

Heritage Pamphlet of the 7th Bomb Wing Host Unit

**317th Airlift Wing
Tenant**

Dyess Air Force Base, Texas





Death from Above

7th Bomb Wing Heritage

Current as of August 2021

Lineage, Assignments, Stations, and Honors through 1 August 2021

7 BOMB WING

Emblem

Azure, on a bend or three crosses patee Sable, all within a diminished bordure of the second.
Motto: **MORS AB ALTO** — Death from above. Approved on Jun. 15, 1994 (24959 AC); replaced emblem approved on Sep. 12, 1952 (K 2649)

Lineage

Established as **7th Bombardment Wing, Very Heavy** on Nov. 3, 1947
Organized on Nov. 17, 1947
Redesignated **7 Bombardment Wing, Heavy** on Aug. 1, 1948
Redesignated **7th Wing** on Sep. 1, 1991
Redesignated **7th Bomb Wing** on Jun. 1, 1992
Redesignated **7th Wing** on Oct. 1, 1993
Redesignated **7th Bomb Wing** on Apr. 1, 1997

Assignments

8th Air Force, Nov. 17, 1947
19th Air Division, Feb. 16, 1951
5th Air Division, Jul. 10 - Sep. 13, 1955
8th Air Force, Jun. 13, 1988
12th Air Force, Oct. 1, 2002 - Sep. 30, 2015
Changed from Air Combat Command to Air Force Global Strike Command, Oct. 1, 2015
Changed to 8th Air Force, Oct. 1, 2015

Operational Components

Groups

7th Bombardment (later, 7th Operations), Nov. 17, 1947 - Jun. 16, 1952; Sep. 1, 1991 - Jan. 1, 1993; Oct. 1, 1993 - Present
11th Bombardment, Attached Dec. 1, 1948 - Feb. 16, 1951

Squadrons

7th Air Refueling, attached Apr. 1, 1958 - Apr. 15, 1960; Mar. 1, 1964 - Sep. 1, 1991
9th Bombardment (later 9 Bomb), attached Feb. 16, 1951 - Jun. 15, 1952, assigned Jun. 16, 1952 - Jun. 25, 1968; assigned Dec. 31, 1971 - Sep. 1, 1991
13th Bomb, Jun. 14, 2000 - Sep. 9, 2005
20th Bombardment, assigned Jun. 25, 1965 - Sep. 1, 1991; attached to 98th Bombardment Dec. 1-10, 1957
28th Bomb, assigned Oct. 1, 1994 - Present
436th Bombardment, attached Feb. 16, 1951 - Jun. 15, 1952, assigned Jun. 16, 1952 - Aug. 1, 1958
492nd Bombardment, attached Feb. 16, 1951 - Jun. 15, 1952, assigned on Jun. 16, 1952 - Jun. 15, 1959
919th Air Refueling, attached on Apr. 15 - Jul. 15, 1960
920th Air Refueling, attached on Apr. 15 - Jul. 15, 1960.
4018th Combat Crew Training, assigned on Apr. 1, 1974 - Mar. 31, 1983

Stations

Fort Worth AAF (later, Griffiss AFB; Carswell AFB), TX, Nov. 17, 1947
Dyess AFB, TX, Oct. 1, 1993-Present

Commanders

Col Alan D. Clark on Nov. 17, 1947
Col William P. Fisher on May 11, 1949
Brig Gen Clarence S. Irvine on Jan. 3, 1950
Col John A. Roberts on Feb. 16, 1951
Col George T. Chadwell on Oct. 29, 1951
Col John A. Roberts on Apr. 14, 1952
Col George T. Chadwell on Jan. 2, 1953
Col Clarence A. Neely on May 1, 1954
Col Raymond S. Sleeper on Jul. 1, 1955
Col Frederick D. Berry Jr. on Jul. 3, 1957
Col John A. Roberts on Jul. 16, 1957
Col James Y. Parker on Jan. 5, 1959
Col George J. Eade on Jul. 6, 1961
Col Don W. Bailey on Jul. 17, 1963
Col Vincent M. Crane on Apr. 28 1965
Col Don W. Bailey on Jun. 12, 1965
Unknown. (Wing headquarters depleted) on Aug. 1-Nov. 30, 1965
Col Don W. Bailey on Dec. 1, 1965
Col Benjamin B. Shields on Aug. 1, 1966
Col Ralph T. Holland on Aug. 12, 1966
Col Carlton L. Lee on Jun. 23, 1967
Col Winston F. Moore on Jul. 28, 1968
Col Samuel E. Dyke on Apr. 30, 1969
Col Edward R. Van Sandt on Sep. 11, 1969
Lt Col Paul A. Warner on Sep. 16, 1969
Col Samuel E. Dyke on Mar. 31, 1970
Col Donald D. Adams on Apr. 27, 1970
Col Robert L. Holladay Jr. on Jun. 2, 1971
Col Walter C. Schrupp on May 1972
Col John D. Beeson on May 1973
Col Walter C. Schrupp on Nov. 1973
Col David E. Blais on Aug. 1974
Col Edward L. Todd on Jan. 31, 1977
Col Francis L. Asbury on Apr. 2, 1979
Brig Gen Robert L. Kirtley on Feb. 19, 1981
Col Martin J. Ryan Jr. on Apr. 20, 1982
Col O. K. Lewis Jr. on Oct. 25, 1983
Col Charles G. Kucera on Jun. 3, 1985
Col Donald F. Allan on Nov. 17, 1986
Col George P. Cole Jr. on Feb. 12, 1987
Col John B. Sams Jr. on Aug. 3, 1988
Col Julian B. Hall Jr. on Jul. 16, 1990

Col Richard Szafranski on Jul. 9, 1991
Col Gary L. Barber on May 28, 1993
Brig Gen Jerrold P. Allen on Oct. 1, 1993
Brig Gen Charles R. Henderson on Aug. 4, 1994
Brig Gen Larry W. Northington on Aug. 4, 1995
Brig Gen Michael C. McMahan on Mar. 26, 1997
Brig Gen Joseph P. Stein on Jun. 18, 1999
Brig Gen Wendell L. Griffin on Nov. 28, 2000
Col Jonathan D. George on Jan. 10, 2003
Col Garrett Harencak on Aug. 30, 2004
Col Timothy M. Ray on Jul. 28, 2006
Col Robert F. Gass, Jul. 11, 2008
Col David B. Been, Jul. 22, 2010
Brig Gen Glen D. VanHerck, Jul. 3, 2012 - Feb. 14, 2014
Col Michael Bob Starr, Feb. 15, 2014 – Oct. 29, 2015
Col David M. Benson, Oct. 30, 2015 – Aug. 4, 2017
Col Brandon Parker, Aug. 4, 2017 – Jun. 17, 2019
Col Jose E. Summangil, Jun. 17, 2019 – Jun. 15, 2021
Col Joseph Kramer, Jun. 15, 2021 -- Present

Aircraft

B-29, 1947-1948
B-36, 1948 - 1958
XC-99, 1949;
RB-36, 1950
B-52, 1957/1958 - 1965, 1965-1969, 1970-1992;
KC-135, 1958 - 1960, 1964-1965, 1965-1969, 1970-1992
C-130, 1993-1997
B-1, 1993 - Present

Operations

The 7th Bomb Wing trained with B-29s in global bombardment operations, Nov. 1947-Dec. 1948. The unit began a conversion to B-36 bombers in Jun. 1948. The wing controlled two B-36 groups, Dec. 1948 - Feb. 1951, and three B-36 squadrons, Feb. 1951-May 1958. The wing light-tested the XC-99 in Jun. 1949 and evaluated the RB-36 in 1950. It deployed at Nouasseur AB, French Morocco, on Jul. 10- Sep. 3, 1955, and was assigned an attached B-52 squadron, 1-Dec. 10, 1957, and converted to B-52 bombers and KC-135 tankers, in May-Jun. 1958. The wing trained in global strategic bombardment and air refueling operations. Beginning Apr. 13, 1965, the wing deployed its forces to the Pacific area to support Strategic Air Command (SAC) combat operations in Southeast Asia. All wing bombers and tankers, along with aircrews and some support personnel, deployed in Apr - May 1965. In the U.S., the wing gained the assets of a second B-52 squadron from another wing in Jun. 1965, giving it a bomber capability again. All remaining B-52 resources were deployed to the Pacific area by Aug. 1, 1965, along with most of the wing's remaining support personnel, leaving the 7th Wing as a small non-flying cadre to operate Carswell AFB, TX. Wing headquarters remained non-operational to Dec. 1, 1965, when B-52 and KC-135 resources began to return. The wing continued to support SAC operations in Southeast Asia through the remainder of the conflict and into 1975, but on a reduced scale except for the period Sep. 1, 1969- Mar. 28, 1970, when most wing resources were required overseas, and only a small cadre remained at home. In addition to its other activities, the wing conducted B-52D consolidated training for SAC, May 1, 1972-Dec. 15, 1972 and Jan. 5 - Dec. 15, 1973. By mid-1973 most wing KC-135 resources had redeployed, and most B-52 resources returned by Jan. 1974.

The wing resumed nuclear alert status on Jan. 3, 1974. From Dec. 4, 1973 to May 1975, the wing conducted B-52D replacement training, and from Jan. 1974, also conducted B-52D combat crew training, i.e., providing B-52 flight training to novice crews. Beginning in Jun. 1974, the wing also conducted B-52 and KC-135 Central Flight Instructors' Course. The wing participated in numerous USAF and NATO exercises worldwide, where the B-52 Stratofortress was utilized for ocean surveillance and ship identification in joint naval operations. Wing KC-135 aerial refuelers supported tanker task forces worldwide. In Oct - Nov. 1983, the wing supported the invasion of Grenada with aerial refueling. Also in 1983, B-52 crews began training with a new weapon system, the SRAM (Short Range Attack Missile) and later, in 1985, the ALCM (Air Launched Cruise Missile). The aircraft flew numerous atmospheric sampling missions, in 1986-1987, in response to the Chernobyl (Russia) nuclear reactor accident. The wing deployed air refueling personnel and equipment to provisional wings in Southwest Asia, Aug. 1990- Feb. 1992.

The wing hosted the first Soviet START (Strategic Arms Reduction Treaty) inspection team in Sep. 1991.

The wing began preparations for base closure at Carswell AFB in Jan. 1992 and released all operational capabilities on Jan. 1, 1993. The Air Force closed Carswell AFB on Sep. 30, 1993 and moved the 7th Bomb Wing to Dyess AFB, TX, without personnel or equipment, on Oct. 1, 1993.

The wing was equipped with B-1B and C-130 aircraft, the 7th Wing regained its combat and worldwide tactical airlift missions. In 1997, the wing assumed responsibility for all B-1B initial qualification and instructor upgrade training for Air Combat Command. Since 2000, it provided bombing, airlift support, training and combat support to combatant commanders.

Service Streamers

Global War on Terrorism: GWOS-S

Campaign Streamers

None

Armed Forces Expeditionary Streamers

Grenada in 1983

Decorations

Air Force Outstanding Unit Award with Combat "V" Device: Sep. 1, 1969 - Mar. 28, 1970

Air Force Outstanding Unit Awards

Jun. 18 1965 - Dec. 1, 1965

Jul. 1, 1976 - Jun. 30, 1977

Jun. 1, 1996 - May 31, 1998

Jun. 1, 1998 - May 31, 2000

Jun. 1, 2002 - May 31, 2004

Jun. 1, 2005 - May 31, 2007

Jun. 1, 2008 - May 31, 2010

Jan. 1, 2016 – Dec. 31, 2017

Meritorious Unit Awards

Jun. 1, 2010 – May 31, 2011

Jun. 1, 2013 - May 31, 2015

Republic of Vietnam Gallantry Cross with Palm:

Sep. 1, 1969-Mar. 28, 1970

Bestowed Honors

Authorized to display honors earned by the 7th Operations Group prior to Aug. 1, 1948

Campaign Streamers

World War I

St Mihiel; Meuse-Argonne; Lorraine

World War II

Burma; East Indies

India-Burma

China Defensive

Central Burma

China Offensive

Decorations

Distinguished Unit Citations

Netherlands Indies on Jan. 14- Mar. 1, 1942

Thailand on Mar. 19, 1945

Emblem

Approved Jan. 30, 1933 for the 7th Operations Group, and finally, on Jun. 15, 1994, for the 7th Wing

Lineage, Assignments, Stations, and Honors through 1 August 2021

7 OPERATIONS GROUP (AFGSC)

Lineage

Established as **1st Army Observation Group**
Organized on Sep. 6, 1918
Demobilized in Apr. 1919
Re-established and consolidated with the organization established as **1st Army Observation Group**
Organized, on Oct. 1, 1919
Redesignated as **7th Group (Observation)** on Mar. 26, 1921
Inactivated on Aug. 30, 1921
Redesignated as **7th Observation Group** on Jan. 25, 1923
Redesignated as **7th Bombardment Group** on Mar. 24, 1923
Activated on Jun. 1, 1928
Redesignated as **7th Bombardment Group (Heavy)** on Dec. 6, 1939
Redesignated as **7th Bombardment Group, Heavy** on Oct. 15, 1944
Inactivated on Jan. 6, 1946
Redesignated and activated **7th Bombardment Group, Very Heavy**, on Oct. 1, 1946
Redesignated **7th Bombardment Group, Heavy** on Jul. 20, 1948
Inactivated on Jun. 16, 1952
Redesignated **7th Operations Group** on Aug. 29, 1991
Activated on Sep. 1, 1991
Inactivated on Jan. 1, 1993
Activated on Oct. 1, 1993

Assignments

Air Service, 1st Army, Sep. 6, 1918 - Apr. 1919
2nd Wing, Oct. 1, 1919 - Aug. 30, 1921
IX Corps Area, Jun. 1, 1928
1st Bombardment Wing, Oct. 30, 1931
IX Corps Area, Oct. 1, 1933
1st Wing, Mar. 1, 1935
20th Bombardment Wing, on Dec. 18, 1940
Bomber Command, Sep. 5, 1941
Far East (later, 5th) Air Force, Dec. 22, 1941
10th Air Force, Mar. 1942.
Army Air Forces, India-Burma Theater, Jun. 12, 1942 - Dec. 7, 1945 (where it was attached to India China Division, Air Transport Command, Jun. 15 - Sep. 18, 1945)
New York Port of Embarkation, Jan. 5-6 1946
15th Air Force, Oct. 1, 1946
8th Air Force, Nov. 1, 1946
7th Bombardment Wing, Nov. 17, 1947 - Jun. 16, 1952
7th Bomb Wing, Sep. 1, 1991 - Jan. 1, 1993
7th Bomb Wing, Oct. 1, 1993 - Present

Operational Components

Squadrons

1st Aero (later, 1st Squadron), Oct. 1, 1919 - Aug. 30, 1921 (detached May 6 - Aug. 30, 1921)
9th Aero (later, 9th Bombardment; 9th Bomb), Sep - Nov. 1918
9th Bombardment, Apr. 1, 1931 - Jan. 6, 1946 (detached Jun. 28 - Oct. 4, 1942); Oct. 1, 1946 - Jun. 16, 1952 (detached Feb. 16, 1952 - Jun. 16, 1952); Sep. 1, 1991 - Aug. 15, 1992; Oct. 1, 1993 - Present
11th Bombardment, Jun. 1, 1928 - Sep. 15, 1942 (detached Apr. 26 - May 2, 1942)
12th Aero (later, 12 Squadron) Oct. 1, 1919 - Mar. 24, 1920 (detached Oct. 13, 1919 - Mar. 24, 1920)
13th Bomb, Jun. 14, 2000 - Sep. 9, 2005
14th Bombardment, Dec. 2, 1941 - Jan. 6, 1946 (detached Dec. 2, 1941 - May 1942; not manned May 1942 - Jan. 6, 1946)
20th Bomb, Sep. 1, 1991 - Dec. 18, 1992
22nd Bombardment, Oct. 20, 1939 - Sep. 15, 1942 (detached Apr. 26-May 28, 1942)
24th Aero, Sep. 6, 1918 - Apr. 1919
28th Bomb, Oct. 1, 1994 - Present
31st Bombardment attached Apr. 1 – Jun. 29, 1931, assigned Jun. 30, 1931 - Feb. 1, 1938
32nd Bombardment apparently attached, Dec. 8-16, 1941
39th Airlift, Oct. 1, 1993 - Apr. 1, 1997
40th Airlift, Oct. 1, 1993 - Apr. 1, 1997
50th Aero attached Oct. 1919 - Mar. 23, 1920, assigned Mar. 24, 1920 - Feb. 10, 1921
88th Aero (later, 88th Reconnaissance; 436th Bombardment), attached Oct. 1919 - Mar. 23, 1920, assigned Mar. 24, 1920 - Feb. 10, 1921; attached Sep. 28, 1935 - Feb. 24, 1942 (air echelon detached Dec. 10, 1941 - Mar. 14, 1942), assigned on Feb. 25, 1942 - Jan. 6, 1946; assigned on Oct. 1, 1946 - Jun. 16, 1952 (detached on Feb. 16, 1951 - Jun. 16, 1952); 436 Training assigned to 552 CCW Oct. 1, 2015
91st Aero assigned Sep. 6 - Nov. 1918.
95th Pursuit attached Jun. 1, 1928 - Oct. 29, 1931
186th Aero, Unknown [Apparently, 1918 - 1919]
337th Bomb assigned Oct. 1, 1993 - Oct. 1, 1994
492nd Bombardment assigned Oct. 25, 1942- Jan. 6, 1946; Oct. 1, 1946 - Jun. 16, 1952 (detached Feb. 16, 1951 - Jun. 16, 1952)
493rd Bombardment assigned Oct. 25, 1942 - Jan. 6, 1946

Stations

Gondreville, France, Sep. 6, 1918
Vavincourt, France, Sep. 22 1918 - Apr. 1919
Park Field, TN, Oct. 1, 1919
Langley Field, VA, Oct. 28, 1919 - Aug. 30, 1921
Rockwell Field, CA, Jun. 1, 1928
March Field, CA, Oct. 30, 1931
Hamilton Field, CA, Dec. 5, 1934
Merced Field, CA, Nov. 5, 1935
Hamilton Field, CA, May 22, 1937
Ft Douglas, UT, Sep. 7, 1940 - Nov. 13, 1941
Brisbane, Australia, Dec. 22, 1941 - Dec. 4, 1942 (an air echelon operated from Java on Jan. 14 - Mar. 1, 1942)

Karachi, India, Mar. 12, 1942
Dum-Dum, India, May 30, 1942
Karachi, India, Sep. 9, 1942
Pandaveswar, India, Dec. 12, 1942
Kurmitola, India, Jan. 17, 1944
Pandaveswar, India, Oct. 6, 1944
Tezpur, India, Jun. 7, 1945
Kudhkundi, India, Oct. 31 - Dec. 7, 1945
Camp Kilmer, NJ, Jan. 5-6, 1946
Fort Worth AAF (later, Griffiss AFB, then Carswell AFB), TX, Oct. 1, 1946 - Jun. 16, 1952
Carswell AFB, TX, Sep. 1, 1991 - Jan. 1, 1993
Dyess AFB, TX, Oct. 1, 1993 - Present

Commanders

Lt Col John N. Reynolds, Sep. 6, 1918 - Mar. 1, 1919
Capt. Martinus Stenseth, Mar. 1, 1919 - May 2, 1919; 1919 - 1921
Capt Frank H. Pritchard, Jun. 1928
Maj Carl A. Spaatz, May 1, 1929 - Oct. 29, 1931
Maj Joseph T. McNarney by Dec. 4, 1931 - Dec. 1934
Col Clarence L. Tinker by Apr. 15, 1935
Lt Col Davenport Johnson, Jan. 1937-Mar. 1938
Lt Col George E. Stratemeyer, Mar. - Aug. 1938
Lt Col Ralph Royce, Oct. 1938 - May 1941
Maj Stanley K. Robinson, May 1941
Maj Austin A. Straubel, Jan. 29, 1942
1Lt James E. Tull, Feb. 7, 1942 (acting)
Col Cecil E. Combs, Mar. 22, 1942
Col Conrad F. Necrason, Jul. 1, 1942
Lt Col William A. Delahay, Feb. 1944
Col Aubrey K. Dodson, Mar. 27, 1944
Col Harvey T. Alness, Nov. 6, 1944
Col Howard F. Bronson Jr., Jun. 24, 1945 - Unknown
Col John G. Erickson, Oct. 1, 1946
Col Hewitt T. Wheelless, Dec. 16, 1946
Col Alan D. Clark, Jun. 27, 1947 (additional duty after Nov. 17, 1947)
Col Charles D. Farr, Feb. 7, 1949
Col John A. Roberts, Aug. 1949
Col Richard T. Black, Oct. 24, 1950
None (not manned Feb. 16, 1951 - Jun. 16, 1952)
Col Charles R. Hardesty, Sep. 1, 1991
Col Joseph F. Czarkowski, Apr. 7, 1992 - Jan. 1, 1993
Col Thomas A. O'Riordan, Oct. 1, 1993
Col Andrew M. Gessner, Feb. 14, 1994
Col Anthony M. Beat on, May 18, 1995
Col Anthony F. Przybyslawski, Aug. 23, 1996
Col Douglas L. Raaberg, May 19, 1998
Col Christopher Miller, Apr. 3, 2000
Col Michael R. Moeller, Aug. 17, 2001

Col Jeffrey K. Beene, Jul. 22, 2003
Col Scott A. Vander Hamm, Jul. 8, 2005
Col Charles Catoe, Jul. 2008
Col Gerald V. Goodfellow, Jun. 11, 2010
Col Mark Bennett, Jun. 2011
Col Jason R. Combs, Jun. 2013
Col Justin W. Boldenow, Jun. 19, 2015
Col Karl Fischbach, Jul. 14 2017
Col
Col Daniel Diehl, Jun. 21, 1919
Col J Christopher McClung, Jul 23, 2021

Aircraft

Breguet 14, 1918 - 1919
DH-4, 1918 - 1919
Salmson 2, 1918 - 1919
Spad XIII, 1918 - 1919
Sopwith FE-2, 1918 - 1919
OA-2, 1928 - Unknown
LB-7, 1929 - Unknown
B-3, B-4, O-19, Unknown
O-38, 1931 - 1934
B-12, 1934 - 1936
B-10, 1936 - 1937
B-18, 1937 - 1940
B-17, 1939 - 1942
B-25 and LB-30, 1942
B-24, 1942 - 1945
B-29, 1946 - 1948
B-36, 1948 - 1951
B-52, 1991 - 1993
KC-135, 1991 - 1993
C-130, 1993 - 1997
B-1B, 1993 – Present

Operations

The 1st Army Observation Group, made up of the 24th and 91st Aero [Observation] and the 9th Aero [Night Observation] Squadrons, performed photographic reconnaissance and day and night visual reconnaissance of the battle field area, especially in the enemy's rear areas opposite the area of attack, Sep - Nov. 1918.

The unit demobilized in France in Apr. 1919. The unit consolidated with the organization established as the 1st Army Observation Group on Oct. 1, 1919 at Park Field, TN. The unit inactivated less than two years later, on Aug. 30, 1921. The unit activated again as the 7th Bombardment Group on Jun. 1, 1928. For the next eleven years, it engaged in training activities, flights of mercy, experimentation with air refueling and air transport of supplies, and participation in various exercises and air shows.

The group was in the process of moving to the Philippines when the Japanese attacked Pearl Harbor on Dec. 7, 1941. Six of the group's B-17 aircraft reached Hawaii during the enemy

attack but landed safely. The ground echelon, on board a ship in the Pacific Ocean, was diverted to Australia. The air echelon moved its B-17s via North Africa and India to Java, where from Jan. 14 - Mar. 1, 1942, it operated against the Japanese advancing through the Philippines and Netherlands East Indies. The unit received the Distinguished Unit Citation (DUC) for its action against enemy aircraft, ground installations, warships and transports. It reunited with the ground echelon in India in Mar. 1942, and the group resumed combat under 10th Air Force against targets in Burma. It received B-25s and LB-30s in early 1942 but by the end of the year had converted entirely to B-24s. From then through Sep. 1945, its aircraft bombed air fields, fuel and supply dumps, locomotive works, railways, bridges, docks, warehouses, shipping, troop concentrations in Burma, struck oil refineries in Thailand, power plants in China and enemy shipping in the Andaman Sea. The group ceased bombing operations in late May 1945 and was attached to the Air Transport Command to haul gasoline from India over the Himalayas to China. The unit received a second DUC for damaging the enemy's line of supply in Southeast Asia with an attack against rail lines and bridges in Thailand on Mar. 19, 1945. The group returned to the U.S. in Dec. 1945 and inactivated the following month. It activated on Oct. 1, 1946 as a B-29 bombardment group. The group received its first B-36 aircraft in late 1948 and by mid-1949 completed conversion. The unit began to fly B-36Ds equipped with jet pods, in Aug. 1950, but on Feb. 16, 1951, it became a paper organization. With all assigned flying squadrons reassigned directly to the 7th Bombardment Wing, the group inactivated on Jun. 16, 1952. As part of a major Air Force-wide reorganization, the Group was redesignated 7th Operations Group and again became the combat element of the 7th Wing. It controlled two B-52 squadrons and one KC-135 air refueling squadron. When flying operations ended at Carswell AFB, TX, in Dec. 1992, the group inactivated the following month. Upon activation of the 7th Wing at Dyess AFB, TX, on Oct. 1, 1993, the group again activated as the combat element of the wing. Equipped with the B-1B and C-130 aircraft, the group's mission included bombardment and tactical airlift; however, it lost its airlift responsibilities in Apr. 1997. At that time it also gained a conventional bombing mission. In Nov. 1998, the elements of the 7th Operations Group deployed several aircraft to Oman in support of Operation Desert Fox, where the B-1 flew its first combat missions on Dec. 17-18, 1998. Since 1999, the operations group trained bomber aircrews for global conventional bombing missions, performed numerous long-range conventional strikes and deployed in support of CENTCOM and AFRICOM missions.

Service Streamers

Global War on Terrorism: GWOS-S

Campaign Streamers

World War I: St Mihiel; Meuse-Argonne; Lorraine.

World War II: Burma; East Indies; India-Burma; China Defensive; Central Burma; China Offensive.

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations

Netherlands East Indies earned for actions on Jan. 14 - Mar. 1, 1942

Thailand earned for actions on Mar. 19, 1945

Air Force Outstanding Unit Awards

Jul. 1, 1976 - Jun. 30, 1977

Jun. 1, 1996 - May 31, 1998

Jun. 1, 1998 - May 31, 2000

Jun. 1, 2002 - May. 31, 2004

Jun. 1, 2005 - May 31, 2007

Jun. 1, 2008 - May 31, 2010

Jan. 1, 2016 – Dec. 31, 2017

Meritorious Unit Awards

Jun. 1, 2010 – May 31, 2011

Jun. 1, 2013-May 31, 2015

Emblem

Group will use the wing emblem with group designation in the scroll

Lineage, Assignments, Stations, and Honors through 1 August 2021

9 BOMB SQUADRON (AFGSC)

Lineage

Organized as **9 Aero Squadron** on Jun. 14, 1917
Redesignated as **9 Squadron** on Mar. 14 1921
Inactivated on Jun. 29, 1922
Redesignated as **9 Observation Squadron** on Jan. 25, 1923
Redesignated as **9 Bombardment Squadron** on Mar. 24, 1923
Activated on Apr. 1, 1931
Redesignated as **9 Bombardment Squadron (Heavy)** on Dec. 6, 1939
Redesignated as **9 Bombardment Squadron, Heavy** on Jul. 13, 1943
Inactivated on Jan. 6, 1946
Redesignated as **9 Bombardment Squadron, Very Heavy** and activated, on Oct. 1, 1946
Redesignated as **9 Bombardment Squadron, Heavy** on Jul. 20, 1948
Discontinued, and inactivated, on Jun. 25, 1968
Redesignated as **9 Bombardment Squadron, Medium** on Jan. 28, 1969
Activated Jul. 2, 1969
Redesignated as **9 Bombardment Squadron, Heavy** on Dec. 31, 1971
Redesignated as **9 Bomb Squadron** on Sep. 1, 1991
Inactivated on Aug. 15, 1992
Activated on Oct. 1, 1993

Assignments

Unknown, Jun. 14, 1917 - Sep. 1918
1 Army Observation Group, Sep. 6, 1918
3 Army Air Service, c. Nov. 21, 1918
Unknown, May 12 - Jul. 1919
Western Department, Jul. 1919
Ninth Corps Area, Aug. 20, 1920 - Jun. 29, 1922
7 Bombardment Group, Apr. 1, 1931 - Jan. 6, 1946 (attached to United States Army Middle East Air Force for operations, Jun. 28, 1942 - Oct. 4, 1942)
7 Bombardment Group, Oct. 1, 1946 (attached to 7 Bombardment Wing, Feb. 16, 1951 - Jun. 15, 1952)
7 Bombardment Wing, Jun. 16, 1952 - Jun. 25, 1968
340 Bombardment Group, Jul. 2, 1969
7 Bombardment Wing, Dec. 31, 1971
7 Operations Group, Sep. 1, 1991 - Aug. 15, 1992
7 Operations Group, Oct. 1, 1993 - Present

Stations

Camp Kelly, TX, Jun. 14, 1917
Selfridge Field, MI, Jul. 8, 1917
Garden City, NY, Oct. 28, 1917 - Nov. 22, 1917
Winchester, England, Dec. 8, 1917
Grantham, England, Dec. 28, 1917 - Aug. 7, 1918
Colombey-les-Belles, France, Aug. 23, 1918
Amanty, France, Aug. 28, 1918
Vavincourt, France, Sep. 21, 1918
Preutim, France, Nov. 21, 1918
Trier, Germany, Dec. 5, 1918
Colombey-les-Belles, France, May 18, 1919
Marseilles, France, May 25, 1919 - Jun. 7, 1919
Park Field, TN, Jul. 12, 1919
March Field, CA, Jul. 22, 1919
Rockwell Field, CA, Aug. 2, 1919 (flight operated from Calexico, CA, to Apr. 1920)
March Field, CA, Nov. 15, 1919
Rockwell Field, CA, Dec. 11, 1919
Mather Field, CA, Apr. 27, 1920 - Jun. 29, 1922.
March Field, CA, Apr. 1, 1931
Hamilton Field, CA, Dec. 5, 1934
Fort Douglas, UT, Sep. 7, 1940
Salt Lake City, UT, Jan. 13, 1941 - Nov. 13, 1941
Brisbane, Australia, Dec. 22, 1941 - Feb. 4, 1942, ground echelon
Air echelon operated from Singosari, Java, Jan. 13-19, 1942 and Jogjakarta, Java, Jan. 19, 1942 - Mar. 1, 1942
Karachi, India, Mar. 8, 1942, air echelon, Mar. 14, 1942 ground echelon
Allahabad, India, air echelon at Baumrauli, India, Apr. 27 - Jun. 29, 1942
Lydia, Palestine, Jul. 2, 1942 - Oct. 4, 1942
Karachi, India, Oct. 5, 1942 (operated from Gaya, India, Nov. 14 - Dec. 12, 1942)
Pandaveswar, India, Dec. 12, 1942
Kurmitola, India, Jun. 11, 1944
Pandaveswar, India, Oct. 1, 1944
Tezpur, India, Jun 1 - Dec. 7, 1945
Camp Kilmer, NJ, Jan. 5 - 6, 1946
Fort Worth AAF (later, Griffiss AFB, then Carswell AFB), TX, Oct. 1, 1946 - Jun. 25, 1968
Carswell AFB, TX, Jul. 2, 1969 - Aug. 15, 1992
Dyess AFB, TX, Oct. 1, 1993 - Present

Commanders

Capt George E. A. Reinburg, Jun. 14, 1917
1 Lt Samuel B. Eckert, Aug. 22, 1917
None, c. Dec. 8, 1917
1 Lt J. A. Richards, Feb. 8, 1918
1 Lt Frank H. Miller, c. Aug. 13, 1918
1 Lt Maury Hill, c. Aug. 16, 1918
1 Lt Thomas A. Box, Sep. 2, 1918
1 Lt Edward R. Kenneson, Sep. 30, 1918

Capt Willis A. Diekema, Dec. 1918
 Unknown, May - Jun. 1919
 None, c. Jul. 10-30, 1919
 Lt Col Henry L. Watson, Aug. 1, 1919
 Capt Robert L. Walsh, Nov. 1, 1920
 Unknown, Aug. 2, 1921 - Jun. 29, 1922.
 Capt Leo F. Post, Apr. 1, 1931
 2 Lt William A. Matheny, Jul. 1933
 Unknown, Dec. 1933 - Mar. 1935
 Capt John M. Davies, Apr. 1935
 Capt Donald J. Keirn, c. Jun. 1, 1935
 Capt John J. Morrow, Jun. 17, 1935
 Capt John M. Davies, c. Aug. 1935
 Capt Kenneth N. Walker, Oct. 1936 - Jan. 1938
 Capt Wilfred J. Paul, c. Feb. 2, 1938
 Maj Thad V. Foster, c. Sep. 1938
 Maj Elmer E. Adler, c. Feb. 15, 1940
 Unknown, c. Apr. - Jun. 30, 1941
 Maj Richard H. Carmichael, Jul. 1941
 Unknown, Oct. 5, 1941 - Nov. 1941
 Maj Conrad F. Necrason, c. Dec. 1941
 Maj Donald M. Keiser, Mar. 15, 1942
 Maj Max R. Fennell, Aug. 3, 1942
 Maj Willard A. Fountain, Nov. 3, 1942
 Capt Homer E. Adams, Jan. 3, 1943
 Maj William Stark, Feb. 1943
 Maj Joseph S. Pirruccello, Apr. 6, 1943
 Capt Allan A. Latham, Oct. 21, 21, 1943
 Maj David N. Kellogg, Dec. 29, 1943
 Maj William B. Kyes, c. May 9, 1944
 Maj William C. Dabney, Nov. 1944
 Capt John M. Dozier, Jun. 7, 1945
 Unknown, Oct. 2, 1945 - Jan. 6, 1946.
 None, Oct. 1-24, 1946
 Lt Col Willard W. Wilson, Oct. 25, 1946
 Lt Col William F. Savoic, Aug. 5, 1947
 Lt Col George T. Chadwell, Aug. 1948
 Maj Toy B. Husband, May 8, 1949
 Lt Col John B. Carey Jr., Jun. 24, 1949
 Lt Col Richard T. Black, Jan. 26, 1950
 Lt Col Francis J. Schuck, Jul. 1950
 Maj Ralph R. Taylor Jr., Jan. 1951
 Lt Col Norris J. Ansell, Jun. 1, 1952
 Lt Col Lester F. Richardson, Feb. 3, 1953
 Lt Col Raymond E. Buckwalter, c. May 10, 1953
 Lt Col William J. Cook, c. Apr. 1955
 Lt Col Charles W. Johnson Jr., Apr. 1956
 Lt Col Paul Beard, Jul. 1, 1956

Lt Col Wesley L. Pendergraft, May 20, 1957
 Lt Col Clifford Schoeffler, c. Dec. 1, 1957
 Maj James S. Gardner, Jun. 1958
 Lt Col Jack H. Heinzel, Jun. 1958
 Lt Col Clifford Schoeffler, Jul. 1958
 Lt Col Jack H. Heinzel, Sep. 1958
 Lt Col Clifford Schoeffler, Oct. 1958
 Lt Col Harry R. Patrick, c. Jul. 25, 1959
 Lt Col Allen C. Phenix, Apr. 1, 1961
 Lt Col James S. Gardner, Aug. 27, 1962
 Lt Col Luther L. Hampton, Jun. 1, 1964
 Lt Col George E. Porter, Oct. 1, 1965
 Lt Col Junior Hendricks, c. Apr. 1, 1967 - Jun. 25, 1968
 Lt Col Robert S. Montgomery, Jul. 2, 1969
 Lt Col David N. Gooch, c. Oct. 15, 15, 1970
 Unknown, Sep. 4, 1971- Dec. 30, 1971
 Lt Col Caryl W. Calhoun, Dec. 31, 1971
 Lt Col Pintard M. Dyer, Jul. 18, 1972
 Lt Col John T. Cornelius, Jun. 1, 1973
 Lt Col Donald L. Marks, Jul. 1, 1974
 Lt Col Leslie H. Coody Jr., Jul. 1, 1975
 Lt Col Claude L. Branson, Jul. 6, 1976
 Lt Col Lloyd L. Moir Jr., Nov. 21, 1977
 Lt Col John C. Dalton, May 30, 1979
 Lt Col Thad A. Wolfe, May 1, 1981
 Lt Col David F. Johnson, Sep. 10, 1981
 Lt Col Harvard L. Lomax, Dec. 15, 1982
 Lt Col George I. Conlan, Jun. 25, 1984
 Lt Col Michael J. Kehoe, Jul. 15, 1985
 Lt Col Arvid P. Pederson, Jan. 24, 1986
 Lt Col Thomas W. Ellers, Apr. 7, 1987
 Lt Col Andrew W. Smoak, Mar. 29, 1988
 Lt Col Gerald J. Venteicher, Aug. 15, 1989
 Lt Col Bevely E. Foster Jr., May 3, 1991 - Aug. 15, 1992.
 Lt Col Douglas L. Raaberg, Oct. 1, 1993
 Lt Col Stephen E. Wright, Jun. 26, 1995
 Lt Col John D. Allers, Jul. 19, 1996
 Lt Col Daniel J. Charchian, Aug. 10, 1998 - Apr. 6, 2000
 Lt Col Eldon A Woodie, Apr. 7, 2000 – Jun. 7, 2002
 Lt Col Robert F Gass, Jun. 7, 2002 – Jun. 29, 2004
 Lt Col Robert L Maness, Jun. 30, 2004 – Mar. 8, 2006
 Lt Col Randy S Allen, Mar. 9, 2006 – Jan. 13, 2008
 Lt Col Jennifer M Fullmer, Jan. 14, 2008 – Dec. 8, 2009
 Lt Col Michael A Miller, Dec. 9, 2009 – Jul. 7, 2011
 Lt Col Matthew R Brooks, Jul. 8, 2011 – Apr. 4, 2013
 Lt Col Jose E Sumangil, Apr. 5, 2013 – Jul. 20, 2014
 Lt Col Nicholas Yates, Jul. 21, 2014 – Jul. 9, 2017
 Lt Col Erick D. Lord, Jul. 10, 2017 –

Lt Col Ryan Stallsworth,
Lt Col Nathan Jenkins, Jun. 2021 – Present

Aircraft

Sopwith Camel, 1917
Sopwith Scout, 1917
Breguet 14, 1918 - 1919
DH-4, 1918 - 1922
Sopwith FE-2, 1918 - 1919
Several German airplanes, including LVG C VI, Fokker D VII, Pfalz D XII, DFW C V, Halberstadt C IV and V, Rumpler C, and Hannover C L III, 1919
O-19, O-38, B-3, and B-4, 1931-1934
B-12, 1934 - 1937
B-10, 1935 - 1938
OA-4, 1937 B-18, 1937 - 1941
B-17, 1940 - 1942
LB-30, 1942
B-24, 1942 - 1945.
B-29, 1946 - 1948
B-36, 1948 - 1958
B-52, 1958 - 1968
FB-111, 1969 - 1971
B-52, 1971 - 1992
B-1, 1993 - Present

Operations

Combat with First Army as observation unit specializing in night reconnaissance, Sep. 2 - Nov. 11, 1918, and subsequently served with Third Army as part of occupation forces in Europe until May 1919.
Mexican border patrol, Aug. 1919 - Apr. 1920 and c. Jan. - Jul. 1921.
Antisubmarine patrols off California coast, Dec. 8 - 12, 1941.
Combat in Southwest Pacific, c. Jan. 13 - Mar. 1, 1942; China-Burma-India (CBI) Theater, Apr. 2 - Jun. 4, 1942, Nov. 22, 1942 - Jun. 10, 1944, and Oct. 19, 1944 - May 10, 1945; and Mediterranean Theater of Operations (MTO), Jul. 4 - Oct. 1, 1942; transportation of gasoline to forward bases in China, Jun. 20 - Sep. 30, 1944 and Jun. - Sep. 1945.
Deployed B-52s and aircrews for combat in Southeast Asia, Jun - Nov. 1965.
Trained B-52 aircrews to maintain combat readiness and nuclear taskings, 1971-1992.
Provides aircraft and aircrews for conventional taskings, 1993 - Present.

Service Streamers

Global War on Terrorism: GWOS-S

Campaign Streamers

World War I: Lorraine; St. Mihiel; Meuse-Argonne.
World War II: Antisubmarine, American Theater; Philippine Islands; East Indies; Burma; India-Burma; China Defensive; Central Burma; China Offensive; Egypt-Libya
Global War on Terrorism: GWOT-E

Armed Forces Expeditionary Streamers

None.

Decorations**Distinguished Unit Citations**

Netherlands Indies, Jan. 14 - Mar. 1, 1942

Thailand, Mar. 19, 1945

Air Force Outstanding Unit Awards

Jun. 18, 1965 - Dec. 1, 1965

Jul. 1, 1976 - Jun. 30, 1977

Jul. 1, 1985 - Jun. 30, 1987

Jul. 1, 1989 - Jun. 30, 1991

Jun. 1, 1996 - May 31, 1998

Jun. 1, 1998 - May 31, 2000

Jun. 1, 2002 - May 31, 2004

Jun. 1, 2005 - May 31, 2007

Jun. 1, 2008 - May 31, 2010

Jan. 1, 2016 – Dec. 31, 2017

Meritorious Unit Awards

Jun. 1, 2010 - May 31, 2011

Jun. 1, 2013 - May 31, 2015

Philippine Presidential Unit Citation (WWII).

Lineage, Assignments, Stations, and Honors through 1 August 2021

28 BOMB SQUADRON (AFGSC)

Lineage

Organized as **28 Aero Squadron** on Jun. 22, 1917
Demobilized on Jun. 16, 1919
Reconstituted and consolidated (Jan. 9, 1922) with **28 Squadron (Bombardment)**, which was authorized on Aug. 30, 1921
Organized on Sep. 20, 1921
Inactivated on Jun. 28, 1922
Activated on Sep. 1, 1922
Redesignated as **28 Bombardment Squadron** on Jan. 25, 1923
Redesignated as **28 Bombardment Squadron (Medium)** on Dec. 6, 1939
Redesignated as **28 Bombardment Squadron (Heavy)** on Nov. 16, 1941
Redesignated as **28 Bombardment Squadron, Very Heavy** on Mar. 28, 1944
Inactivated on Apr. 1, 1944.
Activated on Apr. 1, 1944
Redesignated as **28 Bombardment Squadron, Medium** on Aug. 10, 1948
Redesignated as **28 Bombardment Squadron, Heavy** on Jul. 1, 1961
Inactivated on Oct. 1, 1983
Activated on Jul. 1, 1987
Redesignated as **28 Bomb Squadron** on Sep. 1, 1991

Assignments.

Unknown, Jun. 22, 1917 -Mar. 1918
Attached to RAF for operations and training, Mar. - Jun. 1918
Unknown, Jun - Aug. 1918
3 Pursuit Group, Aug. 1918
2 Pursuit Group, Dec. 1918 - Apr. 1919
Unknown, Apr - Jun. 16, 1919
Ninth Corps Area, Sep. 20, 1921 - Jun. 28, 1922
Philippine Department, Sep. 1, 1922
4 Composite Group, Dec. 2, 1922
19 Bombardment Group, Nov. 16, 1941 - Apr. 1, 1944 (ground echelon attached to the 5 Interceptor Command, c. Dec. 24, 1941 - May 1942)
19 Bombardment Group, Apr. 1, 1944
19 Bombardment Wing, Jun. 1, 1953 - Oct. 1, 1983.
384 Bombardment Wing, Jul. 1, 1987
384 Operations Group, Sep. 1, 1991
384 Bomb Group, Jan. 1, 1994
7 Operations Group, Oct. 1, 1994 - Present

Stations.

Camp Kelly, TX, Jul. 22, 1917
Toronto, Canada, Aug. 25, 1917
Deseronto, Canada, Sep. 1, 1917

Taliaferro Field No. 1, TX, Nov. 5, 1917
 Garden City, NY, Jan. 25 - Feb. 25, 1918
 St Marie-Cappel, France, Mar. 20, 1918 (flights operated from various stations in Nord, Pas-de-Calais, and Somme, until squadron reassembled at St Omer on Jun. 24, 1918)
 Boisdingham, France, Apr. 13, 1918
 Alquines, France, Apr. 15, 1918
 St Omer, France, Jun. 24, 1918
 Issoudun, France, Jun. 26, 1918
 Orly, France, Jul. 8, 1918
 Vaucouleurs, France, Aug. 16, 1918
 Lisle-en-Barrois, France, Sep. 20, 1918
 Foucaucourt, France, Nov. 6, 1918
 Grand, France, Feb. 15, 1919
 Colombey-les-Belles, France, Apr. 15, 1919
 Le Mans, France, May 4 - 19, 1919
 Mitchel Field, NY, May 31 - Jun. 16, 1919.
 Mather Field, CA, Sep. 20, 1921 - Jun. 28, 1922.
 Clark Field, Luzon, Sep. 1, 1922
 Kindley Field, Corregidor, Sep. 1922
 Camp Nichols, Luzon, Nov. 1922
 Clark Field, Luzon, Dec. 1922
 Camp Nichols, Luzon, Jun. 4, 1923
 Clark Field, Luzon, Jun. 16, 1938
 Batchelor, Australia, c. Dec. 24, 1941 (ground echelon in Luzon and Mindanao, c. Dec. 24, 1941 - May 1942) Singosari, Java, Dec. 30, 1941
 Melbourne, Australia, c. Mar. 4, 1942
 Cloncurry, Australia, c. Mar. 28, 1942 (detachment operated from Perth, Australia, c. Mar. 28 - May 18, 1942)
 Longreach, Australia, c. 5 May 1942
 Mareeba, Australia, Jul. 24- c. Nov. 18, 1942
 Pocatello, ID, c. Dec. 30, 1942
 Pyote AAB, TX, Jan. 24, 1943-Apr. 1, 1944.
 Great Bend AAFld, KS, Apr. 1- Dec. 8, 1944
 North Field, Guam, Jan. 16, 1945
 Kadena AB, Okinawa, Jun. 27, 1950-May 14, 1954
 Pinecastle AFB, FL, c. 28 May 1954
 Homestead AFB, FL, c. Jun. 25, 1956
 Robins AFB, GA, Jul. 25, 1968 - Oct. 1, 1983.
 McConnell AFB, KS, Jul. 1, 1987
 Dyess AFB, TX, Oct. 1, 1994 - Present

Commanders.

Capt James R. Alfonte, Jun. 22, 1917
 Maj Patrick Frissell, Jul. 14, 1917
 1Lt Lawton V. Smith, c. Aug. 20, 1917
 Maj Cedrick Bourne, c. Nov. 8, 1917 - Unknown
 Capt C. J. Ryan, Unknown - Apr. 7, 1918
 Capt Thomas S. Bowen, Apr. 7, 1918

1 Lt R. Lochridge, May 1, 1918
 1 Lt Charles N. Jones, c. Aug. 15, 1918 - Unknown
 Capt Martinus Stenseth, Mar. 1- May 2, 1919
 Unknown, 3 May - Jun. 16, 1919
 Unknown, Sep. 20, 1921 - Jun. 28, 1922
 Unknown, Sep. 1, 1922 - Jan. 1923
 Capt J. H. Houghton, by Feb. 1923
 Capt Thomas J. Hanley Jr., by Aug. 1923
 Capt Rosenham Beam, by Mar. 1924
 Maj Don McNeal, 1939
 Capt Schonwein, 1940
 Maj Lester J. Maitland, 1940
 Capt Nichols, 1941
 Maj Maurice F. Daly, 1941
 Capt William K. Horrigan, 1941
 Maj William P. Fisher, c. Oct. 1941
 Unknown, c. Feb. 5 - Mar. 13, 1942
 Maj Elbert Helton, c. Mar. 14, 1942
 Maj Jack P. Thompson, Unknown - Jun. 1943
 Capt Victor Poncik, Jun. 1943
 Capt R. W. Beckel, c. Jul. 1, 1943
 Maj Leland W. Johnson, 1943 - Unknown
 Unknown, 1943-Apr. 1, 1944
 Unknown, Apr. 1- May 10, 1944
 Capt James L. Coley, May 1, 1944
 1 Lt Americus Mitchell, May 12, 1944
 Maj Donald Taylor, May 23, 1944
 Maj Thomas H. Trent, Unknown
 Lt Col George T. Chadwell, Unknown - Jun. 1, 1945
 Maj Harry C. Mailey, Jun. 2, 1945
 Maj George A. Uhrick, Unknown - Oct. 1945
 Capt Jack Lomax, Oct. 1945 - Unknown
 Maj William C. Wilson, Unknown - Jul. 7, 1946
 1Lt William F. Bradley (temporary), Jul. 8, 1946 - Unknown
 Capt Paul C. McQuat (temporary), Unknown - Jul. 16, 1946
 1 Lt William F. Bradley (temporary), Jul. 17, 1946
 Maj William C. Wilson, Jul. 30, 1946
 Capt Maxie A. Shirley (temporary), Dec. 1946
 Maj William C. Wilson, Dec. 1946 - Unknown
 Maj Joseph W. Howell, Unknown - Nov. 1947
 Maj Kent J. Richens, Nov. 1947
 Capt W. R. Sullivan, Feb. 1948 - Unknown
 Maj Charles E. Tibbs, Unknown - Jun. 1948
 Maj James S. Howard, Jun. 1948
 Maj H. James, Jul. 1948
 Maj James S. Howard, Aug. 1948
 Maj Kent J. Richens, Feb. 1949 - Unknown
 Maj James S. Howard, Unknown - Mar. 18, 1949

Capt Frederick L. Manthe, Mar. 19, 1949
 Lt Col Warren C. Miller, Jul. 5, 1949
 Maj Larry D. Dennis, Apr. 27, 1950
 Lt Col Fred W. Miller, May 17, 1950
 Lt Col Donald O. Tower, Aug. 12, 1950
 Maj Lawrence A. Greensides, c. Mar. 29, 1951
 Lt Col Lloyd W. Preston, Aug. 1951
 Lt Col Raymond E. Buckwalter, 5 May 1952
 Lt Col Robert E. Larkin, Nov. 19, 1952
 Maj Thomas Q. Jones Jr., Jul. 4, 1953
 Maj Wilson C. Gammon, Oct. 15, 1953
 Maj Glenn L. McCutcheon (temporary), Jun. 11, 1954
 Capt Theodore M. Jablonski (temporary), Jun. 20, 1954
 Maj Wilson C. Gammon, Jun. 27, 1954
 Maj Harlis B. Koger (temporary), Aug. 1, 1954
 Lt Col Allen B. Gaston, Aug. 25, 1954
 Lt Col Robert R. Barr, Oct. 1954
 Lt Col Curtis N. Youngblood, Nov. 5, 1954
 Maj James M. McFarland (temporary), Nov. 22, 1954
 Lt Col Curtis N. Youngblood, Dec. 5, 1954
 Lt Col Allen B. Gaston, Jan. 29, 1955
 Lt Col Ralph W. Jones, 9 May 1955
 Lt Col Wilson C. Gammon, Oct. 3, 1955
 Lt Col James M. McFarland, Apr. 1959
 Maj James G. Cary, Jul. 1959
 Lt Col Richard E. Murray, May 1961
 Maj Howard Richardson, Jul. 1961
 Col Marvin T. Rorrer, Oct. 24, 1961
 Lt Col John F. Hargraves, Jun. 1964
 Unknown, Jun. 1964 - Sep. 30, 1967
 Lt Col Vernon E. Baden, by Sep. 30, 1967
 Col Berry A. Segraves Jr., by Sep. 30, 1968
 Lt Col Archie D. Bower, Dec. 15, 1968
 Lt Col Frank S. Guzak, by Sep. 30, 1969
 Lt Col Willis M. Hodges, Jan. 1, 1970
 Lt Col William J. Epperson, Aug. 26, 1971
 Lt Col Roderick M. Busbee, Nov. 22, 1972
 Maj Harry D. Hayes, Jan. 8, 1973
 Lt Col Robert D. Donaldson, Jan. 15, 1973
 Lt Col Harold T. Godfrey Jr., Aug. 17, 1973
 Lt Col Harry D. Hayes, Sep. 20, 1973
 Lt Col Richard B. Goetze Jr., by Sep. 30, 1975
 Lt Col Waymon L. Sinclair, Mar. 15, 1976
 Lt Col Oscar E. Bowles, Sep. 1, 1977
 Lt Col John H. Kirk, (temporary), Apr. 23, 1979
 Lt Col Antonio Maldonado, May 18, 1979
 Lt Col Thomas J. Harris, 28 May 1980
 Lt Col James E. Jardon II, Aug. 18, 1981

Lt Col Gerald D. Dennis, Aug. 17, 1982 - Oct. 1, 1983
 Lt Col Michael A. Kenny, Jun. 18, 1987
 Lt Col Karl M. Peters, Oct. 23, 1988
 Lt Col William D. Howell, Feb. 12, 1990
 Lt Col William A. Clift, Jr., Sep. 1, 1991
 Lt Col Robert C. Tom, Jun. 8 - Dec. 31, 1993
 Unknown, Jan. 1- Sep. 30, 1994
 Lt Col James M. Kowalski, Oct. 1, 1994
 Lt Col Stephen E. Wright, Jul. 19, 1996
 Lt Col Joseph D. Brown IV, Jul. 2, 1997
 Lt Col Daniel J Charchian, Aug. 10, 1998 – Apr. 7, 2000
 Lt Col Eldon A Woodie, 7 Apr. 2000 – 7 Jun. 2002
 Lt Col Robert F Gass, 7 Jun. 2002 – 30 Jun. 2004
 Lt Col Robert L Maness, 30 Jun. 2004 – 9 Mar. 2006
 Lt Col Randy S Allen, 9 Mar. 2006 – 14 Jan. 2008
 Lt Col Jennifer M Fullmer, 14 Jan. 2008 – 9 Dec. 2009
 Lt Col Michael A Miller, 9 Dec. 2009 – 8 Jul. 2011
 Lt Col Matthew R Brooks, 8 Jul. 2011 – 23 May 2012
 Lt Col Ryan S. Sweeney, May 24, 2012 – 27 May 2014
 Lt Col Brian D. Vlaun, May 28, 2014 – May 5, 2017
 Lt Col Brian Ranaudo, May 6, 2017 –
 Lt Col Brian Buschur,
 Lt Col Scott Thompson, – Present

Aircraft.

JN-4, 1917
 In addition to Spad XIII, briefly included Spad VII during period 1918 - 1919
 DH-4, 1921 - c. 1928
 NBS-1, 1924 - 1930
 LB-5, Unknown
 OA-1, 1929 - 1931
 B-3, c. 1931 - 1937
 B-10, 1937 - 1941
 B-18 and B-17, successively during 1941
 B-17 and LB-30, Unknown
 B-24, 1941 - 1942
 B-17, 1942 - 1944.
 B-29, 1944 - 1954
 B-47, 1954 - 1961
 B-52, 1962 - 1972, 1973 - 1983
 B-1, 1988 – Present

Operations.

Flying training unit, Nov - Dec. 1917; combat training with units of RAF serving on the front in France with British Second and Fifth Armies, Mar. 20 - c. Jun. 24, 1918 (C flight participated in Somme Defensive, Mar. 21-Apr. 6, 1918); combat as pursuit unit with American First Army, Sep. 2 - Nov. 10, 1918. Combat in Southwest Pacific, Dec. 7, 1941 - c. Nov. 16, 1942; ground echelon fought with infantry units in Philippine Islands, c. Dec. 24,

1941 - May 1942; replacement training, Feb. 1, 1943 - Apr. 1, 1944; combat in Western Pacific, c. Feb. 12 - Aug. 15, 1945.

Combat in Korea, Jun. 28, 1950 - Jul. 25, 1953.

Furnished B-52 aircraft and crews to other SAC organizations involved in combat operations in Southeast Asia until Oct. 1973.

Developed and maintained operational capability to perform long-range strategic bombardment, 1974 - 1983. Alert duty during end of Cold War, 1987 - 1991.

Refocused on training objectives for conventional operations, 1991 - Present.

After the move to Dyess AFB in Oct. 1994, the squadron serves as schoolhouse for B-1 aircrews. Flew missions against Iraq as part of 28 Air Expeditionary Group, Dec. 1998.

Service Streamers

World War II American Theater

Global War on Terrorism – Service

Campaign Streamers.

World War I: Flanders; Lys; Picardy; Lorraine; St Mihiel; Meuse-Argonne.

World War II: Philippine Islands; East Indies; Air Offensive, Japan; Papua; Guadalcanal; Western Pacific; Air Combat, Asiatic-Pacific Theater.

Korea: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea, Summer 1953

Armed Forces Expeditionary Streamers

None.

Decorations

Distinguished Unit Citations

Philippine Islands, Dec. 7, 1941 - May 10, 1942

Philippine Islands, Dec. 8 - 1941 - Dec. 22, 1941

Philippines and Netherlands Indies, Jan. 1, 1942 - Mar. 1, 1942

Philippine Islands, Jan. 6 - Mar. 8, 1942

Papua, Jul. 23 - [c. Nov. 16, 1942]

New Britain, 7 - Aug. 12, 1942

Japan, Mar. 19, 1945

Kobe, Japan, Jun. 5, 1945

Korea, Jun. 28 - Sep. 15, 1950

Air Force Outstanding Unit Awards

Jul. 1, 1964 - Jun. 30, 1965

Jul. 1, 1967 - Jun. 30, 1968

Jul. 1, 1982 - Oct. 1, 1983

Jul. 1, 1987 - Jun. 30, 1989

30 May 1990 - 29 May 1992

Jun. 1, 1996 - May 31, 1998

Jun. 1, 1998 - May 31, 2000

Jun. 1, 2002 - May 31, 2004

Jun. 1, 2005 - May 31, 2007

Jun. 1, 2008 - May 31, 2010
Jan. 1, 2016 – Dec. 31, 2017

Meritorious Unit Awards

Jun. 1, 2010 – May 31, 2011
Jun. 1, 2013 - May 31, 2015

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation: Jul. 7, 1950 - Jul. 27, 1953

Lineage, Assignments, Stations, and Honors through 1 August 2021

7 MAINTENANCE GROUP (AFGSC)

Lineage

Established as **7th Maintenance and Supply Group** on Nov. 3, 1947
Organized on Nov. 17, 1947
Discontinued on Aug. 1, 1948
Consolidated on Sep. 19, 1995 with the **7th Maintenance and Supply Group**, which was established on Jul. 20, 1948
Activated on Aug. 1, 1948
Inactivated on Feb. 16, 1951
Activated on Feb. 14, 1952
Inactivated on Jun. 16, 1952
Disestablished on Sep. 27, 1984
Reestablished and redesignated as **7th Logistics Group** on Aug. 29, 1991
Activated on Sep. 1, 1991
Inactivated on Aug. 1, 1993
Activated on Oct. 1, 1993
Redesignated as **7th Maintenance Group** on Aug. 29, 2002

Assignments

7th Bombardment Wing, Nov. 17, 1947 - Feb. 16, 1951
7th Bombardment Wing, Feb. 14 - Jun. 16, 1952.
7th Wing (later, 7th Bomb Wing), Sep. 1, 1991 - Aug. 1 1993
7th Bomb Wing, Oct. 1, 1993 - Present

Stations

Fort Worth AAF (Griffiss AFB then Carswell AFB), TX, Nov. 17, 1947- Feb. 16, 1951
Carswell AFB, TX, Feb. 14-Jun. 16, 1952
Carswell AFB, TX, Sep. 1, 1991-Aug. 1, 1993
Dyess AFB, TX, Oct. 1, 1993 - Present

Decorations

Air Force Outstanding Unit Awards

Jul. 1, 1976 - Jun. 30, 1977
Jun. 1, 1996 - May 31, 1998
Jun. 1, 1998 - May 31, 2000
Jun. 1, 2002 - May. 31, 2004
Jun. 1, 2005 - May 31, 2007
Jun. 1, 2008 - May 31, 2010
Jan. 1, 2016 – Dec. 31, 2017

Emblem

Group will use the wing emblem with group designation in the scroll

Lineage, Assignments, Stations, and Honors through 1 August 2021

7 MISSION SUPPORT GROUP (AFGSC)

Lineage

Established as **7th Airdrome Group** on Nov. 3, 1947
Organized on Nov. 17, 1947
Discontinued on Aug. 1, 1948
Consolidated on Oct. 1, 1984 with the **7th Air Base Group**, which was established on Jul. 20, 1948
Activated on Aug. 1, 1948
Inactivated on Jun. 20, 1953
Activated on Dec. 1, 1957
Redesignated **7th Combat Support Group** on Apr. 1, 1959
Discontinued on Mar. 15, 1960
Organized on Sep. 1, 1964
Redesignated **7th Support Group** on Sep. 1, 1991
Inactivated on Sep. 30, 1993
Activated on Oct. 1, 1993
Redesignated **7th Mission Support Group** on Aug. 29, 2002

Assignments

7th Bombardment Wing, Nov. 17, 1947 - Jun. 20, 1953
7th Bombardment Wing, Dec. 1, 1957 - Mar. 15, 1960
7th Bombardment Wing, Sep. 1, 1964
19th Air Division, Jul. 2, 1968
7th Bombardment Wing (later, 7th Wing; 7th Bomb Wing), Jun. 30, 1971 - Sep. 30, 1993
7th Bomb Wing, Oct. 1, 1993 - Present

Stations

Fort Worth AAF (later, Griffiss AFB; Carswell AFB), TX, Nov. 17, 1947 - Jun. 20, 1953
Carswell AFB, TX, Dec. 1, 1957 - Mar. 15, 1960
Carswell AFB, TX, Sep. 1, 1964 - Sep. 30, 1993
Dyess AFB, TX, Oct. 1, 1993 - Present

Decorations

Air Force Outstanding Unit Awards

Jul. 1, 1976 - Jun. 30, 1977
Jun. 1, 1996 - May 31, 1998
Jun. 1, 1998 - May 31, 2000
Jun. 1, 2002 - May 31, 2004
Jun. 1, 2005 - May 31, 2007
Jun. 1, 2008 - May 31, 2010
Jan. 1, 2016 - Dec. 31, 2017

Emblem

Group will use the wing emblem with group designation in the scroll

Lineage, Assignments, Stations, and Honors through 1 August 2021

7 MEDICAL GROUP (AFGSC)

Lineage

Constituted as **7th Station Medical Group** on Jul. 20, 1948
Activated on Aug. 1, 1948
Redesignated as **7th Medical Group** on Apr. 1, 1949
Redesignated as **7th Medical Squadron** on Feb. 16, 1951
Redesignated as **7th Medical Group** on Feb 14, 1952
Redesignated as **7th Tactical Hospital** on Feb. 15, 1954
Incativated on Apr. 1, 1959
Redesignated and activated **7th Medical Group** on Oct. 1, 1993

Assignments

7th Bombardment Wing Aug. 1, 1948
7th Air Base Group, May 16, 1951
7th Bombardment Wing, Feb. 14, 1952 – Apr. 1, 1959
7th Bomb Wing), Oct. 1, 1993 - Present

Stations

Carswell AFB, TX, Aug. 1, 1948 – Apr. 1, 1959
Dyess AFB, TX on Oct. 1, 1993 - Present

Decorations

Air Force Outstanding Unit Awards

Jul. 1, 1976 - Jun. 30, 1977
Jun. 1, 1996 - May 31, 1998
Jun. 1, 1998 - May 31, 2000
Jun. 1, 2002 - May. 31, 2004
Jun. 1, 2005 - May 31, 2007
Jun. 1, 2008 - May 31, 2010
Jan. 1, 2016 – Dec. 31, 2017

Emblem

Group will use the wing emblem with group designation in the scroll

7th Bomb Wing History

The 1st Army Observation Group and 9th Bomb Squadron

The 7th Bomb Wing is one of the oldest and most decorated units in the Air Force. It traces its lineage to the 1st Army Observation Group during World War I. The group activated on Sep. 6, 1918 and was stationed in the Province of Lorraine, France. However, the 9th Bomb Squadron actually formed in Jun. 1917, as the first American night reconnaissance squadron to be organized, and therefore, is the oldest bomb squadron in the Air Force. The unit shield, still worn today, incorporated the diagonal stripe of that province's heraldry and added three black Maltese Crosses to demonstrate battle honors at St. Mihiel, Meuse-Argonne and Lorraine against the German Army and Air Force. The group conducted reconnaissance, spotted artillery and was a major innovator in those tactical areas, as well as night combat operations. During the war, the group flew French and British made aircraft such as the Breguet 14, Salmson 2, SPAD XIII, and the DE Havilland DH-4. The unit received battle honors for the Meuse-Argonne offensive, battle of St. Mihiel, and the defense of the Lorraine sector at the Western Front. During the war, four of the group's aviators became aces: 1st Lt. William T. Badham (5 kills), Capt. Everett R. Cook (5 kills), Capt. Leonard C. Hammond (6 kills), and Maj. Victor H. Strahm (5 kills). By Apr. 1919, the group demobilized and its personnel returned to the U.S.; however, the 1st Observation Group was destined to return to active service.

The 1st Army Observation Group Continued History

The 1st Army Observation Group was reactivated the 1st Army Observation Group in 1919 at Langley Field, Virginia as an original combat group. It was redesignated 7th Group (Observation) on Mar. 26, 1921 and then again as the 7th Observation Group on Jan. 25, 1923. Unfortunately, the U.S. Army continued to draw down during the interwar years, and the 1st was inactivated on Aug. 31, 1921. When the newly formed Air Corps began to grow, it was redesignated the 7th Bombardment Group on Mar. 24, 1923 and reactivated on Jun. 1, 1928 at Rockwell Field, California. On Dec. 6, 1939, the unit was redesignated as 7th Bombardment Group (Heavy). The "(Heavy)" was then changed to just "Heavy" in 1944.

Two primary aircraft flown by the 9th Bomb Squadron and the 1st Army Observation Group



Primary 1st Army Observation Group, Salmson 2 A2 over France

Salmson 2 A2

The Salmson 2, (given the military designation Salmson 2 A2) was a French biplane reconnaissance aircraft made by Salmson. It was developed to a 1916 requirement. Along with the Breguet 14, it was the main reconnaissance aircraft in use with the French army and the American Expeditionary Force's aviation units in 1918. At the end of the First World War, one-third of French reconnaissance aircraft were Salmson 2s. The Salmson 2 developed from a requirement to replace the Sopwith 1½ Strutter and Dorand A.R. reconnaissance aircraft in the A2 (tactical reconnaissance) role. Salmson had built the 1½ Strutter under license, and the Salmson 2, while an original design, owed more to the Sopwith than to the earlier Salmson-Moineau. The aircraft was of conventional construction with a two-bay biplane configuration, powered by the company's own Salmson 9Z water-cooled radial engine of 230 bhp. Some minor control problems were quickly resolved in early testing, but the main defect of the Salmson 2, shared with the contemporary Airco DH4, was that the pilot and gunner were seated rather far apart, making communication difficult. Production was ordered after trials on Apr. 29, 1917, and deliveries were underway by Oct. of that year. Around 3,200 Salmson 2s were built in France, 2,200 by Salmson and the remainder by the Latécoère, Hanriot, and Desfontaines companies. Some of these were Salmson 2 D2 dual control advanced training aircraft



DE Havilland DH-4, Primary 9th Aero Squadron – note the emblem

DE Havilland DH-4

The U.S. possessed no combat-worthy aircraft upon entry into World War I in 1917. Several European aircraft were considered. The British DH-4 was selected because of its comparatively simple construction and its apparent adaptability to mass production. It was also well-suited to the new American 400-horsepower Liberty V-12 engine. American-built DH-4s were called the "Liberty Plane." By war's end, 13 Army Air Service squadrons, five of them bomber squadrons, were equipped with them. In addition, four combined Navy-Marine squadrons flew DH-4s along the Belgian coast. Of the 4,346 DH-4s built in the U.S., 1,213 were delivered to France, but of those only 696 reached the Zone of Advance. In the postwar period, the DH-4 was the principal aircraft used by the U.S. Government when air mail service began in 1918.

The four aces of the 1st Army Observation Group

1st Lt. William T. Badham

After he served as an observer with two French Escadrilles, Badham flew Dorands with AR214 shortly before he transferred to the U.S. Air Service in the summer of 1918. He was assigned to the 91st Observation Squadron, where he was credited with five victories. He served there as a Salmson 2A2 observer. In Oct. 1918, he scored his last four victories while he flew with his commanding officer, Everett Cook. Badham became a brigadier general during World War II, while he served with the U.S. 8th Air Force in England and the Middle East.

Capt. Everett R. Cook

Cook joined the U. S. Army "Aero Service," the embryonic predecessor of the U.S. Air Force, in May 1917. He entered service as a 1st Lt. in the European theater in Nov., 1917, and began to fly reconnaissance missions in combat, behind enemy lines on Jun. 3, 1918. By Sep. 1918, he had risen to commander of the 91st Aero Squadron and attained the rank of Capt. on Nov. 3, 1918, just a week before the Armistice. He flew a Salmson 2A2 for his five victories over German fighters in Sep. and Oct. 1918. His gunner for four of those wins was William T. Badham. He was awarded the Distinguished Service Cross, Legion d'Honneur, and Croix de Guerre, and the 91st, collectively, was decorated with the Croix de Guerre with Palmeters

Capt. Leonard C. Hammond

From Nov. 1915 until Nov. 1916 he was a driver in the Norton-Harjes Ambulance Corps on the Western Front. Upon his return to San Francisco, Hammond entered officer's training at the Presidio in May 1917 and was commissioned 1st Lt. on Aug. 15, 1917. After entering the Air Service, he was trained as an observer/gunner and deployed to France. Assigned to the 91st Observation Squadron, Hammond was credited with six official victories with his flexible Lewis machine gun, all shared with various pilots flying the French Salmson 2A2. For his valor in combat, he was awarded the Distinguished Flying Cross.

Maj. Victor H. Strahm

Strahm joined the U.S. air service in May 1917 and began flight training at Wilbur Wright Training Field in Dayton, Ohio in Jul. 1917. A Salmson 2A2 pilot in 1918, he became an ace while serving with the 91st Observation Squadron. When the war ended, he remained in the army, serving as chief test pilot during the 1930's. During World War II Strahm was deputy commander of the 9th Air Force and later served as deputy commander of the 33rd Air Division at Tinker Air Force Base in Oklahoma City and commander of Barksdale Air Force Base at Shreveport, Louisiana. He retired with the rank of Brigadier General in 1953 after 36 years of service.

7th Group Famous in Many Arenas

While at Rockwell Field, 7th Group tested a number of new concepts. From Jan. 1-7, 1929, a number of bold pilots flew a Fokker C-2 Trimotor on a circuit from Los Angeles to San Diego, California. **Maj. Carl A. Spaatz**, group commander, **Capt. Ira C. Eaker**, **Lt. Elwood R. Quesada**, and **Lt. Harry A. Halverson** set a flight endurance record of 150 hours, 40 minutes, and 14 seconds. It was named the **Question Mark** because no one discerned when it would come down. The Question Mark refueled 37 times in flight with personnel aboard two Douglas C-1 aircraft modified to supply 5,600 gallons of fuel.

Aircraft that set the flying record of 150 Hours, 40 minutes and 14 seconds



The Question Mark and RP-1

The Question Mark

The basic complaint of aviators during World War I was that they could not stay aloft for more than 20-40 minutes before they had to return to base for refueling. Army Air Service Lt. John Richter sought help from **Maj. Henry “Hap” Arnold**, then commander of Rockwell Field in San Diego to test the idea of using the force of gravity. They tested this refueling idea with success. In 1923, he and Lt. Lowell Smith flew their DH-4B aircraft aloft for more than 37 hours. They contacted each other fifteen times to receive oil, supplies and 75 gallons of gasoline by means of a fuel hose. This exchange was followed by others, including a few that ended in tragedy. But, it was a Fokker C-2 trimotor monoplane called the Question Mark and two Douglas C-1 biplanes which demonstrated the value of mid-air refueling. The Question Mark was fitted with additional tanks to receive fuel; the biplanes, dubbed RP #1 and RP #2, were configured with two 150 gallon fuel tanks and a 50 foot hose with a lead weight attached to the end. The hose would be lowered through a trap door in the bottom of the C-1's fuselage. Despite numerous problems, the refueling was a great success. The Question Mark was kept aloft for more than six days, during which time; it received 40 tons of material, including 5,660 gallons of gasoline, 245 gallons of oil, meals, water, batteries and other supplies.

A New Chapter for the 7th Bombardment Group: WWII – New Airplanes

The 7th supported Army operations during the remaining decade. The group transitioned to the latest in modern bomber aircraft which included the Martin B-12, Douglas B-18 and the Boeing B-17 Flying Fortress. On the eve of World War II, on Dec. 6, 1939, the redesignated 7th Bombardment Group (Heavy) included five bombardment squadrons: the 9th, 11th, 22nd, 88th, and 436th.

Aircraft the 7th Bombardment Group Flew During WWII



B-17 9th Bombardment Squadron

Boeing B-17 Flying Fortress

The Boeing B-17 Flying Fortress is a four-engine heavy bomber aircraft developed in the 1930s for the U.S. Army Air Corps (USAAC). Competing against Douglas and Martin for a contract to build 200 bombers, the Boeing entry outperformed both competitors and exceeded the air corps' expectations. Although Boeing lost the contract because the prototype crashed, the air corps was so impressed with Boeing's design that it ordered 13 more B-17s for further evaluation. From its introduction in 1938, the B-17 Flying Fortress evolved through numerous design advances. From its pre-war inception, the USAAC (later, the USAAF) touted the aircraft as a strategic weapon; it was a potent, high-flying, long-range bomber that was able to defend itself, and to return home despite extensive battle damage. Its reputation quickly took on mythic proportions, and widely circulated stories and photos of notable numbers and examples of B-17s surviving battle damage increased its iconic status. With a service ceiling greater than any of its Allied contemporaries, the B-17 established itself as an effective weapons system, dropping more bombs than any other U.S. aircraft in World War II. Of the 1.5 million tons of bombs dropped on Germany and its occupied territories by U.S. aircraft, 640,000 tons were dropped from B-17s.



9th Bombardment Squadron B-24 Liberator – note the tail flash

The B-24 Liberator

At its inception, the B-24 was a modern design featuring a highly efficient shoulder-mounted, high aspect ratio Davis wing. The wing gave the Liberator a high cruise speed, long-range and the ability to carry a heavy bomb load. Early RAF Liberators were the first aircraft to cross the Atlantic Ocean as a matter of routine. However, that type was difficult to fly and had poor low speed performance. It also had a lower ceiling and was less robust than its far better known counterpart, the Boeing B-17 Flying Fortress. While aircrews tended to prefer the B-17, General Staff preferred the B-24, and procured it for a wide variety of roles. The B-24 was used extensively in World War II. It served in every branch of the American armed forces, as well as several Allied air forces and navies, and saw use in every theater of operations. Along with the B-17, the B-24 was the mainstay of the U.S. strategic bombing campaign in the Western European Theater. Due to its range, it proved useful in bombing operations in the Pacific, including the bombing of Japan. Long range anti-submarine Liberators played an instrumental role in closing the Mid-Atlantic Gap in the Battle of the Atlantic. The B-24 was produced in very large numbers. At nearly 19,000 units, with over 8,000 manufactured by Ford Motor Company, the B-24 was produced in greater numbers than any heavy bomber during WWII. By the end of World War II, the Liberator was replaced by more advanced bombers such as the Boeing B-29 Superfortress. The B-24 was rapidly phased out of U.S. service; although the PB4Y-2 Privateer, a naval anti-submarine version of the B-24, served in the Korean War.



B-29 Superfortress

One of the most technologically advanced airplanes of World War II; the B-29 had many new features, including guns that could be fired by remote control. Two crew areas, fore and aft, were pressurized and connected by a long tube over the bomb bays, allowing crew members to crawl between them. The tail gunner had a separate pressurized area that could only be entered or left at altitudes that did not require pressurization. The B-29 was also the world's heaviest production plane because of increases in range, bomb load and defensive requirements. The B-29 used the high-speed Boeing 117 airfoil, and its larger Fowler flaps added to the wing area as they increased lift. Modifications led to the B-29D, upgraded to the B-50, and the RB-29 photoreconnaissance aircraft

WWII

“Death from Above”

7th Bombardment Group History

WWII Emblem of 7th Bombardment Group



The group was assigned to 20th Bombardment Wing on Dec. 18, 1940. The 88th Bombardment Squadron of the 7th Bombardment Group saw action, on Dec. 7, 1941, when a flight of its B-17s in route to the Philippines, reached Hawaii just as the Japanese attacked Pearl Harbor. Though they were heavily engaged by the Japanese fighters, they all landed safely. The group was later assigned to Far East, later, 5th Air Force, on Dec. 22, 1941 and 10th Air Force in Mar. 1942. From Jan. to Mar. 1942, during the Japanese drive through the Philippines and Netherlands East Indies, the group earned a Distinguished Unit Citation (DUC) for its actions against enemy aircraft, warships and ground installations. Combat operations were directed primarily against the Japanese in Burma; however, the 7th Bombardment Group also bombed oil refineries and railways in Thailand, hit power plants in China, attacked enemy shipping in the Andaman Sea, and ferried gasoline over the “Hump” into China. Shortly after the group's arrival in India, the 9th Bombardment Squadron was sent to Palestine to help stop the German Army's advance on Egypt. By the end of 1942, the entire group had converted to the B-24 and resumed combat operations against the Japanese in Burma, Thailand and China. On Mar. 19, 1945, after damaging the enemy's supply lines in Thailand, the group received its second DUC. During this period, the 11th Bombardment Squadron was reassigned and the group added two more bombardment squadrons that included the 492nd and 493rd. The 7th Bombardment Group was transferred to Army Air Forces, India-Burma Theater, from Jun. 12 through Dec. 7, 1945.

As part of the postwar demobilization, the group returned to the U.S. and was inactivated on Jan. 6, 1946 at the New York Port of Embarkation. However, as the importance of the long-range bomber in America's defense continued to grow, the group would also grow to meet the challenge. The group re-activated as 7th Bombardment Group Very Heavy on Oct. 1, 1946 as a component of 15th Air Force. The group was reconstituted and assigned to the newly formed Strategic Air Command as part of the buildup for the Cold War. The group flew the B-29 from Fort Worth Army Air Field (later Carswell AFB), Texas, with the mission of strategic nuclear deterrence. On Nov. 17, 1947, the 7th Bombardment Wing (Very Heavy) was established and received the B-36 Peacemaker bomber. On Aug. 1, 1948, the wing redesignated as the 7th Bombardment Wing, Heavy. Ten years later, in 1957, the wing converted to the famous B-52 Stratofortress. The wing was composed of two Bombardment Groups that included the 11th and the 7th (from which it traced its lineage and would become the 7th Operations Group).

7th Aircraft from 1949 to 1959



The first B-36 Peacemaker arrived at Carswell AFB.

B-36 Peacemaker

The B-36 Peacemaker was a strategic bomber built by Convair and operated solely by the USAF from 1949 to 1959. The B-36 was the largest mass-produced piston engine aircraft ever made. It had the longest wingspan of any combat aircraft ever built at 230 feet (70.1 m). The B-36 was the first bomber capable of delivering any of the nuclear weapons in the U.S. arsenal from inside its four bomb bays without aircraft modifications. With a range of 10,000 mi (16,000 km) and a maximum payload of 87,200 pound (39,600 kg), the B-36 was the world's first manned bomber with an unrefueled intercontinental range. The B-36 was the primary nuclear weapons delivery vehicle of the Strategic Air Command (SAC) until it was replaced by the jet-powered Boeing B-52 Stratofortress, which first became operational in 1955. The B-36 set the standard for range and payload for subsequent U.S. intercontinental bombers.



B-52 dropping bombs

B-52 Stratofortress

The Boeing B-52 Stratofortress is a long-range, subsonic, jet-powered strategic bomber. The B-52 was designed and built by Boeing, which has continued to provide support and upgrades. It has been operated by the USAF since the 1950s. The bomber is capable of carrying up to 70,000 pounds (32,000 kg) of weapons. Beginning with the successful contract bid in Jun. 1946, the B-52 design evolved from a straight wing aircraft powered by six turboprop engines to the final prototype YB-52 with eight turbojet engines and swept wings. The B-52 took its maiden flight in Apr. 1952. Built to carry nuclear weapons for Cold War-era deterrence missions, the B-52 Stratofortress replaced the Convair B-36. A veteran of several wars, the B-52 has dropped only conventional munitions in combat. The B-52 has become commonly referred to as the BUFF. The B-52 has been in active service with the USAF since 1955. As of 2012, 85 were in active service with nine in reserve. The bombers flew under the Strategic Air Command (SAC) until it was inactivated in 1992 and its aircraft absorbed into the Air Combat Command (ACC); in 2010 all B-52 Stratofortress were transferred from the ACC to the new Air Force Global Strike Command (AFGSC). Superior performance at high subsonic speeds and relatively low operating costs have kept the B-52 in service despite the advent of later, more advanced aircraft, including the canceled Mach 3 B-70 Valkyrie, the variable-geometry B-1 Lancer, and the stealth B-2 Spirit. The B-52 completed fifty years of continuous service with its original operator in 2005; after being upgraded between 2013 and 2015, it is expected to serve into the 2040s.



KC-135 at sunset

KC-135 Stratotanker

The KC-135 Stratotanker provides the core aerial refueling capability for the USAF and has excelled in this role for more than 50 years. This unique asset enhances the Air Force's capability to accomplish its primary mission of global reach. It also provides aerial refueling support to Air Force, Navy, Marine Corps and allied nation aircraft. The KC-135 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations. Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights of up to 322,500 pounds. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds of cargo. Nearly all internal fuel can be pumped through the flying boom, the KC-135's primary fuel transfer method. One crewmember, known as the boom operator, is stationed in the rear of the plane and controls the boom during in-flight air refueling. A special shuttlecock-shaped drogue attached to and trailing behind the flying boom may be used to refuel aircraft fitted with probes. Some aircraft have been configured with the multipoint refueling system, which consists of special pods mounted on the wingtips. These KC-135s are capable of refueling two receiver aircraft at the same time.

More 7th Wing History

The cold War & South East Asia

In Apr. 1965, the wing deployed forces to Southeast Asia. All wing bombers and tankers, along with aircrews and some support personnel, deployed in Apr - May 1965. In the U.S., the wing gained the assets of a second B-52 squadron from another wing in Jun. 1965, giving it a bomber capability again. All B-52 resources deployed to the Pacific area by Aug. 1, 1965, along with most of the wing's remaining support personnel, leaving the 7th Wing as a small non-flying cadre to operate Carswell AFB, TX. Wing headquarters remained non-operational to Dec. 1, 1965, when B-52/KC-135 resources began returning. The wing continued to support SAC operations in Southeast Asia through the remainder of the conflict and into 1975, but on a reduced scale except for the period Sep. 1, 1969 to Mar. 28, 1970, when most wing resources were required overseas, and only a small cadre remained at home. In addition to its other activities the wing conducted B-52D consolidated training for SAC, May 1, 1972 to Dec. 15, 1972 and Jan. 5, to Dec. 15, 1973. By mid-1973, most wing KC-135 resources had redeployed, and most B-52 resources returned by Jan. 1974. For its exemplary service during the Vietnam War, the wing was awarded three Air Force Outstanding Unit Awards, one with valor, and the Republic of Vietnam Gallantry Cross with Palmeters.

The Cold War

The wing resumed nuclear alert status on Jan. 3, 1974. From Dec. 4, 1973 to May 1975, the wing conducted B-52D replacement training, and from Jan. 1974 also conducted B-52D combat crew training, in effect, provided B-52 flight training to novice crews. Beginning in Jun. 1974, the wing also conducted B-52 and KC-135 Central Flight Instructors' courses. Aircrews from the 7th Bombardment Wing participated in numerous USAF and NATO exercises worldwide. The wing used B-52s for ocean surveillance and ship identification in joint naval operations. The wing's KC-135 aerial refueling aircraft supported tanker task forces worldwide. In Oct - Nov. 1983, the wing supported the invasion of Grenada with aerial refueling. Also in 1983, B-52 aircrews began training with a new weapon system, the SRAM (Short Range Attack Missile) and later, in 1985, the ALCM (Air Launched Cruise Missile). They flew numerous atmospheric sampling missions from 1986 to 1987, in response to the Chernobyl, Russia nuclear reactor accident. In Aug. 1990, the wing deployed personnel and supplies to Operation Desert Shield, in defense of Saudi Arabia. While wing personnel were still deployed, the USAF announced the closure of Carswell AFB and, on Sep. 1, 1991, the wing was redesignated the 7th Wing in another USAF restructure.

Southwest Asia

The 7th Wing deployed air refueling personnel and equipment to provisional wings in Southwest Asia, Aug. 1990 through Feb. 1992. The wing also hosted the first Soviet START (Strategic Arms Reduction Treaty) exhibition inspection team in Sep. 1991. The 7th began preparations for base closure at Carswell AFB in Jan. 1992 and released all operational capabilities on Jan. 1, 1993. The 7th Wing redesignated 7th Bomb Wing on Jun. 1, 1992. Carswell AFB closed on Sep. 30, 1993 and the 7th Bomb Wing moved to Dyess AFB, TX, without personnel or equipment, on Oct. 1, 1993. They relieved the 96th Bomb Wing and 463rd Airlift Wing and redesignated 7th Wing. It combined

bomber and airlift operations under a single base organization. Flying units assigned to 7th Wing, at the time, were three bomb squadrons, the 9th, 28th and 13th, flying the B-1, and two airlift squadrons, the 39th and 40th, flying the C-130 Hercules. In 1997, the wing was redesignated as the 7th Bomb Wing and the C-130 squadrons were reassigned to Air Mobility Command. In 1997, they assumed responsibility for all B-1B initial qualification and instructor upgrade training for Air Combat Command. The wing deployed elements of the 9th Bomb Squadron to the Middle East, as part of the 28th Air Expeditionary Group, to support Operation Desert Fox in 1998, the B-1's combat debut.

The new and current era begins

B-1B Lancer



First B1 Lancer at Palmdale, California in 1984

General characteristics

Primary function: long-range, multi-role, heavy bomber

Contractor: Boeing, North America (formerly Rockwell International, North American Aircraft); offensive avionics, Boeing Military Airplane; defensive avionics, EDO Corporation, which was replaced by EXEUS

Power plant: four General Electric F101-GE-102 turbofan engines with afterburner

Thrust: 30,000-plus pounds with afterburner, per engine

Wingspan: 137 feet (41.8 meters) extended forward, 79 feet (24.1 meters) swept aft

Length: 146 feet (44.5 meters) Height: 34 feet (10.4 meters)

Weight: approximately 190,000 pounds (86,183 kilograms) maximum takeoff weight: 477,000 pounds (216,634 kilograms)

Fuel capacity: 265,274 pounds (120,326 kilograms)

Payload: 75,000 pounds (34,019 kilograms)

Speed: 900-plus mph (mach 1.2 at sea level)

Range: intercontinental

Ceiling: more than 30,000 feet (9,144 meters)

Armament: 84 500-pound Mk-82 or 24 2,000-pound Mk-84 general purpose bombs; up to 84 500-pound Mk-62 or 8 2,000-pound Mk-65 Quick Strike naval mines; 30 cluster munitions (CBU-87, -89, -97) or 30 Wind-Corrected Munitions Dispensers (CBU-103, -104, -105); up to 24 2,000-pound GBU-31 or 15 500-pound GBU-38 Joint Direct Attack Munitions; up to 24 AGM-158A Joint Air-to-Surface Standoff Missiles; 15 GBU-54 Laser Joint Direct Attack Munitions

Crew: four (aircraft commander, copilot, and two weapon systems officers)

Unit cost: \$283.1 million (fiscal 1998 constant dollars)

Initial operating capability: Oct. 1986

The B-1B blended wing-body configuration, variable-geometry wings and turbofan afterburning engines, combine to provide long-range, maneuverability and high speed while enhancing survivability. Forward wing settings are used for takeoff, landings, air refueling and in some high-altitude weapons employment scenarios. Aft wing sweep settings, the main combat configuration, are typically used during high subsonic and supersonic flight, enhancing the B-1B's maneuverability in the low and high altitude regimes. The B-1B's speed and superior handling characteristics allow it to seamlessly integrate in mixed force packages. These capabilities, when combined with its substantial payload, excellent radar targeting system, long loiter time and survivability make the B-1B a key element of any joint or composite strike force. The B-1 is a highly versatile, multi-mission weapon system. The B-1B synthetic aperture radar is capable of tracking, targeting and engaging moving vehicles as well as operations with self-targeting and terrain-following modes. In addition, an extremely accurate Global Positioning System Inertial Navigation System enables aircrews to navigate without the aid of ground-based navigation aids as well as engage targets with a high level of precision. In a time sensitive targeting environment, the aircrew can use targeting data received from the Combined Air Operations Center or other command and control assets to strike emerging targets rapidly and efficiently. The B-1B onboard self-protection electronic jamming equipment, radar warning receiver (ALQ-161) expendable countermeasures (chaff and flare system), and a towed decoy system (ALE-50) complements its low-radar cross-section to form an integrated, robust defense system that supports penetration of hostile airspace. The ALQ-161 electronic countermeasures system detects and identifies the full spectrum of adversary threat emitters then applies the appropriate jamming technique either automatically or through operator inputs. Radar sustainability and capability upgrades will provide a more reliable system and may be upgraded in the future to include an ultra-high-resolution capability and automatic target recognition. The addition of Link-16 and FIDL combined with associated cockpit upgrades provided the crew with a much more flexible, integrated cockpit, and allowed the B-1 to operate in the fast-paced integrated battlefield of the future. Several obsolete electronic systems were also being replaced to improve aircraft reliability.



B1B with wings forward for take-off

Sniper Advanced Targeting Pod

The Sniper advanced targeting pod (ATP) is a long-range precision targeting system that supports the precision strike mission by providing positive target identification, autonomous tracking, coordinate generation, and precise weapons guidance from extended standoff ranges supporting air to ground operations. Sniper ATP gives the B-1 the ability to positively identify targets without additional aids such as other aircraft or ground personnel. The positive target identification capability of the targeting pod enhances the B-1's non-traditional intelligence, surveillance, reconnaissance (NTISR) capability and weapon impact assessments during weapon employment. In addition, the targeting pod allows the operator to see behind the aircraft for a 360-degree sensor view, except for regions blocked by aircraft engines. ATP Pods are a single, lightweight pod with much lower aerodynamic drag than the legacy systems it replaces providing greater fuel efficiency. It provides aircraft with 3-5 times greater range of detection of threats and has been successfully integrated on a variety of aircraft.

7th Bomb Wing – Recent History

More recently, the wing was composed of four groups that included the 7th Operations, 7th Maintenance, 7th Mission Support and 7th Medical. It operated two bomb squadrons, the 9th and 28th, that remained a part of a total of 19 squadrons providing global power for America. The wing projected the long-range combat capability of its 33 B-1 Lancers worldwide, while it provided B-1 initial qualification, requalification and instructor training. It also supported B-1 advanced tactical training, B-1B operational test and evaluation as well as the global reach mission of the 317th Airlift Group. The B1B possessed the largest payload of guided and unguided munitions in the USAF (up to 24 2,000 pound Joint Direct Attack Munitions or JDAM and 24 Joint Air-to-Surface Standoff Missiles) and was capable of Mach 1.2 (approximately 900 miles per hour). The B1B was equipped with the Sniper Advanced Targeting Pod. It was a nuclear deterrent until the implementation of START, but was converted to a conventional bomber. It first saw combat on Dec. 17, 1998 during an attack on the Iraqi Republican Guard barracks. The Sep. 11, 2001 attacks changed the posture of the 7th Bomb Wing. Following deployment, the B-1B became a multi-use platform utilized for close air support and conventional bombing. From Oct. 2001 through May 2002, the B-1B dropped 4,416 tons of munitions, more than 38% of those used in Operation ENDURING FREEDOM (OEF) during that time frame. During their first deployment (Jan. through May 2002), the airmen of the 9th Bomb Squadron (with elements of the 13th Bomb Squadron) participated in Operation ANACONDA. Further, the 7th Bomb Wing deployed to Guam in 2003 to counter North Korean threats. Following Guam, the 9th Bomb Squadron continued deployment on a 2:1 dwell cycle to Southwest Asia in order to participate in OEF and Operation IRAQI FREEDOM (OIF). In Jul. 2014, the 9th Bomb Squadron became the first B-1B squadron to deploy on a 1:1 dwell time. On Oct. 1, 2015, 7th Bomb Wing was reassigned from Air Combat Command to Air Force Global Strike Command according to special order GB-104.

9th Bomb Squadron

The 9th Bomb Squadron maintained aircrew combat readiness to deliver rapid, decisive airpower on a large scale in support of conventional warfare tasks. Squadron experts provide warfighting commanders with the best in operational aircrews and B-1 aircraft. The 9th BS is the oldest active bomb squadron in the USAF, and its most recent combat involvement was during Operation Enduring Freedom, Operation Freedom's Sentinel and Operation Inherent Resolve. The unit flew 545 combat sorties in support of contingency operations during its six-month deployment, which ended in 2015.

28th Bomb Squadron

The 28th Bomb Squadron's primary mission was to provide all B-1 initial qualification; requalification and instructor upgrade training for Air Force Global Strike Command. The squadron researched, evaluated and implemented formal training requirements to qualify crewmembers in long-range day and night, all-weather air-to-ground attack missions. Each year, the 28th BS trained more than 90 active duty B-1 crewmembers that included as many as 33 initial qualified students, 16 requalified aircrew members, educated five senior leaders on the B-1 capabilities, guided two pilots through the flight lead

upgrade program and qualified 35 instructor aviators for the B-1 community in fiscal year 2015.

The future of the 7 Bomb Wing and Dyess AFB

The 7th Bomb Wing and Dyess AFB is on the waiting list for conversion to the newly developing replacement bomber, the B-21. This flying wing version is anticipated to be fielded at Dyess AFB in the early 2030s.

**317th Airlift Wing
1942 – Present**



**Brian P. Smith
317 AW History Office**

Current as of Aug. 2017

317th Lineage

Established as 317th Troop Carrier Wing (Heavy) on Aug. 10, 1948. Activated on Aug. 18, 1948. Inactivated on Sep. 14, 1949. Redesignated as 317th Troop Carrier Wing, Medium, on Jul. 3, 1952. Activated on Jul. 14, 1952. Inactivated on Sep. 25, 1958. Activated on Mar. 13, 1963. Organized on Apr. 15, 1963. Redesignated as: 317th Troop Carrier Wing on Mar. 1, 1966; 317 Tactical Airlift Wing on May 1, 1967; 317th Airlift Wing on Jan. 1, 1992. Inactivated on Aug. 18, 1993. Redesignated as 317th Airlift Group on Mar. 31, 1997. Activated on Apr. 1, 1997. Redesignated as 317th Airlift Wing on Jul. 1, 2017. Activated on Jul. 6, 2017

Note: The 317th Airlift Wing is authorized to display honors earned by the 317th Troop Carrier Group (TCG) prior to Aug. 18, 1948. Thus, this heritage pamphlet will include coverage of the 317 TCG from its Feb. 1942 activation through activation of the 317th Troop Carrier Wing on Aug. 10, 1948.

Stations

Duncan Field, San Antonio, Texas 2Feb 2, 1942; Bowman Field, Louisville, Kentucky, Jun. 17, 1942; Lawson Field, Fort Benning, Georgia, Oct. 9, 1942; Maxton, North Carolina, Nov. 7- Dec. 5, 1942; Camp Stoneman, Pittsburg, California Dec. 18 - 31, 1942; Townsville and Brisbane Australia, Jan. 15, 1943; Papua New Guinea, Sep. 1943; Leyte, the Philippines, Nov. 1944; Clark Field, the Philippines, Mar. 5, 1945; Kadena Air Base, Okinawa, Japan, Aug. 24, 1945; Tachikawa Air Base, Japan, Jan. 6, 1946; Celle RAF Station, Germany, Jan. 9- Sep. 14, 1949. Rhein-Main Air Base, Germany, Jul. 14, 1952; Neubiberg Air Base, Germany, Mar. 17, 1953; Evreux-Fauville Air Base, France, Apr. 17, 1957-Sep. 25, 1958. Evreux-Fauville Air Base, France, Apr. 15, 1963-Jun. 20, 1964; Lockbourne Air Force Base, Ohio, Jun. 20, 1964; Pope Air Force Base, North Carolina, Aug. 31, 1971-Aug. 18, 1993. Dyess Air Force Base, Texas, Apr. 1, 1997-Present.

Note: During its history, the 317th has experienced three periods of inactive service; 1949-1952, 1958 - 1963, and 1993-1997. For the first period, the 317th Troop Carrier Wing and all its squadrons were inactive. For the last two periods the flying squadrons and their associated imbedded maintaince continued on active service as part of another organization. From 1958 - 1963 the flying squadrons continued to fly from Evreux, France under the 322nd Air Division. From 1993-1997, the 39th and 40th Airlift Squadrons and their Aircraft Maintenance Units moved from Pope AFB to Dyess AFB and became a part of the combined 7th Wing (C-130s and B-1s) under the Chief of Staff of the USAF's "one base, one wing" policy.

Aircraft Flown

C-47 "Skytrain", 1942-1948
C-46 "Commando", 1946-1948
C-54 "Skymaster", 1947-1949
C-119 "Flying Boxcar", 1952-1958
C-130 "Hercules", 1957-Present
C-124 "Globemaster II", 1963-1964
C-123 "Provider", 1969-1971

Commanders

Capt Samuel V. Payne, 2Feb 2, 1942
Lt Col Robert L. Olinger, Jun. 21, 1944
Lt Col John H. Lackey Jr., Oct. 2, 1944
Lt Col Robert I. Choate, Aug. 31, 1945
Col Dwight B. Schannep, Oct. 1945
Col Marshall S. Roth, Jan. 1946
Col Othel R. Deering, Jan. 1947
Col Thomas K. Hampton, Aug. 18, 1948
Col William A. Ross, Aug. 15- Sep. 14, 1949
Inactive Sep. 14, 1949 to Jul. 13, 1952
Col Donald J. French, Jul. 14, 1952
Col Harry M. Pike, Jul. 23, 1954
Col Clarence B. Hammerle Jr., Jul. 29, 1954
Col Joseph A. Cunningham, Sep. 9, 1954
Col Robert D. Forman, Jul. 8, 1957
Col John B. Wallace, Sep. 11- Sep. 25, 1958
Inactive Sep. 25, 1958 to Mar. 12, 1963
Col Arthur C. Rush, Apr. 15, 1963
Col George W. Kinney, Jun. 20, 1963
Col Harry S. Dennis Jr., Dec. 27, 1965
Col Robert M. Levy, Jul. 29, 1966
Col Jack J. Schneider, Sep. 13, 1967
Col James A. Giles, Sep. 28, 1967
Col Bill M. Richardson, Dec. 18, 1967
Col James A. Giles, May 20, 1968
Col Bill M. Richardson, Jun. 19, 1968
Col Richard J. Downs, Jan. 2, 1970
Col Thomas G. Cline, Jul. 14, 1971
Col Billie J. Norwood, Aug. 31, 1971
Col Edwin F. Rumsey, Apr. 13, 1973
Col Stewart Young, Sep. 14, 1973
Brig Gen Robert F. Coverdale, Jun. 6, 1975
Col Benjamin Kraljev Jr., Aug. 8, 1977
Brig Gen Duane H. Erickson, 2Feb 8, 1979
Col Robert B. Patterson, Mar. 29, 1980
Col Edsel R. Field, 2Feb 7, 1981
Col Frank E. Willis, Feb. 18, 1983
Col Rolland F. Clarkson Jr., 2Feb 9, 1984
Col Ronnie C. Peoples, Sep. 23, 1985
Col Edward N. Brya, Mar. 26, 1987
Col Frederick N. Buckingham, Apr. 19, 1988
Col Daniel E. Sowada, Jun. 20, 1989
Col Maxwell C. Bailey, Jun. 18, 1990
Col George N. Williams, Jul. 20, 1992
Col Thomas A. Samples, Mar. 29- Aug. 18, 1993
Inactive Aug. 18, 1993 to Mar. 31, 1997

Col Jimmie C. Jackson Jr., Apr. 1, 1997
Col Douglas L. Miller, Aug. 26, 1998
Col John A. Tappan, May 10, 2000
Col Richard C. Johnston, Jul. 9, 2002
Col Paul J. Montgomery, Mar. 15, 2004
Col Kevin E. Jackson, Jan. 10, 2006
Col Bernard E. Mater, Jan. 16, 2008
Col Dan P. Dagher, Dec. 21, 2009
Col Walter H. Ward Jr., Dec. 5, 2011
Col Jeffrey S. Brown, Aug. 5, 2013
Col Stephen L. Hodge, Aug. 18, 2015
Col David I. Owens, Jul. 6, 2017
Col
Col

Senior Enlisted Advisors, Command Chiefs, Superintendents

CMSGT Grady N. Elliott, May 1, 1973
CMSGT Dean L. Gordon, May 1, 1979
CMSGT R.C. Miller, Jun. 20, 1981
CMSGT Ronald P. Ringler, 2 Nov 6, 1985
CMSGT James R. Robertson, 5 May 1988
CMSGT Norman G. Brander, Feb. 1, 1990
CMSGT William R. Hammet, May 1, 1992
Inactive Aug. 18, 1993 to Mar. 31, 1997
CMSGT William A. Smith, Nov. 2, 1998
CMSGT Randy W. Auld, May 1, 2000
CMSGT Dwayne F. Hopkins, Jun. 1, 2002
CMSGT Kenneth Angel, Oct. 1, 2003
CMSGT Michael Williams, Aug. 1, 2004
CMSGT Debra Huntley, Jul. 6, 2006
CMSGT Michael J. Mildenberg, Jan. 12, 2008
CMSGT Philip L. Oliver, Dec. 1, 2010
CMSGT Wayne R. Stenger, May 1, 2014
CMSGT Michael W. Menard, Jan. 15, 2016
CMSGT Joshua W. Swanger, Jun 5, 2017
CMSGT
CMSGT

World War Two

The traditions of the 317th Airlift Wing were forged in the crucible of World War II when, on Feb. 2, 1942, the 317th Troop Carrier Group (TCG) was formed at Duncan Field, San Antonio, Texas, with 83 personnel led by Capt. Samuel Payne.

The 317 TCG spent the remainder of 1942 moving to different training locations in the U.S., growing in size and experience as it prepared to join in the battle to defeat the Axis Powers. In Jul. 1942, the 317th moved to Bowman Field, Louisville, Kentucky, where it increased in

size to 950 personnel and began instrument flying training. While at Bowman Field, the 317 TCG's original orders to Europe were changed to the Pacific. In Oct. 1942, the Group moved to Fort Benning, Georgia, where it began intensive airdrop training and increased in size to its wartime strength of 1,280 personnel assigned to four C-47 flying squadrons, the 39th, 40th, 41st, and 46th Troop Carrier Squadrons, and a headquarters squadron.

In Nov. 1942, the 317 TCG moved to Maxton, North Carolina, where it was to begin glider towing training; however, due to an Atlantic storm the gliders were damaged beyond repair. After less than a month in Maxton the flying squadrons departed for Mobile, Alabama, in early Dec., to pick up brand new C-47s. The 317 TCG suffered its first fatal aircraft loss on Dec. 5, 1942, when one of six C-47s headed for Mobile from Maxton crashed in bad weather trying to land at Maxwell Field, Alabama, with the loss of all twelve Group personnel aboard the aircraft.

The new C-47s in Mobile were each fitted with eight internal 100 gallon auxiliary fuel tanks for the upcoming long flights across the Pacific Ocean. While the flying squadrons were taking a southern route across the country the 1,000+ person ground element of the 317 TCG took troop trains across the central U.S. on their way to Camp Stoneman, Pittsburg, California in the East Bay area near Oakland. Air and ground elements of the 317 TCG met up at Camp Stoneman in mid-Dec. While at stationed at Camp Stoneman, gyro compasses were installed in the new C-47s, followed by intensive navigation training flights along the Pacific coast. On one of these training flights a C-47 crashed into a mountain in Northern California with the loss of five personnel.

On Dec. 31, 1942, 1,108 317 TCG personnel boarded the *USS Maui* and departed San Francisco with "destination Unknown" orders, arriving 24 days later in Townsville, Australia. On Jan. 5, 1943, the four flying squadrons started the long journey to Australia beginning with a fifteen hour flight from California to Hawaii. 317 TCG C-47s began arriving in Townsville and Brisbane, Australia, on Jan. 15, and were quickly committed to the battle against the advancing Japanese forces in Papua New Guinea. Within two weeks of their arrival in Australia, the 317 TCG took part in the Jan. 29-31, 1943 Battle of Wau, air-landing critically needed Australian Army infantry troops who proved the decisive factor in turning the tide of battle against advancing Japanese forces. The close-in fighting had exiting soldiers firing their weapons as they disembarked from the 317 TCG C-47s, inspiring the squadron emblem for the 40th Troop Carrier Squadron (now the 40th Airlift Squadron). The 317 TCG earned its first of two Distinguished Unit Citations for the key role it played in winning the Battle of Wau and stemming the Japanese advance towards Australia.



In Sep. 1943, the 317 TCG began the long journey towards victory over Japan, moving from its Australian bases to a series of bases in Papua New Guinea. In Sep., the 317 TCG contributed 53 aircraft as part of the 250 aircraft airdrop mission to Nadzab, Papua New Guinea. This was the first large scale airdrop of the Pacific War.



317 TCG C-47 airdrop formation over Nadzab, Papua New Guinea

In 1944, as part of Gen MacArthur's Pacific Island hopping campaign, the 317 TCG moved north to the Philippines, supplying Allied forces via both air-land and airdrop missions. The 317 TCG earned its second Distinguished Unit Citation as the sole airlift force inserting the 503rd Parachute Infantry Regiment into the island fortress of Corregidor on 16 and Feb. 16-17, 1945. Fifty-one 317 TCG C-47s made a total of 600 airdrop passes over the two day operation, onto two extremely small drop zones which abutted a 500 foot cliff leading to the Pacific Ocean. The precision and skill of the "Jungle Skippers" led to a 95 percent airdrop effectiveness rate despite over half of the aircraft receiving battle damage from anti-aircraft fire.



317 TCG C-47s dropping paratroopers during the retaking of Corregidor

During World War Two the 317 TCG took part in every major airborne operation in the Pacific Theater from the beginning of 1943 until the end of hostilities in Aug. 1945. The 317 TCG has the unique distinction as the being the first of the conquering Allied forces to set foot on Japanese soil. On Aug. 28, 1945, a 16-aircraft formation of 12 317 TCG C-47s

and four other C-47s, one each from the four other troop carrier groups, landed at Atsugi Air Field, Tokyo, Japan, delivering Gen MacArthur's advance party in preparation for the Sep. 2nd unconditional surrender ceremony aboard the *USS Missouri* in Tokyo Bay.

After the end of the war the 317 TCG settled into occupation duty at Tachikawa Air Base, Japan, flying missions throughout Japan and Korea. In 1947, the Group converted to the larger four-engine C-54 "Skymaster" transport. On Aug. 18, 1948, the 317th Troop Carrier Group came under direct assignment to the newly activated 317th Troop Carrier Wing (Heavy). A month after activation the entire wing deployed to Germany to support the increasing demands of the ongoing Berlin Airlift.

The Berlin Airlift

When the fledgling Cold War heated up and the Soviet Union blockaded vehicle and train access to West Berlin, the U.S. and its Allied partners reacted with a massive airlift, which lasted 15 months and ultimately delivered 2,326,406 tons of food and supplies on 278,228 flights. The 317 TCW was transferred from Japan to Germany in Sep. 1948 and participated in the airlift until Jul. of 1949. A typical Berlin Airlift day for the 317 TCW's 36 C-54s was 100 round trip missions to Berlin delivering 1,000 tons of supplies (mainly coal) to the 2,500,000 isolated Berliners. The 317 TCW was placed in inactive status following the Berlin Airlift in 1949 then reactivated in 1952 in Germany as the Cold War increased tensions between NATO and the Warsaw Pact countries.



USAF C-54 Landing in Berlin during the Berlin Airlift

The Germany/France Years

From 1952-1957, the 317 TCW served the fledgling North Atlantic Treaty Organization (NATO) from various bases in Germany. In 1957, the Wing moved to Evreux-Fauville Air Base, France, where it participated in numerous humanitarian and training missions. After arriving in France with its C-119 "Flying Boxcar" aircraft the 317th transitioned to the C-130A "Hercules" in Apr. 1958.



40 TCS C-119 in foreground, 41 TCS (black/yellow) in background

The always evolving restructuring of the USAF led to the inactivation of the 317 TCW once again in Sep. 1958 as the Wing's flying and maintenance squadrons were placed under the 322nd Air Division and 317th Air Base Group. Under this command structure the squadrons continued to fly their C-130s from Evreux-Fauville until the reactivation of the 317 TCW in Mar. 1963. The wing continued to operate from Evreux-Fauville until Jun. 1964, when it was reassigned to Lockbourne AFB, Ohio.



317 TCW C-130A in France

Ohio

In the early 1960s, as France moved to distance itself from the NATO military structure by pursuing an independent defense system, the number of U.S. military personnel based in France began to decrease. As part of this drawdown the 317 TCW relocated to Lockbourne AFB, Ohio, in Jun. 1964 where it operated until Aug. 1971. On Mar. 1, 1966, the 317th Troop Carrier Wing (Medium) was redesignated as the 317th Troop Carrier Wing (dropping the Medium designation) and a year later on May 1, 1967 the 317 TCW was again redesignated as the 317th Tactical Airlift Wing (317 TAW).

From Ohio, the 317 TAW maintained a busy operational schedule which included unit deployments to Europe and Central/South America and responding to domestic and international crises. Additionally the 317 TAW, amongst other wings, served as a replacement training unit (RTU) for USAF C-130 aircrew before the C-130 RTU mission

was consolidated at Little Rock AFB, AR, in 1970. From 1969 to 1971 the wing trained crews in the C-123 transport aircraft including Vietnamese USAF crews from late 1970 through mid-1971.

On Apr. 29, 1965, the 317 TCW took part in the largest airlift formation mission since WWII, when a 150-aircraft formation of C-130s and C-124s departed Pope AFB, North Carolina with 12,000 82nd Airborne Division paratroopers and 7,500 tons of equipment for the Dominican Republic to support government forces as they battled rebel forces. President Johnson ordered Operation POWER PACK to “avoid a second Cuba.”

The 1960s and early 1970s was a period of social unrest across America that, at times, developed into large protests and riots. Between 1967 and 1971 the 317 TAW took part in six Operation GARDEN PLOT mobilizations that on short notice rapidly moved large numbers of National Guard and active duty troops to Selfridge AFB, MI and Andrews AFB, MD to protect civil order in the cities of Detroit and Washington D.C. During the 1967 Detroit riots the 317 TAW was re-routed from a fly-away no-notice Operational Readiness Inspection (ORI) to take Fort Bragg, NC, and Fort Campbell, KY, soldiers to Selfridge AFB. The wing successfully passed the ORI rescheduled a month later. Following the assassination of Martin Luther King, Jr. in May 1968, the wing deployed thousands troops to Andrews AFB in anticipation of protests in the nation’s capital. During this operation the wing flew 458 hours and moved 451 tons of equipment.



C-123 “Provider”

North Carolina

With the move to Pope USAF Base in 1971, the 317 TAW shed its primary role as a replacement training unit and added regularly scheduled rotations to Southeast Asia to support the Vietnam War along with on-going European and Panama rotations. Soon after arriving at Pope AFB, the Wing became the test bed unit for the Adverse Weather Aerial Delivery System (AWADS) which allowed for all-weather formation precision airdrops without reference to any ground aids. The AWAD System was pressed into service during the Apr. /May 1972 Battle for An Loc, Vietnam, to ensure delivery of critical supplies to the besieged defenders.

On Mar. 4, 1973 a 317 TAW aircraft, flown by Lt Col Edwin Jackson, flew from U-Tapao, Thailand to Tan Son Nhut airport in Saigon and then on to Gia Lam Airport in Hanoi to transport the members of the International Commission for Control and Supervision of the prisoner-of-war (POW) exchange. It was an emotional time as the 317 TAW crew watched

each of the American POWs being welcomed to their awaiting C-141 transport. The 317 TAW was proud to be a part of the POW return operation and to have been in the vanguard of USAF aircraft to fly into Hanoi following the cession of hostilities between the U.S. and Peoples Democratic Republic of Vietnam.

Grenada to Bosnia

The 1980s and 1990s were a busy period for the 317th Tactical Airlift Wing, as normal rotations to South America and Europe were punctuated by contingency operations from Grenada to Bosnia. 317 TAW C-130Es flew 82nd Airborne Division troops for the initial airborne assault of Point Salines Airport, Grenada, during Operation URGENT FURY to rescue American medical students endangered by civil unrest. 317 TAW C-130s delivered troops and supplies for the operation and airlifted out captured Cuban soldiers.

The 317 TAW was called upon once again to support combat operations in 1989 during Operation JUST CAUSE, the invasion of Panama to remove President Noriega from power following his failure to relinquish power after elections. Fifteen C-130Es loaded with Army Rangers performed a night assault on Rio Hato Airport, Panama on Dec. 19th. The first few aircraft flew unscathed across the drop zone, but Panamanian soldiers quickly found their range and poured withering anti-aircraft fire into the formation damaging several aircraft. Despite this intensive ground fire the formation did not waiver, delivering the Rangers on target. The formation flew to Howard USAF Base, Panama for refueling and hasty repairs before launching back to the U.S. Notably, several of the returning C-130s diverted to commercial Air Fields in Florida due to complications from their battle damage.

Following the Aug. 1990 Iraqi invasion of Kuwait, the 317 TAW was the first airlift force to arrive in the Middle East for Operation DESERT SHIELD. During the Wing's eight-month-long deployment it provided airlift throughout the region during the massive buildup to Operation DESERT STORM, the liberation of Kuwait. In Jan. 1991, the 317 TAW was a major force in General Schwarzkopf's, Commander, U.S. Central Command, "Hail Mary" surprise flanking attack by the 82nd Airborne Division as part of the invasion of Iraq. This massive movement of troops and supplies to the western border region between Saudi Arabia and Iraq was carried out under strict radio silence and without ground navigation aids.

The end of the Cold War led to the reawakening of historical ethnic and border conflicts through central Europe in the early 1990s. In early 1992, the 317 AW provided airlift assistance to the newly independent republics of Latvia and Lithuania. In 1992 and 1993, the Wing flew airdrop missions to United Nations safe areas during the Bosnia crisis. Intense fighting led to the reintroduction of high altitude airdrops using the AWAD System initiated by the 317th at the end of the Vietnam War.

In 1993, the 317th Airlift Wing was inactivated at Pope AFB, with the 39th and 40th Airlift Squadrons moving to Dyess AFB, Texas to become part of the combined B-1B/C-130 7th Wing.

Return to Texas

On Apr. 1, 1997 the 317th, now designated the 317th Airlift Group, returned to its state of origin when it was reactivated at Dyess Air Force Base, in Abilene, Texas. In Apr. 2010, the 317 AG began a 40-month long transition from 33 1974 C-130H1 models to 28 brand new C-130J-30 "Super Hercules," which are 15 feet longer than the outgoing H models with

eight pallet positions to the H's six pallet capacity. This 40-month long transition was completed in Jul. 2013. On Jul. 6, 2017, the 317 AG once again returned to its wing designation as the 317th Airlift Wing.

Col David L Owens commands a wing of five squadrons consisting of the 39th Airlift Squadron, the 40th Airlift Squadron, the 317th Operations Support Squadron, the 317th Aircraft Maintenance Squadron, and the 317th Maintenance Squadron. The wing works to maintain and operate both at home and overseas supporting the U.S. and its allies while maintaining its readiness and supporting the people of the U.S. in humanitarian efforts.

Continuing is long tradition; the twenty-first century finds the 317 AW operating in harmony with its long heritage. The 317 AW combines the heritage and lessons of the past with the tools of the Present and future, coupled with a dedication to deliver anything, anytime, anywhere. The 317 AW is actively supporting the people of the U.S. in every theatre of military operations as well as through humanitarian efforts in natural disasters. The men and women who fly and support "Hazard" Hercules understand their heritage and the responsibilities placed upon the meters. They gladly serve and in so doing bring greater honor to an airlift wing deeply steeped in the traditions of the USAF and Air Mobility Command.



317th Airlift Group C-130J-30 “Super Hercules”

DYESS AFB HISTORY



Lt Col William E. Dyess

Dyess Air Force Base

Dyess Air Force Base, known as Abilene Army Air Field from 1942-1948 and Abilene Air Force Base until Dec. 6, 1956, was named after Lt. Col. William E. Dyess. He was born Aug. 9, 1916, in Albany, Texas. As a young boy, he loved powered flight. He was thrilled when Lindbergh crossed the Atlantic in 1927, and he jumped at the opportunity to fly when entering pilot training at Randolph and Kelly Field in San Antonio, Texas.

The only son of Judge Richard T. and Hallie Graham Dyess, young Edwin took his first airplane ride in a barnstorming World War I aircraft that came through Albany in 1920. His love for flying was a part of him until his death. During his school days, Colonel Dyess excelled in track and football. He graduated from John Tarleton College in Stephenville, Texas, and then became a flying cadet at Randolph Field, Texas, the West Point of the air. Following Pearl Harbor, the colonel was stationed in the Philippines with the 21st Pursuit Squadron flying P-40s. He led his vastly outnumbered pilots in many successful attacks on the enemy.

The beleaguered, small group of intrepid airmen, suffering constant attrition of both men and material, finally found themselves penned up on Bataan with neither the planes nor facilities and equipment required for carrying on a war in the air. The colonel then assumed the role of infantry commander and led his men in ground assaults against the Japanese. When supplies and equipment ran low, he ordered the evacuation of "his" officers and men from the Philippines, but when they didn't have the means, he stayed with them. He was captured by the Japanese Apr. 8, 1942. When the hopelessly outnumbered, exhausted and

sick heroes on Bataan were taken prisoner after their epic struggle, Dyess and what remained of his command were part of the column of Americans who made the infamous Bataan Death March. He survived the 85-mile trek.

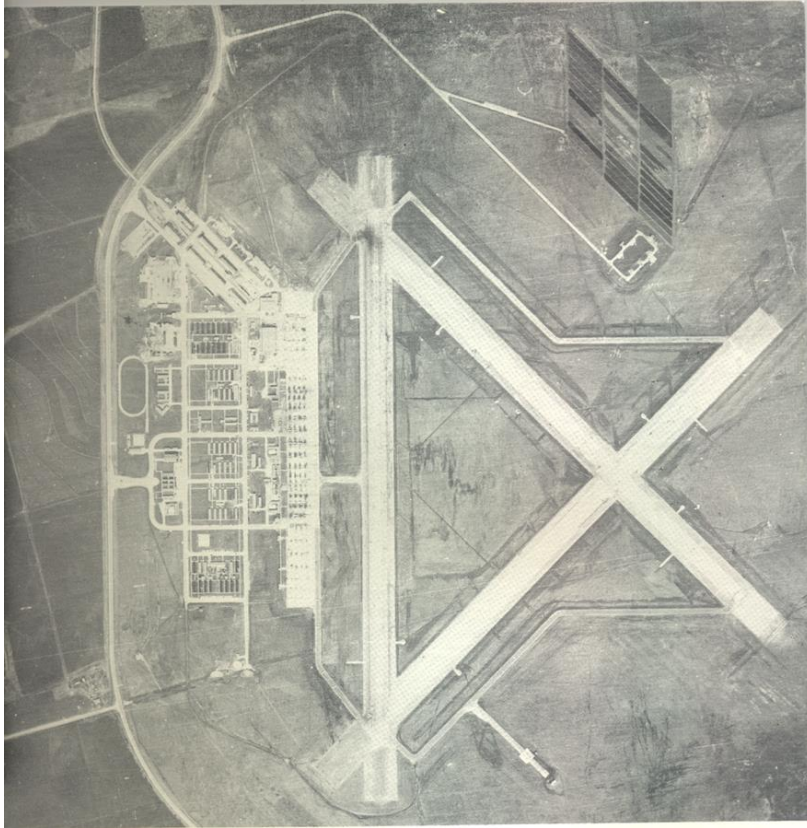
After a brutal year as a prisoner of war, in three different camps and a prison ship, he escaped, and fought alongside Filipino guerrillas. In company with fellow Americans and native Filipinos, Dyess waged such fierce guerrilla warfare against the enemy he came to be called "The One-Man Scourge" of the Japanese.

The Lt. Colonel eventually made it back to the U.S. He recuperated in a hospital at White Sulphur Springs, W. Va. Dyess later testified, in an interview, to the Japanese atrocities he and thousands of Americans endured. Though he had already given a full and overflowing measure of service, a safe assignment in the interior held no attraction for him while his country was still at war. He began again to train for overseas combat. It was at this time that the tragic crash occurred. His pursuit aircraft caught fire while he was flying over a heavily populated area. Even with ample opportunity to abandon the burning aircraft, Lt. Colonel Dyess chose to sacrifice his own life rather than risk the lives of others. He remained with the P-38 and died after guiding it onto a vacant lot.

Lt. Colonel Dyess was recommended for the nation's highest decoration for heroism -- the Congressional Medal of Honor (CMH). He was not awarded the CMH but he did earn two Distinguished Service Crosses (the second highest honor at that time), two Silver Stars, the Legion of Merit, and the Soldiers Medal. He was buried in Albany, Texas.

World War II

In 1942, the U.S. built Abilene Army Air Base on the site of what is now known as Dyess AFB. On Dec. 18, 1942, the air base was opened. The name was changed on Apr. 8, 1943 to Abilene Army Air Field. The first host unit was the 474th Base HQ and Airbase Squadron, established on Dec. 18, 1942. The Air Field was initially assigned to Second Air Force and its mission was to be a flying training center for cadets.



Abilene Army Air Field

Known groups which trained at Abilene Army Air Field during the war were:

77th Reconnaissance Group from Apr. 6, 1943-Sept. 12, 1943

69th Tactical Reconnaissance Group from Sept. 10, 1943-Nov. 12, 1943

408th Fighter-Bomber Group from Nov. 10, 1943- Jan. 1944

The 77th and 69th groups were units that trained reconnaissance personnel who later served overseas. The 408th was a new group which received A-24, A-26, P-40, and P-47 aircraft in Oct. 1943 and began training. It was disbanded shortly after leaving Abilene on Apr. 1, 1944. On Mar. 25, 1944, Republic P-47 Thunderbolt training for flight cadets was taken over by the 261st Army Air Force Base Unit. Training continued until Apr. 1, 1946. With the end of the war, the base was declared inactive on Jan. 31, 1946. Although assigned to Continental Air Command, Abilene AAF was classified as an inactive sub-base of Fort Worth Army Air Field and was sold to the city of Abilene for \$1. It was used as a training facility for the Texas Army National Guard for several years.

Cold War

Shortly after the Korean War broke out, the city of Abilene called for the need of a military installation. They believed the 1,500 acres of the former Abilene AAF was the perfect site for a new base. The city's leaders went to the Pentagon with their request. The city showed their determination for a new base by raising almost \$1 million dollars to purchase an additional 3,500 acres adjacent to the site. The Abilene city fathers were able to attract the attention of U.S. Senator Lyndon B. Johnson, who had the power to persuade military officials to reactivate the base in Abilene. Finally, in Jul. 1952, Congress approved the \$32 million needed to construct an air force base on the old Abilene AAF site. It was to be called Abilene Air Force Base and a little over three years after first starting construction, the base was opened on Apr. 15, 1956.



Front Gate on Apr. 15, 1956

The first active combat unit at Abilene Air Force Base

The first active combat unit at Abilene Air Force Base was the 341st Bombardment Wing, which activated on Sep. 1, 1955. The 341st was part of the Strategic Air Command (SAC), flying the B-47 Stratojet, which it continued to operate until its deactivation on Jun. 25, 1961.



341st Bombardment Wing

On Dec. 1, 1956, the name of the base was changed to Dyess Air Force Base in honor of the late Lt. Col. William E. Dyess, USAAF.

The 96th Bomb Wing moved to Dyess on Sep. 8, 1957 and for a few years worked alongside the 341st Bombardment Wing. It included not just B-47 and B-52 nuclear bombers, but also the KC-97 and later on the KC-135 air refueling aircraft. During the Cold War, the base was constantly on alert in case of nuclear attack. There were even signs in the base's movie theater that would instantly alert pilots in the scenario that the USSR would initiate a nuclear attack during a movie. These can still be seen today at the theater.

On Nov. 19 1959, the U.S. Army conducted groundbreaking ceremonies at Dyess AFB for the battalion headquarters of the 5th Missile Battalion, 517th Artillery of the U.S. Army Air Defense Command. The two Nike Hercules sites were controlled by a "BIRDIE" system installed at Sweetwater Air Force Station. The Nike systems were installed to defend the SAC bombers and Atlas F missile silos stationed at and around Dyess AFB. From 1962 to 1965, Dyess Air Force Base had 12 SM-65 Atlas Missile sites stationed around it. The Dyess sites were operated by the 578th Strategic Missile Squadron. After being decommissioned in 1965, the Atlas missiles were removed and all sites demilitarized.

Units stationed at Dyess Air Force Base while the 5/517th was operational included SAC's 819th Strategic Aerospace Division, the 96th BW, and the 578th Strategic Missile Squadron. Several of the 578th's Atlas F Silos were located near the Nike sites. The Army Air Defense Command Post was located 37 miles west at Sweetwater AFS. Both of the sites were located near former Army posts. Camp Barkeley served as a World War II infantry division training center, while Fort Phantom Hill was a frontier outpost and stop on the Butterfield stage route.

Since 1961, various models of C-130 Hercules aircraft were stationed at Dyess AFB. The C-130s were originally assigned to the 64th Troop Carrier Wing from 1963 to 1972, but the

516th Troop Carrier Wing (TCW) was the host C-130 wing. In 1972, the 516 TCW was replaced with the 463d Tactical Airlift Wing (TAW). During the Vietnam War, TAC C-130 crews routinely rotated to forward-based C-130 wings in the Pacific theater to support operations in Vietnam. In 1974, the 463 TAW was reassigned from Tactical Air Command TAC to Military Airlift Command as part of an Air Force initiative to place both strategic and tactical airlift assets under MAC control.

In Jun. 1985, the 96th received its first B-1B Lancer replacing the B-52 Stratofortress, and in Oct. 1986, assumed nuclear alert status. In 1991, the Soviet Union fell and left many wondering the fate of the base. In 1991, the 463d Tactical Airlift Wing was redesignated the 463d Airlift Wing. In Oct. 1992, the parent commands of both wings changed. The 96 BW was reassigned to the newly established Air Combat Command, and the 463 AW was assigned to the new Air Mobility Command.



Dyess AFB

Modern Era

On Oct. 1, 1993, the 96th Bomb Wing and 463rd Airlift Wing were both deactivated and replaced by the 7th Wing, a former B-52 and KC-135 wing that had been located at the former Carswell AFB, which was realigned as NAS Fort Worth JRB/Carswell ARS as a result of a Base Realignment and Closure action. The 7th Wing incorporated Dyess' B-1Bs and C-130s, the latter transferred from Air Mobility Command to Air Combat Command.

Within its first year, the 7th Wing's diverse mission made it one of the most active units in the USAF. The C-130s were deployed around the globe performing several airlift missions to Europe and the Persian Gulf. The crews and support personnel of the B-1B Lancers focused on enhancing the purpose of the Lancer in a post-Soviet 21st century.

In the 1997, Dyess' C-130s were transferred back to Air Mobility Command, and the 317th Airlift Group was created as the parent unit for Dyess' C-130 squadrons. At the same time, the 7th Wing was redesignated the 7th Bomb Wing. Despite this separation as units, both the 7th Bomb Wing and the 317th Airlift Group remained at Dyess.

One of the many unique features of Dyess is its extensive collection of static military aircraft on display. Collectively known as the "Linear Air Park," it contains 30 aircraft from World War II to the present, many of them formerly based at Dyess, and are located along the base's main road, Arnold Blvd. Its first operational B-1B Lancer, known as "The Star of Abilene," made its final flight in 2003. It can be seen at the front gate to Dyess along with a recently retired C-130 Hercules located on the other side of the road (a tribute to the two main aircraft currently housed at Dyess). The most recent addition to the Air Park was the RB-66 Destroyer. Only the 3/5 scale P-40 Tomahawk named "Kibosh" at the main entrance was not flown on missions.

Another unique feature of Dyess is its main source of energy. In Jan. 2003, Dyess became the first Department of Defense installation in the U.S. to be powered exclusively from renewable wind energy. Today, most of the energy Dyess receives is from other sources of renewable energy, such as biomass, and is considered one of the "greenest" bases in the USAF.

The remnants of Abilene AAF can still be seen today. Parts of the old runway still exist as well as part of its parking area on the west side of Dyess.

OCONUS Contingency Operations

The 7th Bomb Wing and 317th Airlift Group were called to duty once again shortly after Sep. 11, 2001. Both played vital roles in Operation Enduring Freedom and Operation Iraqi Freedom. Many of the 7th BW's B-1s and support personnel continue to deploy to Southwest Asia. From there, the 7 BW provides close air support to troops in the field and precision strike missions with the B-1B Lancer. The 317th Airlift Group was deployed continuously to Southwest Asia from Dec. 2003 to Apr. 2013, totaling 3,378 continuous days deployed, during which the group provided airlift support to OIF, OEF and Combined Joint Task Force-Horn of Africa operations. As of Jul. 2013, the 317th AG completed their multi-year transition from the C-130 H-model to the modernized J-model. Currently, the 317 AG boasts the largest J-model fleet across the globe with a total of 28 aircraft.

This Day in history: Significant Events in USAF History and the 7 BW/317 AW

1-7 Jan 1929 – From Jan. 1-7, 1929, a number of bold pilots flew a Fokker C-2 Trimotor on a circuit from Los Angeles to San Diego, California. Maj. Carl A. Spaatz, group commander, Capt. Ira C. Eaker, Lt. Elwood R. Quesada, and Lt. Harry A. Halverson set a flight endurance record of 150 hours, 40 minutes, and 14 seconds. It was named the Question Mark because no one discerned when it would come down. The Question Mark refueled 37 times in flight with personnel aboard two Douglas C-1 aircraft modified to supply 5,600 gallons of fuel.

6 Jan 1946 – As part of the postwar demobilization, the group returned to the U.S. and was inactivated on Jan. 6, 1946 at the New York Port of Embarkation. However, as the importance of the long-range bomber in America's defense continued to grow, the group would also grow to meet the challenge. The group re-activated as 7th Bombardment Group Very Heavy on Oct. 1, 1946 as a component of 15th Air Force.

14 Jan -1 Mar 1942 – The air echelon of the 7Bomb Group moved its B-17s via North Africa and India to Java, where from Jan. 14, to Mar. 1, 1942, it operated against the Japanese advancing through the Philippines and Netherlands East Indies. The unit received the Distinguished Unit Citation (DUC) for its action against enemy aircraft, ground installations, warships and transports.

31 Jan 1946 – With the end of the war, the base was declared inactive on Jan. 31, 1946. Although assigned to Continental Air Command, Abilene AAF was classified as an inactive sub-base of Fort Worth Army Air Field and was sold to the city of Abilene for \$1.

Jan 1991 – The 317 TAW was a major force in General Schwarzkopf's, Commander, U.S. Central Command, "Hail Mary" surprise flanking attack by the 82nd Airborne Division as part of the invasion of Iraq. This massive movement of troops and supplies to the western border region between Saudi Arabia and Iraq was carried out under strict radio silence and without ground navigation aids.

2 Feb 1942 – the 317th Troop Carrier Group (TCG) was formed at Duncan Field, San Antonio, Texas, with 83 personnel led by Capt. Samuel Payne.

8 Feb 1942 – Capt Eddie Dyess leads the first amphibious assault in World War II. His band of 20 Airmen, in two row boats accompanied by two small "gunships" stormed the Agololoma Bay beach and cliffs against 75 Japanese defenders, resulting in the death of all Japanese soldiers without the loss of life to any American. Eddie Dyess was awarded his first Distinguished Service Cross for this attack.

16 – 17 Feb 1945 – In 1944, as part of Gen MacArthur's Pacific Island hopping campaign, the 317 TCG moved north to the Philippines, supplying Allied forces via both air-land and airdrop missions. The 317 TCG earned its second Distinguished Unit Citation as the sole airlift force inserting the 503rd Parachute Infantry Regiment into the island fortress of Corregidor on Feb. 16 -17, 1945. Fifty-one 317 TCG C-47s made a total of 600 airdrop

passes over the two day operation, onto two extremely small drop zones which abutted a 500 foot cliff leading to the Pacific Ocean.

2 Mar 1942 – Capt Eddie Dyess leads a two wave attack on the Japanese fleet in Subic Bay, Philippines. Dyess is awarded his second Distinguished Flying Cross for sinking a troop ship, two cargo ships, and several tenders. His other Airmen are credited with sinking a cruiser, destroyer, several more cargo ships and tenders. The dockside was effectively damaged also.

19 Mar 1945 – After damaging the enemy's supply lines in Thailand, the group received its second DUC.

1 Apr 1997 – The 317th, designated the 317th Airlift Group, returned to its state of origin when it was reactivated at Dyess Air Force Base, in Abilene, Texas.

4 Apr 1943 – Maj Eddie Dyess leads the largest successful escape of POWs from the Japanese in World War II, a total 12 personnel who eventually teamed up with the Filipino Guerillas to fight against the Japanese forces on Mindanao Island.

5 Apr 1911 – First provisional aero squadron formed as part of the Army's Maneuver Division.

6 Apr 1924 – The U.S. Air Service began the first aerial circumnavigation. Four planes left Seattle, WA; two would complete the journey lasting 175 days and over 27,000 miles.

8 Apr 1942 – Capt Eddie Dyess and his band of 20 Airmen were captured by a Japanese tank patrol while enroute to the mountain jungles of Bataan. Capt Dyess received permission from his superiors to continue guerilla warfare against the Japanese. On 9 April 1942, all American and Filipino military forces were ordered by the US Commander in the Philippines to surrender, thus beginning what became known as the Bataan Death March wherein 18,000 of the 70,000 who surrendered met their death.

21 Apr 1948 – As part of the Key West Agreement, SECDEF assigned America's air defense to the United States Air Force.

24 Apr 1945 – The 7th Bombardment Group implemented a new low-level bombing technique for the B-24, successfully destroying 37 bridges in Burma.

10 May 1945 – Combat missions for the 9th Bombardment Squadron ended. The unit ferried fuel over the "Hump" for the remainder of the war.

9 Jun 1997 – For the first time in B-1B history, units of the 7 BW and the 28 BW fused into the 7th Expeditionary Bomb Group at RAF Fairford, England during the Central Enterprise Exercise. The 10 B-1Bs that deployed represented the largest deployment to that time. The 9 BS's six B-1B Lancers represented the 7 BW during this Exercise that combined with other NATO units to practice defense of Central Europe with live-fire operations in Germany and the Netherlands.

14 Jun 1917 – 9 BS Centennial Anniversary.

22 Jun 1917 – 28 BS Centennial Anniversary.

25 Jun 1948 – When the fledgling Cold War heated up and the Soviet Union blockaded vehicle, train, and river access to Berlin, the U.S. and its Allied partners reacted with a massive airlift, which lasted 15 months and ultimately delivered 2,326,406 tons of food and supplies on 278,228 flights. The 317 TCW was transferred from Japan to Germany in Sep. 1948 and participated in the airlift until July of 1949. A typical Berlin Airlift day for the 317 TCW's 36 C-54s was 100 round trip missions to Berlin delivering 1,000 tons of supplies (mainly coal) to the 2,500,000 isolated Berliners.

29 Jun 1985 – The official arrival of the B-1B to Dyess AFB, TX.

1 Jul 1985 – The 7th Bombardment Wing received the first ALCM for use on the B-52.

5 Jul 1912 – Three U.S. Army officers became the first qualified “Military Aviators,” including Lt. Henry “Hap” Arnold.

9 Aug 1919 – William Edwin “Eddie” Dyess was born in Albany, Texas. He was commissioned into the US Army in May 1936 and became one of the highest decorated Airmen in USAF history.

18 Aug 1917 – 436 TS (formerly the 88th Reconnaissance Squadron) Centennial Anniversary. [Activated as the 88th Aero Squadron (later, 88th Reconnaissance Squadron; re-designated as the 436th Bombardment Squadron – now 436th Training Squadron]

21 Aug 2014 – The deployment of the 9 EBS returned them to Al Udeid Air Base in Qatar. Their mission was to support Operations INHERENT RESOLVE (OIR) and FREEDOM'S SENTINEL (OFS).

2 Sep 1945 – The Japanese formally surrendered aboard the USS Missouri, officially ending World War II.

4 Sep 1984 – First B-1B shown to the public (Tail No. 82-0001).

11 Sep 2001 – Nearly 3,000 Americans were killed during the 9/11 terrorist attacks.

18 Sep 1947 – Air Force 70th Anniversary.

Sep – Nov 1918 – The 1st Army Observation Group, made up of the 24th and 91st Aero [Observation] and the 9th Aero [Night Observation] Squadrons, performed photographic reconnaissance and day and night visual reconnaissance of the battle field area, especially in the enemy's rear areas opposite the area of attack.

1 Oct 1986 – The B-1B achieved initial operating capability at Dyess AFB. The initial cadre included future 7 BW/CC Maj Wendell Griffin (2000-2003) and future 7 OG/CC Captain Jeffrey Beene (2003-2005).

2 Oct 1981 – President Reagan reversed President Carter’s decision and ordered the development and delivery of 100 B-1 aircraft, along with the ACLM and advanced stealth bomber (B-2).

7 Oct 2001 – Operation ENDURING FREEDOM began with air strikes in Afghanistan. B-1B among many aircraft involved.

9 and 23 Oct 1918 – 1st Lt Dache M. Reeves, 9th Aero Squadron, faced enemy fire while observing German lines from his balloon. Lt Reeves was shot down numerous times but ascended with new balloons each time. Lt Reeves received the Distinguished Flying Cross and Silver Star for his actions.

21 Nov 1941 – The 7th Bombardment Group and 9th Bombardment Squadron set sail for service in the Philippines. They would not return to the United States until 5 Jan 1946.

7 Dec 1917 – The 9th Aero Squadron arrived in Liverpool, UK. The 9th remained in England until August 1918 for training before serving on the Western Front.

7 Dec 1941 – Pearl Harbor was pre-emptively savaged by the Japanese navy when it launched a carrier based aerial attack designed to cripple America’s Pacific Fleet.

7 Dec 1941 – The 88th Bombardment Squadron arrived during the Japanese attack on Pearl Harbor. Some of the planes managed to land at Haleiwa Fighter Strip, one set down on a golf course, and the remainder landed at Hickam under the strafing of Japanese planes.

8 Dec 1941 – Capt William Edwin Dyess, Squadron Commander of the 21st Pursuit Squadron, began inspiring and leading his airmen in the defense of the Philippines from the onslaught of the Japanese invasion.

12 Dec 2001 – B-1B participating in Operation ENDURING FREEDOM crashed 10 mi north of Diego Garcia- First aircraft lost in operation and first B-1B lost in combat. The crew survived.

17 Dec 1907 – First “heavier than air” flight by the Wright Brothers.

17 Dec 1998 – First B-1B combat mission, against Iraqi Republican Guard positions during Operation DESERT FOX.

22 Dec 1943 – Lt Col William Edwin Dyess was killed because he chose to avoid civilian casualties, property, and vehicles when he crash landed his disabled P-38 aircraft onto a vacant corner lot in a residential area.

31 Dec 1942 – 1,108 317 TCG personnel boarded the USS Maui and departed San Francisco with “destination Unknown” orders, arriving 24 days later in Townsville, Australia. On 5 Jan. 1943, the four flying squadrons started the long journey to Australia beginning with a fifteen hour flight from California to Hawaii. 317 TCG C-47s began

arriving in Townsville and Brisbane, Australia, on 15 Jan., and were quickly committed to the battle against the advancing Japanese forces in Papua New Guinea.

