

## 37 AIRLIFT SQUADRON



### MISSION

### LINEAGE

37 Transport Squadron constituted, 2 Feb 1942  
Activated, 14 Feb 1942  
Redesignated 37 Troop Carrier Squadron, 4 Jul 1942  
Redesignated 37 Troop Carrier Squadron, Medium, 23 Jun 1948  
Redesignated 37 Troop Carrier Squadron, Heavy, 8 Oct 1949  
Redesignated 37 Troop Carrier Squadron, Medium, 28 Jan 1950  
Inactivated, 8 May 1952  
Activated, 8 May 1952  
Inactivated, 18 Jun 1957  
Redesignated 37 Troop Carrier Squadron and activated, 17 May 1966  
Organized, 1 Oct 1966  
Redesignated 37 Tactical Airlift Squadron, 1 May 1967  
Redesignated 37 Airlift Squadron, 1 Apr 1992

### STATIONS

Patterson Field, OH, 14 Feb 1942  
Bowman Field, KY, 16 Jun 1942  
Lawson Field, GA, 9 Aug 1942  
Del Valle, TX, 29 Sep–12 Nov 1942  
Deversoir, Egypt, 23 Nov 1942  
El Adem, Libya, 10 Dec 1942  
Deversoir, Egypt, 23 Dec 1942  
Marble Arch, Libya, 11 Jan 1943

Ismailia, Egypt, 25 Jan 1943  
Fayid, Egypt, 14 Feb 1943  
El Kabrit, Egypt, 28 May 1943  
El Aouina, Tunisia, 16 Oct 1943  
Borizzo, Sicily, 29 Nov 1943–16 Feb 1944  
Cottesmore, England, 18 Feb 1944–10 May 1945  
Pope Field, NC, 19 Jun 1945  
Greenville AAB (later, AFB), SC, 30 Jul 1946  
Smyrna (later, Sewart) AFB, TN, 4 Nov 1949–4 Sep 1950  
Ashiya AB, Japan, 11 Sep 1950  
Komaki AB, Japan (operated from Ashiya AB, Japan), 29 Nov 1950  
Ashiya AB, Japan, 11 Feb–8 May 1952  
Sewart AFB, TN, 8 May 1952–15 Nov 1954  
Ashiya AB, Japan, 15 Nov 1954–18 Jun 1957  
Langley AFB, VA, 1 Oct 1966–30 Sep 1977  
Rhein-Main AB, Germany, 1 Oct 1977  
Ramstein AB, Germany, 1 Oct 1994

#### **DEPLOYED STATIONS**

RAF Mildenhall, England, 24 Nov 1968–26 Feb 1969  
Rhein-Main AB, Germany, 13 Jul–26 Sep 1969  
RAF Mildenhall, England, 24 Feb–11 May 1970  
Rhein-Main AB, Germany, 7 Feb–13 Apr 1971  
RAF Mildenhall, England, 13 Jan–14 Mar 1972  
Ching Chaun Kang AB, Taiwan, 6 Dec 1972–15 Mar 1973  
RAF Mildenhall, England, 31 Aug–1 Oct 1973  
Rhein-Main AB, Germany, 5 Apr–15 Jun 1975

#### **ASSIGNMENTS**

316<sup>th</sup> Transport (later 316<sup>th</sup> Troop Carrier) Group, 14 Feb 1942–8 May 1952  
316<sup>th</sup> Troop Carrier Group, 8 May 1952–18 Jun 1957  
Tactical Air Command, 17 May 1966  
316<sup>th</sup> Troop Carrier (later, 316<sup>th</sup> Tactical Airlift) Wing, 1 Oct 1966  
317<sup>th</sup> Tactical Airlift Wing, 15 Sep 1975  
435<sup>th</sup> Tactical Airlift Wing, 1 Oct 1977  
435<sup>th</sup> Tactical Airlift Group, 15 Dec 1978  
435<sup>th</sup> Tactical Airlift Wing, 1 Jun 1980  
435<sup>th</sup> Operations Group, 1 Apr 1992  
86<sup>th</sup> Operations Group, 1 Oct 1994

#### **ATTACHMENTS**

314<sup>th</sup> Troop Carrier Group, 21 Aug 1950–8 May 1952

#### **WEAPON SYSTEMS**

C-47, 1942  
C-47A  
C-47B  
C-109, 1944-1945  
C-46F, 1946-1947  
C-82A, 1947-1950  
C-119, 1950-1952.  
C-119, 1952-1957  
C-119A  
C-119B  
C-119C  
C-130, 1966

### **COMMANDERS**

Maj William H. Matthews, 1942  
Capt Leonard C. Fletcher, May 1943  
Maj Walter R. Washburn Jr., May 1943  
Lt Col Leonard G. Fletcher, c. 7 Aug 1943  
Maj James L. Hoggatt, 20 Sep 1945  
Capt Harold K. Bailey, 27 Sep 1945  
Maj Dwight E. Maul, 11 Oct 1945  
Maj James L. Hoggatt, 22 Oct 1945  
Lt Col Robert W. Gates, 16 Nov 1945  
Maj Charles W. Williams, 12 Dec 1945  
Lt Col Bertie W. David, 17 Dec 1945  
Lt Col Harry N. Tower, 20 May 1946  
Col Adriel N. Williams, 29 Jul 1946  
Lt Col Walter M. Bridgers, 2 Oct 1946  
Col Adriel N. Williams, 7 Oct 1946  
Lt Col Frank A. Hansley, 29 Oct 1946  
Col Adriel N. Williams, 13 Nov 1946  
Lt Col Walter M. Bridgers, 16 Dec 1946  
Col Adriel N. Williams, 12 Jan 1947  
Lt Col Walter M. Bridgers, 17 Mar 1947  
Lt Col Jack Roessell, 31 Mar 1947  
Lt Col Walter M. Bridgers, 2 Apr 1947  
Col Adriel N. Williams, 3 May 1947  
Lt Col Walter M. Bridgers, 15 May 1947  
Col Edgar W. Hampton, Jul 1947  
Lt Col Robert G. Johns, c. 20 Sep 1947  
Lt Col Harry N. Tower, Oct 1947  
Maj Caleb P. Moberly, 15 Jul 1950  
Lt Col Harry N. Tower, 1 Aug 1950  
Maj Lake W. Stroup Jr., 5 Nov 1971

Maj Richard E. Knie, Feb-May 1952  
Capt Donald K. Peters, 8 May 1952  
Maj Robert E. Gill, 18 Jun 1952  
Maj Colin J. Walker, 31 Jul 1953  
Capt Arthur T. Waaland, 5 Nov 1953  
Lt Col Carl M. Nelson, 17 Nov 1953-1954  
Lt Col Eugene O. Godfrey, unkn-1956  
Lt Col Frank C. Church, 1956-c. Mar 1957  
Unkn, Mar-18 Jun 1957  
Lt Col Stanley A. Rollag, 1 Oct 1966  
Col Frank A. Messer, 30 Jan 1968  
Lt Col Bruce D. Ferrier, c. Nov 1969  
Lt Col Leland L. Martin, 15 Dec 1970  
Lt Col Arne Ellermets, 15 Dec 1972  
Lt Col Leland L. Adams, 22 Mar 1974  
Lt Col Charles R. Skinner, 27 Nov 1974  
Lt Col William E. Hutchison, 5 Jul 1977  
Lt Col Lowell W. Jones, by Apr 1978  
Lt Col Darrell K. Koerner, 17 Nov 1978  
Lt Col Allan D. Wade, 1 Oct 1980  
Lt Col Rodney A. Wells, 11 Aug 1981  
Lt Col Don Streater, 10 Aug 1983  
Lt Col Maxwell C. Bailey, 28 May 1985  
Lt Col Darrell Singleton, 23 Mar 1987  
Lt Col William E. Stevens, 26 May 1988  
Lt Col Robert Boudreau, 7 Dec 1989  
Lt Col Larry Radov, 19 Jul 1991  
Lt Col Harlan W. Ray, 1 Dec 1992  
Lt Col Frank Laras, 7 Jan 1999  
Lt Col John P. Bloom, 25 Aug 1995  
Lt Col Douglas E. Kreulen, 1 Oct 1997  
Lt Col Michael D. Cassidy, 18 Jun 1999  
Lt Col John Lipinski, Jun 2001  
Lt Col William R. Ward, Jun 2003  
Lt Col Bryan Yates, 25 Oct 2006  
Lt Col Mark August, Oct 2008  
Lt Col Tobias R. Sernel, 17 May 2010  
Lt Col Joshua M. Olson, 8 Sep 2011  
Lt Col Jobie J. Turner, 13 Jun 2013  
Lt Col Barry A. King II 1 May 2015  
Lt Col Jonathan B. Cato 28 Jun 2017  
Lt Col Carl M. Nelson

## **HONORS**

**Service Streamers**

World War II  
American Theater

**Campaign Streamers**

World War II  
Egypt-Libya  
Tunisia  
Naples-Foggia  
Rome-Arno  
Normandy  
Northern France  
Rhineland  
Central Europe

Korea  
UN Offensive, with Arrowhead  
CCF Intervention  
First UN Counteroffensive with Arrowhead  
CCF Spring Offensive  
UN Summer-Fall Offensive  
Second Korean Winter

Southwest Asia  
Defense of Saudi Arabia  
Liberation and Defense of Kuwait

**Armed Forces Expeditionary Streamers**

None

**Decorations**

Distinguished Unit Citations  
Middle East, 25 Nov 1942–25 Aug 1943  
France, [6–7] Jun 1944  
Korea, 28 Nov–10 Dec 1950

Air Force Outstanding Unit Award with Combat "V" Device: 15 Jan 2004-31 Oct 2005.

Air Force Outstanding Unit Awards

1 May 1967–30 Apr 1969  
1 May 1970–30 Apr 1972  
1 May 1972–30 Apr 1974  
15 Sep 1975–30 Apr 1977

1 Jul 1978–30 Jun 1980  
1 Jul 1981–30 Jun 1983  
1 Jul 1983–30 Jun 1985  
1 Jul 1985–30 Jun 1987  
1 Jul 1987–30 Jun 1989  
1 Jul 1989–30 Jun 1991  
1 Jul 1991–31 Mar 1992  
1 Jul 1993–[30 Sep 1994]  
[1 Oct 1994]–30 Jun 1995  
1 Jul 1996–30 Jun 1997  
24 Mar–10 Jun 1999  
1 Jan 2000–31 Dec 2001  
1 Jan–31 Dec 2002  
1 Nov 2005–31 Dec 2006  
1 Jan–31 Dec 2007  
1 Jan–31 Dec 2008  
1 Jul 2009–31 Dec 2010  
1 Jan 2014–31 Dec 2015

Republic of Korea Presidential Unit Citation  
1 Jul 1951–[8 May 1952]

Republic of Vietnam Gallantry Cross with Palm  
1 Oct 1967–28 Jan 1973

#### EMBLEM





37 Troop Carrier Squadron, Medium emblems



37 Tactical Airlift Squadron emblem







37 Airlift Squadron emblem: on a disc Azure, fimbriated Light Blue, a cloud charged with a “Blue Tail Fly” resting on the body of a stylistic aircraft Volant, all Proper, all within a narrow border of the first. Attached above the disc, a White scroll edged with a narrow Blue border and inscribed “BLUE TAIL FLIES” in Blue letters. Attached below the disc, a White scroll edged with a narrow Blue border and inscribed "37 AIRLIFT SQ" in Blue letters. Ultramarine blue and Air Force 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 fly represents the Squadron’s historic tactical airlift mission which involves landing on small airfields, as well as being omnipresent during military operations. The fly’s body is Air Force yellow imposed on a blue disk representing the sky in Air Force blue, and the large load the fly is carrying under its belly symbolizes the heavy load tactical airlift brings to the warfighters. The green wings and the barren gray symbolize the various environments in which the Squadron delivers material, and the blue tips of the tail exemplify the Squadron’s nickname, “Blue Tail Flies.” (Approved, 6 Jul 1951; Approved on 6 Jul 1951; newest rendition approved on 14 Jun 2007.)

## **MOTTO**

## **OPERATIONS**

During World War II, included airborne assaults on Normandy, Holland, and Germany; aerial transportation in MTO and ETO. In the Korean War, flew airborne assaults at Sukchon/Sunchon and Munsan-ni; aerial transportation between Japan and Korea. While deployed in Taiwan, crews of the 37 flew to Hanoi on 17 Feb 1973 in support of Operation Homecoming, the repatriation of American prisoners of war to Clark AB, Philippines, on 5 Mar 1973. Airlift operations during Operation Desert Shield/Storm in Southwest Asia, 14 Aug 1990–29 Mar 1991. Airdropped humanitarian supplies in Operation Provide Comfort for the relief of fleeing Kurdish refugees in northern Iraq, Apr–May 1991. Airlift and airdrop missions to Bosnia–Herzegovina for Operation Provide Promise, Jul 1992.

In April 1996, the 86th responded to a Noncombatant Evacuation Order, from the nation of



Liberia as part of Operation Assured Response. Eight aeromedical personnel and two C-130s with 50 personnel deployed to Dakar, Senegal. During the two week operation, C-130 aircrews flew 30 missions and evacuated 632 Americans.

From February to March 1997, the wing executed Operation Assured Lift with five C-130s and 147 personnel delivering peacekeepers of the Economic Community of West African to Liberia. In March 1997, the wing's Contingency Operations Flight supported another NEO, Operation Silver Wake, this time in the Balkan state of Albania. The 86th AW personnel oversaw 62 missions by CH-46s, CH-47s and CH-53s moving 1,550 evacuees. For its support of Joint Guard and Assured Lift, along with numerous other contingencies during the period of July, 1996 to June, 1997, the 86th AW received its seventh Air Force Outstanding Unit Award.

During *Atlas Response*, a new capability was provided by a 37 AS C-130E, serial number 68-0938, the first USAF C-130 to undergo *Keen Sage* camera system modification. The *Keen Sage* system was mounted in a metal-encased sphere, slightly larger than a basketball, housing three sophisticated video-capture lenses -- a daylight television, a 955mm fixed focal length zoom and infrared in six fields -- mounted on a pallet and strapped down in the cargo hold of the Hercules. Controlled by two operators in the aircraft, the lenses scan full circle and along 90 degrees of elevation and the airborne camera operators can beam live analog video and digitally-captured still images back to a ground station, where it could be recorded and sent to relief organizations and other users. *Atlas Response* was the first operational deployment of a C-130 with the *Keen Sage* camera system, and the 37 C-130 flew 39 sorties using this new capability to search for displaced refugees so they could be provided humanitarian assistance. Eventually the wing received eight *Keen Sage* configured aircraft.

Beginning February 14, the 37 Airlift Squadron began using its *Keen Sage* equipped C-130s to conduct observation missions over Iraq in preparation for possible action. The squadron flew a total of 14 missions, most at night, covering five to 15 targets per flight. To honor this rather "un-airlift" operation, the crews gave themselves the name of the "37 Airlift Reconnaissance Squadron."

An aircrew from the 37 Airlift Squadron at Ramstein AB, Germany, carried out the first C-130 relief mission to the war-torn Republic of Georgia on 15 July, two days after humanitarian operations began. After a seven-hour flight from Ramstein to Tbilisi International Airport in Georgia, loadmasters, 86th Air Mobility Squadron aerial porters, and a Georgian civilian company offloaded the pallets of medicine, clothing, sleeping bags, and other essential items from the unit's 1960s-vintage C-130Es. As of 11 August, both US Air Force and Navy C-130 crews have flown most of the thirty-six airlift missions into Tbilisi. As of that date, more than 1,000,000 pounds of relief supplies have been delivered to Georgia via air or sea.

The 37 Airlift Squadron, Ramstein AB, Germany, supported a high-altitude, low-opening airdrop training exercise in Bosnia in August. The unit's C-130s dropped 13 US jumpers from Ramstein, Stuttgart, and RAF Lakenheath, Britain, along with three Bosnian jumpers near Banja Luka. HALO operations feature a long free fall followed by a low-altitude parachute

opening. 2007

US Air Forces in Europe yesterday celebrated the arrival of its first C-130J transport. The aircraft is the first of 14 that will be delivered to Ramstein AB, Germany, by next year, C-130J manufacturer Lockheed Martin said in a release. They will be part of Ramstein's 86<sup>th</sup> Airlift Wing, replacing the aged C-130Es that the wing's 37 Airlift Squadron has been operating. "USAFE truly does bring a lot to the fight, in particular the vital airlift capability we provide in the global war on terror and vital humanitarian operations the world over," Gen. Roger Brady, USAFE commander, said during the welcoming ceremony. He added, "The C-130J will give us an even greater capacity to perform all those missions." Ramstein is scheduled to receive 10 C-130Js this year and the remaining four next year, according to Lockheed.

Two Air Force C-130s from the 37 Airlift Squadron at Ramstein AB, Germany, have delivered the first loads of US firefighting equipment to Russia. The US is providing about \$4.5 million of gear to help the Russians battle huge raging wildfires around Moscow, including fires that were threatening a nuclear research facility in Sarov. The two C-130s touched down at Moscow's Vnukovo airport on Aug. 14 (Moscow time). A charter flight followed with gear supplied by the State of California. The gear includes water tanks, pumps, hand tools, fire protective clothing, and medical kits. Two additional C-130 flights were planned, along with another charter flight, according to US officials. Monday August 16, 2010

The unit's operational tempo is very high, as it has been for years. Among many 2008 highlights, squadron crews flew 211 tons of humanitarian aid on ninety-four sorties to the Republic of Georgia after that country was invaded; moved forty-five tons of supplies to support the standup of the United States' newly established Africa Command; evacuated US citizens from Lebanon; trained Romanian C-130 aircrews; instructed South African Hercules crews in night-vision goggle operations; dropped nearly 16,000 paratroopers during NATO exercises; and led the effort to introduce the joint Precision Airdrop System in Europe. Last year, the 37 also participated in re-enactments of the World War II D-Day and Operation Market Garden airdrops. And all of those missions were carried out on C-130E transports that are, on average, forty-two years old. In March 2007, the Air Force made the decision to equip the 37 with new C-130Js. With a squadron as heavily tasked as this one is, simply having the Blue Tail Flies stop flying and then convert to the Super Hercules was not a viable option for Air Force and NATO planners. "We're in a unique situation," says Lt. Col. Mark August, commander of the 37. "We are converting to a new aircraft, but at the same time, we have to keep flying and supporting combat missions. When we started this transition, we knew we'd have to do it all without standing the squadron down. The 37, whose lineage dates back to 1942, will receive fourteen extended-fuselage C-130Js. With ten of the aircraft scheduled for delivery before the end of 2009, the remaining four aircraft will be delivered by May 2010. The first Super Hercules was delivered to Ramstein in ceremonies on 7 April, the fifty-fourth anniversary of the first flight of the first production C-130A. The squadron's new flagship, flown by US Air Forces in Europe commander Gen. Roger Brady, made a spectacular entrance, cruising low over the base's brand-new 67,847 square foot, double-bay hangar that was designed to accommodate the longer C-130J. After landing, the new aircraft was met by a

pair of base fire trucks that gave the Super Hercules a ceremonial hosing down. Brady taxied the C-130 in and parked it in front of the crowd of more than 2000 people, which included NATO, USAFE, host 86th Airlift Wing officials, and local community leaders.

The new C-130J (serial number 08-8601) was parked almost nose-to-nose with the aircraft it will replace, a C-130E (serial number 64-0527) that entered Air Force service in November 1964—and it is not even the oldest aircraft flown by the 37. A 1962-vintage Hercules claims that title. Basically, every time we get a J, we will retire at least one E," notes August. "We will be down to just two E models by the late fall." Half of the squadron's sixteen C-130Es will be retired to the 309<sup>th</sup> Aerospace Maintenance and Regeneration Group at Davis-Monthan AFB, AZ. Some of the other airframes will be sent to US Army bases where they will be used as ground trainers for paratroopers. A few aircraft, including the last E-model to come off the assembly line in 1972, will be transferred in the C-130 school-house at Little Rock AFB, Arkansas, and continue in service. Even as the E-models draw down, we will still obviously need to keep enough qualified crews to continue to fly missions and deploy." says August, But with the reduced crew requirement on the J-model, we will also need to work on finding good assignments for the E model navigators and flight engineers, Our maintainers will also have to keep the E-models flying while facilitating the changeover to the C130J."

The hard part of the transition is that we are getting a lot of C-130Js quickly, but the crew pipeline is only so big." says Lt. Col. Craig Williams, director of operations for the 37. "We sent an initial cadre of aircrew and loadmasters to Little Rock for transition training last fall. With the delivery of our first new aircraft, we now have fourteen loadmasters and eight pilots qualified to fly the J-model. We wanted to be in a position that, when we get a new aircraft, we're able to use it." The 37 Airlift Squadron carried out its first C-130J training mission only two days after the first aircraft was delivered. The squadron's first J-model paratroop drop came on 7 May. To help the Blue Tail Flies convert to the new aircraft, the 143rd Airlift Wing, the Rhode Island Air National Guard unit at Quonset Point, deployed aircrews and one of its C-130Js to Germany. For the six weeks prior to the arrival of Ramsteins' first Super Hercules, J-qualified members of the 37 flew with the 143rd crews on missions, including flights to Bulgaria and Italy, "The Rhode Island Guard has really helped us." notes August "We got experience in operations, and our maintainers received hands-on experience with the C-130J as well." We originally thought it would take eighteen months to complete this transition," says Williams. But we have all the pieces in place that we need to pull the squadron together and make this switch happen. And it will happen in thirteen months."

The Air Force has identified units that participated in the attacks against Libyan military targets in the opening salvos of Operation Odyssey Dawn this past weekend. In addition to B-2 stealth bombers from the 509th Bomb Wing at Whiteman AFB, Mo., the Air Force sent F-15Es from the 492nd Fighter Squadron and 494th FS at RAF Lakenheath, Britain, as well as F-16Cs from the 480th FS at Spangdahlem AB, Germany. The B-2s struck combat aircraft shelters at Ghardabiya Airfield in Libya, and, based on post-strike photos that the Pentagon displayed, precisely hit them. The F-15Es and F-16Cs attacked ground forces loyal to Libyan ruler Muammar Gadhafi that were advancing on opposition forces in Benghazi and

threatening civilians. KC-135s of the 100th Air Refueling Wing at RAF Mildenhall, Britain, refueled the strike aircraft en route to an unnamed forward air base. C-130Js from the 37 Airlift Squadron at Ramstein AB, Germany, moved ground equipment and personnel to the forward base, as did theater-based C-17s. Pentagon officials also said EC-130 Commando Solo psychological operations aircraft participated. The Pennsylvania Air National Guard's 193rd Special Operations Wing in Middletown operates these aircraft. 2011

C-130J assigned to the 37 Airlift Squadron at Ramstein AB, Germany, brought 30 injured Libyan rebels from Tripoli back to Ramstein to receive medical treatment. The Oct. 29 aeromedical evacuation flight marked the first time that US aircrews evacuated Libyan casualties since chaos erupted in the North African nation in mid-March. "All of these patients were injured as a result of recent fighting and suffer from conditions that cannot currently be treated in Libya," wrote Defense Secretary Leon Panetta and Secretary of State Hillary Clinton in a joint statement. The Secretaries called the gesture a "small token of our support, because we are committed to Libya's future." Medical personnel from Ramstein and the nearby Landstuhl medical center ministered to the Libyans, 24 of whom were destined for treatment in the United States. The remaining six were ferried to a German hospital. 2011

The first two aid-laden C-130J Hercules lifted off from Ramstein AB, Germany, en route to Turkey's earthquake battered Van region. Working with the State Department, US European Command loaded the 37 Airlift Squadron aircraft with hygiene supplies, bedding, and cots, for the flights on Oct. 29, the same day as the Turkish government's request for aid. Measured at 7.2 on the Richter scale, "the earthquake in Van really hit a couple of areas hard, but it is great to be able to help our friends," said US embassy spokesman Laird Treiber. "This humanitarian aid mission is a great example of the strong partnership that exists between our two nations," added Lt. Col. Patrick Driscoll, 37 AS commander. EUCOM plans to deliver 350 tents, 2,600 cots, and 1,700 blankets to victims displaced in the disaster. More than 500 were reportedly killed and 2,300 injured in the seism. 2011.

C-130J Super Hercules transports of the 37 Airlift Squadron at Ramstein AB, Germany, joined Bulgarian C-27 Spartans for Operation Thracian Fall, a two-week parachute-drop exercise over Plovdiv, Bulgaria. "Our pilots are accomplishing day and night flying with simulated combat drops in unfamiliar mountainous terrain," said Capt. Beau Tresmer, C-130J mission commander. Without Germany's altitude restrictions, "we are allowed to fly as low as what our regulations say we can," he added. In addition, "we are helping Bulgarians get their personnel airdrop qualifications," highlighted Tresmer. USAF, Army, Navy, and Bulgarian personnel are participating in the semi-annual training event, which runs through Saturday. Thracian Spring took place in May in Plovdiv. "It gets easier when we have a solid foundation of jumping with them in the past," highlighted SSgt. Myron Austin, a planner and jumpmaster with Ramstein's 435th Contingency Response Group, who's on his third exercise in Bulgaria. 2011

A First in France: A pair of C-130Js from Ramstein AB, Germany, deployed for a joint training

exercise with French air force C-130Hs at Air Base 123 near Orleans, southwest of Paris. "This is the first time that French and American C-130 crews have trained together in France," said French air force Lt. Col. Laurent Neumann, vice commander of Transport Squadron 2/61. "We regularly work together according to standardized procedures, but it is important to regularly upkeep the bonds of confidence that unite us," he added in the French air force's Nov. 19 release (English-language translation by Daily Report staff.) The aircrews practiced low-altitude formation flying, joint airdrops, and airborne assault tactics during the week-long exercise, which ran from Nov. 12 to Nov. 16. Approximately 40 aircrew members and support personnel from Ramstein's 37 Airlift Squadron participated in the event. The units plan to continue the relationship with more joint training in the near future. 2012

Airmen and C-130Js from Ramstein AB, Germany, wrapped up a week-and-a-half of training and skills qualification with the Polish air force during Exercise Screaming Eagle IV at Powidz AB, Poland. "Poland provides an excellent place for our aircrews to increase proficiency on several different flying scenarios, as well as training opportunities for maintainers, aerial porters, and the airborne personnel we have here," said Capt. Dean Brown, pilot with Ramstein's 37 Airlift Squadron and an exercise planner. Ramstein survival specialists made high-altitude, low-opening, parachute jumps with Polish special forces, and aerial porters had the rare opportunity to practice night-vision-equipped loading operations, according to Ramstein's Aug. 1 release. "At Ramstein, we cannot get the flightline completely dark, so the training we conduct here is more realistic," added 435th Contingency Response Group instructor MSgt. Jeffery Platz. The annual exercise ran from July 24 to Aug. 3. 2012

Airmen from the 86th Airlift Wing at Ramstein AB, Germany, and members of the Israeli Air Force's 103rd Squadron practiced combat airlift together with their C-130s in the Negev Desert on a recent training deployment to Nevatim AFB, Israel. The two-week meet from Jan 27 to Feb. 8 was the first time in five years that Ramstein's airmen have trained with the Israeli unit, according to a Feb. 8 Ramstein release. "The purpose of this training was to hone our tactical expertise while building partnerships and maximizing bilateral training," said Capt. Raymond Bevivino, a 37 Airlift Squadron pilot from Ramstein who served as deployment mission commander. This training deployment was also the first time that the two units practiced together since Ramstein transitioned from legacy C-130s to new C-130Js, something for which the Israelis are preparing as well. 2013

Riga, Latvia-Three Air Force C-130Js from the 37 Airlift Squadron at Ramstein AB, Germany, became the first Air Force airplanes to land at the newly renovated Lielvarde Air Base in Latvia. During the June 17 mission, the transport aircraft brought in some 92 airmen from Ramstein's 435th Contingency Response Group, who will train at the base during the final week of NATO's Saber Strike 2014 exercise, according to an Air Force release. Lielvarde is now open five days a week, eight hours a day, but the goal is to get to 24/7 operations in 2016. "The baseline capabilities of the air base are to be a two- to four-ship fighter detachment and [do] basic host-nation support functions," said Graube. "How best to invest in added capabilities and the procurement and training to support it is a critical decision for the Latvian government," he said. "With [Latvia's] limited resources, the millions required to develop a

fully functional 24/7 air base would critically hinder Latvia in development of capabilities that meet the actual national defense plan and deployed coalition operational requirements," he said. With the opening of Lielvarde, there are now three runways available to NATO aircraft operating in the Baltic region. 2014

Three C-130s from the 86th Airlift Wing at Ramstein AB, Germany, deployed to Powdiz AB, Poland, July 1 through Aug. 31 for bilateral training with the Polish air force. The 37 Airlift Squadron has participated in similar training scenarios with Poland twice a year since 2012, according to a July 1 release. The aircraft arrived one day after the last of the F-16s previously deployed to nearby Lask AB, Poland, returned home to Spangdahlem AB, Germany, US Air Forces in Europe-Air Forces Africa boss Gen. Frank Gorenc told Air Force Magazine on Monday. "We can go heel-to-toe if necessary. That's part of our plan [in Poland] for the immediate future and that's kind of the way we are looking at it for now," he said. "We're still continuing to work on that plan and we'll adjust that plan as necessary to address the conditions set out by [US European Command] and NATO." 2014

C-130Js from Ramstein AB, Germany, flew tactical support training alongside Israeli Air Force C-130s during the two-week Exercise Noble Shirley 2015, at Nevatim AB, Israel. "This exercise gave us the ability to practice in austere landing condition in a controlled environment," Ramstein's 37 Airlift Squadron pilot Capt. Joe Eastman said in a June 2 release. The training exercise included personnel from all US service branches as well as the Israeli Defense Forces. Tactical elements included low-level and night-vision assisted ops, tactical assault landings, as well as low-altitude airdrop and airborne insertion. "The most challenging mission on the part of our partners was landing on improvised runways. They don't do that at all in Europe," said IAF Lt. Col. Ori, commander of the IAF's C-130J-equipped 103 Squadron, dubbed the "Elephants," in an Israeli release. Both IAF C-130Js and legacy C-130s from Nevatim's host 131 Squadron "Yellow Birds" took part in the May exercise, according to the IAF. 2015

Some 80 personnel from the 86th Airlift Wing at Ramstein AB, Germany, and three C-130Js deployed to Otopeni AB, Romania, earlier this month to support Carpathian Summer. Though the training event is bilateral, the Air Force has transferred authority for the C-130Js to NATO for the duration of the exercise, a normal procedure intended to build readiness and interoperability for US and Romanian forces to prepare for combined air operations under the Alliance's authority, states the release. NATO allies regularly transfer air assets to Alliance control, for use in training exercises and deployments, such as the NATO's Baltic air policing mission. In addition to building joint air readiness, the event allows C-130J airmen to get training in tasks not readily available at home station in Germany, said Capt. Douglas Mabe, a pilot with the 37 Airlift Squadron. As part of efforts to support Operation Atlantic Resolve, US Air Forces Europe-Air Forces Africa has ramped up its engagement and training with eastern NATO allies such as Romania. 2015

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DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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

Unit yearbook. *Sewart AFB, 1954, Home of the 314<sup>th</sup> Troop Carrier Wing*. Army and Navy Publishing Co, Inc. Baton Rouge, LA. 1954.