

## 60 AIR MOBILITY WING



### MISSION

#### LINEAGE

60 Troop Carrier Wing, Medium established and activated, 1 Jul 1948  
Redesignated 60 Troop Carrier Wing, Heavy, 5 Nov 1948  
Redesignated 60 Troop Carrier Wing, Medium, 16 Nov 1949  
Inactivated, 25 Sep 1958  
Redesignated 60 Military Airlift Wing and activated, 27 Dec 1965  
Organized, 8 Jan 1966  
Redesignated 60 Airlift Wing, 1 Nov 1991  
Redesignated 60 Air Mobility Wing, 1 Oct 1994

#### STATIONS

Kaufbeuren AB, Germany, 1 Jul 1948  
Fassberg RAF Station, Germany, 20 Jan 1949  
Wiesbaden AB, Germany, 1 Oct 1949  
Rhein-Main AB, Germany, 2 Jun 1951  
Dreux AB, France, 15 Oct 1955-25 Sep 1958  
Travis AFB, CA, 8 Jan 1966

#### ASSIGNMENTS

United States Air Forces in Europe, 1 Jul 1948  
1 Airlift Task Force, 20 Jan 1949

United States Air Forces in Europe, 26 Sep 1949  
Twelfth Air Force, 21 Jan 1951  
322 Air Division (Combat Cargo), 1 Aug 1955-25 Sep 1958  
Military Air Transport Service (later, Military Airlift Command)  
Twenty-Second Air Force, 8 Jan 1966  
Military Airlift, Travis, 15 Feb 1979  
Twenty-Second Air Force, 21 Jul 1980  
Fifteenth Air Force, 1 Jul 1993  
Eighteenth Air Force, 1 Oct 2003

## **ATTACHMENTS**

Airlift Task Force [Provisional], 29 Jul-3 Nov 1948  
1 Airlift Task Force, 4 Nov 1948-19 Jan 1949  
322 Air Division [Combat Cargo], 1 Apr 1954-31 Jul 1955

## **WEAPON SYSTEMS**

C-54, 1949  
C-47, 1949  
C-82, 1951-1953  
C-119, 1951, 1953- 1958  
C-123, 1956-1958  
C-45, 1948  
C-74, 1948  
B-17, 1949-1951  
B-26, 1949-1951  
C-47, 1949-1951, 1951- 1955  
C-54, 1949-1951, 1951-1952  
C-82, 1949-1951  
L-5, 1949-1951  
L-20, 1955  
C-124, 1966-1967  
C-130, 1966  
C-133, 1966-1971  
C-141, 1966-1997  
C-5, 1970  
KC-10, 1994  
VC/C-54, 1966-1969  
VT/T-29, 1966-1973  
U-3, 1966-1968  
C-47, 1968-1969  
C-131, 1969-1975  
T-39, 1969-1975  
WC-135, 1993

## **COMMANDERS**

Col Bertram C. Harrison, 1 Jul 1948  
Col Henry W. Dorr, 27 Aug 1948  
Lt Col Benjamin A. Karsokas, 16 Dec 1948  
Col Robert C. Paul, 22 Dec 1948  
Col Theron Coulter, 20 Jan 1949  
Col James J. Roberts, Jr., 1 Oct 1949  
Col Hilbert M. Wittkop, 8 Oct 1949  
Col James J. Roberts, Jr., 3 Apr 1950  
Col Auby C. Strickland, 2 Jun 1951  
Col Laurence B. Kelly, 13 Jul 1952  
Col Harry S. Bishop, 1 Nov 1953  
Col Clyde Box, 1 Aug 1955-13 Feb 1956  
Unkn, 14 Feb-21 May 1956  
Col Randolph E. Churchill, 22 May 1956  
Col James W. Ingram, C. Jul-25 Sep 1958  
None (Not Manned), 27 Dec 1965-7 Jan 1966  
Brig Gen Maurice F. Casey, Jr., 8 Jan 1966  
Brig Gen James A. Hill, 8 Jul 1968  
Brig Gen John H. Germeraad, 1 Mar 1970  
Brig Gen Ralph S. Saunders, 14 May 1971  
Col Charles F. Shannon, 16 May 1973  
Brig Gen Harry A. Morris, 15 Oct 1973  
Col Donald W. Bennett, 2 May 1975  
Col Allen L. Trott, Jr., 1 Sep 1977  
Col Richard J. Trzaskoma, 15 Feb 1979  
Col Howard D. Jumper, 7 May 1980  
Col Anthony J. Burshnick, 21 Jul 1980  
Col Robert W. Sample, 8 Mar 1982  
Col Robert V. Woods, 27 Feb 1984  
Col Thomas D. Pilsch, 29 May 1986  
Col John C. Tait, 6 Apr 1988  
Col Bobby O. Floyd, 2 Jun 1989  
Col William J. Beggert, 18 Jun 1990  
Brig Gen John B. Sams Jr., 11 Jul 1991  
Brig Gen Howard J. Ingersoll, 9 Jul 1993  
Brig Gen George N. Williams, 8 Dec 1995  
Brig Gen Steven A. Roser, 1 Jul 1998  
Brig Gen Thomas P. Kane, 15 October 1999  
Col David R. Lefforge 21 September 2001  
Brig Gen Bradley S. Baker, 20 September 2002  
Col Lyn D. Sherlock, 8 April 2004  
Col Steven J. Arquette 8 May 2006  
Col Dwight Sones

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

Grenada, 1983

Panama, 1989-1990

### **Decorations**

Air Force Meritorious Unit Award

1 Jul 2005–30 Jun 2007

Air Force Outstanding Unit Awards

8 Jan-30 Jun 1966

1 Jul 1966-30 Jun 1967

1 Jul 1967-30 Jun 1968

1 Jul 1974-30 Jun 1975

1 Jul 1975-30 Jun 1977

16 Dec 1989-31 Jan 1990

1 Jul 1990-30 Jun 1992

1 Nov 1993-31 Jul 1995

1 Aug 1995-30 Jul 1997

1 Jul 1997-30 Jun 1999

[14 Apr]-10 Jun 1999

1 Jul 1999-30 Jun 2000

1 Jul 2000-30 Jun 2001

1 Jul 2001-30 Jun 2003

1 Jul 2003-30 Jun 2004

1 Jul 2010-30 Jun 2012

### **Bestowed Honors**

Authorized to display honors earned by the 60 Operations Group prior to 1 Jul 1948

### **Service Streamers**

### **Campaign Streamers**

World War II

Algeria-French Morocco

Tunisia; Sicily

Naples-Foggia

Rome-Arno

Southern France  
North Apennines  
Po Valley  
Air Combat, EAME Theater

### Decorations

Distinguished Unit Citation: Mediterranean Theater of Operations, 28 Mar-15 Sep 1944

### EMBLEM



On a shield azure, a pale of seven variegated pallets proper, black, yellow, red, white, blue, orange, and green, the pale fimbriated and surmounted by three symbols of flight or, in bend, all within a narrow border of the last. The blue and gold are for the Air Force. The shield depicts the tactical and combat aspect of the troop carrier mission. The rainbow colored pale represents the national colors of the NATO nations. The sky blue field of the shield is for peace and hope that inspire NATO. The three symbols of flight symbolize the wing's primary mission -- rapid airlift. The motto expresses the concept basic to airlift -- geographical boundaries constitute no limit to the accomplishment of the Wing's mission. (Approved, 7 Sep 1955)

## **MOTTO**

TERMINI NON EXISTENT--There Are No Bounds

## **OPERATIONS**

When the wing activated in Jul 1948, its tactical units were detached, supporting the Berlin airlift from other bases. The wing operated under control of the provisional airlift task force from 29 Jul 1948 but was not directly involved in airlift operations until it moved to Fassberg, Germany in Jan 1949. From 20 Jan to 26 Sep 1949, the wing flew Berlin airlift missions, primarily with C-54s. The wing then moved to Wiesbaden, Germany replacing the 7150th Air Force Composite Wing.

Without a tactical mission until Jun 1951, the wing operated a variety of aircraft in support of USAFE and other units. Upon moving to Rhein-Main AB, Germany, in Jun 1951 (where it replaced the 61st Troop Carrier Wing), the 60 resumed a tactical role.

Operating from Rhein-Main AB until Oct 1955, the 60 Wing provided airlift for troops and cargo throughout Europe, North Africa, and the Middle East. It also provided training to the 433d Troop Carrier Wing, Aug 1951- Jul 1952, and the 312th Troop Carrier Wing, Jul 1952-Mar 1953.

Moved to France in 1955 with no change in the basic airlift mission and continued operations from that area until inactivated in 1958. Replaced the 1501st Air Transport Wing, Heavy, at Travis AFB, CA, in Jan 1966. Flew global airlift and humanitarian missions from that time, initially with C-124, C-130, C-133, and C-141. Lost C-130s in 1966, C-124s in 1967, and C-133s in 1971, but gained first operational C-5s in Oct 1970.

Airlift of cargo and troops to Southeast Asia was a major responsibility of the wing, 1966-1975, but missions flown worldwide as required. In Nov 1966, a C-141 of the 60 Wing became the first jet to land on the Antarctic continent. The 60 also played a major role in the airlift of repatriated prisoners of war to the United States after the Vietnamese ceasefire agreement in 1973, and in the airlift of Vietnamese children and other refugees to the United States in 1975.

After the war in Southeast Asia, continued to support worldwide airlift commitments, including scheduled and contingency logistics operations, humanitarian relief and evacuation efforts, and international scientific research programs. Provided logistic support to the President of the US during state visits to foreign nations and conducted airlift missions annually in the Antarctic, including the first C-5 ice cap landing. Exchanged its C-141A for "stretched" C-141B version in 1980-

1982; transferred re-winged C-5A to AF Reserve and replaced them with more capable C-5B, 1986-1989.

Performed combat airlift and logistic support missions during the rescue of US nationals on Grenada in Oct 1983 and the restoration of democracy in Panama, Dec 1989- Jan 1990. Beginning in Aug 1990, provided airlift and logistic support to US and coalition forces in Southwest Asia, while continuing to perform worldwide airlift operations, including humanitarian missions to nations to Latin America and the former Soviet Union.

In 1992-1993, commenced airlift in support of U.S. relief operations in Somalia during Operations PROVIDE RELIEF and RESTORE HOPE. Continued to support on-going operations in Southwest Asia during Operation SOUTHERN WATCH.

The wing's elements also supported Operation PROVIDE COMFORT for Kurdish refugees, supported the evacuation of military personnel and their dependents from the Philippines through Operation FIERY VIGIL in 1991, and provided airlift support to Balkans peacekeeping missions beginning in 1995 with Operation JOINT ENDEAVOR, and continuing under Operations JOINT GUARD and JOINT FORGE.

On September 1, 1994, the wing received its first KC-10 "Extender" squadron, when the 9th Air Refueling Squadron (ARS) transferred from March Air Force Base California, thus giving the wing five operational squadrons. A month later, the 60 Medical Group (MDG) activated four new squadrons: the 60 Aerospace Medicine Squadron, the 60 Dental Squadron, the 60 Medical Operations Squadron, and the 60 Medical Support Squadron. With its combined mission of airlift and tanker operations, Air Mobility Command re-designated the 60 Airlift Wing as the 60 Air Mobility Wing (AMW) on October 1, 1994.

Before the wing could even catch its breath from Operation SUPPORT HOPE, personnel and aircraft responded to two other crisis locations before the close of 1994. In an effort to restore the democratically elected leadership to the Caribbean nation of Haiti, the 60 flew some of the first missions into Haiti, carrying combat troops and equipment. While assisting with the build-up during Operation PHOENIX SHARK, the wing also received a tasking to move troops and equipment into Saudi Arabia, Kuwait, and other Middle Eastern nations in response to an apparent offensive military move by Iraq.

Operation PHOENIX JAKAL provided the needed deterrent to turn Saddam Hussein's attention away from the Kuwaiti border. A full range of activities during 1995 kept every facet of the 60 AMW busy. From February until early August, nearly 150 members of the 60 Medical Group operated the United Nations hospital in Zagreb, Croatia. Twenty members of the 60 Services Squadron deployed to Guantanamo Bay, Cuba, in March and provided support to all five American services and to refugees from Cuba and Haiti. During its three-month tour of duty, the services team served a daily average of 3,500 meals while working 12-hour shifts, six days a week. In response to a terrorist bombing of the Alfred Murrow Federal building in Oklahoma City, a C-141 aircraft transported a 63-member team from the Sacramento Urban Search and Rescue Unit, five dogs, and 16.5 tons of

equipment to the capital of Oklahoma. In June, a KC-10 and a crew from Travis Air Force Base assisted in the around-the-world flight by two B-1 "Lancers" from the 7th Bomb Wing, Dyess AFB, TX. The Travis tanker provided aerial refueling during the fourth track of the trip, east of Singapore, Thailand. The 36-hour, 13 minute CORONET BAT mission set several flight records, including fastest time around the world non-stop. During the last two weeks in July 1995, the 60 Air Mobility Wing participated in the first-ever joint Operational Readiness Inspection between Air Mobility Command and the Air Combat Command.

On August 1, 1996, the 19th Airlift Squadron was inactivated and in December 1997, the C-141 was retired from service at Travis. Some aircraft were sent to McChord Air Force Base, Washington and McGuire Air Force Base, New Jersey. The retired "Starlifters" went to the "Boneyard" at Davis-Monthan Air Force Base, Arizona. It would be another decade before the 60 would have a third airframe on station. From November 15-19, 1999 members of the 6th and 9th Air Refueling Squadrons became the first KC-10 crews in Air Mobility Command to do an aerial refueling of an F-22 Raptor. The squadrons worked closely with the 452nd Flight Test Squadron at Edwards, AFB to test the compatibility issues between the F-22 and the KC-10.

On August 8, 2006, the 60 Air Mobility Wing received the first of thirteen C-17 "Globemaster III" aircraft. The aircraft was named, "The Spirit of Solano." With a third airframe on station, the 60 AMW and tenant units can provide airlift and refueling globally in any environment. In 2006 & 2007 the unit flew more than 86,000 hours, transported more than 63,000 passengers and moved over 86,000 tons of cargo. For its' continued innovation and dedication to the mission, the 60 Air Mobility Wing was given the Meritorious Unit Award for the period of July 1, 2005 thru June 31, 2007. In February 2008, the 21st Airlift Squadron with C-17A Globemaster IIIs deployed as a squadron in support of the Operations ENDURING AND IRAQI FREEDOM.

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DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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