

## 105<sup>th</sup> AIRLIFT WING



### MISSION

The mission of the 105th is to support our state and national objectives by providing the State of New York and the Department of Defense with the highly skilled people and operationally ready equipment necessary to support civil authorities in domestic operations and meet our airlift and expeditionary combat support commitments. We are leaders within our state and local communities in the use of advanced technologies, in responding to emergencies and protecting the environment.

### LINEAGE

105<sup>th</sup> Tactical Fighter Group  
Redesignated 105<sup>th</sup> Aeromedical Transport Group, Feb 1961  
Redesignated 105<sup>th</sup> Tactical Air Support Group  
Redesignated 105<sup>th</sup> Military Airlift Group, 1 May 1984  
Redesignated 105<sup>th</sup> Airlift Group, Mar 1992  
Redesignated 105<sup>th</sup> Airlift Wing, Oct 1995

### STATIONS

Stewart ANGB, Newburgh, NY, May 1983

### ASSIGNMENTS

#### WEAPON SYSTEMS

##### Mission Aircraft

F-94  
F-86  
C-119  
C-97  
O-2A  
C-5

## **Support Aircraft**

### **COMMANDERS**

BG Verle L. Johnston, Jr. 3 March 2007

Col Denise M. Donnell

### **HONORS**

#### **Service Streamers**

#### **Campaign Streamers**

#### **Armed Forces Expeditionary Streamers**

#### **Decorations**

### **EMBLEM**

### **MOTTO**

Excellence: Our Legacy, Our Standard, Our Expectation

### **NICKNAME**

### **OPERATIONS**

In May 1983, the unit relocated to Stewart International Airport. It was redesignated the 105th Military Airlift Group on May 1, 1984, and in July 1985, became the first Air National Guard unit to fly the C-5. In October 1987, the 105th began relocating to its new home on Stewart Airport—Stewart Air National Guard Base.

1987 The 105th MAG continued to make progress towards completion of its C-5A conversion and major air base construction programs. Training of aircrews, maintenance, and support personnel continued on or ahead of schedule. The number of formed aircrews stood at twelve as of December 31, 1987. During the federal fiscal year October 1, 1986 - September 30, 1987, the Group's aircrews and three C-5As moved more than 4,200 passengers and 11,000,000 pounds of cargo. Two additional C-5As were received during the last six months of 1987, bringing the total possessed at year's end to five.

During 1987, aircrews and personnel of the 105th M A G trained or performed operational airlift missions worldwide. In February, the Group airlifted personnel and equipment of the NY ARNG's 210th Armor to and from Boise, Idaho, for training. Over one million pounds of cargo and 390 passengers participated in Joint Chief of Staff (JCS) Exercise TEAM SPIRIT.

1987 During August and early September, the Group airlifted the 187<sup>th</sup> Field Artillery Battalion, NY ARNG, to Fort Campbell, Kentucky, for training and later returned them to Stewart. At the same time, elements of the regular Army's 101st Airborne Division were returned from summer

training at Stewart IAP , westbound to Fort Campbell. September also saw members of the 105th Aerial Port Squadron deploy to Ramstein A B , Germany, for training. The Group capped the year's flying record with the first ever airlift of six Army Blackhawk helicopters in a C-5. The previous load record was five Blackhawks. The Group also made its longest nonstop flight of more than 12 hours from Ramstein AB , Germany to Corpus Christi, Texas. Construction of the major new air base facility continued towards completion throughout the year. Occupancy of some new facilities began during the last quarter of the year. At year's end, a majority of the Group's functions and personnel had been relocated to the new base. Most of the remainder will relocate during calendar year 1988.

1988 The Group once again, participated in Joint Chiefs of Staff (JCS) Exercise TEAM SPIRIT. The unit also participated in six Continental United States (CONUS) and 10 Overseas (OCONUS) deployments. The unit capped the year by transporting almost 300,000 pounds of cargo in three airlifts for humanitarian relief to the island of Jamaica which had been devastated by hurricane "Gilbert."

1988 The majority of the Group's functions and personnel have been relocated to its new base. Open house ceremonies were held in September, in conjunction with a highly successful major air show, sponsored by the New York State Department of Transportation and local civic groups.

The unit was redesignated the 105th Airlift Group in March 1992. Three years later, in October 1995, the unit was further redesignated as the 105th Airlift Wing

Stewart ANGB and the 105 AW also host a site of the C-5 Aircrew Training System [ATS], which provides assured aircrew ground training that is concurrent with the C-5 weapon system and its operating procedures for regular Air Force, Air Force Reserve Command and Air National Guard

C-5 flight crews in the northeastern and mid-Atlantic regions of the United States. The ATS includes total contractor training with instructors, courseware, aircrew training devices (ATD), computer based training (CBT) and instructor based training (IBT). A contract was awarded to Flight Safety Services Corporation (FSSC), Englewood CO, on 5 May 1999, and the basic contract delivered a new C-5 Weapon Systems Trainer (WST) to Stewart ANGB with spares.

**2005 31 Aug** A C-5A aircraft assigned to the 105th Airlift Wing, New York ANG, flew a relief mission. The mission required the crew to fly to March Air Reserve Base, California to pick-up and transport FEMA personnel, relief supplies and equipment to Lafayette Regional Airport in Louisiana.

The first of eight C-17s destined to replace the C-5As of the New York Air National Guard's 105th Airlift Wing landed Monday at Stewart ANG Base in Newburgh. "It's sad to see the C-5As go, but it's the right thing for the future of the base," said Brig. Gen. Verle Johnston, 105th AW commander, reported the Hudson Valley Times Herald-Record. Stewart will officially mark the transition to the Globemaster in an acceptance ceremony on Aug. 6. The wing currently

operates a fleet of 13 C-5s that will gradually phase out as crews transition to the C-17 over the next two years. "It's a beautiful airplane. It's a breath of fresh air," remarked SMSgt. John Sheehy, a 105th AW crew chief, who flew on the C-17 on its delivery flight from Charleston AFB, S.C. Lower maintenance requirements will likely mean workforce cuts to a sizable portion of the wing's maintenance division, according to the Times Herald-Record. 2011

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Air Force Lineage and Honors

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Sources

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

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

Air Force News. Air Force Public Affairs Agency.