

## 145 AIRLIFT WING



### MISSION

### LINEAGE

145 Fighter Group (Air Defense), was constituted and allocated to the State of North Carolina, 28 May 1957

Redesignated 145 Aeromedical Transport Group, 1 Feb 1961

Redesignated 145 Air Transport Group (Heavy), 25 Jan 1964

Redesignated 145 Military Airlift Group, 1 Jan 1966

Redesignated 145 Tactical Airlift Group, 15 May 1971

Redesignated 145 Airlift Group, 16 Mar 1992

Redesignated 145 Airlift Wing, 1 Oct 1995

### STATIONS

Charlotte ANGB, NC

### ASSIGNMENTS

126 Fighter Interceptor Wing

### WEAPON SYSTEMS

C-130

### COMMANDERS

Col Robert W. Brooks, Jr., 1 Jul 1957

Col Thomas C. McNeil, Jr., 11 Jul 1970

Col Harold C. Earnhardt, 23 Oct 1978

Col William T. Bundy, Jr., 15 Apr 1982  
Col William D. Lackey, 26 Feb 1988  
Col Charles D. Burnfield, 1 Dec 1990  
Col Fisk Cutwater, 28 Mar 1992  
Col Samuel A. Coleman, 1 Sep 1995  
Col Samuel A. Coleman, 1 Oct 1995  
Col William K. Richardson, 12 Jan 1998

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

## **EMBLEM**



## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

The 145th Fighter Group was constituted and allocated to the State of North Carolina by National Guard Bureau letter, NG-AFOTP, Subject: Allotment, Activation, Inactivation, and Redesignation of Certain North Carolina Air National Guard Units, dated 28 May 1957, under the provisions of title 32, United States Code and by Order of the Secretary of the Air Force.

The 145th Fighter Group (Air Defense) was assigned to the 126th Fighter Interceptor Wing, Illinois Air National Guard, Chicago, IL for mobilization.

Note: As a result of the 145th Fighter Group's assignment to the 126th Wing, Colonel William J. Payne, Commander, NCANG, stated in a letter to Major General Capus Waynick, Adjutant General of North Carolina, "I reluctantly recommend that we choose discretion as the better part of valor and accept this assignment to the Yankees as gracefully as possible with the hope that they'll stay in Chicago and bother us as little as possible".

The 145th Fighter Group (Air Defense), NCANG, was redesignated as the 145th Aeromedical Transport Group, NCANG, effective 1 February 1961, without change in authorized strength, station or date of federal recognition. As a result of redesignation, the 145th Aeromedical Transport Group, NCANG, was assigned to 1st Aeromedical Group, USAF, and Western Transport Air Force, (MATS), Travis AFB, CA, for training and mobilization purposes.

Headquarters, 145th Aeromedical Transport Group, NCANG, Douglas Municipal Airport, Charlotte, NC 28208, was redesignated Headquarters, 145th Air Transport Group (Heavy), NCANG, and reorganized effective 25 January 1964, without change of station or date or federal recognition. Authorized strength for HQ 145 ATG was 21 officers and 29 airmen.

The primary mission of the flying organization is military airlift with a secondary function of aeromedical airlift. The mission has not changed during this reporting period; however, it is worthy of note that the unit has actually performed its primary mission as well as trained to perform these missions. The development of this concept has been explained previously. The fact that Reserve Force units are demonstrating wartime capabilities with a peacetime organization cannot be repeated too often. This is true of all the Air National Guard Military Airlift Units. The question regarding the future of airlift units was never clearly resolved during this period. A definite trend was established by conversion of two strategic (or MAC) airlift units to tactical airlift with Tactical Airlift Command as gaining command and by the reduced enroute supported provided our aircraft by Military Airlift Command. It appears that at least some of the C-124 units will be in existence for several years due to its capability in the outsize cargo area. What next? Who knows? The future must take into consideration the potential of the mammoth C-54, the 14 active MAC C-141 squadrons, the needs of the Civil Reserve Air Fleet, which is being pressured by MAC to provide, in the event of war, outsize cargo configured aircraft — DC-10, Lockheed 1011, and Boeing 747 — without a peacetime military cargo airlift contract to insure that this wartime requirement is a reasonable financial investment. USAF RAND studies have recommended, among other things, that the C-141's be transferred to the Reserve fleet. Our future aircraft could well be in the jet C-141 Starlifter.

During each fiscal year, four primary field training periods were established for personnel of the 145 Military Airlift Group, other than rated personnel and others on flying status. An effort was made to schedule approximately one fourth of the personnel for training during each of the primary periods in order to spread available annual training man-days throughout the fiscal year to support mission requirements. In instances where personnel could not attend during a primary period, they were scheduled for other periods when services could be used. 1969

Rated personnel and a majority of other personnel on flying

status completed annual training by making overwater flights. This action was taken in order to assure aircrew personnel were current and to qualify other flying personnel on overseas routes, thereby increasing the operational readiness status of personnel in this category. Trips were scheduled to Southeast Asia and to Europe and aircrews operated over routes prescribed by Military Airlift Command. Flight nurses and medical technicians who had not previously performed 15 days training as medical crew members aboard aeromedical transport aircraft of the active Air Force, transporting sick and injured patients of the armed forces throughout the continental United States, participated in this training. Others performed the same duty airlifting patients from overseas bases such as South Vietnam, Japan, and Europe to the United States. 1969

The year round type of annual training is quite valuable and has been effectively used by our flying units. Continuous evaluation is necessary to insure that full training benefits are realized. A program of this type is necessary in order for flying personnel to meet overwater training and qualification requirements. The value to other personnel must be based on training benefits realized and contributions to the overall mission. These are the most important items for unit commanders to consider in preparing a field training schedule. Personal convenience must be the least important item in the scheduling. 1969

Headquarters, 145th Tactical Airlift Group, NCANG, Charlotte, NC was redesignated as Headquarters, 145<sup>th</sup> Airlift Group, NCANG, effective 16 March 1992, without change of station, date of Federal Recognition or personnel authorization.

In October 1960, it was announced that the 145th Fighter Group's mission would change from air defense to aeromedical transport. By this time, the NCANG had grown to over 800 assigned personnel. The first C-119C arrived in January of 1961. Effective 1 February 1961, the unit's designation changed from Fighter Interceptor to Aeromedical Transport with its gaining command from Air Defense Command to Military Air Transport Service.

The new mission also created a need for a sizable contingent of flight nurses and aeromedical technicians. The unit immediately launched extensive recruiting and training programs. As a result, more than 30 flight nurses and 60 aeromedical technicians were recruited and trained. The new aeromedical evacuation and transport mission created a need for both nurse's quarters and an aeromedical training facility. Over \$200,000 was spent by the NCANG to remodel and construct these required facilities.

The 145th Military Airlift Group attained C-2 Operationally Ready status in August 1967 with all crews checked out in their assigned positions. In preparation for the soon to arrive C-124s, the NCANG began a project in 1967 to modernize its facilities including a million dollar C-124 nose dock and maintenance facility to replace the old World War II hangar. Construction of the nose dock, new taxi ramp and additional parking were completed in 1968.

Early in 1971, the 145th Military Airlift Group was advised that they would be changing missions from MAC to TAC and would be equipped with C-130B. The unit immediately started making

plans for the conversion and a slow decrease in the number of overseas missions. The last C-124 trip to Vietnam was flown in February 1971 and the last overseas trip to Taiwan in April 1971, ending the Group's overseas mission under the Military Airlift Command. The first C-130B arrived on 11 May 1971 to start another new era for the NCANG. On 1 March 1971, the first aircrews had started their C-130 training at Little Rock AFB, Arkansas and a total of 11 crews, pilots and flight engineers had completed Combat Crew Training at Little Rock AFB as of 1 July 1971. The remaining pilots and flight engineers were scheduled for C-130 school starting in July 1971 at home station, conducted by Mobile Training Teams of the Air Training Command.

The 1980's for the North Carolina Air National Guard began with the exciting news that the 145th Tactical Airlift Group had been awarded the prestigious United States Air Force Outstanding Unit Award. The award when presented on 12 January, was accompanied by a citation which read, "The 145th Tactical Airlift Group, North Carolina Air National Guard, Military Airlift Command, distinguished itself by exceptionally meritorious service from 1 August 1977 to 31 July 1979. During this period, the Group excelled in maintaining an outstanding combat readiness posture and exceptional management of personnel and material resources in support of the tactical mission thus providing a significant contribution to the Total Force Concept. During the same period, the unit provided superior support as a Geographically Separated Unit and to other military and governmental agencies thereby contributing to the fulfillment of the national objectives."

145th Receives Air Force Outstanding Unit Award. The 1980's for the North Carolina Air National Guard began with the exciting news that the 145th Tactical Airlift Group had been awarded the prestigious United States Air Force Outstanding Unit Award. The award when presented on 12 January, was accompanied by a citation which read, "The 145th Tactical Airlift Group, North Carolina Air National Guard, Military Airlift Command, distinguished itself by exceptionally meritorious service from 1 August 1977 to 31 July 1979. During this period, the Group excelled in maintaining an outstanding combat readiness posture and exceptional management of personnel and material resources in support of the tactical mission thus providing a significant contribution to the Total Force Concept. During the same period, the unit provided superior support as a Geographically Separated Unit and to other military and governmental agencies thereby contributing to the fulfillment of the national objectives."

The 145th Airlift Group, NCANG, Charlotte, NC, was redesignated as the 145th Airlift Wing, 1 October 1995, without change in station, strength or gaining command Air Combat Command.

Eastern Airline Crash – 1974 Many NCANG personnel assisted local and federal agencies in removing and identifying the bodies of the victims of this airline disaster.

New Composite Airlift Hangar It is the largest all-purpose hangar in the Air National Guard. It was completed in 1993. The structure cost was 8.5 million and as 15% under budget.

Hurricane Andrew Relief Our unit participated in the relief operation during 1992. They accumulated 237 airlift hours on 19 missions. Deployed personnel included civil engineers,

services, and security police.

2005 31 Aug Twelve transportation specialists assigned to the 145<sup>th</sup> Airlift Wing, North Carolina ANG, deployed to Louisiana. Twenty personnel assigned to the 143<sup>d</sup> Airlift Wing, Rhode Island ANG, deployed to Louisiana to support hurricane relief efforts.

1 Sep One C-130 assigned to the 145<sup>th</sup> Airlift Wing, North Carolina ANG, airlifted equipment to NAS New Orleans.

3 Sep The 153<sup>d</sup> Airlift Wing, Wyoming ANG, and the 145<sup>th</sup> Airlift Wing, North Carolina ANG, established the 153<sup>d</sup> Air Expeditionary Group at Pensacola NAS, Florida, to provide airborne firefighting capability for JTF-Katrina. To accomplish this mission, each unit deployed in Title 10 status and with its C-130 equipped with the Modular Airborne Firefighting System (MAFFS) to combat grass fires.

6 Sep Two C-130 assigned to the 145<sup>th</sup> Airlift Wing, North Carolina ANG, deployed to NAS Pensacola, Florida to provide JTF-Katrina with Modular Airborne Fire Fighting (MAFFS) capability to fight fires in the New Orleans area.

8 Sep Eight Aeromedical Evacuation members assigned to the 118<sup>th</sup> Airlift Wing, Tennessee ANG, and the 145<sup>th</sup> Airlift Wing, North Carolina ANG, returned to their respective home stations at Nashville Airport, Tennessee and Charlotte-Douglas Airport, North Carolina. The Aeromedical Evacuation personnel had deployed to New Orleans IAP to support an Aeromedical Evacuation Liaison Team.

11 Sep The 169<sup>th</sup> Fighter Wing, McEntire Air National Guard Base, South Carolina ANG; the 145<sup>th</sup> Airlift Wing, Charlotte-Douglas IAP, North Carolina ANG, and the 165<sup>th</sup> Airlift Wing, Savannah IAP, Georgia ANG decided not to implement hurricane evacuation plans due to Hurricane Ophelia.

18 Sep The 145<sup>th</sup> Airlift Wing, North Carolina ANG, deployed thirtyseven personnel from the 156<sup>th</sup> Airlift Squadron to NAS Pensacola, Florida to participate in Modular Airborne Fire Fighting System operations supporting JTF-Katrina.

20 Sep A C-130 assigned to the 145<sup>th</sup> Airlift Wing, North Carolina ANG, evacuated twenty-five patients from the Florida Keys in advance of the arrival of Tropical Storm Rita.

23 Sep A C-130H assigned to the 145<sup>th</sup> Airlift Wing, North Carolina ANG, flew an Aeromedical Evacuation mission in support of the Florida Emergency Management Agency. The mission required the crew to pick up ambulatory patients from temporary shelter and return them home to Key West.

26 Sep Two C-130 MAFFS aircraft assigned to the 145<sup>th</sup> Airlift Wing, North Carolina ANG, were relieved from MAFFS operations by JTF-Katrina. Both aircraft and unit personnel returned to

home station at Charlotte-Douglas IAP.

Four Air Guardsmen Died in C-130 Firefighting Crash: Four members of the North Carolina Air National Guard's 145th Airlift Wing in Charlotte died when their Modular Airborne Firefighting System-equipped C-130 crashed on July 1 while fighting a woodland fire in southwestern South Dakota. Two other crewmembers, whom officials are not naming, were injured in the crash and hospitalized, according to the North Carolina National Guard's July 3 release. The deceased are: Lt. Col. Paul K. Mikeal, 42, of Mooresville, N.C.; Maj. Joseph M. McCormick, 36, of Belmont, N.C.; Maj. Ryan S. David, 35, of Boone, N.C.; and SMSgt. Robert S. Cannon, 50, of Charlotte. "Words can't express how much we feel the loss of these airmen," said Brig. Gen. Tony McMillan, 145th AW commander. "Our prayers are with their families, as well as our injured brothers as they recover." Mikeal was an evaluator pilot with the 156th Airlift Squadron. McCormick was an instructor pilot with the squadron. David was a navigator with the squadron. Cannon was a flight engineer serving with the 145th Operations Support Flight. The cause of the crash is unknown and is under investigation. 2012

JOINT BASE CHARLESTON, S.C. (AFNS) -- The first of four C-17 Globemaster IIIs was transferred from Joint Base Charleston to the Charlotte, North Carolina, Air National Guard, April 7, 2018, as part of a congressional mandate. Through this directive JB Charleston will send 16 C-17s to four Air National Guard bases.

"Between Joint Base Charleston and Joint Base Lewis-McChord, we have been transferring airplanes to West Virginia, Tennessee, New York and now Charlotte," said Norman Moore, 437th Maintenance Group deputy director. "Congress mandated the Air Force transfer aircraft to those locations to help replace their fleets with C-17s. We will additionally be sending four C-17s to Pittsburg ARS next fiscal year." The transfer marks a transition for the Charlotte ANG from flying the C-130 Hercules to the C-17. The new airframe expands their mission sets such as aeromedical evacuation and airdrop capabilities. "We came down to (JB) Charleston to do conversion training, look over the aircraft and get a good idea of the situation and the condition of the aircraft," said Master Sgt. Larry Boles, 145th Air Wing aircraft mechanic. "They provided us a really good overview of the aircraft and some great insight we haven't gotten before. They gave a lot of real helpful information. It's going to definitely increase our capabilities. It's a whole new mission with different load capabilities."

JB Charleston is home to the 373rd Training Squadron Detachment 5, which is responsible for C-17 Globemaster III initial skills crew chief training (Type 3), advanced skills technical training (Type 4), and international training, the only Air Force C-17 Trainer Development Team for crew chiefs. Through training courses with the 373rd TRS and hands-on experiences with maintainers assigned here, Charlotte ANG Airmen learned the ins and outs of their new planes before the transfer took place. "They come here for training classes to learn the tech data on this new air frame," said Senior Master Sgt. Phillip Wiley, 437th Aircraft Maintenance Squadron lead production superintendent. "We make sure the experience and knowledge of someone who's been working on the C-17 for 15 years is passed on to them for use at their home station."

Wiley provides a unique perspective to the Charlotte ANG maintainers as they prepare to replace a fleet of C-130s with C-17s because he has been a maintainer for both aircraft. "Some

of it's the same, some of it is different," Wiley said. "Systems progress and evolve to get better with newer jets." Members from both maintenance teams reviewed every aspect of the jet together to ensure JB Charleston had everything functioning properly before the transfer became official. "We look at the aircraft pretty extensively," Moore said. "We look at the outside appearance, we do a home station check inspection and look at all the delayed discrepancies. We do the best we can to give them a really good airplane."

As the installation with the largest C-17 fleet, Moore said JB Charleston is always happy to work any trouble shooting issue any base may have and welcomes calls from Charlotte ANG Airmen. "We have a partnership with all the C-17 bases," Moore said. "We have the most experience and a phenomenal maintenance team here. Anything they need, we'll be glad to help them out." Boles was grateful for the hospitality and insight shown to him and his team as they began their transition to the C-17. He hopes the partnership continues and the two geographically-close bases can work together to provide rapid global mobility.

"New aircraft like the C-17 with its capabilities will strengthen our mission and make us even more of an asset to the military," Boles said. "The team here was outstanding. It was even more than we were expecting. They made everything seamless and enjoyed sharing their knowledge."

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USAF Unit Histories  
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#### Sources

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