

442 FIGHTER WING



MISSION

The mission of the 442 FW is to train Air Force Reserve personnel and to operate, maintain and support the A-10 Thunderbolt II at the highest level of combat readiness. As the Air Force's only fighter plane designed for close-air support, the A-10 provides critical front-line support for soldiers and Marines on the ground. The A-10 also conducts combat search and rescue missions and provides forward air control.

Assigned Organizations

- 442 Operations Group
- 303rd Fighter Squadron
- 442 Operations Support Flight
- 442 Maintenance Group
- 442 Maintenance Squadron
- 442 Aircraft Maintenance Squadron
- 442 Maintenance Operations Flight
- 442 Mission Support Group
- 442 Civil Engineer Squadron
- 442 Security Forces Squadron
- 442 Logistics Readiness Squadron
- 442 Mission Support Flight
- 442 Services Flight
- 442 Communications Flight
- 442 Medical Squadron
- 610th Intelligence Operations Flight, Offutt AFB, NE
- 710th Medical Squadron, Offutt AFB, NE

LINEAGE

442 Troop Carrier Wing, Medium established, 10 May 1949
Activated in the Reserve, 27 Jun 1949
Ordered to Active Service, 10 Mar 1951
Inactivated, 12 Mar 1951
Activated in the Reserve, 15 Jun 1952
Redesignated 442 Troop Carrier Wing, Heavy, 8 May 1961
Ordered to Active Service, 1 Oct 1961
Relieved from Active Duty, 27 Aug 1962
Redesignated 442 Air Transport Wing, Heavy, 1 Dec 1965
Redesignated 442 Military Airlift Wing, 1 Jan 1966
Redesignated 442 Tactical Airlift Wing, 29 Jun 1971
Inactivated, 1 Oct 1982
Redesignated 442 Tactical Fighter Wing, 21 Nov 1983
Activated in the Reserve, 1 Feb 1984
Redesignated 442 Fighter Wing, 1 Feb 1992

STATIONS

Fairfax Field, KS, 27 Jun 1949
Olathe NAS, KS, 27 May 1950-12 Mar 1951
Olathe NAS, KS, 15 Jun 1952
Grandview (later, Richards-Gebaur) AFB, MO, 3 Apr 1955-1 Oct 1982
Richards-Gebaur AFB, MO, 1 Feb 1984
Whiteman AFB, MO, 1 Apr 1994

ASSIGNMENTS

Tenth Air Force, 27 Jun 1949-12 Mar 1951
Tenth Air Force, 15 Jun 1952
Fifth Air Force Reserve Region, 1 Sep 1960
Ninth Air Force, 1 Oct 1961
Twelfth Air Force, 1 Feb 1962
Fifth Air Force Reserve Region, 27 Aug 1962
Central Air Force Reserve Region, 31 Dec 1969
Fourth Air Force, 8 Oct 1976-1 Oct 1982
Tenth Air Force, 1 Feb 1984

WEAPON SYSTEMS

T-6, 1949-1950
T-7, 1949-1951
T-11, 1949-1951
C/TC-46, 1949, 1950-1951
C-47, 1949-1950
C-46, 1952-1957
C-119, 1957-1961, 1966-1967
C-124, 1961-1972

C-130, 1971-1982

A-10, 1982

COMMANDERS

Col Russell W. DeLany, 27 Jun 1949

Col Archie W. League, c. Aug 1950

Col Loyd C. Waldorf, by Sep 1950

Col Lyman H. Goff Jr., 1 Oct 1950-12 Mar 1951

Col Frank E. Vrooman, 15 Jun 1952

Col Charles D. Daily, 11 Jul 1953

Col James H. McPartlin, 8 Aug 1961

Maj Edward J. Struewing Jr., 28 Aug 1962

Brig Gen James H. McPartlin, 12 Sep 1962

Col George L. Cooper, 3 Jun 1965

Brig Gen Ben J. Mangina, 8 Jul 1965

Brig Gen Ralph M. Lain, 28 Jun 1970

Col George L. Cooper, by Jun 1971

Brig Gen Alvin J. Moser, 20 Jul 1971

Brig Gen William W. Basnett, 16 Oct 1978-1 Oct 1982

Lt Col Robert A. McIntosh, 1 Feb 1984

Col Robert H. Jones, 30 Mar 1984

Brig Gen Robert A. McIntosh, 16 Jan 1987

Brig Gen John A. Bradley, 5 Jul 1989

Col Bob L. Efferson, 31 Jan 1993

Col Craig S. Ferguson, 15 Jul 1994

Col Charles E. Stenner Jr., 2 Aug 1997

Col Michael K. Lynch, 3 Dec 1998

Col Roger G. Disrud, 16 Apr 2000

Col Patrick Cord, 2005

Colonel Robert S. Arthur 2006

Col Mark Clemons

Brig Gen Eric S. Overturf, Dec 2010

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jun 1987-31 Jul 1988

1 Nov 1989-31 Oct 1991

1 Oct 1997-31 Aug 1999
1 Mar 2003-28 Feb 2005
1 Mar 2005-28 Feb 2007

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-28 Jun 1971

Bestowed Honors

Authorized to display honors earned by the 442 Operations Group prior to 27 Jun 1949

Service Streamers

Campaign Streamers

World War II
Normandy
Rome-Arno
Southern France
Northern France
Rhineland
Central Europe

Decorations

Distinguished Unit Citation
France, [6-7] Jun 1944

EMBLEM



442 Troop Carrier Wing emblem: On a shield light blue, over a silhouetted parachute Air Force yellow, a target pattern, to base, red and white, charged with an elongated arrow red, standing on the target a silhouetted airman, head uplifted toward a stylized aircraft surmounting the

upper section of the parachute all black, the aircraft highlighted white. **SIGNIFICANCE:** The motto is an old French proverb pertaining to war and is interpreted to mean that youth lacks the knowledge to ensure peace, and while age has the knowledge to insure peace, it fails to use it. This expresses an approach of humbleness and yet a firmness of convictions and desire to complete necessary requirements in both peace and war. The parachute, target area, and military figure represent troop delivery at the appointed place and are symbolical of the mission of Troop Carrier. (Approved, 6 May 1955)

Per bend light blue and gules, a bendlet argent, overall an ellipsoid azure gridlined with the latitude lines terminating into arrows on each end of the third, in chief three mullets fesswise of the last, all within a diminished bordure or. **SIGNIFICANCE:** The emblem is symbolic of the Wing and its mission. Against a background of light blue to represent the fulfillment of our mission in time of peace, and red to represent the fulfillment of our mission in time of war, a narrow white band symbolizes our Freedom which is ever in jeopardy and which is ever our goal to maintain. The stylized globe indicates complete world coverage and the arrows running horizontally symbolize delivery of goods "to the ends of the earth." The three stars symbolize the three assigned Tactical squadrons. The motto from the former emblem has been retained. The old proverb is interpreted to mean that youth lacks the knowledge to ensure peace, while age has the knowledge but fails to use it. This expression of a humble approach and yet a firm desire to succeed in peace and in war is just as poignant today as in the past. The emblem bears both the Air Force colors ultramarine blue and golden yellow, and the national colors, red, white, and blue.



442 Tactical Airlift Wing emblem: For many years, while the 442 was in the airlift business, the wing's third shield included a stylized globe over a blue and red background with three stars above the globe. The three stars symbolized the three flying squadrons under the 442 at the time the shield was approved. Two of the squadrons, the 304th and the 305th, would later be transferred to other units with only the 303rd remaining with the 442. (Approved, 23 Jan 1963)



442 Fighter Wing emblem: Argent, a stylized eagle overt Sable, head White, charged with an escutcheon blazoned; Gules, four pallets Argent on a chief diminished Azure three mullets of the second; overall in sinister base a front end view of an aircraft cannon a bezant charged with a gunstone bearing a Yellow annulet, within an oral of seven gunstones surmounting a roundel Gray within an annulet Yellow, all within a diminished bordure of the last. Attached below the shield a White scroll edged with a narrow Yellow border and inscribed "442 FIGHTER WING" in Blue letters. **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The silver background of the shield and the inner ring of the gun barrel allude to faith in unit personnel and its mission. The shield, gun barrel, scroll background and eagle accents are white, representing that unit members strive for perfection in the performance of their duties. Black, as used in the gun barrel and eagle's body, reflects determination to respond when needed to complete the Air Force mission. (Approved, 3 Jan 1996)

MOTTO

SI JEUNESSE SA VAI I, SI VIEUESSE POUVAIT--If Youth Knew, If Age Were Able

OPERATIONS

Trained as a Reserve troop carrier wing under supervision of the 2472nd Air Force Reserve Training (later, Air Reserve Flying) Center, Jun 1949-Feb 1951 and Jun 1952-Mar 1959.

During the Korean war, personnel transferred as fillers to other USAF organizations. By the mid-1950s, participated regularly in troop/cargo drops, airlift operations and exercises. Converted to the Air Reserve Technician (ART) program in 1958-1959.

On active service again during the Cuban Missile Crisis, Oct 1961-Aug 1962, during which time the tactical units completed conversion to C-124s. Flew overseas missions, particularly to the Far East and Southeast Asia during the Vietnam conflict.

Flew humanitarian and mercy missions on numerous occasions in addition to worldwide airlift operations until conversion in Jun 1982 to a fighter mission with A-10A aircraft.

In Oct 1982, replaced by the 442 Tactical Fighter Group Beginning Feb 1984, the wing once again trained for A-10 fighter operations, including close air support, anti-armor, battlefield interdiction, and combat search and rescue missions.

In 1991, the Base Realignment and Closure (BRAC) Commission recommended the closure and inactivation of Richards-Gebaur AFB. It was later announced that the Wing would relocate to Whiteman Air Force Base, Missouri and, on schedule, in June 1994 the 442 completed its move.

On a recurring basis from Dec 1993, the wing deployed personnel and aircraft to Aviano AB, Italy, to participate in operations over Bosnia.

In 1998 members of the 442 Fighter Wing deployed to the Persian Gulf area for 45 days to support Operation Southern Watch, the United Nation's effort to deny Iraqi military access to southern Iraq.

Making Air Force history in November of 1999, the 442 Fighter Wing served in the first of ten Aerospace Expeditionary Forces. AEFs are part of the Air Force's way of managing the operations tempo associated with supporting contingency operations worldwide in a new concept called the Expeditionary Aerospace Force. While the 442's commitment to the AEF continued in 2000 the wing's responsibility shifted from Operation Southern Watch to flying Combat Search and Rescue missions for Operation Northern Watch from Incirlik AB, Turkey.

(2002) While the 442nd has a proud history of serving in World War II, the Berlin crisis time period and the Vietnam War, the unit has also flown more than its share of humanitarian missions around the world. Wing members have flown items ranging from water pipes to sterile Hies to telephone trucks to northern California. Mississippi, Formosa and Chile, among others. Col. (Ret.) Neal Grubaugh, a retired high school teacher and minister, partook in several of the missions. "We flew into Chile with our 124s," he said. "There was a great earthquake. We also did hay lifts into Utah and Wyoming. There were floods around Sacramento. When a hurricane hit the Gulf Coast in the late '60s, we flew to New York to pick up Bell Telephone trucks and fly them to Mississippi and Louisiana.

"One time," Grubaugh said. I was with Walt Conard (now a retired lieutenant colonel). He'd do anything for anybody. He and I were flying out of Las Vegas and we got a call to divert to Bergstrom AFB (Texas) to get some cots and get them to Jackson, Miss. So we picked up a 124 load of cots. We didn't know what they were for. We had a long day that day and 'crew rest' got waived that day. We later found out that they were for the race riots in Oxford, Miss." "We did a lot of humanitarian efforts," Master Sgt. (Ret.) Dave Kocourek said. "We airlifted some sterile flies to one place. They were having trouble with bugs. We picked them up in Texas and took them somewhere."

Kocourek almost had the misfortune of being a possible recipient of one of the wing's humanitarian efforts. He and his family were on vacation in South Dakota in 1972 when "heavy, torrential rains washed away some dirt dams in the Black Hills. That water came roaring out of the canyon. We didn't have any cell phones back then. Some wing members knew I was

somewhere up there and they figured I was a done deal," he said. Fortunately, Kocourek and his family were not in the immediate area." There was a lot of pride in missions like that," Kocourek said of the humanitarian flights, "because we knew we were helping somebody and getting a lot of training."

Shippee noted he flew 124s to Germany, Panama, Libya, Bermuda, Midway, Okinawa, Japan and Taiwan. "I brought some furniture back from Taiwan," he said. "It was kind of like driving a truck. You kind of manhandled it," said Grubaugh, who joined the 442nd in 1952. "It was so wide (174 feet and two inches) and it was wider than it was long (the length was 130 feet). You were sitting two stories up (the height was 48 feet and three inches). You were kind of like an office manager." "It was difficult to get used to due to the sheer mass of the airplane," Wunsch noted. "It was an easy airplane to fly, but it reacted very slowly. The visibility wasn't that good. You couldn't even see your wingtips. There was a hatch in the top and the flight engineer would stick his head out and tell the pilot to turn right or turn left. Also, with the 119s the pilot handles the throttles, but with the 124, the flight engineer would control the throttles."

Despite criticism the Globemasters caught from any aircrews, said Koucereck, "maintenance wise, it used a lot of oil. But that old girl was pretty dependable." Lacy said the unit heard, just as they did with the C-119s, that it was near impossible to maintain the C-124s with much respectability. "We heard the 124s had 10 million parts and that the (active duty) Air Force was going to give them to some raggedy reserve unit to maintain. But our guys jumped in and we were better than anybody." The 442nd's Globemasters roamed the world until 1971.

In June of that year, C-130A Hercules replaced the C-124s. This newer, smaller aircraft would remain with the wing until February of 1982, when the unit was inactivated. "The 130 was a real workhorse," Buck said. Buck is the last active 442nd member who flew the Hercules. "It was the C-47 of the turboprop," he said. "In fact, in those days the reserve handled 60 percent of Air Force airlift missions and the 442nd handled over 50 percent of that. We always used to say that if you have to fly heavy, it was a fun plane to fly. It was quite responsive and had tremendous capability. It had rugged gear. You could land on dirt as well as normal runways."

The Hercules' E model, which came to the wing in 1975, had a range of over 3,000 miles and an altitude of 25,000 feet. It was a little smaller than the Globemaster, as its wingspan was 132 feet and seven inches, length was 97 feet and nine inches and height was 38 feet and six inches. The switch from C-124s to C-130s was somewhat tricky for maintenance crews, as the 130s were powered by turboprop engines. "There was a difference with the 130," said Koucerck, who retired as a master sergeant A-10 crew chief. "Switching from reciprocating aircraft (the C-124s) and going to turboprop was not that major, but it took quite a bit more training to get in the groove and learn the capabilities." The turboprop engines at least may have saved one unit member some laundry bills. "I started out as a reciprocating engine mechanic," said Chief Master Sgt. Ray Strong, the quality assurance supervisor for the 442nd Logistics Group. "The biggest thing on that was that it was an oily, greasy job. I ruined a lot of clothes. In fact, I may still have some clothes with oil still on them." "The C-130 was easy to maintain," Kocourek said.

"It was excellent and we could haul anything you could throw at us anytime, anywhere. It was a forgiving aircraft and you could load let-down heavy. We flew when others couldn't. We kept those planes in such good shape." Words of wisdom offered to today's 442nd As these proud 442nd veterans look back on their efforts and accomplishments, they are eager to share their wisdom and encouragement with younger unit members and with society at large. "We've got a

lot of people who take freedom for granted,” Kocourek said. “Freedom isn’t free. Look at the world conditions now. They need to realize that without the military we probably wouldn’t be here as a country. We need to support our service people regardless of the branch. They’re the ones protecting us.” “Some people today say, ‘The younger generation has gone o hell.’ In spite of what people say, when the chips are down, the younger generation will do the same (as we did),” Grubaugh said. ‘Maybe some of them will become ‘the dirty dozen.’ ”Perhaps. But even if wing members do not get to become o-called “heroes,” according to these vets, there is great satisfaction and honor in quietly and faithfully carrying out one’s duties ust as they did. “Don’t be discouraged and distracted and think about getting out,” Lacy, 79, said. “You need to stay in the unit and finish /hat you start. There were a lot of times I was discouraged. I was t law school three nights a week, I was flying one night a week and on weekends and 1 got tired of all that. You ask yourself, ‘Is it all worth it?’ And it really is.” Fortunately, the discipline, commitment and esprit de corps of members like Lacy, Grubaugh and Kocourek has had a lasting impact on wing airmen from the C-46 days to the current A-10 period.“

One thing that stands out in my mind,” Strong said, “is that we had an ORI (operational readiness inspection) one time and the wind chill was 54 below zero. The wing commander at the time was (Brig.) Gen. (Alvin) Moser and part of the ORI was to launch airplanes and do airdrops and so on,” Strong continued. “After we did that, we had 12 or so propeller changes because of seals that had blown because of the extremely cold weather. “It was probably the coldest weather I ever worked in. But we made it,” he concluded. “In all my association with other wings and organizations throughout the world, the 442nd has a standard and a desire to be the best,” he said. “They don’t want to accept anything but the best. The personnel has changed many times (but) there’s been a tradition handed down here.” Buck echoed those comments. “The general Midwestern work ethic that made it a great C-130 unit makes it a great unit today.” he said. “The times are different, but there’s that same well-founded pride and determination. ‘It’s good enough,’ is not our standard.” “The 442nd is a top notch outfit - then, now and they’re still rolling,” Kourecek said. “If I was younger and had it to do over again. I’d do the same things. Air Force all the way.”

In April 2003, 60 years since the 442 was first brought into existence for World War II, wing members and aircraft were once again called to arms and deployed to Iraq to support the war effort in Operation Iraqi Freedom. 442 Services Flight members were also activated and deployed to various locations worldwide supporting Operations Iraqi Freedom and Enduring Freedom.

Whiteman Active Association Takes Shape: More than 100 Active Duty airmen are beginning to integrate into Air Force Reserve Command's 442 Fighter Wing at Whiteman AFB, Mo., according to a wing release. This task is part of the establishment of an active association there with the wing, an A-10 unit. "There is a synergy with this setup: We get full-time manpower, which will help with our high operations tempo and deployments," said Col. Gregory Eckfeld, 442 FW vice commander. "The Active Duty airmen get the benefit of our experienced Reservists, who will help train and season their pilots and maintainers." The Air Force first announced this new teaming arrangement last November; it's one of several new active associations with AFRC units. Under this set-up, the Reserve unit owns the assets and the Active Duty personnel help to operate and maintain them. The Active Duty commander will take day-to-day operational direction from 442

FW boss Brig. Gen. Eric Overturf, according to the wing's May 22 release. 2012

BAGRAM AIRFIELD, Afghanistan — As members of the 442 Fighter Wing's advance team settled in at Bagram Airfield, Afghanistan, after their arrival here May 6, they ensured a smooth transition for the main body of Citizen Airmen deploying here from Whiteman Air Force Base, Mo. The base here is located in a valley in central Afghanistan surrounded by 20,000-foot mountains, which still have last winter's snow on them. But members of the 442 are not letting the somewhat idyllic scenery mask the importance of their mission.

"I think the maintenance mission is very important," said Lt. Col. Alan Priest, deployed from the 442, he is the aircraft maintenance unit officer in charge for the 455th Expeditionary Maintenance Group here. "The other day we bombed some bad guys and that tends to get our maintenance people pumped up, especially when an airplane comes back empty." Bagram Airfield is run by the Army, which conducts daily missions on the ground throughout Afghanistan.

One of the reservists' missions will be to provide close air support and eyes in the sky for the Army Soldiers on the ground. Despite the relative security of the airfield, 442 reservists know they are still in a combat zone and to expect the unexpected. "I think, generally, everyone feels secure at this location," Colonel Priest said. "But you can't become complacent; I think most people realize that." The conditions here tend to run on the dry side, dirt, dust and gravel are a way of life. Deployed Airmen sleep in Bhuts, six- to seven-person dormitories made from plywood. The Army and Air Force Exchange Service runs a PX, Burger King, barber shops and other amenities and is also in charge of the dining facilities.

"It's great, absolutely wonderful, to come to an AEF location and find several dining facilities and even BX's," said Chief Master Sgt. Steve Brazeal, the AMU chief for the 455th EMXG here. "The dining facilities actually serve pretty good food," said Senior Master Sgt. Marian Simmons, a munitions production supervisor with the 455th EMXG. "I don't see anyone over here losing a tremendous amount of weight." The current state of Bagram Airfield is vastly improved over the first time the 442 deployed here in 2002 when maintenance operations were conducted out of two tents, according to Chief Brazeal. As for flying operations, the A-10s fly daily missions in support of military operations throughout the country.

Lt. Col. Stephen Chappel, a deployed A-10 pilot from the 442, now flying for the 355th Expeditionary Fighter Squadron has already flown sorties over Afghanistan and expects flying operations to remain busy throughout the deployment. "The majority of the sorties are in support of Army ground operations," Colonel Chappel said. "It's a mixture of close air support, reconnaissance, and pre-planned operations."

The importance of deploying to Bagram Airfield and the reminder that this is still a combat zone hit home for Soldiers, Sailors, Marines and Airmen here when almost the entire base lined up on the airfield, May 8, to pay tribute to six fallen soldiers who were taking a last flight to the United States. "We are aware of why we are here," Sergeant Simmons said. "We are here to keep the people responsible for why we're here from ever attacking our country again."

2008 Air Force reservists assigned to the 442 Fighter Wing have earned the wing the Air Force Outstanding Unit Award for 2007. In a Jan. 7, memorandum, Air Force Reserve Command officials at Robins AFB, Ga., announced the award for the A-10 Thunderbolt II unit for leading the way, "in combat effectiveness, applying its trained combat-ready forces and their war craft, at will, in

direct support of the Global War on Terrorism." Nearly 600 members, about half of the Wing, have mobilized and deployed worldwide, including to combat operations in Iraq and Afghanistan, during the two-year rating period of March 2005 through February 2007. In doing so, they have supplied more than 70,000 active days of service to the military's 'Total Force' objective." With the Wing now having won the award six times in its nearly 65-year history the Wing's commander, Col. Steve Arthur, credits the unit's success directly to its members. 2008

The 442 Fighter Wing now has command over three geographically separated units including the 476th Fighter Group at Moody AFB, Ga.; the 917th Fighter Group at Barksdale AFB, La.; and the 924th Fighter Group at Davis-Monthan AFB, Ariz. In addition, the 442 FW supports the 610th Intelligence Operations Flight at Offutt AFB, Neb via Military Personnel Flight and finance assistance. As a result of the GSU gains, only 50.4 percent of the personnel in the 442 FW will serve at Whiteman AFB; the remainder of the wing will be located at the GSUs throughout the country. According to the 442 Military Personnel Flight, for the last two years, the wing has had approximately 1,299 members. The 917th and 924th Fighter group additions will put the wing at a total of approximately 2,083 authorized positions. The 442 Financial Management Office is the only office at Whiteman that may gain additional personnel. "The additional manning is pending a manpower study, which unfortunately is not expected to occur for two years," said Senior Master Sgt. Cesar Ortiz, 442 MPF superintendent.

7/6/2012 - WHITEMAN AIR FORCE BASE, Mo. (AFNS) -- The 442 Fighter Wing is scheduled to begin integrating more than 100 active-duty Airmen by October. The total-force integration of active-duty Airmen into Reserve units is part of an initiative to improve efficiency and combat capability by leveraging Reserve experience and continuity. The 442 FW is among three units in the Air Force Reserve Command, along with the 301st Fighter Wing at Naval Air Station Fort Worth Joint Reserve Base, Texas, and the 482nd Fighter Wing at Homestead Air Reserve Base, Fla., to have an active-duty association. Col. Gregory Eckfeld, the 442 FW vice commander, said the active-duty association will be mutually beneficial for the regular Air Force and the Reserve.

"There is a synergy with this setup: We get full-time manpower, which will help with our high operations tempo and deployments," Eckfeld said. "The active-duty Airmen get the benefit of our experienced reservists, who will help train and season their pilots and maintainers." Eckfeld said the active-duty commander is scheduled to report here this summer and then approximately 40 of the Airmen will report a few months later. Like any other active-duty service member, the incoming Airmen will be eligible for base housing or dorms, dependent on rank, and all other medical and pay benefits.

The commander of the active-duty unit will take day-to-day operational direction from Brig. Gen. Eric S. Overturf, the 442 FW commander. Administrative control and command authority will come from the 23rd Wing at Moody Air Force Base, Ga., where the 476th Fighter Group, a geographically separated unit of the 442 FW, resides. The 509th Bomb Wing here will provide minor administrative support to the incoming active-duty Airmen. Lt. Col. Stephen Chappel, the 442 Operations Group commander, said integrating another unit will be challenging, but everyone involved is up to the task. "A lot of smart people have already laid the groundwork for answering 90 percent of the questions," he said. "It's that remaining 10 percent of issues that become the

challenge. With total-force integration, having the right people on both the active-duty and Reserve sides with a 'can do,' and more importantly, 'will do' attitude will allow the remaining 10 percent of the challenges to be easily overcome." 2012

Missouri Airmen, A-10s Head Home from Bagram —Marc V. Schanz Pilots and maintainers deployed to Bagram Airfield, Afghanistan, from Air Force Reserve Command's 442 Fighter Wing at Whiteman AFB, Mo., are returning home after concluding their combat deployment, according to a Bagram release. The Missouri A-10s began departing Bagram on Oct. 19. During the months they spent in Afghanistan, these airmen and their machines flew close air support missions as part of the 303rd Expeditionary Fighter Squadron. The Reservists were expected to arrive at Whiteman late on Monday evening local time. Replacing them are Indiana Air National Guardsmen and A-10s from the 122nd FW at Fort Wayne ANG Base. 2014

DEPARTMENT OF THE AIR FORCE UNIT 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.