

## 700 AIRLIFT SQUADRON



### MISSION

The 700 Airlift Squadron maintains combat ready aircrews and aircraft capable of deploying in response to worldwide contingencies and emergencies. It is equipped with C-130Hs and tactically qualified aircrew to support air transportation for deployments, humanitarian airlift missions, and aeromedical evacuations.

### LINEAGE

700 Bombardment Squadron (Heavy) constituted, 20 Mar 1943  
Activated, 1 Apr 1943  
Redesignated 700 Bombardment Squadron, Heavy, 20 Aug 1943  
Inactivated, 12 Sep 1945  
Redesignated 700 Bombardment Squadron, Very Heavy, 13 May 1947  
Activated in the Reserve, 12 Jul 1947  
Inactivated, 27 Jun 1949  
Redesignated 700 Fighter-Bomber Squadron, 24 Jun 1952  
Activated in the Reserve, 8 Jul 1952  
Redesignated 700 Troop Carrier Squadron, Medium, 6 Sep 1957  
Redesignated 700 Troop Carrier Squadron, Assault, 25 Sep 1958  
Ordered to Active Service, 28 Oct 1962  
Relieved from Active Duty, 28 Nov 1962  
Redesignated 700 Troop Carrier Squadron, Heavy, 8 Jul 1965  
Redesignated 700 Air Transport Squadron, Heavy, 1 Dec 1965  
Redesignated 700 Military Airlift Squadron, 1 Jan 1966  
Ordered to Active Service, 26 Jan 1968  
Relieved from Active Duty, 2 Jun 1969  
Redesignated 700 Tactical Airlift Squadron, 1 Apr 1972  
Redesignated 700 Airlift Squadron, 1 Jun 1992

## **STATIONS**

Gowen Field, ID, 1 Apr 1943  
Wendover Field, UT, 8 Jun 1943  
Sioux City AAB, IA, 8 Jul-20 Oct 1943  
Tibbenham, England, 2 Nov 1943-30 May 1945  
Fort Dix AAB, NJ, c. 9 Jun-12 Sep 1945  
McChord Field, WA, 12 Jul 1947-27 Jun 1949  
Buffalo, NY, 8 Jul 1952  
Niagara Falls Muni Aprt, NY, 15 Jun 1955  
Dobbins AFB (later, ARB), GA, 16 Nov 1957

## **ASSIGNMENTS**

445 Bombardment Group, Heavy, 1 Apr 1943-12 Sep 1945  
445 Bombardment Group, Very Heavy, 12 Jul 1947-27 Jun 1949  
445 Fighter-Bomber (later, 445 Troop Carrier) Group, 8 Jul 1952  
445 Troop Carrier Wing, 25 Sep 1958  
918 Troop Carrier (later, 918 Air Transport; 918 Military Airlift; 918 Tactical Airlift) Group, 11 Feb 1963  
94 Tactical Airlift (later, 94 Airlift) Wing, 1 Sep 1975  
94 Operations Group, 1 Aug 1992

## **WEAPON SYSTEMS**

B-24, 1943-1945  
B-29, 1947-1949  
T-6, 1952-1955  
F-51, 1953-1954  
F-80, 1953-1956  
F-84, 1955-1957  
C-119, 1957-1958  
C-123, 1957-1965  
C-124, 1965-1972  
C-7, 1972-1982  
C-130, 1982

## **COMMANDERS**

Capt Irving H. Ward, 1 Apr 1943  
Lt Col Carl Fleming Jr., by Jun 1943  
Maj Don W. McCoy, 29 Apr 1944  
Maj James W. Graham Jr., 1944  
Maj John T. Burke, 22 Sep 1944  
Unkn, May-12 Sep 1945  
Unkn, 12 Jul 1947-27 Jun 1949  
Unkn, 8 Jul 1952-1959

Maj C. W. Parker, 1959  
Lt Col William E. Feast, 1959  
Lt Col Edwin R. Johnston, 1961  
Maj Charles G. Phillips, 1963  
Lt Col Edwin R. Johnston, 1964  
Lt Col James C. Brown, 1966  
Lt Col Oren K. Armstrong, 1968  
Lt Col Clifford D. Lyon, 18 Oct 1968  
Col Douglas B. Moore, 1969  
Lt Col David L. Seitz, 30 Jun 1971  
Lt Col D. L. Henry, 1972  
Lt Col Thomas E. Wood, 1972  
Lt Col Larry L. Bandy, 1979  
Lt Col Irving B. Johnson Jr., 1979  
Lt Col R. O. Symmes, Jan 1982  
Unkn, Jul 1982-1984  
Lt Col William F. Haber, 1985  
Col Edwin B. Jelks, III, 1987  
Lt Col Frederick E. Boatwright, 1 Apr 1989  
Lt Col Paul K. Willis, 3 Dec 1989  
Lt Col Nathan L. Mason, 28 Nov 1991  
Lt Col Richard A. Pitts Jr., 10 Jul 1993  
Col Lawrence N. Barton Jr., 6 May 1995  
Lt Col James D. Hite, 2 Feb 1997  
Lt Col Randall C. Hill, 2 Sep 1999  
Lt Col Daniel Kornacki, 8 Jul 2000  
Lt Col Kevin J. McNeight, 19 Apr 2004  
Lt Col David Salisbury, 3 Feb 2007  
Lt Col Mark K. Cumbee, 14 Apr 2012  
Lt Col Christopher Gohlke, Jun 2014-Aug 2019  
Lt Col Michael McNulty, Nov 2019  
**Lt Col Oscar Rondon**

## **HONORS**

### **Service Streamers**

#### **Campaign Streamers**

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe  
Air Combat, EAME Theater

Southwest Asia  
Defense of Saudi Arabia

### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citation  
Gotha, Germany, 24 Feb 1944

#### Air Force Outstanding Unit Awards

26 Jan 1968-31 Mar 1969

1 Apr 1971-30 Jun 1972

1 Jul 1972-15 Mar 1974

1 Jan 1976-30 Nov 1977

1 Jan 1981-31 Dec 1982

1 Jan 1984-31 Jul 1985

15 Aug 1987-14 Aug 1989

30 Aug 1990-29 Aug 1992

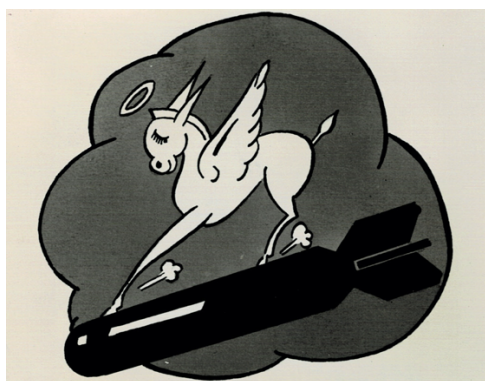
16 Aug 1992-15 Aug 1994

16 Aug 1995-15 Aug 1997

French Croix de Guerre with Palm  
Dec 1943-Feb 1945

Republic of Vietnam Gallantry Cross with Palm  
1 Apr 1966-31 Mar 1972

#### **EMBLEM**



700 Bombardment Squadron, Heavy emblem: In front of a large irregular outline red cloud

formation, a caricatured white, winged colt (Asbestos Alice) with halo of like color, riding a large blue aerial bomb, point to dexter base. **SIGNIFICANCE:** Asbestos Alice, the righteous squadron spirit, is the courier of destruction for the enemies of mankind. The red cloud background represents the wall of enemy fire through which she flies. (Approved, 24 Aug 1944)

“Asbestos Alice was chosen as the mascot for the 700 Bombardment Squadron when it was activated on 20 March 1943. The symbolic name for the white winged colt represented the invulnerability of the unit's bomber aircraft to enemy fire. The wings of the colt represented the swiftness of the aircraft, and the halo alluded to the divine guidance and protection thought needed to penetrate enemy defenses. The large blue aerial bomb symbolized the unit's mission and the red cloud that constituted the back-ground embodied the valor of the unit's personnel.

This emblem was approved on 24 August 1944, and flew 280 missions during World War II with the unit while flying B-24s from Tibenham, England. The 700 Bombardment Squadron was inactivated shortly after the end of the war. Through the years the unit has flown many types of aircraft on bomber and fighter and transport missions. However, the emblem remained the same until 13 Dec 1973, when it was updated, and approved in the present form.



On a disc divided per fess nebuly blue and white, edged with a narrow yellow border, on the blue portion between three yellow stars of five points, two above and one below a stylized white aircraft in horizontal flight. On the white portion a stylized red cloud surmounted by a white Pegasus. Attached below the disc a blank blue scroll edged in yellow. **SIGNIFICANCE:** The emblem is symbolic of the unit and the Air Force colors, ultramarine blue and golden yellow, as well as the National colors, are used in the design. The color blue alludes to the sky, the primary theater of Air Force operations, and yellow to the sun and excellence of personnel in assigned tasks. The three stars represent the unit's distinctive history in three conflicts WWII, Cuban, and Vietnam. The stylized aircraft represents the means by which the assigned mission is accomplished. The winged horse outlined by a cloud formation is symbolic of the swiftness with which the unit can respond to an emergency mission requirement. Emblem designed by Capt Bobby G. Jackson, 94 Tactical Airlift Wing Chief of Personnel (Approved, 13 Dec 1973)

On the original 700 TAS emblem, the disc was divided by white ramparts, which represented

strength.

The first emblem was popular among the aircrews who wore it on their wartime missions and displayed it around the squadron buildings and billets. Alice remained the darling of the 700th while the squadron flew F-51s at Buffalo, New York in the fighter-bomber role. In 1955 when the squadron moved to Niagara Falls IAP, New York, it converted to C-46s and became the 700th Troop Carrier Squadron (Medium). About this same time the emblem began to seem obsolete, perhaps because the bomb depicted no longer fit the unit's mission.

In fact, when the unit moved to Dobbins AFB, GA in 1957, Alice almost disappeared entirely. The design was seldom seen around the squadron and the patch was not displayed on the grey flight suit worn in those days. Because of the geographic move, the change in aircraft and mission, most unit members at Dobbins AFB did not even know that the 700th had an emblem.

The advent of the green cotton and Nomex flight suits brought a revival of the unit patch as an official part of the uniform. So in 1973, thirty years and seven aircraft types after the birth of the squadron, the emblem was updated to its present form to more accurately depict the unit's mission.

## **MOTTO**

STRENGTH IN READINESS

## **OPERATIONS**

The U.S. Army Air Forces constituted the 700th Bombardment Squadron (Heavy) on 20 March 1943. It was activated on 1 April at Gowen Field, Boise, Idaho and assigned to the 445th Bombardment Group (Heavy). The squadron's first aircraft, the B-24 "Liberator" began arriving in early April but the Army was slow in delivering aircraft. The delay forced the squadron to share the few aircraft in the group with the other three squadrons assigned to the group. Despite the shortage of aircraft, the men of the 700th went about learning how to safely operate the B-24 and work together as a crew.

The initial cadre for the 700th Squadron consisted of only 10 officers and 8 enlisted men. Several months elapsed before it had attained adequate personnel strength. Thereafter, until the end of World War II, the number of its officers varied from around 100 to 120, and the enlisted men from 400 to 460.

During the latter part of April 1943, the squadron's aircrew went to the Army Air Forces School of Applied Tactics in Orlando, Florida, for a month of training. The aircrew and the ground crew were reunited in early June at Wendover Field, Utah, where for about four weeks the squadron underwent the first phase of its combat training with the B-24 aircraft in quite austere conditions. The squadron headquarters consisted of a tent alongside the aircraft parking ramp where every time an aircraft engine was started, the tremendous blast of the air stirred up by the propellers scattered papers and along with everything else not held down in the tents.

Everyone concerned was glad when another unit moved out of Wendover and the squadron was able to take over its offices. Life at Wendover could hardly be called exciting. The field was just a

collection of flimsy huts and some concrete runways located in the salt flats of western Utah, on the Nevada border. Civilization was far removed from this forsaken spot. A hotel or two, a sprinkling of homes and a few trees, plus seven gambling casinos and cafes, made up the tiny settlement outside the airfield. From a military point of view, the isolation was an incentive to put in more working hours since there was little to do with a great deal of leisure.

Each morning found both officers and enlisted men drilling down on the line. In the late afternoon, everyone went out to the athletic field where an hour's exercise, or more, daily helped to condition the men. Someone had gone out of his way to make certain everything was provided because there was even an obstacle course. Each Saturday morning there was a Group parade. On June 25 we officially began Operational Training. Two days later we learned that the Group was being moved to Sioux City, Iowa, for further training. This was good news to everyone, as it ended our desert exile. On July 5 we were on our way to Iowa. A limited number of officers and men flew there in what planes we had, and the rest proceeded by troop train.

The squadron started its second phase of training in Sioux City, Iowa, on 8 July 1943. There, the squadron grew to its full strength in personnel and aircraft. The Sioux City heat at this time was terrific. The only redeeming feature of all the sunshine was the very healthful tans everywhere in evidence on the majority of the Group men. Two months later, the squadron moved to Mitchell South Dakota for their final phase of combat training. We gained many new combat crews as well as various types of ground personnel, so that rapidly we were approaching our authorized strength. We still did not have a great many planes, but those we did have were getting lots of flying time and giving our maintenance men plenty of experience. We did not drill as often as at Wendover, and the parades and reviews stopped completely once intensive training had begun. There were still calisthenics and athletics for conditioning, plus other necessary warfare training ranging from the smells of chemical warfare to the stings of the Medical Department's shots.

It was there that the members of the squadron received their orders to go overseas. The squadron members were given explicit directions on how to ship home excess baggage and how to prepare to go to war.

On the night of October 3, 1943, a notice appeared on Group Bulletin Boards to the effect that we were restricted to the base after 0001 hours on October 7. The notice gave explicit instructions on how to send home our baggage. At a Staff Meeting the following morning our date of departure was announced. For the next 48 hours everyone was busy stenciling his equipment, baggage, and clothing with his organization shipment number, as well as his name, rank, and serial number.

For security reasons, the squadron received a code number for identification purposes. The men used that code, their name, rank and serial number to stencil their belongings for the movement overseas. Once the movement began, Group Headquarters and the Squadrons would be referred to by only a code number. Each organization had its own code number.

In October, the aircrew began their journey overseas. Their transfer saw them go to a staging

area in Lincoln, Nebraska then to Morrison Field, Florida. From there, the 700th air crews flew the South Atlantic route by way of Puerto Rico, Trinidad, Brazil, French West Africa, and French Morocco to their station in England. The first of the squadron's 15 B-24s arrived at Tibenham on 20 November 1943 and the last one on 31 December.

The ground crew journeyed to war via rail to Camp Shanks, New York where they assembled and waited for their transport to Europe. They sailed on the liner Queen Mary. The voyage was uneventful albeit uncomfortable. The Queen Mary had been converted to a troop ship with a capacity of more than 15,000 passengers compared with a peacetime capacity of just over 2,000 passengers. They arrived in Scotland on 2 November. From there, the ground personnel traveled by rail down the coast of England to their new station, Tibenham, on the southeast coast of England.

Weather conditions, mud and inactivity were directly responsible for low morale among the men during the first two months. Gradually—the men became "acclimated" to British weather, paved roads eliminated muddy paths, various base activities, such as the red cross aero club, and the theater offered off-duty divisions, but mainly the keen interest in the effect of his assignment, skillfully carried out, had on the enemy.

The road leading to the ground officers' living site wound around a rather filthy barn which reeked of various farm smells and from out of which big-eyed cows stared in dumb amazement at the American officers who were intruding on their former peaceful farmland. The countryside was unbelievably green, much more so than most of us Americans were accustomed to see at that time of year. The fields, too, were noticeably smaller than those of American farms. Deep drainage ditches and clumps of bushes divided the fields quite efficiently. The sun was shining brightly, but we were being treated to a warm greeting which dampened in short order. None of our planes had arrived as yet.

We learned that we were restricted to the Base until we began aerial operations. All the officers got a look at the Division Commander, Brigadier General James P. Hodges, and the Group Staff Officers met with their respective Division superiors. The next day was a memorable one, it began to rain. And with the advent of the moisture, which quickly imparted a perpetual clamminess to everything, our spirits were soon dampened. England, With Its cold dampness and mud, was a distinctly undesirable place for many Americans.

Unfortunately, we exchanged our American money, for those who still had some, for English money, and this strange, seemingly incomprehensible monetary system brought forth new and even more vivid verbal expressions of displeasure. About 2300 hours on Saturday, November 6, the Germans paid us a visit. Off to the North in the direction of Norwich—so claimed the better informed—brilliant flashes of anti-aircraft fire could be seen, and the boom of gun fire was quite convincing. By the end of November, almost everyone had found his way of licking such problems as getting around in the blackout, making fires in the dinky hut stoves, keeping dry, if possible, in the rain which seemed to be an almost daily occurrence, and piling enough blankets on one's bed, as well as wearing sufficient clothing to bed, to avoid freezing to death.



It was decidedly commonplace to see bedding rolls, pup tents, overcoats, and up to eight blankets piled on many beds, until it seemed that the weight of so many items would crush the human being buried in its depths. The German propaganda broadcasts were always good for a laugh, but they were listened to probably more frequently than British programs, since they furnished the best music most consistently. Getting used to the air raid message was no difficult task, for we experienced enough air raids in our first few days at Tibenham-none of which resulted in any direct action against our Base-to quickly learn the various types of warnings. We also had an early initiation in doing without electric lights, for our electric current was always failing; so much so that candles were very handy items to have around. For those who had occasion to use them often, the telephones also furnished a splendid headache.

Shortly after arriving in the European theatre of operations the 700th squadron became operational. For on the 13th day of December, 1943 we participated in our first mission. All preparatory work being done by our capable ground crews and the ships were ready to go. At 0430 the crews were briefed on their first target. The important submarine base in Kiel, Germany. Our squadron sent out; Lt. Costain, being accompanied by Major Carl Fleming; Lt. Planka, Lt. Soviar, and Lt. Rodenbaugh. Lt. Costain led the group formation. Our aircraft bombed the primary target and returned home safely without casualties. This, the first mission became history, and the participating crews were no longer inexperienced flyers but now seasoned fighters, because they had met the enemy. Lt. Tony Lapolla, navigator of the lead ship, Voiced the opinion of the majority of crew members when he said, "hope all the rest are like this." It was a rather humble beginning of 15 ships, of which 12 bombed the target.



700 BS B-24

In those two days we witnessed further evidence of our wonderful Base utilities systems; on

Tuesday morning our lights were out for several hours, and on Wednesday afternoon we were warned not to bathe or use water for any but absolutely essential purposes because of water shortage. The shortage of water was exceedingly difficult to comprehend, in view of the very abundant rainfall we were experiencing. On such and similar occasions our hosts, the British, were discussed a bit unfavorably and were blamed for a variety of the world's ills, ranging from B.O. to the present war. There were even threats of cutting the cables of the numerous barrage balloons and allowing the island to sink into the ocean.

The squadron's second mission was on 16 December 1943, over Bremen Germany. All of the squadron's aircraft returned to Tibenham.

For the next six months, the squadron focused on efforts to destroy Germany's war making abilities.

1 January 1944—the status of the organization was 397 enlisted men and 72 officers.

January 2: usual garrison duties. Stand down for today.

January 3: Ground crews prepare for tomorrow's mission.

January 4, the first mission of the month. We dispatched 3 aircraft to bomb the all important submarine base at Kiel, Germany.

January 5, Kiel was again the target for today. We dispatched two aircraft. Lt. Costa in led the second box.

January 6, ground and air crews get a day rest as the mission is scrubbed.

January 7, target for today—Ludwigshaven, Germany. Three of our aircraft were dispatched. Stand down for tomorrow.

January 10, stand by, that means a mission tomorrow. Ground crews prepare for operations.

January 11, it's a long one today—the highly industrial city Of Brunswick. Due to inclement weather conditions we bombed the target of opportunity which was Meppen. Everyone back.

January 12, no mission today.

So, within the first two weeks of operations, we completed 7 missions. Two of our best crew went down. The loss of our squadron bombardier will never be replaced. Many more missions are ahead and some will be good, just a milk run, and some, even worse than Osnabruck or Bremen. Where they may be or how bad they may be our crews will continue to blast the Nazi war machine until the day when ultimate victory can be claimed by the united nations.

January 14, bonnieres, France today, this will be a short one. 7 of our aircraft were dispatched. Another milk run.

January 15, bad weather today—no mission. Stand down for tomorrow.

January 17, No operations today.

January 18, weather still bad—no mission.

January 19, No operations.

January 21 after a 7 day rest, we were finally alerted. Ground and air crews worked all night in preparing for tomorrow's mission.

January 22 Bonnieres, France again—didn't we destroy it last time? Nine of our aircraft were dispatched. Bombing results were reported good—we must have knocked it out today.

January 23 Boy, This weather sure stinks—no mission today.

January 24, Stand down again.

January 25, All quiet—no operations.

January 26, What's the matter with this damn weather? Why doesn't it let up? no operations

January 29, Target for today—Frankfurt—the great industrial city of Germany. 8 of our aircraft were dispatched. That was easier than we expected, everyone back.

January 30, we dispatched seven ships today. Brunswick, a highly industrialized city in Germany was the target for today. All back.

January 31, No mission.

February 1, Stand by for tomorrow.

February 2, a new target today—Siracourt, France. Six of our aircraft were dispatched.

February 3, a days rest—no mission. Crews prepare for next days mission.

February 4, nine of our air craft were dispatched to bomb, Russelsheim in the industrial area of Frankfurt.

February 5, six of our aircraft were dispatched to bomb the airfield in tours, France. Lt. Costain again led the group. With major Fleming flying as his co-pilot. The lead element was made up entirely of The ships from this squadron.

February 6, 4 of our aircraft were dispatched to bomb the target of Siracourt, France.

February 7, no mission today.

February 8, eight of our aircraft were dispatched to bomb the target of Watten, France.

February 9, no mission today.

February 10, three of aircraft were dispatched and bombed the target of Gilze-Rijen in Holland.

February 11, eight of our aircraft bombed Bonnières, France. A squadron party was held in mess hall. #4. A good time was had by all.

February 13, Six of our aircraft were again dispatched to bomb the target at Bonnières, France.

February 14, no mission today.

February 15, seven of our aircraft bombed Siracourt, France. All back safely.

February 17, No mission today.

February 20, eight of our aircraft were on the most successful mission of bombing to date—to the industrial city of Brunswick. S/sgt. John E. Vessels, waist-gunner on "Black Dog" summed it all up, when he said, "it was plenty rough." Lt. Owen was down over the target. The loss was felt by all.

February 21, eight of our aircraft were dispatched to bomb the Acmmer airfield in Germany. Due to inclement weather conditions they bombed the airfield at Diepholz, doing great damage.

February 22, six of our aircraft were dispatched to bomb the all-important aircraft parts factory at Gotha, Germany. Due to inclement weather conditions the mission was recalled.

February 23, weather prevented the group from going on any mission today. Squadron alerted for tomorrow.

February 24, weather finally let up and seven of our aircraft were again dispatched to bomb Gotha. Catastrophe struck the group when no fighter escort showed up at the Dutch coast. Scores of German fighters attacked the formation without any opposition. We lost three of our ships. Lt. Costa and his crew, Lt. Blomberg and his crew, and Lt. Switch and his crew. Captain E. E. Walder, squadron operations officer went down with Lt. Switch's ship. The target was completely

destroyed. Three of our men, Sgt. Patterson, Sgt. Beasley, and Lt. Stepko, were credited with the knocking down of a German fighter. The loss suffered was great as many a close friend was lost. Men swore they would make it up.

February 25, after that blow—another mission—we sent five up today to blast the target of Furth, in Nurnberg, Germany.

February 27, no mission today.

February 29, Lottinghem, Germany was our last mission for the month. We dispatched six aircraft.

The Allied invasion of France in June 1944 marked a temporary shift to directly supporting of Allied ground troops in Normandy, France area. In July, the squadron resumed bombing airfields, airplane engine factories, chemical works, railway centers, and rocket installations.

H-hour for the 2nd D-day had been finally set and again it was the S-2 section who first received orders for the preparation of it. It was Just another night on the briefing team as far as S/sgt. Donald Hunter and Sgt. James Dunn were concerned. The usual, "yes, we're on again tonight. Our night sure comes up fast," was repeated by Jimmy while the boys were chewing the fat in the mess hall. When don't put up a sign on the war room door, reading, "closed today, mission being prepared." the S-2 personnel seem to sense the makings of a very important operation.

During this month, the bombing of Germany and occupied Europe became more intensified. The first few days of June, the group concentrated on the coastal installations of France. Then on June 6th, the day that we all have been working for these many months came. With the cries of Actung Spifire ringing along the coast of France, D-Day began. It was a very busy day for all the members of the squadron because we participated in four missions the day of the invasion. Captain Albert Bell was the first pilot to drop his bombs on the target of the first mission flown on D-Day.

On 13 June, the squadron had flown its 100th mission. This occasion called for a celebration, so the group had its 100th mission party on the night of the 13th. The officers had a party at the officers club and the enlisted men held a party at the local sergeants club. A good time was had by all and many of the boys had that morning after feeling all the next day. Our squadron participated in 28 combat missions this month. We dispatched 176 planes and only 17 returned due to mechanical failure.

The excellent work of some of our crew chief was recognized as five of them received the Bronze Star for meritorious achievement while servicing their aircraft. The recipients of the award were Master Sergeant Roy Hines, Crew Chief of the Liberator Boys Howdy, which has 46 consecutive missions, Master Sergeant Albert G. Ellwein, Crew Chief of Rambling Wreck, which has 54 missions, Master Sergeant James B. Gresham, who has serviced two ships and has over 50 missions, Master Sergeant Andrew Astalos, Crew Chief of Lillian Anne 2, which has 55 missions, and Master Sergeant Victor L. Baker, Crew Chief of Cuckoo Baby, which has 47 missions.

The casualties were light this month. Lieutenant Plant and his crew were reported missing in action, but all the men bailed out, so we are looking for Plant and his crew to come sauntering back into camp one of these days with a bottle of good French wine in one hand and a pretty French maid in the other. Two of our crews had to make forced landings and unfortunately the boys did not survive the crash. After returning from a mission, five enlisted men were killed when Lieutenant Salisbury had to make a crash landing after returning from combat. The loss of these men were deeply felt by all the men in the squadron. Some of the boys finished their missions and left the group to find greener pastures elsewhere. For the ones that finished up, there were new crews joining to take their place. The pastures were available most of the month, so a lot of the boys were able to enjoy those bitter and milds at the local pubs. The more fortunate ones got an occasional shot of scotch. So another month here in the ETO became history. Everyone's morale seemed to be better because the big push was now on. The push that might mean this war will be over before much longer and we will all be back home again.

With the mission to Politz Oil Refinery on June 20, our crews once again returned to deep penetration into Germany. Since D Day, when our planes began to make only short missions to the invasion scene and near-by targets, there was no announced policy for computing the number of missions or the value of a particular mission in completing a tour of operations. This developed into a morale problem on the part of combat crewmen, but it was soon settled on a fair basis by Air Force Headquarters by giving proper recognition to the greater risk involved in missions which required longer flights into more distant and more heavily defended German territory. Then on 22 September following Major McCoy missing in action in a raid on Kessel, Germany, and Captain John T. Burke replaced him as commanding officer of the Squadron.

September 27, 1944, began like many other days in England. The morning showed signs of probable rainfall, and we put up a mission. But in a few hours, we were to learn that it was not just another day; it was the most tragic day in the history of our Group, and it was probably the most disastrous raid for a single Group in Air Force history. The assigned target was Kassel, and 37 of our ships set out for the target. It was a completely undercast mission, and after reaching the J.P., the Group turned and presumably headed for the target. Actually they were headed for Gottingen, which was approximately thirty miles northeast of Kassel, and dropped their bombs about half a mile short of Gottingen. They then turned off the target as prescribed. But being out of the bomber stream, they were on their own. About ten minutes of routine: flying followed, when suddenly, with very little notice from the gunners the Germans had made excellent use of cover and apparently had reached the Group's altitude in good time-more than 100 German fighters pounced upon the Group, flying about ten abreast and raining destruction upon our ships practically at once. Our gunners did what they could and managed to inflict a heavy loss on their attackers. But by then many of our ships were roaring earthward in flames, and it seemed to be raining parachutes. American fighters finally appeared on the scene, too late to save our Group. although they also managed to destroy several Luftwaffe fighters.

The entire battle took less than five minutes, and we lost 25 crews and ships at the scene of the tragedy. In addition two ships crashed-landed in France, two at Manston, England, and a fifth

cracked up in the vicinity of our base. The total casualty list showed one killed, 13 injured, and 236 missing in action. Of those missing in action, many were eventually officially listed as killed in action and a high percentage managed to survive the crash or parachuted to safety, finally returning home after their liberation from captivity by advancing Allied ground forces.

As for the German losses, our gunners were officially credited with the destruction of 23 fighters, with an additional 5 probably destroyed. Of course this represented only the toll exacted by and credited to the returning and surviving news. It was known for certain that other losses were also inflicted on the Germans by other crewmen who did not return to our Base to report their hits.

The following day our Group put up a gallant formation of ten ships, whose target was again Kassel. All the ships returned safely after scoring for the Group another excellent bombing record. The end of the month found our Base in the path of buzz bombs winging their way south toward London. The launchings and flights all occurred at night, and the Divisional area seemed to be right on their road to London. Although on occasion bombs could be heard going off in the distance, our Base was spared the fate of having any crash on or near us. The bombs were plotted in their flight over the Base and surrounding area, so that we were subjected to many alerts during the night which proved disturbing from the fact that the frequent announcements served to make sound sleeping almost impossible at times.

November 4 was the first anniversary of the arrival at Tibenham of a great part of the Group, but the day passed without any particular celebration. But two days later our Base featured a novel kind of celebration. For want of a better name it was called "Home Coming Day." The day featured a football game between the Wendling team and our champs. Preceding the game there was a parade of floats around the base. Each organization and some sections entered a float in the parade, and a prize was awarded the best float by a group of Judges. Then our team proceeded to trim the Wendling team, 12-0, thereby becoming the Division Champions. It was an ideal day for a football game, and practically everyone on the field was at the game, with the exception of a skeleton crew at most section offices. The occasion could best be summed up thus: a good time was had by all.

The mission of November 9 had for its target Metz, where our Group joined a powerful force of American bombers in an effort to smash tactical targets to aid the advance of our ground forces in the area. Our own bombing results that day were not up to usual standards. Fortunately we suffered no casualties. The following day on our mission to Hanau we did not fare so well, losing one crew and ship over the target while a second crew was injured in a crash landing upon return to England.

In December 1944, the squadron bombed communication centers in the Metz, France area and in March 1945, it dropped ammunition, food, and medical supplies to airborne troops who preceded Allied ground forces across the Rhine River.

The second mission to the highly industrialized city of Bremen. Saw Lt. Bell, Lt. Nelson, Lt. Patterson, Lt. Larson, Lt. Markham, and Lt. Baroha, make their first run on the target. Our group

went into action again on Dec. 20th and for the second straight time combed Bremen. Fighter support was excellent. Heavy flak was encountered. On this mission disaster struck at our squadron, as Lt. Wilton Patterson and his crew, flying in "Good Nuff" Went down over the target area. Our squadron bombardier, Lt. Thomas Christensen, was also lost on this mission. During this mission, S/sgt. Jack Ritchie, waist-gunner received the undying praises from all of his grateful crew, when he released eight incendiaries and one five hundred pound bomb, that were dangling perilously in the control cables. Because of the cold and lack of oxygen, Sgt Ritchie froze his hands and face. All that he could say on his return to the base was "it was cold as hell."

On Dec. 22<sup>nd</sup>, The group participated in the most difficult mission yet flown by us, Lt. Bell led the group accompanied by our squadron co, Major Carl Fleming jr. The target today was Osnabruck. The fighter opposition was intense and flak was very heavy. Once again, our squadron lost a capable crew when Lt. Norman Nelson failed to return after the mission. Lt. Nelson's ship was last seen between the i.p. and the target.

This month the squadron celebrated its first year of operation in the theater. For it was on the 13th of December 1943 that the squadron participated in its first combat mission, a sortie to Kiel, Germany. The squadron has an excellent record in its first year of operations, one which all personnel might be proud. Both the flyboys and the members of the ground crews have worked hard and they deserve a lot of credit. But like Tom Clancy who works out the armament section said, no matter how hard we work, we should all work just a little harder to get back home a little quicker.

Christmas month and the packages were coming in pretty fast. The squadron mailman was kept busy most of the month taking care of all the packages from the states. But he said that he didn't mind because every once in a while, one would come through for him. All the boys were salting their packages away and saving them for Christmas Day. There were a few mice in some of the barracks and Corporal Ed Kelly, communications clerk, had a pretty tall story to tell about the one in his hut. Ed says the mice in his barracks are so big that he awoke one evening and saw one of them carrying one of his Christmas packages out the back door. Christmas Eve, the boys over at Hut 7 decided to have a little party. The boys got together and sang a few carols and dug into a few of the packages for some Christmas goodies. There was a dreamy look in most of the boys eyes and you could tell that they were about 3,000 miles from England on this, our second Christmas here. Christmas Day, all the boys got their packages out to see what Santa had for them. Master Sergeant Hines said he must have an enemy back in the U.S. somewhere because when he opened one of his packages, he found a delicious can of Spam.

On the 24th of December the squadron went on its fifth mission. Fighter escort was excellent and there was no enemy aircraft opposition. Of this mission Lt. Swirski, co-pilot of "Boomerang jr. said, "unusual day, no fighters or opposition, everything went well, it was an ideal run."

Lt. Albert Bell, flying his ship #134, led the group on the mission to Ludwigshaven on the 30th of the month. The last mission was to an airfield in southern France, St. Jean d' Angley, Lt. Costain led the group with Major Fleming flying as his co-pilot.



The loss of Lieutenant Colonel Carl Fleming, the group deputy commander, was especially felt by the 700th squadron. Our squadron was his first command and it was due to his untiring efforts that we managed to establish the highest efficiency record in the group. Those who knew him can never forget his jolly disposition, his patient and gentle ways. And his helpful words of instruction and wisdom. His death marked a definite loss to the United States Air Forces.

Eight infantry replacements, who were reassigned to the 8th Air Force became ground members of the 700th squadron during March, in return for 57 of our ground men who were transferred to the infantry. Many of these replacements had seen action with Hodges' 1st Army, Patton's 3rd Army and Simpson's 9th. They had been wounded, some more than once, making them unfit for combat duty. They wear the bronze star and the purple heart and almost all are recipients of the distinguished unit badge. The squadron welcomed them with open arms for they have given their share and though they aren't halting Jerry with a direct blow many of them can see why the Air Corps is doing such a splendid job. Their general attitude is, "the Air Force is a great organization. We sure had. It roughed over there, but the Jerry is licked."

The calling up of personnel for the infantry brought many changes within the squadron itself. Cpl. Donald E. Heddleston was transferred from S-2 to become chief clerk for the engineering section. Don had been working in intelligence since the squadron's activation at Wendover in the spring of 43. His buddies will miss his ever smiling face and cheerful disposition but are glad in knowing that his job is just as important to the squadron's efforts as it always has been.

Master Sergeant John W. Grier, a photo lab specialist, was appointed new first sergeant vice sergeant Edgar Lowe. John joined the squadron in Sioux City and has since been an active member in planning and helping with the squadron's policies. "What, a new first sergeant? I'm afraid it just won't work. He'll never handle it as good as Lowe did." John has now been in office well over a month. He has mastered his job and all are satisfied that the squadron got the best of the bargain.

The S-2 section received Sgt. William Schafer from the 703rd Squadron in place of Cpl. Heddleston. Other department changes took place and though the squadron felt the weight of the infantry changes, their unselfish spirit has kept its records the highest in the group.

On the 2 Mar, we sent six aircraft to bomb the Magdeburg oil refinery, a target which had been hit numerous times during the previous months. When the strike message read good to excellent the crews were confident that the important oil installation would be taken off the priority list, but on the following day the boys hit it again showing good results. Magdeburg was destroyed to such an extent that it was definitely off the top of the list.

On the 15th of the month the division attacked the German Army headquarters at Zossen. The 445th was the only group to get their bombs within a 1000 feet of the MPI. This was by far the

best exhibitions of bombing accomplished by the group. Six of our aircraft participated in destroying vital high command communications and documents.

It was on the 19th, when the group bombed the airfield at Neuberg, that the air force started its relentless attack in an all-out effort to disable the Luftwaffe in preparation for the allied crossing of the Rhine. Five squadron aircraft helped to bring about good bombing results. Good to excellent results were obtained on the three days preceding the low-level mission. The airfields at Achmen, Essen and Giebelstadt were literally torn apart. The high accuracy of our relentless bombing which prevented the Luftwaffe from putting up any major insistance, was greatly responsible for the successful Rhine crossing.

A highly secret document explaining the terrain on the east bank of the Rhine river, in the vicinity of Wesel, was received by the S-2 office. Jim and don immediately gathered up all the available material, including photographs, maps and target charts to interpret the classified booklet. They prepared battle folders and worked away into the night making ready the necessary material for the 30 crews who were scheduled to fly in the huge operation.

By this time other departments in the squadron had received their orders for the loading of cargoes of ammunition and other supplies into the lib's bomb-bays. Ordnance, engineering and armament worked into the night and many into the early hours of the morning performing their specific duties in preparing the planes and crews for the take-off.

As dawn broke in the early morning of Saturday, 21 Marc 1945, the sky could be seen swarmed with gliders being towed by American C-46S and British Lancasters. The roar of the great air armada continued for over an hour as the second D-day became a reality. Many GIs jumped out of bed at the continuous drone of the big birds to see the big show. "gosh there must be millions of them up in the blue," one man commented while standing there rubbing his half-opened eyes.

At 7:30 the warming up of the lib engines could be heard throughout the station. By 0800 the first ship was ready to take-off. Crew chiefs, mechanics, armorers and other line men watched the bombers being lifted into the air, and with glad hearts and sleepy eyes started back toward their Nissen huts, knowing that they had contributed their small share in getting the libs into the blue to perform a daring mission.

Pilots Shafer, Hines, Alexander, Keith, and Schultz and their crews were 700th's contribution to this all important operation. The crews were briefed on the immense importance of dropping their supplies for airborne troops on the American side of the battle line. As one co-pilot put it, "I got a tremendous kick out of the mission because of its personal angle. This time we really felt like we were giving the ground boys a hand, which is a feeling you seldom get seven miles in the air."

Lt. Howard Hines, pilot of one of the squadron ships, summed it all up by saying, "the ground certainly looked pretty when we got over the bridgehead. It was all covered with vari-colored chutes, indicating where our various units had dropped just ahead of us. We were pretty low

when we went in and had to 's' all over one town, missing church steeples and radio towers by fractions of an inch. We dropped our cargoes to allied airborne infantrymen who were awaiting to pick them up. Most Of the jerry was too busy in giving themself up to disrupt he planned operations.

March has passed, signs of spring can be seen all over the country-side. The month marks the end of another cold and dreary winter. It also marks the end of German domination in Europe. The allies are driving across German soil with tremendous power and speed. The men laughed off the colder months by a good old amen can express, "we never had it so good; it certainly could have been much harder." The strength of the squadron at the end of march was 479 enlisted men and 116 officers. During the month, the 700th bomb squadron dispatched 198 Aircraft. 185 of our liberators managed to attack the assigned target Without loss of personnel. The attacks in the early days of march were directed against German oil installations and marshalling yards.

The squadron's last bombing raid was against Salzburg, Austria, on 25 April 1945. Throughout the war, the squadron dropped approximately 4,600 tons of bombs on enemy installations in Europe.

After Victory in Europe day, on 8 May 1945 the squadron flew numerous "Trolley" Missions. These Trolley missions carried hundreds of ground enlisted men and officers over Germany at a very low altitude so they could see for themselves the widespread destruction which had been inflicted on Germany. These tours included the major German cities of Cologne, Essen, Duisburg, Dusseldorf, as well as flights over the Netherlands and Belgium. One tour even landed in the Netherlands, so the passengers could proceed in trucks from the airport to either Duisburg or Dusseldorf, where they could roam through the streets of the demolished cities and see at close range how thoroughly they had been destroyed.

On 15 May 1945 the squadron received word they would return to the United States at the end of the month. On 28 May 1945, the ground crew of the squadron departed from Tibenham and two days later sailed from Bristol, England on board the US Army Transport Cristobal. The Cristobal gave its passengers a leisurely, uneventful voyage back to the U.S. On arriving at an American port, they proceeded immediately to Fort Dix Army Air Field, New Jersey. From there, some of the men were transferred to different Air Transport Command bases over the country. Most of the remaining men were discharged when the war in the Pacific ended in August 1945. The aircrew flew their war weary aircraft to Sioux Falls, South Dakota and awaited orders to convert to a B-29 very heavy bomb squadron. The aircrew was never reunited with the ground crew. The Army Air Forces inactivated the squadron on 12 September 1945.

The unit was redesignated 700 Bombardment Squadron, Very Heavy on 13 May 1947 and activated in the Reserve, 12 Jul 1947 at McChord Field, Washington as a Boeing B-29 Superfortress very heavy bombardment squadron. After conducting training for two years, the squadron was inactivated in June 1949. Trained for bombardment missions, 1947-1949.

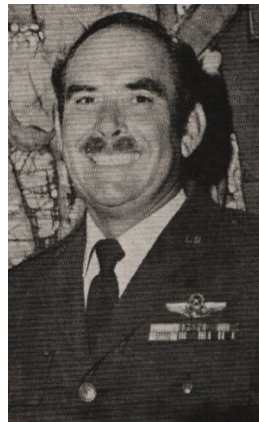
Redesignated 700 Fighter-Bomber Squadron, 24 Jun 1952. The squadron was activated again in

the reserves in 1952 at Buffalo Municipal Airport, New York as the 700th Fighter-Bomber Squadron. Although designated as a fighter unit, until 1955 the squadron primarily flew North American T-6 aircraft, although it was equipped with a few North American F-51 Mustangs and Lockheed F-80 Shooting Stars.

In June 1955, the squadron was transferred, "less personnel," from Buffalo to the Niagara Falls New York Municipal Airport as a Republic F-84 Thunderjet unit. There in September 1957, it was redesignated the 700th Troop Carrier Squadron, Medium, with assignment to the 445th Troop Carrier Group, Medium. and began training in Fairchild C-119 Flying Boxcar aircraft. In mid-November 1957 the 700th squadron's mission, personnel and equipment were transferred to the 64th Troop Carrier Squadron and the squadron moved on paper to Dobbins AFB, Georgia.



Lt Col William E. Feast



Lt Col Thomas E. Wood



Top team in celestial navigation (L to R) Capt. Jack P. Ferguson, Capt. S. D. Flowers, SSgt Joseph J. Marion, and Lt. Col. William E. Feast receive congratulations of Wing Commander.













700 MAS C-124 taxis into parking spot at RAF Mildenhall on 8 July 1968. .



Flight crews of the 700 TAS participated in annual "Wet Ditching" exercise training for emergency procedures in the event of bailout over water. The training exercises were conducted during the summer encampment by personnel of the Survival Equipment Section of the 918 Tactical Airlift Group. An orientation explaining bailout procedures began the exercises followed by demonstrations in the use of flares and survival kits included in the different types of rafts. At the conclusion of the lecture portion, each flight crew member swam to each of the various rafts positioned in Lake Allatoona to perform the required entry and setting up of raft equipment. This portion of the exercise included swimming to a one-man raft, then to a six-man raft and then to the 20-man raft. Crewmen then were required to set up and work with the equipment provided in each raft and simulate the actual use of the survival equipment. 1973



TSgt Marvin Beacham, 700 MAS loadmaster strikes a pensive pose by C-124 during stop at Wake island on one the Squadron's South East Asia missions.

During the September 1974 UTA, Capt. A. K. Poe and Capt. Dennis Kent, with TSgt. Louis Boos as Flight Mechanic, launched in a C-7 for a local flight to Wilson Field in Macon, Ga. The mission was to provide training for the members of the 64th Aero Med Evac Flight, approximately 17 of which were on board. The aircraft experienced engine failure and fire on takeoff from Wilson Field. The crew expertly made an emergency return to Wilson Field and avoided a potentially hazardous accident. The crew has been nominated for a Well Done Award and for Airman of Distinction Awards for their professional handling of the emergency.

Col. Douglas B. Moore, Commander, 918 TAG, and Lt. Col. I. B. Johnson, Deputy Commander, 918 TAG, assisted by Capts. Ed Stickler and Ed Jolks of the 700 TAS dropped parachutists in support of troops at Pope AFB, N.C. Approximately 768 troops were dropped in 32 sorties on 16 Nov 74.

Capt. Brian M. Ratzlaff was awarded the Bronze Star Medal with "V" device during the January UTA. The award was for exceptionally meritorious service while a prisoner of war in North Viet Nam.

The 700 TAS continued to supply support to the Army Special Forces located at Fort Bragg, North Carolina and Fort Benning, Georgia, in an effort to combine Air Force and Army training requirements. These flights include support missions for the 5th and 7th Special Forces Groups out of Fort Bragg, N.C., the Ranger Patrol and Pathfinders out of Fort Benning, Ga., and the 11th and 20th Special Forces out of Fort McClellan, Ala. All mission involved troop drops. Additionally, aircraft were provided to fly Air Force Academy Cadets and VIPs as well as for several static

displays.











Three C-7s assigned to the 700 TAS flew in Solid Shield 76, a joint-service exercise involving nearly 40,000 Guard, Reserve and active military personnel. The three aircraft left here May 13 with three Reserve maintenance men and two soldiers from the Army's 44th Military History Detachment at Ft. McPherson, Atlanta. The two crews from Dobbins and one from the 908th Tactical Airlift Group (Maxwell AFB, Ala.) were assigned to Bravo Squadron of the exercise's airlift wing at Pope AFB. N.C., headquarters for the exercise. The Maxwell crew spent 9 days and the Dobbins crews 10 days in mock war games over the Carolina countryside. The exercise simulated military action between two opposing forces, the Red (unfriendly) and Blue (friendly). They practiced airborne evacuation, assault paratrooping, naval maneuvers and amphibious landings. More than 10,000 Ft. Bragg troops were involved. Maj. Robert Symnes, mission commander, said the overall effectiveness of the C-7 operation was 100 per cent reliability. The aircrews responded and performed in an outstanding manner under sometimes trying conditions." Major Symnes said a number of recommendations were made to improve the unit's ability to carry out its mission in a wing comprised of Guard, Reserve and active aircraft.

Seven C-7 aircraft were deployed from Dobbins AFB to Fort Hood Military Reservation, TX, during the period 17 Mar to 7 Apr 77, to participate in Exercise "Gallant Crew 77". This was a Joint Chiefs of Staff coordinated USCINCREC sponsored joint readiness exercise. Exercise Gallant Crew 77 provided a framework for selected U.S. Army and the Air Force forces and appropriate levels of command and control headquarters to employ joint procedures for strategic deployment/redeployment and the tactical employment of forces. The exercise involved a general situation wherein USCINCREC is directed by the National Command Authority to provide military support to a country friendly to the United States. Initially, Gallant Crew 77 features a



twenty-four hour joint forces Command Post Exercise (CPX) designed to develop the tactical situation prior to actual employment of conventional forces. The CPX was followed by a six day field exercise during which Air Force forces conducted counter air, close air support, reconnaissance, airlift, interdiction and special operations to support joint force objectives.

On January 9, 77 the 700 TAS, Dobbins AFB, deployed 14 C-7 aircraft to provide support for Operation "Gold Eagle". The exercise utilized over 200 Army, Marine Corps and Navy troops who were airlifted into the Everglades on a mock airborne invasion. This mock invasion brought the unit to over 13 percent of the semiannual requirement. The fleet of 15 C-7 Caribous were primed and ready for the mission. Sixty-two aircraft launches were made, 9 refuelings, 26 various types of inspections, prior, during and after the mission and 43 aircraft recoveries were conducted.

Sep 1977 Operation Green Tiger Operation Green Tiger was the big activity for September. Twenty C-7s. five from Maxwell and 15 from Dobbins dropped Rangers and Marine troops from the Florida skies.

Nov 1977 he 94 provided six aircraft and 190 personnel for "Bold Eagle." a 20,000 troop U.S. Readiness Command exercise held during November. The aircrews delivered thousands of pounds of supplies to aggressor forces.



700 TAS and 357 TAS crew briefing before departure on the one and half hour flight from Gulfport, MS to the Eglin AFB, FL landing zone. 1977

Twenty C-7 aircraft from the 700 TAS and the 908 TAG were deployed to Hurlburt, Fid, FL, to participate in Operation Green Tiger. The mission was to airdrop personnel of the Florida Ranger Camp and the U. S. Marine Corps while operating from Auxiliary Fid 6 (Biancur) on Eglin AFB, FL. Over 200 Rangers and Marines were scheduled to be dropped but despite inclement weather

many drops were curtailed.



C-7 refueling prior to the day's activities during Exercise Bold Eagle. 1977

1977 Exercise Bold Eagle utilized many of the pilots and crew members during this reporting quarter (report on Bold Eagle precedes). One C-7 aircraft was deployed to Hill AFB, UT, in October. The purpose of this mission was to provide assistance to the 508th Tactical Clinic (Reserve), Hill AFB. This clinic conducts a yearly "mercy mission" providing medical assistance to children from the Navaho Indian Reservation in Blanding, UT, and surrounding areas. Because of the weight restriction on Blanding's runway and the need to transport personnel and supplies over rough, mountainous regions, the caribou was the only available aircraft capable of providing this assistance.

1978 During the period January 18 to March 13, crews from the 700 Tactical Airlift Squadron and 357 Tactical Airlift Squadron flew missions that aided the U.S. Army's Golden Knights parachute team in establishing nine new world records. These records had been previously held by the Union of Soviet Socialist Republics. Maintenance was controlled by the 94 Consolidated Aircraft Maintenance Squadron and 908 Consolidated Aircraft Maintenance Squadron. The 700 TAS flew days for one week while the 357 TAS flew at night. Upon the completion of the week, the schedules were reversed averaging four and one half hours for two crews per day. The crews logged 208.8 hours on 440 sorties while dropping 3,642 troops. Lt. Col. Donald McFarland was the command pilot for the 700 TAS, Lt. Col. John Lawrence for the 357 TAS. Other 700 TAS pilots included Major D. L. Roberts and 1st Lt. William Jackson with flight engineers MSgt. Jimmy N. Stanton, MSgt. James E. McMichen, TSgt. Robert Bourgon and TSgt. Dennis L. Compton. The members of the 357 TAS were Capt. Tim Bellury, 1st Lt. Hughes Webb, TSgt. Roy Shirley and SSgt. Robert Burnett.

1978 On April 8th, thirty C-7A Caribous and 240 Reserve personnel from the 94 Tactical Airlift Wing (including the 908 Tactical Airlift Group at Maxwell AFB, Ala.) deployed to Hunter Army Air Field to participate in Green Tiger II. This exercise was designed to gain experience in the concept of an ORI (Operational Readiness Inspection). A massive airdrop and resupply maneuver was carried out in support of the 1st Ranger Battalion of the 75th Infantry Division, Ft. Stewart, Ma. In addition to paratroopers, 23 tons of cargo equipment was dropped. "The primary purpose of this exercise is to prove that the 94 Tactical Airlift Wing is capable of providing accurate, safe and timely personnel airdrops and resupply on short field landing zones," stated Col. M. Dennis Leadbetter, wing vice commander and mission commander.

C-7 crew provided medical help to the Navajo Indians in Blanding, Utah. The mercy mission was to transport 14th Air Force Reserve medical technicians from Hill AFB to Blanding for five days to give medical exams. In a similar mission a year ago over 600 children were checked in this community action program. Because of the weight restriction in the local Blanding airfield, the C7A short field takeoff and landing aircraft is ideal for the mission. Flying the medical team from Hill AFB also allows more medics to go and spend extra days giving checks; days which otherwise would have been spent driving the 400 miles or so over mountain roads. The program began in 1975 to assist local Utah doctors in the South San Juan County who have a sixty mile area to cover. The Reserve medical teams screen children from pre-school age to high school and where possible give emergency treatment on the spot. Those who need further treatment are referred to medical facilities. Statistics from previous years have shown marked improvement in the health of Indians living within the Navajo Reservation. 1978

During the September UTA the 94 TAW went on a tiger hunt and returned victorious. The "hunt" was a field exercise called Operation Green Tiger involving 20 C-7 Caribous from the 700 TAS and the 908th TAG. The mission was to airdrop personnel of the Florida Ranger Camp and the US Marine Corps while operating from Auxiliary Field 6 (Biancur) on Eglin AFB, Fla. The mission began

at Dobbins AFB on Saturday morning with the briefing for the 700 TAS aircrew, which was tended by Maj. Gen. Richard Bodycombe, AFRES commander, Brig Gen Edward Dillon, 14AF(R) commander, and Brig. Gen. Sloan R. Gill, 94 TAW commander. All three participated in the flying activities during the exercise. Lt. Col. Larry L. Bandy, 700 TAS commander, lead the flight of 15 Caribous from Dobbins and were joined in the air by the 908th TAG aircraft prior to landing at Biancur. Colonel Bandy, as mission commander, was responsible for overall command of the airdrop portion of the mission. Members of the 94 CAMS accompanied the aircraft to the field in Florida and insured that all aircraft were ready for the airdrop missions. Over 200 Ranger and Marines were scheduled to be dropped but some had to settle for just an airplane ride when weather closed in over the drop zone during the second drop mission. All aircraft returned safely to Dobbins late Sunday afternoon.

The 700's main accomplishments during 1980 centered around its support of Operation Redoubt 80 held at Volk Field, WI. On June 14, 1980, seven aircraft and nine crews plus support personnel deployed to Volk Field to participate in this mammoth Air Force Reserve operation. While at Volk Field, the 700 TAS and its personnel flew varied types of missions including photographic, aeromedical evacuation, troop drop and troop extraction missions. The main thrust of this support centered around the U.S. Army's 82nd Airborne which was undergoing a readiness inspection. Troop drops and extractions took place at Volk Field itself, Ft. McCoy, WI and Camp Ripley, Minnesota.

After returning from Volk Field, the 700 continued to prepare for deployment to Duke Field, Florida for its Operational Readiness Inspection Training on 25 June 1980. After several weather delays, the squadron launched its sixteen aircraft late on the afternoon of 25 June. Following a morning of severe weather in the Florida panhandle, the 700 flew the employment portion of the ORI-T with training bundle drops on Burma DZ.

In addition to the mission flown in support of Operation Redoubt 80 and the ORI-T, the 700 TAS flew missions in support of the following: 7th Special Forces Group; 37th Aeromedical Evacuation Group; The U. S. Army "Golden Knights" University of Georgia ROTC Detachment Georgia Tech ROTC Detachment; Junior ROTC Programs at various area high schools 11th Special Forces Group; 919th Special Operations Wing; Readiness Command; 82nd Airborne Division; 1st Special Operations Wing 14th Air Force; U. S. Navy "Shooting Stars"; 64th Aeromedical Evacuation Flight; Local Civic Leaders. The squadron also provided aircraft and aircrews for static displays at: MacDill AFB, Florida Savannah, Georgia Athens, Georgia Westover AFB, Mass; Richards-Gebaur AFB, MO.

The 94 Tactical Airlift Wing bid "adios" to eight of its C-7 as Spain bought the Caribous from the United States under the foreign sales program. Ten more will be bought by Spain in 1982 with delivery complete by September. Five of the C-7s came from the 700 TAS at Dobbins and three came from the 357th TAS at Maxwell AFB. All were flown out of Dobbins on Oct. 20 by Spanish crews destined for Valladolid Air Base, about 120 miles northwest of Madrid. The overseas trip took a week as the C-7 convoy made stops at Westover AFB, Mass.; St. Johns, Nfld.; Lajes Field, Azores; Montigo AB Portugal before reaching Valladolid. A C-130 from the 301 ARRS, Homestead AFB, Fla. flew along with the C-7s over the Atlantic. Dobbins maintenance technicians prepared

the aircraft for the sale by inserting long range fuel tanks, removing U.S. markings and painting on the red-and-yellow bullseye insignia of the Spanish Air Force. A team of 40 Spanish officers and NCOs, headed by Lt Col. Carlos Verdugo, Wing 37 Operations Officer, spent several days at Dobbins prior to the sale flying familiarization flights. The checkout was no problem as Spain already possesses 12 C-7s in their Air Force.

Oct 2, 1982, was a day to remember. At 11am, the 94 TAW received the first C-130H tactical airlifter to be put into the Air Force Reserve aircraft inventory. In what may be the world's shortest delivery flight, the new Hercules was delivered directly from the Lockheed Georgia Company plant less than a mile away. An acceptance ceremony was held on the flightline to observe the arrival of the aircraft, which was named "City of Marietta" to honor the close ties with the local community. Brig. Gen. Alan G. Sharp, wing commander, hosted the event which also featured music by the Georgia Air National Guard Band.

Several civilian guests were invited to attend including U.S. Senator Mack Mattingly, U.S. Representative Larry McDonald, Assistant Secretary of the Air Force for Reserve Affairs Tidal McCoy, Marietta Mayor Robert Flournoy, Lockheed Georgia Company President Robert Ormsby and Cobb County Chamber of Commerce President Earl Patton. Air Force pilots assigned to Lockheed gave the aircraft a short test flight prior to taxiing it into place in front of the Dobbins air traffic control tower. Maj. Gen. James E. McAdoo, 14th Air Force commander, officially accepted the aircraft for the Air Force Reserve. Robert Ormsby presented a ceremonial aircraft key to Gen. McAdoo, who in turn, passed it to Sharp.





In August 1983, a 700 TAS aircrew tied the world's record for a heavy weight C-130 drop. Conducted at the Yuma Proving Grounds, Arizona, the Reserve aircrew airdropped a single cargo load of 42,300 pounds. The load was a weighted ballast on a 24 foot platform which simulated a fully loaded Army M-551 Sheridan Armored Reconnaissance Vehicle.

In 1984 and 1985 the 700 participated in the delivery of personnel and cargo in Central and South America in support of Volant Oak and Coronet Oak at Howard AFB, Panama. And from 1992-1994, the 700 AS participated in Operation Provide Promise involving airdrops into war-torn Bosnia and airland sorties under hostile fire into Sarajevo. Shortly thereafter, the 700 provided airlift during Provide Comfort II at Incirlik, Turkey. One aircraft flew in support of the Denton Amendment. Humanitarian cargo was delivered to Latvia and St. Petersburg, Russia. The crew deployed to Saudi Arabia for six weeks in support of Southern Watch. The squadron deployed four crews for four weeks to Coronet Oak in Panama. Two crews deployed for four weeks to Ramstein AB, Germany for Joint Guard in support of Bosnia operations.



For Red Flag Deployment, 19 Jan 85-2 Feb 85, squadron sent three aircraft, nine pilots, four navigators, four engineers, and eight loadmasters. Red Flag is a military exercise held in the Nevada desert to simulate "actual" combat conditions, so if we are called upon to go to war, we will know more of what to expect from the enemy. Each crewmember gets to fly at least eight "combat" sorties during his stay. These missions are painstakingly planned the day before a mission is actually flown. The pilots and navigator get together to pick a route, draw charts, study the terrain, and figure takeoff times to make good a time over target (TOT).

Proper timing is critical in order to be in and out of the target area between other aircraft, a situation which is very likely to occur in actual combat environments. Terrain study is essential because the missions are flown at 300 feet above ground level (AGL), and the legs along the route are not straight line, but curve to take advantage of the terrain. Add to this the fact that the aircraft have to take evasive actions due to simulated fighter attacks and simulated surface to air missile (SAM) launches.

Although the training is rigorous, all the crews came back with a better understanding of our role in an actual combat situation and with the knowledge that a crew can work together and survive a combat situation even though we fly in an envelope that is "low and slow". It was concluded that the best chance for survival was found to fly single-ship, and to take advantage of low-level terrain masking. A lack of air superiority and lack of defense equipment for ground threats were found to be the major obstacles to survival.

On 19 October 1985, members of the 700 TAS from Dobbins participated in "High Country," an airdrop competition held at the Fort Carson Reservation in Colorado. The competition consisted of low-level missions along unfamiliar routes, heavy equipment or container delivery system drops, short-field recoveries and landings. The 700 team placed third overall. The largest exercise of the reporting period was Volant Oak in Panama, which involved a six-week participation by

Dobbins reservists followed by reservists from the 908th at Maxwell. Dobbins' personnel supported the Volant Oak rotation from 16 November to 21 December, with aircrews flying supplies into South and Central America to American Embassies and providing military support to the area. In an overlap period, the outgoing Dobbins personnel helped to train the incoming Maxwell reservists, a technique that ensures a smoother continuation of mission support. The experience provided both the needed support to the mission as well as excellent training for the reservists, who encountered different situations than ordinarily found.

The 700 TAS was involved in 27 active duty cross country tours, ranging from two to ten days, from the Jul to Sep 1986 time frame. This satisfied semi-annual requirements. Briefings were also conducted in Intelligence, NATO Clearance and pre-mobilization. During the October to December time frame, 23 active duty cross country tours were conducted, ranging from two to ten days, during which the same briefings as the July to September time frame were given. The unit was also involved in a static display in Indianapolis and flew to Puerto Rico, the Azores, and Spain on training missions during the period.

What was supposed to have been an easy cross country flight for a C-130 crew from the 700 Tactical Airlift Squadron, turned into a real mission of mercy when they were diverted from their training mission to help save the life of a tiny baby girl who, at the time, had yet to be born. "It was during the October UTA and we were in a training flight when we got a call diverting us to Keesler Air Force Base," said 1st Lt. Scott Winter, the aircraft commander.

"When we were first called, we were told that the baby was not yet born, but that the doctors were anticipating problems," Lieutenant Winter continued. "We flew straight to Keesler and picked up a special neonatal team. We immediately took off again. We didn't even shut down and flew the team to Fort Rucker, Alabama where the baby was supposed to be born. When we got there, the girl was three hours old and weighed only one pound and 14 ounces, so we flew her and the neo-natal team back to Keesler."

During the return flight, an already delicate situation became even more complicated when the incubator's heater broke down. This called for some quick and innovative thinking on the part of crew-members TSgt. Alphonso Johnson and SSgt. John Britt who kept the baby warm by putting hot water-filled surgical gloves in the incubator with her. All the while TSgt. Al Hall, the flight engineer, kept a watchful eye on cabin pressurization.

Lieutenant Winter later said, "The baby, because of her size and condition, couldn't breathe on her own and had to be respirated by hand for the first 24 hours of her life. Even with so much going on back there, that was the quietest flight I've ever been on. Everybody wanted her to live and be OK, and nobody wanted to disturb her." The flight to Keesler AFB was uneventful but the crew's concern for the baby did not end with the mission. Sergeant Johnson called later in November and found out that the little girl is alive, well, and doing just fine.

The 700 Squadron, Dobbins AFB, was awarded the 1988 General Claire Chennault Trophy making them the first unit in the history of the Air Force to receive this distinguished award twice. The squadron received it the first time in 1985. This distinguished award is named for General Claire Chennault who led the famed Flying Tigers into China to support the Chinese against the



Japanese. The Flying Tigers later became known as 14th Air Force as we know it today. The 1988 14th Air Force Commander Brig. Gen. Dale R. Baumler stated, "The men and women of the 700 TAS have earned this prestigious honor due to their outstanding professionalism, superior performance, and dedication to duty. They are truly deserving of this award." The General Chennault award honors the flying unit at the Numbered Air Force level that has achieved flying excellence in operations and airlift, along with outstanding accomplishments in the Air Force Reserve within the past year. The award is presented at the Flying Tigers annual reunion, which was held in Dayton, Ohio in September. Maj. James Raymond, 700 TAS's operations officer said, "We received this award because of the squadron's excellent performance during the past year. We received a high rating on the recent unit effectiveness inspection and past staff assistance visits, and also played a major role in the success of the Panama rotation.

1988 When Hurricane Gilbert blasted across Jamaica on its way to Mexico in September, the tiny island was devastated by the storm's power and fury. Land was flooded and homes and possessions were lost. The people of Jamaica needed help. The response of humanitarian aid to Jamaica was forthcoming from many different directions. The Second Presbyterian Church, Knoxville, Tenn., with help from a 94 Tactical Airlift Wing C-130, 700 Tactical Airlift Squadron crewmembers and 94 Consolidated Aircraft Maintenance Squadron range riders from Dobbins AFB, contributed to the relief effort with food, clothing and medical supplies desperately needed in Jamaica.

Maj. Frederick "Rick" Kuhlman, 94 TAW executive officer, told Brig. Gen. William W. Basnett, 94 TAW commander, that his church wanted to send relief supplies to Jamaica. The general advised him that if he could get clearance through government channels, Dobbins AFB would supply the airplane. The Denton Amendment allows private organizations to send humanitarian supplies on space available status. The next step was to gather the relief supplies. Rev. Dennis Falasco, the church minister, Major Kuhlman and youth advisor Ben Broome worked together to gather relief supplies and get them where they were needed.

Once on the ground. Major Kuhlman and Reverend Falasco met with two friends who were Handling the relief effort in Jamaica — Dr. Herbert Swabe, principal of Iona High School in Ocho Rios, Jamaica and chairman of the Presbytery Ways and Means Committee that oversees 33 Presbyterian churches in Jamaica, and Mr. Dean Brown, a missionary to Iona High School and Project Accord coordinator overseeing food distribution for Kiwanis Clubs in Jamaica. Major Kuhlman noted that both Dr. Swabe and Mr. Brown, had to receive approval from the Jamaican government to accept and distribute the supplies that were donated.

The relief supplies, totaling approximately \$35,000, were unloaded in their care for distribution. "It was the largest private community donation they have received," Major Kuhlman noted. The humanitarian airlift crew consisted of Maj. John D. Bailey, pilot; Capt. James P. Smith, co-pilot; Maj. Charles L. Waters, navigator; MSgt. Manfred W. Kimball, flight engineer; TSgt. Charles W. Lane and SSgt. Ken A. Bradley, loadmasters and TSgts. Samuel Fugate and Guy Anderson, 94 CAMS.

The 700 AS participated in Operation Desert Shield, deploying to Saudi Arabia from August through September 1990.

The first of eight C-130 Hercules assigned to the 94 Airlift Wing now has what Gen. H.T. Johnson, commander in chief, U.S. Transportation Command and Military Airlift Command, calls a "Proud MAC" image. No longer bearing camouflage paint, aircraft No. 10629 was given a new gray coat of paint during depot maintenance. Normal programmed depot maintenance is scheduled for MAC and MAC-gained aircraft every five years and the new gray paint, rather than the camouflaged paint, will be applied at those regularly scheduled times. The 94 Airlift Wing C-130s will all take on the new gray look by 1996.

"We are getting in step with General Johnson's overall objective with this new Proud MAC Image Program," said Brig. Gen. Terry G. Whitnell, 94 Airlift Wing commander. Johnson's objective is to bring transport aircraft to a higher than ever standard of excellence that reflects the pride, self-esteem and professionalism all feel who operate and maintain MAC'S vital airlift fleet.

The 700 Airlift Squadron along with other Air Force and Army reservists, joined the Indian Health Service to help make a difference in the lives of the very first Americans. The mission of the joint-service project was to deliver items ranging from badges and scissors to respirators, crash carts, surgical carts and dental equipment to Indian Health Centers across the country. These items were declared a surplus as a result of the Department of Defense downsizing and base closures in the United States and abroad.

All of the items were stored in a warehouse in Fort Worth, Texas. From there, various Air Force Reserve and Army Reserve units were responsible for inventorying, packing and transporting via air and ground, the supplies and equipment to a number of sites for dispersal by the DHS. The 700 AS crew flew to Ellsworth Air Force Base, S.D., stopping at McGuire Air Force Base, N.J., to load building and medical supplies. "This is a great experience for our crew. We don't usually travel in those parts of the country - we mainly fly on the east coast," said Lt. Col. David Swanson, 94 Operations Group deputy commander. Enthusiasm was high for the project from the moment it was proposed. It took a lot of teamwork, cooperation and sweat to make it happen, and before it was over, the 94 Airlift Wing was already making plans to help next year. "This is a win-win situation for us. We're doing good things for people and enjoy doing it." Swanson said. "These trips are valuable training for us, especially our loadmasters. I hope we're able to do more for our Native Americans," said Swanson.

Because only about 70 percent of the estimated health care needs of American Indians and Alaska natives are being met under the current budget, THS officials said over the long-term future, projects like this one will go a long way toward closing the gap. "These supplies and equipment will have a very profound effect on our ability to provide quality health care to our American Indians and Alaska natives," said Gabriel Trujillo, chief of property management for the IHS. "Some of this stuff is equipment we wouldn't have had funds to buy for some time because of budget restraints." I certainly hope this becomes an ongoing project. I can guarantee each and every item will be utilized to its fullest extent.







It's been said by many people that the heritage of the Air Force is "change." There is probably no group of people learning that more than the 700 Airlift Squadron. In the coming days the 700 is preparing for its last class of C-130 students to graduate and to gear up for their new mission filled with high tempo operations. "A lot of traditional reservists have stepped up to the plate," said Lt. Col. David Salisbury 700 AS commander "We are training people to do the mission we are preparing to do." The 700 has not lost sight of its current mission of training the world's best pilots and won't step down from that charge until the last class graduates.

Colonel Salisbury contributes the unwavering effort, to train pilots until the last one, to the professionalism and dedication of all the men and women serving in the squadron. The students have recognized that same professionalism. "The guys are not letting up until the job is done.

Professionals until the end,” said Maj. Marty Schulting, pilot training student. “I am really glad to be here. I couldn’t imagine the training being this good anywhere else.”

The C-130 is Major Schulting’s fourth aircraft he has piloted in the Air Force. Between the F-15C, KC-135, B-2 and now HC-130, he said he has loved every moment in every one of them. “With every airplane I have flown, there has been something I love,” said Schulting, “some people can’t believe I went from a fighter to a propeller plane, but this thing is super cool.” While the sun sets on training pilots for the 700, a new dawn has become extremely apparent in the horizon. The men and women have just a few months to gear up from training the pilots to becoming a fully combat capable unit. Colonel Salisbury foresees some turbulence ahead but is confident that his squadron will be just as successful in this new environment as they were the old one.

“The challenges we face are getting our people the necessary training they need to accomplish the mission. We have to learn new equipment and techniques but we have a strong training plan set up and I plan for it to be a success.” So as the students walk out the doors for the last time. Colonel Salisbury offers up these words of wisdom, “take the things you have learned, keep an open mind and remember that even the young guys can teach you something new.”



The squadron moved from Building 727 to its new home in Building 732 from 14-15 October 2003.

2004, Members of the 700 AS and 357 AS made history come alive for a grateful French town. On 6 Jun 1944, Allied forces stormed the now infamous beaches at Normandy, France. Also on that day transport aircraft from the Army Air Corps participated in a massive airborne assault at

Ste Mere Eglise, a strategically located town in Normandy. The assault at Ste Mere Eglise was critical to the operation because it diverted attention from the beaches. Fierce fighting prevented Germany from reinforcing units attempting to repel the allied invasion.

The assault also cemented the relationship between airlifters and airborne troops. As a result, Ste Mere Eglise became the first town liberated. For that, its citizens are eternally grateful. Each year, they hold a ceremony to commemorate their liberation and to recall those soldiers who made it happen. Two C-130H Hercules, one from the 700 Airlift Squadron and one from the 357th Airlift Squadron at Maxwell deployed to France to recreate the airdrop at Ste Mere Eglise. The 700 AS aircraft, commanded by Maj. Robert Armour, carried paratroops from the Ranger Training Brigade at Ft. Benning, Ga, the Canadian Airborne School at Trenton Canadian Forces Base, Canada, and the 10th Battalion Parachute Regiment, U.K. The 357th aircraft also carried the Rangers and members of the French Airborne School from Pau, France.

The two crews met at RAF Lyneham, U.K., where they performed combined high altitude free-fall and low altitude static-line parachute training. From there, the aircraft departed for Cherbourg, France. The mayor of Ste Mere Eglise, Marc Lefevre, and its residents hosted a parade and several dinners and memorial ceremonies in appreciation of the allies' efforts. The ceremonies gave participants the opportunity to meet French citizens and veterans who witnessed the assault. "Being there, seeing the bomb-cratered countryside, talking to the citizens of Ste Mere Eglise who were present on D-Day, and receiving their gratitude gave me a great appreciation for the difficulties our forces faced," Armour said. "We were glad to represent the members of the US Army Air Forces who participated in the assault that day."

2004 President George W. Bush asked for two U.S. transport planes and four flight crews to aid African peacekeeping forces seeking to end the humanitarian crisis in the Darfur region of western Sudan. One of those teams included Maj. Douglas Hopper and Maj. Forrest Shealy, 700th Airlift Squadron instructor pilots. Master Sgt. John Goodman, 700th AS evaluator engineer. Tech. Sgt. Raymont Walker and Senior Airman Randall Cathcart. 700th AS loadmasters. all from Dobbins Air Reserve Base. The president directed the crew members and planes to be available to the African Union, for two weeks, starting at the end of October White House officials said. Working with international partners, U.S. military, planes helped transport part of a 4,500-soldier contingent deployed to Darfur by the African Union. The first 1,000 additional troops are expected to come from Rwanda and Nigeria. The troops will help monitor the ceasefire and help create conditions to increase the free flow of humanitarian assistance officials said. The United Nations and aid groups have called Darfur the world's worst humanitarian crisis. The Darfur conflict, originally a clash between African farmers and Arab nomads, has grown into a counterinsurgency in which pro-government Arab militia have raped, killed and burned the villages of their enemy.



700 AS C-130 flying over Dobbins.

8/1/2013 -Forty-eight Airmen from the 94 Airlift Wing traveled from Dobbins Air Reserve Base, Ga. to Edmonton, Alberta Canada last month to participate in Maple Flag 2013, a multi-unit international exercise sponsored by the Canadian Armed Forces and Air Combat Command. The C-130 aircrews deployed, planned, employed and debriefed with foreign military personnel. Participation was, by and large, due to initiative taken by Airmen within the 700 Airlift Squadron. "Maple Flag provided invaluable training for the wing," said Master Sgt. Jeffery Botz, 700 AS loadmaster. "The vast majority of aircrews we sent to Canada have been flying less than five years and had yet to train in a full NATO scenario. This presented a unique set of challenges with equipment compatibility and language barriers. However between aircrews' experience, ability to work well and take initiative, we were able to ensure everyone had the proper information to execute the mission."

Missions for the 700 AS included low-level flying, following foreign terrain to insert foreign paratroopers behind enemy lines despite encountering threats from simulated surface to air missiles near designated drop zones. Other countries represented during the exercise included Canada, Belgium, United Kingdom, Singapore and the Netherlands. Participation in this exercise incurred no extra cost to the Air Force Reserve Command, while providing necessary, qualifying hours for aircrews within flying squadrons like the 700 AS. This was the first time that the 94 AW has participated in the exercise, and wing leadership has plans to participate again with more crews and aircraft to take advantage of this training opportunity.



11/26/2013 Members of the 700 Airlift and 94 Aeromedical Evacuation Squadrons embarked on a cross country delivery flight to Key West, Fla. Oct. 25. The crew delivered personnel and performed patient evacuation and sustainment training. The mission was also the final C-130 flight for Col. James Linder, 22nd Air Force director of operations and Lt. Col. Cynthia Bradford, 94 Aeromedical Evacuation Squadron chief flight nurse. Both received the traditional wash down ceremony upon returning to Dobbins Oct. 27.

More than 175 Air Force Reservists and eight C-130s will participate in Canada's annual Maple Flag Exercise at the Cold Lake Air Weapons Range in Alberta. The Reservists are assigned to C-130 and airlift control element units at Dobbins ARB, Ga., Niagara Falls ARS, N.Y., Minneapolis ARS, Minn., and Peterson AFB, Colo., according to a Dobbins release. "This is an invaluable training opportunity for the Air Force Reserve," said CMSgt. Scott Yoder, 700 Airlift Squadron superintendent. "Not only does it allow us to train in a combined and joint setting, but it also provides us with a realistic venue to implement lessons learned from recent operations overseas." The two-week exercise kicked off on May 24 and will run through June 7. Participants will train in a "wide variety of missions sets, [including] transport, electronic warfare, air defense, and airborne early warning control assets," states the release. NATO fighter aircraft typically join the exercise, but "due to real world commitments, the normal NATO fighter aircraft will not participate this year," states the release. 2014

Reserve Airmen of the 700 Airlift Squadron delivered supplies and personnel to Homestead Air Reserve Base, Florida, to assist relief and reconstitution operations at the installation, and in Southern Florida. "Some of the challenges were the whole process of coordinating what materials and what cargo we were going to take down there first," said Maj. Jonathan Sumner, 700 AS flight commander. The more than 16,000 pounds of cargo delivered to Homestead ARB included ready-to-eat meals and infrastructure equipment. Civil engineer and public affairs personnel from Dobbins ARB also stayed behind as part of the relief operation. "The loadmasters did a fantastic job of prioritizing what they were going to put on the aircraft," Sumner said. Once the aircraft was loaded and after it took off, a few challenges arose as a result of the extensive damage caused by Hurricane Irma.

The storm had damaged radars and other navigational aids pilots use on their approach to Homestead ARB. Damage from the hurricane also caused many of the local area air traffic controllers to be closed; however, considering all these setbacks, the crews at Homestead ARB made the most of their limited resources and made it a successful operation, Sumner said. "When we landed there, usually you have a tower frequency, a ground frequency and a clearance frequency, and there was one guy controlling all that," explained Sumner. "They were limited on some of their radar coverages on the way down there, but they were running things at Homestead [ARB] very smoothly. It all came together at the end there. But there was definitely a lot of moving parts to it."

Aligning these moving parts was key to mission success, whether it was getting the necessary cargo loaded on the plane quickly or calling reservists in to get the job done. "I was glad the 94 [AW] was able to contribute so quickly to the relief efforts," said Col. Jim Kellogg, 94 AW commander. "It's a testament to our Citizen Airmen who dropped everything to commute in from two to three states away to answer the call and help those in need." 2017



A crewmember waves the American flag out of a window as a U.S. Air Force C-130 Hercules taxis down the flightline returning to Dobbins Air Reserve Base, Ga. after its five month long deployment May 18, 2015. More than 150 members from the 94 Airlift Wing deployed to support the Central Command Area of Responsibility earlier this year. (U.S. Air Force photo)

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