royal Air Force, and returned with evacuated casualties. Flying without fighter escort, the aircraft hugged the ground, venturing as far as Darragh and Sodada in Western Libya. Despite sorties into the forward area and a bombing of its field at El Adem on 18 December, the 36 suffered no casualties. Meanwhile, the 36 Transport Squadron's ground echelon had left Del Valle, Texas on 12 December, joining the air echelon in Egypt on the 20th.

After spending the first half of February 1943 at Ismailia reconditioning all of its planes, the 36 moved its aircraft and crews to Fayid, south of Deversoir. The ground personnel followed on 6 March. From mid-February until early May, the squadron continued to transport fuel, freight, passengers, and casualties between airfields in the Cairo-Nile Delta, western Libya, Algeria, and Eritrea.

Detached from the Ninth Air Force for duty with the Twelfth Air Force, the 36's air echelon went to Service Center No. 3 in Algeria on 10 May 1943 for intensive training. The training emphasized night formation flying. On 28 May the echelon moved on to Guercif in French Morocco for training with airborne troops. Four days later the 316th was assigned to the 52d Troop Carrier Wing under the operational control of Northwest African Air Forces Troop Carrier Command (NAAFTCC). At Guercif, administrative missions outnumbered combat missions. The air echelon then proceeded to Enfidaville South in Tunisia. There they awaited airborne operations in preparation for the invasion of Sicily.

On 9 July 1943, eleven C-47s from the 36 Squadron took off on Operation HUSKY 1. Together with two other squadrons from the 316th Troop Carrier Group, the 36 carried the Headquarters Serial of Colonel James M. Gavin's airborne task force. This force was to be dropped east of Gela on Sicily's southern coast. Gavin's mission was to protect the U.S. 1st Infantry Division as it landed on the beaches near Gela.

Pushed off course by winds that harassed the three preceding groups, the 316th missed all of its landfalls (the islands of Linosa and Malta, and a point southwest of Sicily's Cape Passero) and crossed the Sicilian coast near Syracuse. In the end, dispersed and lost, the squadrons of the 316th scattered their troops all over southeastern Sicily. The other groups did not fare much better. Only the absence of real opposition enabled a small portion of Gavin's force to accomplish the mission. Five and one-half hours after takeoff, all of the 36's aircraft returned unscathed to their Tunisian base. HUSKY 1, the first major nighttime

paratroop operation, claimed only two of the 316th's aircraft. Operation HUSKY 2 was a



different story.

For HUSKY TWO, the 36 Troop Carrier Squadron dispatched twelve aircraft on 11 July 1943. This time the 316th Group flew last in the 57th Troop Carrier Wing's force of four groups. The formation rendezvoused over the Tunisian coast, then headed directly north toward the Gela-Farello Landing Ground east of Gela. On this abandoned airfield, they planned to drop the 504th Parachute Infantry Regiment, the 376th Parachute Field Artillery Battalion, and a company of engineers.

All went well until the aircraft reached the Sicilian coast and encountered some low clouds and haze. The first elements made their drops without incident. The remainder of the formation encountered heavy artillery fire from both land and sea, with disastrous results.

The 52d Transport Wing later reported its losses in HUSKY 2 at seven dead, thirty wounded, and fifty-three missing. The 316th Transport Group suffered thirty-seven of these casualties and lost twelve aircraft. Flying last, its casualties were the heaviest. The 36 lost twenty-three men, more than a quarter of the 52d's total casualties. In addition, two of the 36's planes were destroyed, four were missing, and another was damaged beyond repair. The heavy fire also took its toll of the 52d's passengers. Over 100 of the paratroopers in HUSKY 2 were killed, wounded, or missing.

After replacing its HUSKY 2 losses, the 36 practiced formation and instrument flying. They also carried some freight and passengers during the rest of July. Several missions in August were spent towing the Waco CG-4A glider in day and night practice formations. On 26 August 1943, the squadron was assigned to the Twelfth Air Force, but remained attached to NAAFTCC for operations.

On 3 September 1943, aircraft and aircrews of the 36 Troop Carrier Squadron moved from Tunisia to Mazara del Vallo in Sicily. The ground echelon, which had spent time in Libya servicing the 389th Bombardment Group, joined them nine days later. The 389th had participated in the low-level attack on Romanian oil refineries on 1 August 1943.

On 13 September the U.S. Fifth Army, having four days earlier invaded the Italian mainland thirty miles southeast of Naples, called for airborne reinforcements. The Army's 27-mile long beachhead, extending from Salerno to Agropoli, was in jeopardy. That night the first reinforcements were dropped in a zone north of Agropoli and south of the Sele River by units of the 52d Troop Carrier Wing. The following night more reinforcements were delivered to the same zone. This time eleven aircraft of the 36 Troop Carrier Squadron took part. Leaving Mazara on the 14th, the squadron picked up members of the 1st Battalion, 505th Parachute Infantry Regiment at Borizzo in northwestern Sicily. After some delay in loading, the 36 continued its mission early on the 15th to reach the drop zone near Agropoli around 0200 hours. All of the aircraft returned safely to Mazara after a successful mission. The troops of the 505th Regiment departed for the front 45 minutes after they had jumped.

The Sele River drops were the squadrons last airborne operations for the Northwest African Air Forces Troop Carrier Command. The 36 moved from Mazara to nearby Castelvetrano. While at Castelvetrano they carried personnel, supplies, and freight between various bases in Sicily, southern Italy, and North Africa. The 36 also evacuated Allied casualties from squadron was assigned to the Twelfth Air Force, but remained attached to NAAFTCC for operations.

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On 3 December 1943 several members of the 36 participated in a guard of honor for President Franklin D. Roosevelt. The President visited Castelvetrano on his way home from the conference with Winston Churchill and Joseph Stalin in Teheran, Iran. In December, gliders and glider personnel were ferried to the base. Practice in single and double glider-tows and high-altitude releases began.

These training and transportation activities continued through January and February 1944. The 36 then prepared to move to England with the 316th. On 15 February 1944, the squadron's air echelon departed Castelvetrano for Cottesmore in Rutland, England.

At Cottesmore, the 36 Squadron continued its training. One crew attended the Ninth Troop Carrier Command's pathfinder school. Other crews made local orientation flights, listened to lectures on weather, instrument flying, and radio navigation, and tested newly received aircraft. In March, the squadron began flying nine-plane formations with the group. They also flew freight and personnel missions in the United Kingdom. The squadron lost one aircraft and crew

at Cottesmore due to poor weather.

On 19 March 1944, the 36's ground echelon joined the air echelon at Cottesmore. Leaving Castelvetrano on 23 February, they had sailed from Palermo, Sicily aboard the British transport Monarch of Bermuda, disembarking at Greenock, Scotland.

Training continued throughout the spring of 1944. The 36 flew a number of airdrop training missions with both American and British troops.

They also practiced glider pick-up techniques. The squadron flew a simulated aerial resupply mission on 27 May. Two days later, a large-scale glider mission simulating combat landing conditions at the landing zone was successfully completed. Not all operations went without mishap. On 11 May, the 36 lost its commanding officer, Major James R. Farris, and his crew in a mid-air collision during a simulated parachute mission. There were no survivors, and among the casualties was the commander of the 316th Group, Lieutenant Colonel Burion R. Fleet.

The 36 Troop Carrier Squadron guessed that the D-Day invasion was near when, on 3 June, they painted broad white and black identification bands on the wings of their planes. Two days later, eighteen aircraft from the 36 accompanied the 316th as part of BOSTON, the 82d Airborne Division's assault phase of Operation OVERLORD, the Allied invasion of Normandy. The aircrews experienced good visibility until crossing the west coast of the Cherbourg Peninsula, where they entered heavy cloud cover. The 316th was to drop the 82d Airborne Division's 505th Parachute Infantry Regiment just northwest of Saint Mere-Eglise, a small town seven miles west of Utah Beach. Spotting the drop zone through the clouds at the last moment, the 36's passengers jumped. Passing the drop zone the squadron ran into small arms and machine-gun fire. Despite evasive action that broke up the formation, some aircraft received slight damage. There were no casualties. All of the aircraft returned to Cottesmore by the 6th.

The following day the 36 participated in Operation FREESPORT, the resupply of the 82d Airborne Division. Flying last in the formation, thirteen aircraft from the 36 were ordered to turn back only an hour into their mission because of poor weather. However, one aircraft continued. Flying alone over the drop zone, the crew encountered heavy ground fire, necessitating an emergency landing in France. The plane had twenty-seven bullet holes, but the crew was unharmed.

For its work in the Normandy invasion, the 36 shared in the Distinguished Unit Citation awarded to the 316th Troop Carrier Group the following November. The 36 Troop Carrier Squadron received three Distinguished Unit Citations while attached to the 316th. The second, awarded in July 1945, honored the courage and gallantry of the 316th Group and its squadrons over Sicily on 11 July 1943. The third, awarded in September 1946, recognized the services of the group and squadron in Egypt, Libya, Tunisia, and Sicily from 25 November 1942 to 25 August 1943.

On 8 June 1944, the crews of the 36 Squadron were alerted for Operation WILDCATS, an

airdrop of the British First Airborne Division near Evrecy, a village nine miles southwest of Caen in France. Scheduled for the 14th, WILDCATS was postponed on the evening of the 13th. The squadron resumed training at Cottesmore. Two days later WILDCATS was formally canceled.

A break in training came on 23 June. Nine of the 36's aircraft took off from Greenham Common, England. Each carried freight, a medical orderly and a flight nurse. The aircraft landed near Saint Laurent-sur-Mer in Normandy. On the return trip two planes carried casualties and a third carried empty plasma containers. In July, five more transport and air evacuation missions traveled to the Normandy landing strips. In August a number of "blood runs" went to the same area, returning with casualties.

From early August until early September 1944, the 36 prepared for three airborne operations: TRANSFIGURE, LINNET, and COMET. In TRANSFIGURE the 36 delivered glider-borne engineer troops from the 101st Airborne Division to a landing zone 26 miles southwest of Paris. The troops planned to trap the German Seventh Army south of Paris, but American tanks reached the area first and the operation was canceled. LINNET, a parachute and glider assault by airborne forces in the vicinity of Tournai, Belgium, and COMET, an attack by airborne units near Arnhem in eastern Holland were also canceled due to swift tactical changes in the ground fighting.

After the cancellation of COMET on 11 September, twenty-three aircraft of the 36 Troop Carrier Squadron went to work hauling gasoline to U.S. Third Army units at airfields near Verdun in France. Two days later they delivered ammunition to the British Second Army near Brussels, Belgium. Then came Operation MARKET GARDEN, and the 36 suffered its first combat losses since the HUSKY 2 disaster one year earlier.

Operation MARKET GARDEN was the first for the newly formed First Allied Airborne Army. American, British, and Polish airborne troops planned to seize strategic points in the vicinity of Findhaven, Grave, Nijmegen, and Arnhem in Holland. At the same time, Allied ground forces planned to push north from Belgium and join them. The Allies hoped that the Germans positioned south of the Zuider Zee could be cut off and destroyed, thereby shortening the war. After heavy fighting, the Allies retained all major points except Arnhem, but the Germans were not completely cut off. British and Polish airborne troops at Arnhem were extricated only after heavy losses.

The 36's part in MARKET GARDEN began on 17 September 1944, when aircraft took off for a drop zone just east of Grave, a small town southwest of Nijmegen. After dropping troopers and equipment of the 82d Airborne's 504th Parachute Regiment, several of the 36's planes were slightly damaged by anti-aircraft artillery. Crippled by a mid-air collision and heavy flak, one ditched in the North Sea. Its crew was quickly saved by air-sea rescue.

On the following day twenty of the squadron's aircraft, each with a Waco CG-4A glider in tow, departed for Grosbeak, a town southeast of Nijmegen. Carrying troops and supplies for the 82d Airborne Division, the Wacos landed just southeast of Grosbeak and reinforced the hard-

pressed division. After releasing the gliders, the aircraft encountered heavy flak near the Reichswald Forest and three were shot down. Five crewmen of the first aircraft bailed out, but were never found. Three in the second aircraft bailed out and reached an American command post with the help of the Dutch underground. Their pilot also jumped but could not be found. Three crewmen of the third aircraft bailed out and managed to reach a command post. Their co-pilot, fatally wounded, died in the crash. One glider went down in flames and another struck a house.

The squadron's involvement in MARKET GARDEN had not ended. On the 23rd, the squadron carried out a successful glider-tow to Grave for the 82d Airborne Division. Hit by flak after releasing its glider, one of the aircraft extinguished a wing fire and managed to land at Brussels. Three days later, eighteen aircraft landed on an unprepared strip near Grave with supplies for the British 52d Airborne Division.

After MARKET GARDEN, the 36 Troop Carrier Squadron primarily transported supplies to airfields in France, Belgium, and Holland. The squadron flew various administrative flights, practiced airdrops and glider-tows, and evacuated wounded from the European Continent. In December 1944, the 36 obtained a Consolidated B-24J and a C-109, a gasoline tanker version of the B-24, for training its pilots. The B-24 was gone by February, but the C-109 remained. Early in March the squadron received a few Curtiss C-46s for training purposes.

Then it was time for Operation VARSITY, designed to reinforce an allied crossing of the Rhine River near Wesel, Germany. On 21 March 1945, the 36 moved its air echelon to a staging field at Wethersfield, England. Three days later, twenty aircraft equipped with British paratroops dropped troops and equipment belonging to the British 6th Airborne Division, near Hamminkein, a small town five miles north of Wesel. On the turn out from the drop zone the aircraft met heavy flak and small arms fire that disrupted the formation. Two aircraft went down in flames in the Hochwald area near the Rhine. One crew parachuted safely and returned to Cottesmore on the 26th. Four other aircraft, badly damaged by flak, made emergency landings near Eindhoven without casualties. Unfortunately, one burned after landing. The remaining fourteen aircraft, eight of which were badly damaged, returned to Cottesmore without casualties. Remarkably, only one crew was lost.

The end of March 1945 saw the 36 Squadron flying two missions deep into Germany to bring gasoline to the tanks of the U.S. Third Army. During part of April, the 36 flew a number of supply missions to Allied forces in Germany. The squadron also began preparations to return to the United States with the 316th.

Sailing from England aboard the War Shipping Administration (WSA) troopship Santa Paula and the Army troopships Henry Gibbins and Excelsior on 14 May 1945, the 36 Troop Carrier Squadron arrived at a New York City port on 24 May. The squadron then proceeded to Camp Kilmer in New Jersey. From there the people of the 36 dispersed on furlough.

On 16 June 1945, 36 began reporting to Pope Field, Fort Bragg, North Carolina. During the

summer of 1945 the 36 struggled to preserve its unit integrity and attain operational readiness in C-47s. Early in September the personnel of the 316th Group's squadrons, reduced by separations from the military service, joined the group's headquarters squadron. In October new people arrived and the 36 returned to full operational strength. During this period, the 316th Group flew a number of airborne demonstrations at Orlando and Eglin Field in Florida, and at Post Field, Fort Sill, Oklahoma.

In March 1946, the 316th Group was chosen to experiment with the new Fairchild C-82 Packet. Shortly thereafter, the 36 transitioned to the new aircraft. During the months which followed, the squadron supported training at Fort Bragg, flew freight and passengers between various points throughout the United States, and tested parachute delivery of heavy equipment. The Eagle Airlifters also traveled to Canada to demonstrate the airdrop and cargo-carrying ability of the C-82 Packet for the Royal Canadian Air Force.

On 11 October 1947 the 36 Troop Carrier Squadron moved to Greenville Army Air Base, South Carolina, where it was twice redesignated. Although not changing its assigned aircraft, the C-82 Packet, the 36 became a Troop Carrier Squadron, Medium on 23 June 1948. In 1949 the squadron was redesignated a Troop Carrier Squadron, Heavy.

At Greenville, the 36 continued to support the 82d Airborne Division's training at Fort Bragg. The squadron also received more diversified assignments. For example, in December 1948 one of its C-82s helped to rescue personnel of an Air Force C-47 stranded on a Greenland ice flow. In 1949, five C-82 Packets from the 36 dropped bales of hay for cattle stranded by snow in western Nevada. The squadron's work with gliders also continued. Two C-47s were assigned in the late summer of 1949 for training in glider pickups at Pope Air Force Base.

On 4 November 1949 the 36 Squadron moved to Smyrna (later Stewart) Air Force Base In Tennessee, where the designation of the 36 was again changed back to "Medium".

Early 1950 found the 36 Squadron preparing to transition from the C-82 to the larger, similarly configured C-119 Flying Boxcar, built by Fairchild Aircraft. In February, maintenance personnel began attending a C-119 mobile training unit school. The first C-119 reached Stewart in April, and the squadron's C-82s began their exodus to other bases. The squadron still used the C-82s in early April to train with elements of the 101st Airborne Division at Camp Campbell in Kentucky. The C-82s were also used for Operation SWARMER at Laurinburg-Maxton Airfield in North Carolina. In May 1950, the squadron used ten C-119s for a Group Air Transportability mission at Fort Sill, Oklahoma.

In July 1950 all sixteen of the squadron's C-119Cs transferred to the 314th Troop Carrier Group, which then left for duty in Japan and Korea. The C-119Bs received in exchange were returned to the factory to be upgraded with extra fuel tanks. As a result, the 36 Squadron had no aircraft. By mid-September, the situation was alleviated when the squadron received several C-82s and a few C-119s. By New Year's Day 1951, the squadron was again fully equipped with C-119Cs.

During much of January and February 1951, the squadron supported the 101st Airborne Division at Camp Campbell and the 82d Airborne Division at Fort Bragg with airdrop and aerial resupply missions. In April, the squadron took part in a test of Alaskan air and ground defenses when a battalion of the 82d Airborne Division was transported to the Yukon Territory and then dropped into a combat training area in Alaska.

From 1 June 1951 through 31 July 1952, the 36 Squadron trained C-119 replacement crews for the 314th Troop Carrier Group, which was still based in Japan and operating into Korea. After the school closed the 36 furnished the 314th with a number of crews comprised of Eagle Airlifters.

Even during the period of combat crew training the squadron continued to transport cargo and passengers and to support the training of Army units. For example, 530 troops and 15 tons of equipment of the 31st Infantry Division were airlifted to and from maneuvers in Texas in the spring of 1952. Later in the spring, three of the 36's Flying Boxcars, staging from Thule Air Base in Greenland, carried supplies to five U.S. weather stations located on the northern islands of Canada's Northwest Territories and one at Nord, Greenland.

The next two years at Stewart went by in much the same fashion. Then, on 15 November 1954, the 36 and the 316th moved from Stewart to Ashiya Air Base, Kyushu, Japan. The 316th, which for several years had been part of Tactical Air Command, was attached to the 483d Troop Carrier Wing, Far East Air Forces (FEAF). On 18 March 1955, the squadron and group became part of FEAF's 315th Air Division, Combat Cargo.

Upon arrival in Japan the 36 acquired personnel and equipment, including C-119Gs from the 50th Troop Carrier Squadron. While at Ashiya, the 36 Squadron participated in the movement of Army and Air Force personnel and equipment, including the 95th Bombardment Squadron, between bases throughout Japan, Korea, Formosa, and Thailand. The 36 also shared in the 483d Wing's support of the 187th Regimental Combat Team. These missions continued for two and a half years, until the deactivation of the 36 Troop Carrier Squadron on 18 June 1957.

On 15 November 1965, the 36 again lost its "Medium" designation and was activated and assigned to Tactical Air Command. The squadron assembled at Langley Air Force Base, Virginia on 8 April 1966. They were again assigned to the 316th Troop Carrier Wing, Assault.

For six months after its activation, the 36 was the only tactical squadron of the 316th Wing. Its mission consisted of airlifting troops, equipment, and supplies into combat, resupplying those forces, and evacuating casualties if necessary. During 1966 the squadron trained with the Lockheed C-130 Hercules and began participating in operational flights to the Azores, South America, and Southeast Asia. In February 1967, the 36 became operational and deployed to RAF Mildenhall, England, for three months. While overseas the squadron flew support missions for U.S. and NATO forces and for U.S. embassies in communist countries, airlifted U.S. infantry units from Germany to Spain, evacuated nearly 5,000 people from Libya during a period of unrest, and evacuated people of various nationalities from Jordan during the brief Arab-Israeli

War. The unit also became the 36 Tactical Airlift Squadron, a title more appropriate to its current duties.

During the latter half of 1967 the squadron, operating from Langley AFB, flew its C-130s on missions to Thailand, Vietnam, Panama, Greece, and Germany. Within the United States it airlifted troops to quell riots in Detroit and to control an anti-war demonstration at the Pentagon. It flew sandbags to Texas for flood control and carried supplies to Arizona for Native Americans isolated by heavy snow.

During 1968, the 36 Tactical Airlift Squadron (TAS) continued to maintain a global commitment. The Eagle Airlifters flew missions to Europe, Central America and Southeast Asia. The squadron deployed to RAF Mildenhall, and had an area of responsibility that extended from Norway to Africa and to a longitude of ten degrees west of Pakistan. From 10 May to 19 May 1968, the 36 participated in PATHFINDER EXPRESS, one of the largest airlift efforts in Europe since World War II.

Upon their return from RAF Mildenhall, the squadron was tasked by United States Air Forces, Europe (USAFE) to evacuate approximately 5000 personnel from air bases throughout Libya. Thirteen crews from the 36 also participated in CREEK DIPPER, an emergency evacuation of civilians from Jordan. These crews distinguished themselves by successfully completing CREEK DIPPER despite the fact that most of the airfields used were either destroyed or abandoned. The squadron received the Air Force Outstanding Unit Award on 20 March 1968 in recognition of its outstanding accomplishments.

On 20 February 1969, the 36 again deployed to RAF Mildenhall. During the deployment, the squadron supported the Apollo 11 moon landing mission, and airlifted food to several bases in Turkey during the Turkish Union labor strike against United States installations. After their return from RAF Mildenhall, the 36 found themselves flying in support of a humanitarian relief effort in response to Hurricane Camille. The squadron ended the year on a happier note by airlifting eighty-eight tons of Christmas trees to U.S. personnel throughout Europe.

23 May 1969 A drunken U.S. Air Force assistant crew chief, Sgt. Paul Adams Meyer, 23, of Poquoson, Virginia, suffering anxiety over marital problems, starts up a Lockheed C-130E Hercules, 63-7789, of the 36 Tactical Airlift Squadron, 316th Tactical Airlift Wing, on hardstand 21 at RAF Mildenhall and takes off in it at 0655 hrs CET, headed for Langley AFB, Virginia. At least two North American F-100 Super Sabres from RAF Lakenheath, a C-130 from Mildenhall, and two RAF English Electric Lightnings are sent aloft to try to make contact with the stolen aircraft. The Hercules crashes into the English Channel off Alderney (5000N, 0205W) 90 minutes later. In the last transmission from Meyer, to his wife, in a link-up over the side-band radio, he stated "Leave me alone for about five minutes, I've got trouble." There is speculation whether the Hercules was shot down. Some wreckage was recovered but the pilot's body was never found. Meyer had been arrested for being drunk and disorderly earlier in the morning in the village of Freckenham and had been remanded to quarters, but sneaked out to steal the Hercules.



On 27 January, 1970, the Eagle Airlifters flew the first scheduled medical air evacuation to use a C-130. The crew identified the problems they encountered so that the C-130 could be employed routinely on medical air evacuations. This humanitarian mission was to set the tone for the remainder of the year. The squadron participated in Operation FIG HILL, during which ten aircraft deployed to Germany to airlift a Mobile Army Surgical Hospital to Amman, Jordan at the request of the International Red Cross. In September 1970, the 36 flew twenty hours in preparation for a possible operation to rescue hostages held by Pakistani guerrillas in Jordan. The actual operation never occurred.

1970 also saw the Eagle Airlifters visit the Royal Air Force's 36 squadron. The visit proved an excellent forum for the exchange of ideas and tactics, as well as an opportunity to get acquainted with a sister squadron. The success of the visit led to plans for the Eagle Airlifters to visit the 36 squadrons of the Royal Canadian Air Force and the Royal Australian Air Force, both of which also fly the C-130.

The 36 TAS again flew in support of the Apollo program in 1971. One aircraft deployed to Ascension Island to aid in search and rescue efforts in the event of a mishap. Although the Apollo launch and recovery went smoothly, the Eagle Airlifters faced a rescue situation. Enroute to Ascension Island, the crew heard a Mayday call from a civilian aircraft. The civilian pilot, enroute to Africa from South America, reported that he was lost and his fuel tanks were near empty. The crew used the civilian pilot's reported position in relation to a group of thunderstorms to determine his actual location. They then directed him to the nearest land, where he made an uneventful landing. The 36 crew was credited with a save.

From August to September 1971, the 36 TAS again deployed on rotation to RAF Mildenhall, England. The deployment consisted primarily of prepositioning aircraft to Greece in support of NATO exercises. Upon returning from RAF Mildenhall, the squadron deployed to Howard Air Base in the Canal Zone, from November to December 1971, to support United States Southern Command throughout Central and South America.

Operations were quiet until late April of 1972, when the North Vietnamese began a large offensive in South Vietnam. Thirty three crews were attached to the 374 Tactical Air Wing (TAW) at Ching Chuan Kang Air Base, Taiwan, thus creating the largest Tactical Air Wing in the Air Force. The 374 TAW provided virtually all United States C-130 airlift support in South Vietnam. While deployed to Taiwan, crews from the 36 flew several missions in South Vietnam. During the battle in Kantum, Eagle Airlifters, threatened by rocket and mortar attacks, were among the first to bring relief supplies into the beleaguered village. The 36 remained at Ching Chuan Kang Air Base until the end of August.

Later in 1972, torrential rain and widespread flooding occurred in the Philippines. As a result, several aircrews from the 36, participating in a massive relief effort, spent nineteen days flying food and supplies from Manila to Clark Air Base.

The Eagle Airlifters continued their humanitarian efforts during 1973. Two crews from the 36 participated in the final evacuation of volcano ravaged Heimaey Island in Iceland. The squadron also joined in several humanitarian efforts while deployed to Howard Air Base in the Canal Zone. These included flying men and equipment into Guatemala to aid that country in recovering from severe flooding, and airdropping rabies serum to a U.S. Navy destroyer off the coast of Columbia for a seaman who was bitten by a bat. Also during the deployment to Howard Air Base, a crew from the 36 joined in a search for survivors of a sunken U.S. tugboat. The crew located three survivors and directed rescue boats into the area by dropping flares.

In the fall of 1973, four Eagle Airlifter crews flew to Thailand to support the return of twelve F-105s and thirty-six F-4s to the United States.

1974 and 1975 were relatively quiet years for the 36 TAS because the energy crisis significantly reduced the available flying time. The squadron deployed on two rotations, one to RAF Mildenhall, and one to Rhein-Main Air Base, Germany. Both of these rotations supported USAFE.

In April 1976, the 36 TAS moved from Langley AFB, Virginia, to its current location at McChord AFB, Washington. The squadron was assigned to the 62d Military Airlift Wing (MAW), and became a Military Airlift Command (MAC) asset. The move presented numerous logistical problems. Some of these problems included the construction of an assault landing strip, and the addition of new drop zones required for proficiency and training. These problems, coupled with McChord's weather patterns, initially reduced the flying time. After the 36 settled into its new home, the pace of operations increased.

The 36 began flying regular missions to Alaska and the Pacific.

They also began to train with Fort Lewis on several Joint Airborne/Air Transportability Training (JA/ATT) missions, thus beginning a close relationship with Army personnel at Fort Lewis that is still enjoyed today.

Though flying was reduced in 1976 as a result of the squadron's relocation, the Eagle Airlifters still deployed to Howard Air Base in the Canal Zone in August. While deployed, crews from the 36 again participated in relief efforts in Guatemala. The effort resulted in the movement of men and equipment to Guatemala City in response to a devastating earthquake. Within 16 hours of the quake, 65 sorties moved 471 passengers and 327.2 tons of cargo.

In 1977, the 36 TAS was nominated for the Military Airlift Command's Outstanding Tactical Airlift Squadron of the Year award. The 9th Infantry Division selected the squadron as the most dependable airlift unit during Operation BRAVE SHIELD. The 36 participated in many Joint Chiefs-of-Staff (JCS) directed exercises in addition to BRAVE SHIELD. The squadron trained in an arctic environment during JACK FROST, demonstrated combat readiness during GALLANT CREW and again in DAWN PATROL, and practiced combat tactics during RED FLAG. The Eagle Airlifters also went to Anchorage, Alaska, to help train the 176 Tactical Air Guard (Kulis Air Guard). The

highlight of the year involved a 36 crew participating in a local search and rescue. The crew located three survivors from two downed aircraft, pinpointed their position for rescue personnel, and were credited for saving three lives.

1978 was a busy year for the 36 TAS. The squadron saw an increase in its role in JCS exercises and JA/ATT missions. The squadron training section also initiated several opportunities for the 36 TAS to interfly with other squadrons. This occurred prior to MAC's emphasis on interflight between Tactical Airlift Squadrons.

The 36 again deployed to RAF Mildenhall in May 1978. While participating in VOLANT PINE, Eagle Airlifters landed in virtually every country in Europe. On 16 June, the 36 received orders for a possible deployment to Zaire due to civil unrest. Less than twelve hours later, eleven crews were processed and airborne. The Commander-in-Chief of Military Airlift Command sent a message citing this as "a graphic demonstration of MAC system readiness".

In August 1978, the MAC Inspector General certified the 36 TAS as mission ready to be the C-130 prime nuclear airlift force (PNAF) for the United States and the Pacific. The first PNAF mission departed in October.

On 10 December 1978, the entire United States Air Force C-130 fleet was grounded because of a need for extensive repairs and maintenance. The fleet remained grounded for most of December.

In 1979, the 36 TAS logged its 100,000th hour flying the C-130. The squadron was again nominated for Military Airlift Command's Outstanding Tactical Airlift Squadron of the Year award. 1979 kept the Eagle Airlifters busy flying over three hundred JA/ATT missions, as well participating in JCS exercises JACK FROST, TEAM SPIRIT, SOLID SHIELD, and BRAVE SHIELD.

Flying operations in 1980 resembled those in 1979. The 36 TAS airdropped on 40 different drop zones and participated in numerous exercises. On 18 May 1980, normal operations were shaken up when Mount St. Helens erupted in southern Washington. A crew from the 36 diverted from the local pattern to the site of the eruption. The crew then served as a communications link between the Washington State Emergency Action ground coordinators and several aircraft in the area performing search and rescue operations. The crew remained airborne in the proximity of the hazardous ash cloud for over five hours and was subsequently awarded the Air Medal.

On 25 May 1980 another eruption occurred, and the 62d Military Airlift Wing implemented operations plan Volant Volcano, which was developed as a result of the first eruption. The plan called for the evacuation of all of the 62d's operable aircraft. All operable C-130s were airborne in two hours. All personnel involved were recommended for the Air Force Commendation Medal and the Air Medal. As a result of its superior performance, Military Airlift Command designated the 36 TAS its Outstanding Tactical Airlift Squadron for 1980.

The years 1981 and 1982 proved to be busy years for the 36 TAS. The squadron achieved

130,000 accident-free flying hours, underwent several evaluations, flew an increasing number of JA/ATT missions, and participated in numerous JCS exercises both at home and abroad. They also received the Nuclear Safety Plaque for flying thirty mishap-free PNAF missions. As a result, they were nominated in both 1981 and 1982 for the Military Airlift Command's Outstanding Tactical Airlift Squadron of the Year award.

In addition to a demanding pace of operations in 1983, the 36 found themselves supporting U.S. operations in the Caribbean nation of Grenada. Their primary mission involved flying critical equipment into Pope AFB, North Carolina, where it was then transported into Grenada. One crew from the 36 delivered supplies to McChord's 62d Security Police Squadron (SPS) . The 62d SPS had deployed in defense of Pt. Salinas airfield, Grenada. The Eagle Airlifters brought packages and news from home, greatly enhancing the morale of the security policemen.

The 36 TAS again distinguished themselves in 1984. On 7 June, during exercise GRANADERO I, the Eagle Airlifters planned, briefed and led the largest international airdrop in history to the Jamastran drop zone, Honduras. Crews from the 36 airdropped 720 U.S., Salvadoran and Honduran paratroopers. 1984 also found the squadron resupplying the Distant Early Warning System sites known as the DEW line. The crews had to build their own pallets and overcome numerous logistical problems, such as non-standard cargo and a lack of Air Traffic Control services.

Late in 1984, the 36 flew a C-130 from McChord AFB to Norton AFB, California, to participate in an infrared signature comparison of the desert paint scheme and the European paint scheme. The mission involved demanding high and low altitude flying against various simulated threats.

Perhaps the most rewarding experience of 1984 occurred over the Pacific Ocean. An Eagle Airlifter crew, returning to Hawaii from Wake Island, overheard a civilian aircraft requesting assistance from Honolulu Air Traffic Control Center. The aircraft, a Cessna 206, was returning to Hawaii from American Samoa when the pilot found himself critically low on fuel. The 36 crew took the initiative and intercepted the Cessna, hoping to escort him safely to shore. The Cessna made it to within nine miles of shore when the pilot informed the 36 crew that he had run out of fuel, and was forced to ditch his aircraft in the sea. After a successful ditching, the Eagle Airlifters maintained visual contact with the downed aircraft and directed Coast Guard search and rescue forces to the site. The crew was credited with saving the lives of the pilot and his passengers.

In 1985 and 1986, members of the 36 TAS demonstrated their abilities in several exercises, including BRIM FROST, VOLANT RODEO, BIG PINE III and BRIGHT STAR 85. They also supported USAFE operations while deployed to RAF Mildenhall.

Toward the end of 1985, the 36 broke the on-time takeoff record at McChord with a string of 144. The previous record of 116 was held by McChord's C-141 fleet. The record was again broken in 1986 when the 36 accumulated 176 on-time takeoffs.

Major change for the 36 TAS occurred in 1987. Until then, the 62 MAW maintained Military Airlift Command's only mixed fleet of C-141s and C-130s. Congress indicated that deactivation of the 36 TAS would occur before the year's end. In December, a subsequent change to the congressional plan left one-half of the C-130s in place at McChord. The 36 reduced its force in anticipation of deactivation and, as a result, the 4th Military Airlift Squadron (MAS) assumed responsibility for the PNAF mission. On 29 June 1987, pending the deactivation of the 36 TAS, the squadron performed a fly-by over central and western Washington involving fourteen C-130s. The fly-by was the last salute for the 36 TAS.

In 1988, the 36 TAS strength dropped to ten C-130s, and the squadron lost its Low Altitude Parachute Extraction System (LAPES) qualification. Despite the reduction in numbers, the 36 managed to stay busy. The squadron had an exchange with the Brazilian Air Force, sending nine Eagle Airlifters to Brazil, and hosting several Brazilians. The 36 also distinguished themselves by supporting massive fire-fighting efforts in and around Yellowstone National Park.

1989 found the 36 preparing to convert from the 36 Tactical Airlift Squadron to the 36 Military Airlift Squadron. This entailed a transition from the C-130 to the C-141. Special Order GA-85, dated 7 July 1989, directed the 36 TAS to be redesignated the 36 MAS, effective 1 October 1989. On 28 August 1989, the last C-130 Hercules left McChord piloted by the squadron commander, Lt. Col. James W. Mueller. Only twenty people remained Eagle Airlifters after the transition.

The 36 found themselves adjusting to a changing environment. Their new aircraft, the Lockheed C-141B Starlifter, received a technical order in August of 1989 mandating inspections for wing cracks. Flight restrictions were imposed on the entire C-141 fleet in September of 1989. Ten McChord aircraft did indeed have wing cracks and were grounded for repairs.

In the latter part of 1989, the 36 MAS, fully qualified in the C-141, supported the protection of American interests in the Panama Canal zone in Operation JUST CAUSE. The operation was successful and the 36 had proven itself totally mission capable in the C-141.

The real test came in August of 1990, when Iraq invaded Kuwait. This led to Operations DESERT CALM. Ultimately, the airlift to the Middle East dwarfed the Berlin airlift, and required the total commitment of the United States Air Force. Members of the 36 flew well over one thousand sorties to the Middle East in the most demanding of conditions. Eagle Airlifters often exceeded maximum duty days in order to accomplish their mission. Despite the demands placed on the crews, all of the hours flown by the 36 in support of operations in the Middle East were accident free.

After the Gulf War, during DESERT CALM, crews from the 36 participated in Operation PROVIDE COMFORT, the humanitarian relief effort for the Kurdish refugees from Iraq. Shortly after PROVIDE COMFORT, the Eagle Airlifters found themselves on the other side of the world in Operation FIERY VIGIL, a response to the eruption of Mt. Pinatubo in the Philippines. The 36 helped to evacuate thousands of people from the area, and were the first to take evacuees

from Guam to Hawaii. Toward the end of 1991, while deployed in the Pacific Theater, members of the 36 assisted victims of severe flooding in Bangladesh. Eagle Airlifters also participated in Operation SAFE HARBOR, involving emergency humanitarian assistance for Haitian refugees. On 4 December 1991, the 36 Military Airlift Squadron became the 36 Airlift Squadron (ALS) in response to the forthcoming structural change in the Air Force.

Two crews from the 36 left for Russia with food and supplies to aid that country in its transition away from the former Soviet Union. The 36 ALS can anticipate additional interaction with the Russian people.

The Eagle Airlifters demonstrated that airlift is as critical at home as it is abroad when they were tasked to fly troops and supplies to the Los Angeles area in an effort to quell civil unrest. Three crews from the 36 were diverted from other missions at the last minute to support the movement, while the remainder were placed in a standby alert. Fortunately, the diverted crews were able to airlift the necessary supplies and troops. As a result, no additional crews were needed.

The 36 Airlift Squadron at Yokota AB, Japan, is trading its old C-130Es for newer C-130Hs, with final deliveries expected by May. The conversion will bring 50 airmen and their families to Yokota by the end of March. The 36 is the Air Force's only forward-based tactical airlift squadron in the Pacific region. 2007

A C-130E crew from the 36 Airlift Squadron at Yokota AB, Japan, flew J. Thomas Schieffer, US Ambassador to Japan, and Lt. Gen. Bruce Wright, US Forces Japan commander, to Niigata Prefecture on 18 July to deliver 10,000 pounds of water and 100 air conditioning units for victims housed in public facilities following an earthquake that occurred in the area on 16 July. Two days after a massive earthquake struck Peru on 15 August, a crew from the 135th Airlift Group, the Air National Guard unit in Baltimore, Maryland, was diverted from a supply run in Puerto Rico to Lima to support the relief effort there. The Baltimore C-130J crew flew in a mobile surgical team on its first mission in Peru. 2007

After the island of Yap in Micronesia was devastated by Typhoon Sudal on 10 April, two C-130E, four aircrews and six crew chiefs from Yokota AB, Japan, spent five days flying humanitarian missions to the island. Flying out of Andersen AB, Guam, they flew eleven missions and delivered thirty-one passengers and 102.4 short tons of cargo supporting Federal Emergency Management Agency relief efforts. One of the crews flew in 56,000 pounds of cargo, including four industrial generators to get the island's power running again. Relief supplies included water, juice, baby food, and other nonperishable foods the islanders needed.

Airmen and C-130s from the 36 Airlift Squadron based at Yokota AB, Japan, landed in Sri Lanka for a week of humanitarian response drills with Australian, Malaysian, and Sri Lankan partners. Pacific Airlift Rally, sponsored by Pacific Air Forces, is an "opportunity to work with and understand the procedures and philosophies adapted by the other nations that may come to our aid in a time of need," said Sri Lankan squadron commander Sarike Aranyake, of the SLAF's

2nd Airlift Squadron. "It also prepares us to help out in a situation anywhere in the world," he added. Held this year at Colombo airport, the biannual exercise began Aug. 22, with aircraft and more than 300 airmen from all four nations participating. 2011

C-130s and airmen with the 36 Airlift Squadron assisted in a first on Aug. 12, helping Japanese soldiers airdrop onto US soil. Soldiers with the 3rd Battalion, 1st Airborne Brigade of the Japan Ground Self-Defense Force joined US Army soldiers with the 1st Battalion (Airborne), 501st Infantry Regiment to jump as part of a simulated airfield seizure exercise for exercise Red Flag-Alaska at JB Elmendorf-Richardson. The training scenario focused on C-130s, protected by "blue air" fighter aircraft, attempting to seize an airfield while aggressor aircraft attempted to "shoot down" the aircraft, Red Flag officials. Several countries involved in the exercise, including the US, South Korea, Japan, the United Kingdom, Australia, New Zealand, and Thailand, participated in the scenario. Red Flag-Alaska, Pacific Air Forces premiere training mission, runs through Aug. 21 at Elmendorf-Richardson and Eielson Air Force Base. 2015

Crew members with the 36 Airlift Squadron fly over Ettal Atoll, Federated States of Micronesia, Dec. 9, 2015, during Operation Christmas Drop-a humanitarian aid, disaster relief training event where C-130 aircrews perform low-cost, low-altitude airdrops on unsurveyed drop zones while providing critical supplies to 56 islands throughout the Commonwealth of the Northern Marianas, Federated States of Micronesia and Republic of Palau. The annual operation highlights US and allied airpower capabilities to orient and respond to activities in peacetime and crisis. 2015

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