

46 AIR REFUELING SQUADRON, HEAVY



MISSION

LINEAGE

46 Ferrying Squadron established, 1 Dec 1942

Activated, 2 Dec 1942

Redesignated 46 Transport Squadron, 24 Mar 1943

Disbanded, 30 Sep 1943

Redesignated 46 Air Transport Squadron, Medium, and activated, 1 Jul 1954

Inactivated, 8 Apr 1956

Redesignated 46 Air Refueling Squadron, Heavy and activated, 1 Apr 1961

Organized, 1 Apr 1961

Activated, 1 May 1960

Inactivated, 8 Oct 1993

STATIONS

Wadi Seidna, Sudan

Kelly AFB, TX, 1 Jul 1954 – 8 Apr 1956

K. I. Sawyer AFB, MI 1 Apr 1961 – 8 Oct 1993

ASSIGNMENTS

13 Ferrying Group, 2 Dec 1942 – 30 Sep 1943

1700 Air Transport Group, 1 Jul 1954 – 8 Apr 1956

4042 Strategic Wing, 1 Apr 1961

410 Bombardment Wing, 1 Feb 1963

410 Operations Group, 1 Sep 1991 – 8 Oct 1993

WEAPON SYSTEMS

C-54

KC-135

COMMANDERS

Lt Col Winfred H. Meibohm

Lt Col C. Hunter Smith

Lt Col Laurence Maher, Jr

Lt Col Ronald L. Brumbaugh

Lt Col Wilson W. Howard

Lt Col Samuel E. Dyke

Lt Col Bertram G. Brunner

Lt Col Edward G. Palm

Lt Col Martin D. Klena

Lt Col Frank Elliott

Lt Col Alvin W. Langford

Lt Col Donald D. Luenenberg

Lt Col Richard E. Ring

Lt Col Donald S. Croston

Lt Col Richard L. Trail

Lt Col Robert L. Hohman

Lt Col Ronald B. Childers

Lt Col Dale R. Liesch

Lt Col William G. Manire

Lt Col Richard W. Salsbury

Lt Col William E. Rutter

Lt Col Brian W. Horst

Lt Col Russell Deming

Lt Col James Nakauchi

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



MOTTO

OPERATIONS

The 46 Ferrying Squadron was activated on December 2, 1942 at Wadi Seidna Airport, Anglo-Egyptian Sudan. The 46 was assigned to the 13th Ferrying Group who assigned area took in the territory from El Geneine, Anglo-Egyptian Sudan, to Karachi, India (now Pakistan), and from Cairo, Egypt, to Tehran, Iran. The 46 was responsible for the aerial transportation of personnel, supplies and mail throughout this area. The squadron was redesignated the 46 Transport Squadron on March 24, 1943. With the reorganization of the Africa Middle East Wing (AMEW), the 46 was disbanded on September 30, 1943 when the group and squadron organizations of the Central African Sector (CAS) were disbanded and replaced by stations. The 13th Transport Group, its assigned squadrons, and all personnel and equipment were absorbed by the newly created Station #20, AMEW-ATC, Khartoum.

Reconstituted and redesignated the 46 Air Transport Squadron, Medium, the 46 began operations at Kelly AFB, Texas, in July 1954. The 46 operated primarily as a training squadron until April 1955, at which time it became a full strength squadron. The primary mission of the 46 was to provide air movement of personnel and supplies over almost two-thirds of the globe as designated by higher headquarters. The secondary mission was to train new Military Air Transport Service (MATS) personnel and to make them an integral part of the squadron. The 46 Air Transport Squadron inactivated on April 8, 1956.

When the 923rd Air Refueling Squadron, Heavy, was discontinued and inactivated on April 1, 1961, the 46 Air Refueling Squadron, Heavy, was organized and gained the mission, personnel, and equipment of the 923rd. Stationed at K.I. Sawyer Air Force Base, Michigan the 46 flew

regular, reflex, alert, and training refueling missions; its tankers refueled TAC fighters being deployed or rotated overseas, and those returning to the United States. Aircrews of the 46 were deployed to assist in refueling operations during the Cuban Missile Crisis; it also sent aircraft and crews to Southeast Asia to support combat missions of SAC bombers and TAC fighters. The 46 deployed aircraft and crews for tanker task forces operating out of Alaska, Spain, Labrador, and in the Great Lakes region. The squadron maintained operational readiness to conduct air refueling operations with the KC-135A as specified by higher headquarters until its inactivation.

Supported Chrome Dome operations as part of Great Lakes Tanker Task Force. 1966

46 Air Refueling Squadron provided air refueling support for Operations Young Tiger, Spanish Tanker Task Force, Snow Time, Air National Guard Training, Eieslon Tanker Task Force, and Aerospace Defense command aircraft. 1969

Supported Business Effort missions and maintained tanker aircraft at various locations as part of Tanker Task Forces. Supported Desert Shield deployments and deployed tankers to Jeddah and King Khalid, Saudi Arabia.

1976 26 September

A USAF Boeing KC-135A-BN Stratotanker, 61-0296 of the 46 Air Refueling Squadron, Strategic Air Command on a routine tanker training mission en route from K.I. Sawyer AFB, Michigan, to Offutt AFB, Nebraska (two sources list Wurtsmith AFB, Michigan as its destination), crashes at 0830 hrs. EDT in a densely wooded swampy area near Alpena, Michigan, killing 15 of the 20 on board. Sole witness to the accident, Hubbard Lake farmer Elmer Liske, 48, saw the aircraft flying low over the treetops. "It suddenly started to go down", Liske said. "It blew up, and I saw a big ball of fire, and then it exploded several more times." Capt. John Harrison, 33, of Ravenswood, West Virginia; Capt. Clifford Call, of Seattle, Washington; 1st Lt. Dwain E. Crane, 26, of Pine Bluff, Arkansas; and Capt. Frederick Anderson, 32, of Upper Saddle River, New Jersey, were transported to Brooke Army Medical Center burns unit in San Antonio, Texas. Airman Dale J. Solon of Lakewood, Ohio, escapes serious injury in the crash and explosion Sunday of the tanker. He is released 27 September from Alpena General Hospital, and the Air Force assigns him to the team investigating the disaster. KWF are Major Rederick Wrinkle; Major Daniel H. Craven; Capt. Charles R. Adam; Capt. Richard G. Dankey; Capt. Oscar W. Dugan; Capt. William H. Warren, Jr.; Capt. Jerry B. Richardson; Capt. Van P. Cook; Capt. Richard N. Smithwick; Capt. David A. Phelps; Capt. Jack A. Kuzanek; Lt. Ronald P. Roach; Lt. Robert S. Witt; Tech. Sgt. Gary L. Carlson; and Sgt. James M. Singleton. All the men except for Lt. Witt and Capt. Adam, who were from Kincheloe Air Force Base, were attached to Sawyer AFB. Possible cabin pressurization problem may have led to the accident.

The second accident happened on January 31, 1989 at Dyess AFB, TX. The crew involved included A/C Robert M. Llewellyn, CP Kenneth Brackney, N Joseph A. Nellis and BO David Vickers of the 307th and aircraft 63-7990. This accident occurred at 12:10 when the water injection failed on takeoff. There were 7 crewmembers and 12 passengers on board enroute to

Hickam AFB and Guam

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

Air Force Historical Research Agency, U.S. Air Force, Maxwell AFB, Alabama.