

50 AIR REFUELING SQUADRON



MISSION

50 Air Refueling Squadron mission is global engagement through air refueling and airlift support of our national interests and resident Combatant Commanders.

LINEAGE

50 Transport Squadron constituted, 30 May 1942
Activated, 15 Jun 1942
Redesignated 50 Troop Carrier Squadron, 4 Jul 1942
Inactivated, 27 May 1946
Redesignated 50 Troop Carrier Squadron, Medium, 20 Sep 1949
Activated, 17 Oct 1949
Redesignated 50 Troop Carrier Squadron, 1 Jan 1967
Redesignated 50 Tactical Airlift Squadron, 1 Aug 1967
Redesignated 50 Airlift Squadron, 1 Dec 1991
50 Airlift Squadron on 1 Dec 1991; 50 Air Refueling Squadron on 1 Oct 2017

STATIONS

Drew Field, FL, 15 Jun 1942
Bowman Field, KY, 24 Jun 1942
Sedalia AAFld, MO, 4 Nov 1942
Lawson Field, GA, 22 Feb-3 May 1943
Berguent, French Morocco, 21 May 1943
Kairouan, Tunisia, 26 Jun 1943
Castelvetrano, Sicily, 2 Sep 1943-16 Feb 1944
Saltby, England, 6 Mar 1944

Poix, France, 5 Mar 1945
Villacoublay, France, c. 1 Dec 1945-15 Feb 1946
Bolling Field, DC, 15 Feb-27 May 1946
Smyrna (later, Sewart) AFB, TN, 17 Oct 1949-27 Aug 1950
Ashiya AB, Japan, 4 Sep 1950-15 Nov 1954
Sewart, AFB, TN, 15 Nov 1954-c. 26 Dec 1965
Clark AB, Philippines, 26 Dec 1965
Kung Kuan (later, Ching Chuan Kang) AB, Taiwan, 28 Jan 1966-15 Aug 1973
Little Rock AFB, AR, 15 Aug 1973
MacDill AFB, FL, 1 Oct 2017-.

DEPLOYED STATIONS

Clark AFB, Philippines, 26 Jun-5 Sep 1954
Clark AB, Philippines, 29 Aug-20 Dec 1958 and May-Jul 1965
Evreux, France, 27 Mar-c. 15 Aug 1961
Rhein-Main AB, Germany, 1 Jun-18 Aug 1974, 3 Dec 1975-8 Feb 1976 and 4 Apr-14 Jun 1977
Clark AB, Philippines, 25 Apr-7 Jun 1975
RAF Mildenhall, England, 4 Sep-13 Nov 1976, 14 Jan-14 Mar 1978, 6 Aug-8 Oct 1979, 5 Dec 1980-12 Feb 1981, 5 Jun-14 Aug 1982, 4 Oct-14 Dec 1983, 2 Jun-14 Aug 1985, 3 Aug-16 Oct 1986, 5 Oct-16 Dec 1987, 3 Dec 1988-15 Feb 1989, 4 Aug-15 Oct 1991, 27 Nov 1992-31 Jan 1993, Ramstein AB, Germany, 7 Dec 1995-11 Mar 1996, 5 Dec 1997-30 Jan 1998, 26 May-26 Jul 1999

ASSIGNMENTS

314th Transport (later, 314th Troop Carrier) Group, 15 Jun 1942-27 May 1946
314th Troop Carrier Group, 17 Oct 1949
314th Troop Carrier Wing, 8 Oct 1957
315th Air Division, 26 Dec 1965
314th Troop Carrier (later, 314th Tactical Airlift) Wing, 23 Feb 1966
374th Tactical Airlift Wing, 31 May 1971
314th Tactical Airlift Wing, 15 Aug 1973
314th Tactical Airlift Group, 1 Nov 1978
314th Tactical Airlift Wing, 15 Jun 1980
314th Operations Group, 1 Dec 1991
463rd Airlift Group, 1 Apr 1997
463 Airlift Group, 1 Apr 1997- (attached to 86 Airlift Wing, 5 Dec 1997-30 Jan 1998, 26 May-26 Jul 1999); 19 Operations Group, 1 Oct 2008; 6 Operations Group, 1 Oct 2017-.

ATTACHMENTS

315th Air Division, 11 Sep-16 Dec 1958
322nd Air Division, 27 Mar-15 Aug 1961
Unkn, May-Jul 1965
322nd Tactical Airlift Wing, 1 Jun-18 Aug 1974
374th Tactical Airlift Wing, 28 Apr-6 Jun 1975

435th Tactical Airlift Wing, 6 Dec 1975-12 Feb 1976
513th Tactical Airlift Wing, 7 Sep-1 Nov 1976
435th Tactical Airlift Wing, 6 Apr-9 Jun 1977
513th Tactical Airlift Wing, 14 Jan-14 Mar 1978
513th Tactical Airlift Wing, 6 Aug-8 Oct 1979
313th Tactical Airlift Group, 5 Dec 1980-12 Feb 1981, 5 Jun-14 Aug 1982, 4 Oct-14 Dec 1983, 2
Jun-14 Aug 1985, 3 Aug-16 Oct 1986, 5 Oct-16 Dec 1987, 3 Dec 1988-15 Feb 1989, 4 Aug-
15 Oct 1991
313th Tactical Airlift Group, 27 Nov 1992-31 Jan 1993
86th Airlift Wing, 7 Dec 1995-11 Mar 1996
86th Airlift Wing, 5 Dec 1997-30 Jan 1998, 26 May-26 Jul 1999

WEAPON SYSTEMS

C-47, 1942-1945
C-47A
C-47B
CG-4, 1943-1945
L-4, 1945
C-82, 1949-1950
G-15, 1949-1950
YG-18, 1949-1950
C-119, 1949-1957
C-119B
C-119C
C-130, 1957

COMMANDERS

1st Lt Paul W. Trenkenschuh, 17 Jun 1942
2nd Lt Whitman R. Peek, 6 Jul 1942
2nd Lt Richard B. Ott, 15 Jul 1942
Maj Quinn M. Corley, 10 Nov 1942
Capt Joseph H. McClure, 26 Apr 1943
1st Lt Oral W. Lee, 21 May 1943
Capt Joseph H. McClure, 12 Jun 1943
Maj Cecil D. Daubenberger, 2 Jan 1945
Maj Willard W. Webb, 17 Jun 1945
Capt Alvah S. Hutson, 22 Sep 1945
Unkn, 15 Dec 1945-15 Feb 1946
None (Not Manned), 15 Feb-27 May 1946
Lt Col Elmer C. Blaha, 17 Oct 1949
Lt Col William H. Delacey, 26 May 1950
Maj Buford C. Blount, 18 May 1951
Maj Wayne Matson, 25 May 1951
Maj Joseph Severance, Jr., 26 Jan 1952

Maj Wayne J. Cowgill, 13 Aug 1952-Unkn
Lt Col Hubert K. Druhe, C. 1954
Maj B. P. Gibson, 15 Nov 1954
Lt Col Harry S. Dennis Jr., 22 Aug 1955
Maj Albert H. Francis, 25 May 1959
Lt Col William F. Kelleher, 15 Jun 1959
Lt Col Victor J. Crepeau, 10 Aug 1961
Lt Col William T. Phillips, 9 Jan 1963
Lt Col James W. Bradford, 21 Sep 1964
Lt Col Sydney R. Maxwell, 5 Nov 1965
Lt Col Victor Syphers, Feb 1967
Lt Col James S. Van Epps, Mar 1967
Col Clayton L. Balch, Mar 1968
Lt Col George P. Tarr Jr., 13 Jul 1968
Col Donald R. Scheller, 1 Nov 1969
Lt Col Russell A. New, Jun 1970
Lt Col Vernon E. Richardson, 1 Dec 1970
Lt Col Allyn M. Devens, 1 Jun 1972-15 Aug 1973
None (Not Manned), 16 Aug-15 Oct 1973
Lt Col Robert B. Patterson, 16 Oct 1973
Lt Col Taft N. Hensley, 3 Sep 1974
Lt Col Francis D. Riopel, 29 Nov 1975
Lt Col Larry G. Hodge, 3 Apr 1978
Lt Col Jerry M. Figgins, 10 Dec 1978
Lt Col William F. Corroum, 2 Feb 1979
Lt Col Gary L. R. Anderson, 11 Jan 1980
Lt Col Bruce L. Fister, 17 Jul 1981
Lt Col Paul L. Wilke, 8 Jul 1982
Lt Col Donald L. McSwain, 8 Jun 1984
Lt Col Burton V. Hammond Iij, 12 Mar 1986
Lt Col Richard A. Mentemeyer, 8 Jul 1988
Lt Col John W. Stone, Jun 1990
Lt Col Laurence A. Fariss, 17 Jun 1992
Lt Col Michael L. Finner, 8 Jul 1993
Lt Col Steven W. Dalbey, 5 Jun 1995
Lt Col Bruce K. Brooks, 3 Jul 1996
Lt Col Rowane A. Schatz Jr., 26 Feb 1998
Lt Col Glen A. Apgar, 30 Jul 1999
Lt Col Michael H. Thornton, 27 Jun 2000
Lt Col Tim Anderson
Lt Col Cameron W. Torrens, 2 Jul 2002
Lt Col Daniel Dagher, 1 Jul 2004
Lt Col Timothy J. Anderson, 6 Jan 2006
Lt Col Christopher G. Cantu, 10 Oct 2008

Lt Col Nathan Allerheiligen, 26 Jun 2009
Lt Col Jonathan T. Julian, 11 Mar 2011
Lt Col Michael J. Fellona, 5 Apr 2013
Lt Col James C. O'Brien III, 28 Apr 2015
None (Unmanned), 1 Apr 2016-1 Oct 2017
Lt Col Ricardo J. Lopez, 2 Oct 2017

HONORS

Service Streamers

Global War on Terrorism (GWOT-S)

Campaign Streamers

World War II

Sicily

Naples-Foggia

Rome-Arno

Normandy

Northern France

Rhineland

Central Europe

Korea

UN Defensive

UN Offensive

CCF Intervention

First UN Counteroffensive

CCF Spring Offensive

UN Summer-Fall Offensive

Second Korean Winter

Korea Summer-Fall, 1952

Third Korean Winter

Korea, Summer 1953

Southwest Asia

Defense of Saudi Arabia

Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Distinguished Unit Citations

Sicily, 11 Jul 1943

France, [6-7] Jun 1944

Korea, 28 Nov-10 Dec 1950

Air Force Outstanding Unit Awards with Combat "V" Device

1 Nov 1967-31 Dec 1969

12 Feb-17 May 1975

Meritorious Unit Award

1 Aug 2009-31 Jul 2011

Air Force Outstanding Unit Awards

6 May 1953-10 Sep 1954

11 Jan-14 Feb 1955

1 Jan 1960-31 Dec 1961

1 Sep 1962-15 Apr 1963

1 Jan 1975-30 Jun 1976

1 Jun 1985-31 May 1986

1 Jul 1991-30 Jun 1993

1 Jul 1993-30 Jun 1995

1 Jul 1995-31 Mar 1997

1 Apr 1997-30 Jun 1998

1 Jul 2000-30 Jun 2001

1 Jul 2001-30 Jun 2002

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 Jul 2005-30 Jun 2006

1 Jul 2006-30 Jun 2007

1 Aug 2009-31 Jul 2011; 1 Aug 2012-31 Jul 2014

Republic of Korea Presidential Unit Citation

1 Jul 1951-27 Jul 1953

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-28 Jan 1973

Philippine Republic Presidential Unit Citation

21 Jul-15 Aug 1972

EMBLEM



50 Tactical Airlift Squadron



50 Airlift Squadron emblem approved, 12 Dec 1994



50 Air Refueling Squadron emblem
Approved, 12 Dec 1994; newest rendition, 17 Oct 2018

MOTTO

TRANSPORTATUM CERTE IN CAELO--Transportation Assured
Red Devils

OPERATIONS

The tradition was born at Drew Field, Florida, on 15 June 1942 where the 50 Troop Carrier Squadron was first activated. Dubbed the "Red Devils," the unit would soon undergo a baptism-by-fire as they charged their C-47 into combat in May 1943. Launching aircraft from field "J" in Tunisia, they airdropped a battalion of 82d Airborne paratroopers during the invasion of Sicily, receiving their first Presidential Unit Citation. The 50 quickly earned its second Presidential Unit Citation for extraordinary heroism, determination and esprit-de-corps by flawlessly coordinating all troop carrier aircraft operations during Operation OVERLORD, the allied invasion of the European Continent, on June 5th, 6th and 7th, 1944 (D-Day). The unit continued to distinguish itself in various other European campaigns until its deactivation in 1946.

The 50 Troop Carrier Squadron was reactivated and armed with new C-119 in October 1949.

During the Korean War (1950-1953), furnished airlift between Japan and Korea and airdropped paratroops and supplies at Sukchon/Sunchon and Munsan-ni.

The 50 earned a third Presidential Unit Citation for gallantry and heroism while performing resupply missions to US Army and Marine units near the Chosin Reservoir, Korea in December 1950.

Even after heavy involvement in the Korean War, the 50 was continuously called upon for worldwide peacetime missions. In 1957, these missions welcomed the C-130.

Aircrews frequently flew combat support missions in Southeast Asia, 1966-1973.

The unavoidable decline in C-130 experience among crewmen was of concern especially in view of the increasingly demanding missions in Vietnam. Whereas in mid-1965 the 315th Air Division aircrewmembers averaged more than one thousand total hours in the aircraft, graduates of the stateside training program had only 165 hours. Many of the officers entering the pipeline were older men, creating a top-heavy rank structure in the Pacific squadrons. At the end of 1966, for example, the 50 Squadron at Ching Chuan Kang Air Base had seventeen lieutenant colonels and twenty-two majors. Although new to the C-130, many of these men were veteran flyers whose experience dated back to World War II. The majority of the aircraft commanders over the age of forty the so-called "Grey Berets" relished these flying duties after years of staff or administrative work. Most proved entirely capable of performing rigorous duty in Vietnam.

In January 1966, the increased involvement in Vietnam brought the 50 Tactical Airlift Squadron to CCK Air Base, Taiwan. The "Red Devils" flew 134 combat sorties and airlifted over 9,500 troops and 300,000 pounds of cargo during Operation GREEN LIGHT, in crucial support to the 25th Army Division. On 22 February 1967, the squadron participated in Operation JUNCTION CITY, one the first large-scale personnel airdrops in Vietnam. The 50 also helped supply 4 million pounds of runway equipment and supplies to the Marines at Khe Sahn. Less than a month later, with the base under siege, the "Red Devils" heroically aided in emergency resupply efforts. Many crews were decorated for heroism and airmanship for successfully accomplishing these missions in the face of intense ground fire and severely damaged aircraft.

The "Fighting Five-O" continued supporting US combat missions in Vietnam until the squadron's deactivation at CCK Air Base, Taiwan in the spring of 1973.

The squadron was reactivated at Little Rock AFB, Arkansas, in September 1973. In 1974, while on rotation at Rhein Main AB, Germany, the 50 airlifted the first wave of United Nations troops into Cyprus and continued their support through several resupply and humanitarian sorties.

The following April of 1975, the squadron switched hats from combat support to humanitarian relief. Now mobilized and deployed to Clark AB, Philippines, the 50 participated in Operation NEW LIFE, the airlift of Vietnamese refugees for resettlement. During the same deployment, four aircrews rescued the crew of the cargo ship SS Mayaguez, dropping a 15,000 pound bomb on Koh Tang Island as part of the operation.

A blizzard struck the eastern U.S. seaboard in February, 1977, prompting the 50 TAS to fly 25 relief missions into Niagara Falls International Airport in New York State. These planes brought needed supplies that would be transported by land to paralyzed Buffalo, New York. These missions, collectively designated "Operation Snow-Go," provided the 314th another opportunity to prove their commitment to the aid of their fellow man.

The 50 TAS assisted the Coast Guard in July while temporarily relocated to Barksdale Air Force Base in Louisiana during runway construction at "The Rock." A vessel foundering some 30 miles north of Grand Turk Island in the Bahamas radioed in an S.O.S. The C-130 helped conduct a successful search and rescue mission for the vessel's crew.

Sadly, the 314th TAW lost its third C-130E of the year along with her five-man crew on December 10. The 50 TAS aircraft (serial number 68-10951) crashed at Fort Campbell, Kentucky possibly due to a throttle control cable failure.

Four C-130's from the 50 TAS left for Torrejon AB, Spain on September 13. These aircrews would assist European transportation activities in the region until October 11. No sooner had these crews returned than three C-130's from the 61st T AS departed on October 14, for Minnesota. There, the aircrews took part in training exercises being conducted by the Minnesota Air National Guard.

In January 1979, crews deployed overseas on 2-hours notice in support of the Tehran, Iran evacuation. Staging out of Incirlik, Turkey, they flew numerous "bladder" missions to Tehran and logistical support missions throughout Turkey.

During December, the 50 TAS rotated to Rhine-Main AB, West Germany via Langley AFB, Virginia and Lajes Field, Azores. While there, the 50's crews flew to Bucharest, Romania, and Sidi-Ahmed, Tunisia to support American Embassies in the two countries. Embassy support would become regular business for air crews rotating outside the Continental United States.

Four Little Rock C-130's from the 50 TAS left the roost on September 1, 1983 for a month long cross-country exercise. The operation involved the movement of the Army's 194th Armored Brigade from Godman Army Air Field, Kentucky to Mountain Home Air Force Base in Idaho.

Meanwhile, the 50 TAS was rotated to Honduras for "Exercise Ahuas Tara II" (Big Pine II). During the operation, Lieutenant Colonel Steven D. Icenhower of the 50 served as commander of all airlift forces involved in Honduras. The 50 conducted training missions supporting Contra rebels near the Honduran and Nicaraguan border.

A 50 TAS C-130 became "Air Force Two" on August 18, 1984, when Vice President George Bush, his wife, and 31 others took to the air at Little Rock Air Force Base. In dress blues, the crew took the VP down to Pine Bluff for the closing ceremonies of the Bass Master's Classic fishing tournament. The crew later brought the Vice President back to Little Rock Air Force Base with a landing smooth enough to earn a compliment from the former WWII Navy flier.

Members of the 50 "Red Devils" TAS took part in "Red Flag 84-5" exercises near Nellis AFB, Nevada in late summer. The crewmen airlifted units under Simulated combat conditions in the hot desert sands. At one point in the exercise, the crewmen found themselves under "attack" by aggressor aircraft, but evaded the "enemy" with some fancy flying.

In late August, another "Red Devils" crew flew to Brazil to participate in an international exercise. The crew exchanged ideas and training insights with the Brazilians, and enjoyed a little rest and relaxation at Rio de Janeiro's Copacabana.

The 50 TAS returned from Bravo Squadron duties in "Volant Pine '85" on August 14, after two and a half months of TDY. Visiting the usual stops at RAF Mildenhall, Europe and the Middle East, the squadron flew 1,428 sorties and airlifted 4,960 tons of cargo and 17,152 passengers in 3,250 flight-hours.

Meanwhile, seven C-130's from the 50 TAS supported 82nd Airborne Division units during a joint readiness training exercise involving units from Pope AFB, North Carolina and Wright-Patterson AFB, Ohio. Various 314th TAW squadrons were connected to the 82nd Airborne Division during the next few years, with the unit often being moved by Little Rock Air Force Base assets.

During a training flight at Pope AFB, North Carolina, a 50 TAS C-130 piloted by Lieutenant Colonel Robert Choate flew fifty 82nd Airborne Division paratroops over the nearby Holland Drop Zone. Thundering in for a low-altitude delivery at 1,200 feet, the C-130 began dispatching its human cargo. After the troops departed the aircraft, load master Staff Sergeant John Marshall noticed that one of the soldiers was still attached by a stubborn static line and was being buffeted about in the turbulence of the plane. Peering out, Marshall could see the unconscious trooper's limp body twirled in the wind.

Sergeant Marshall and Sergeant Donald Burt of the 2nd MAPS struggled to retrieve the endangered soldier. The rescuers secured a strap beneath the troublesome static line and began reeling the man in with the static line retriever, a winch-like device attached by bolts to the cargo compartment's forward bulkhead. The two sergeants wrestled against the airflow to retrieve the uncooperative body laden with heavy parachutes and gear. With success almost at hand, the static line retriever was wrenched from the bulkhead. The soldier started to slip away. Sergeant Burt seized the paratrooper under his arms as Marshall leaped to his assistance. In a made-for-television moment, Burt and Marshall dragged the man aboard and became heroes.

The 50 TAS scored high in "Operation Cabanas '86" in Honduras. The joint exercise between America and Honduran forces involved C-141 Starlifters from the 30th MAS and C-130's of the 50 TAS. The "Red Devils" airdropped 302 tons of heavy equipment with an average drop score of 68 yards over 71 sorties in 286 hours. During the operation, a C-130 from the 50 T AS airdropped the one of the heaviest load ever parachuted from a C-130 up to the time: 36,340 pounds. All the goods were delivered undamaged surprising even the experts - who had expect to lose the normal 12% of their load during delivery. Shortly thereafter, the base's strategic assets were put into action.

From April 24 through May 14, 1986, the 50 and 61 st T AS sent nine aircrews to participate in "Operation Ocean Venture '86." The three-week exercise dictated the movement of 2,759 passengers and 375 tons of cargo between various locations in the Atlantic Ocean and Caribbean Sea. The aircrews visited Puerto Rico, Jamaica and Grenada as well as several other island nations. On the heels of this operation, a 61 st T AS aircrew found themselves braving -10 degree Fahrenheit temperatures above the Arctic Circle. Staging out of Winnipeg, Manitoba, the aircrew flew support missions to DEW Line stations at Shingle Point, Cape Parry, Lady

Franklin, Cambridge Bay, and Dewar Lake. During a landing at Lady Franklin, gravel from the airstrip damaged one of the plane's props. Braving the freezing temperatures, the aircrew replaced the damaged blade over the course of four hours.

The State Department called on the 314th to Lockheed C-130 aircraft have been known to carry many different things. But in September, the 314th's 50 TAS received an assignment that left them scratching their heads. Orders had been sent from 314th Head Quarters that Captain Chris Hair's crew would be participating in a Special Assignment Airlift Mission called "Volant Flipper. " This joint Air Force and Navy coordinated mission was fueled by both branch's insatiable need to know. Navy dolphins, trained to detect and plant mines, might be needed immediately in some far off place. Since sea travel can take days or weeks, the Navy wished to see if the dolphins could be transported by C-141 and C-130 aircraft. A C-141 lifted the dolphins from Key West to Mayport Naval Air Station. Captain Hair's crew was to return the six creatures to Key West. The mission was a success, with the aircrew giving the acceleration sensitive dolphins a smooth ride.

50 TAS crew operating out of RAF Mildenhall, England was ordered to recover the bodies of five Americans killed when their DC-7 was shot down over Morocco. The five were returning from a locust spraying mission when they were mistakenly brought down by gunfire.

50 and 60 TAS sent one aircraft each to Yellowstone Airport, Wyoming, to assist in forest-fire fighting efforts in the national park. Equipped with Modular Airborne Fire Fighting Systems on loan from the U.S. Forest Service, the crews dumped 3,000 gallons of Borite at a time in 2,000-footlong, 150-foot-wide swaths. The reddish-brown substance serves two purposes. Covering the ground like molasses, the material prevents the fire from spreading and serves as a fertilizer that encourages growth after the fire is extinguished.

In 1989, world events once again presented the squadron a chance to show its capabilities when the 50 contributed immeasurably to the success of Operation JUST CAUSE, the US invasion of Panama. During the initial strike, 6 aircrews from the 50 airdropped 384 combat troops and equipment from the 73d Ranger Battalion as part of a 15-ship assault on Rio Hato. Two follow on airland missions provided resupply and air evacuation for ground forces. The 50 performed heroically while under extreme hostile enemy ground fire.

In August 1990, in response to Iraqi aggressions in Kuwait, the 50 deployed to the United Arab Emirates. Throughout the 7½-month deployment in support of Operations DESERT SHIELD and DESERT STORM. With the war over, the job for the 50 was renamed, but did not end. Operation SOUTHERN WATCH kept the 50 deployed at varied intervals. In theater, aircraft and personnel continued the airlift mission supporting the enforcement of the no fly zone over Iraq. In the fall of 1992, the 50 deployed to Mombasa, Kenya, in support of the Joint Task Force Operation PROVIDE RELIEF, providing humanitarian airlift in Somalia. The 50 continued its support of US and United Nations forces in Somalia during Operation CONTINUE HOPE.

Receiving its first H3 in October 1993, the 50 set to the task of bringing GPS, glass cockpit

instrumentation, color radar and counter threat systems to the tactical airlift arena.

The squadron deployed in support Operation SEA SIGNAL, the Haitian relief effort based at Guantanamo Bay NAS, Cuba.

In the fall of 1995, the Red Devils deployed to Roosevelt Roads NAS, Puerto Rico, in support of Operation CARIBBEAN EXPRESS, an intense relief effort aiding the victims of Hurricane Marilyn. Later that year, and throughout the remainder of the 1990's, the "Red Devils" deployed to Ramstein AB, Germany, in support of Operations JOINT ENDEAVOR/JOINT GUARD, the allied peace-keeping effort in Bosnia-Herzegovina.

Following the terrorist attacks in September 2001, the 50 deployed in support of OPERATION ENDURING FREEDOM, the war on terrorism in Afghanistan

The entire squadron deployed in March of 2003 in preparations for OPERATION IRAQI FREEDOM.

Deployed personnel and aircraft in support of operations in Panama, Dec 1989, and Southwest Asia, 16 Aug 1990-27 Mar 1991.

Eight C-130's and 175 airmen from the 463rd's 50 AS departed Little Rock Air Force Base July 7, 1997 for Saudi Arabia to take part in "Operation Southern Watch." This operation was part of the effort to enforce sanctions and limitations against Iraq. The crews were the first of the base's aircrews to return to Saudi Arabia after the Khobar Towers bombing in 1996. Due to increased security following the attack, the aircrews were billeted with their aircraft at Prince Sultan Air Base, near Al Kharj. The Saudi military base, located in the barren sands of the Arabian desert, offered superior protection for the American servicemen. During their stay at Prince Sultan AB, the crews were housed in air-conditioned tents and ate at a Burger King that had been housed in a bus.

Deployed personnel and aircraft in support of operations in Panama, Dec 1989, and Southwest Asia, 16 Aug 1990-27 Mar 1991. Conducted humanitarian airlift missions during the Asian Tsunami, 2004; Hurricane Katrina, 2005; Haiti, Dec 2010. Some members deployed to another unit in Afghanistan in 2012.

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, VA.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *314th Troop Carrier Wing, Sewart AFB. 1960.*

Heartland, The History of Little Rock AFB. Timothy Burford and Stephanie Burford. WireStorm Publishing. Las Vegas, NV. 2002.