

349 AIR MOBILITY WING



MISSION

The mission of the 349 AMW is to “Recruit, train and retain enthusiastic Reservists to provide Global Reach for America.” This makes the wing responsible for training more than 3,500 Reserve members who, in turn, work side-by-side with their active duty counterparts assigned to the 60th Air Mobility Wing, also at Travis Air Force Base.

LINEAGE

349 Troop Carrier Wing, Medium, established, 10 May 1949
Activated in the Reserve, 27 Jun 1949
Ordered to active service, 1 Apr 1951
Inactivated, 2 Apr 1951
Redesignated 349 Fighter-Bomber Wing, 26 May 1952
Activated in the Reserve, 13 Jun 1952
Redesignated 349 Troop Carrier Wing, Medium, 1 Sep 1957
Ordered to active service, 28 Oct 1962
Relieved from active duty, 28 Nov 1962
Redesignated 349 Military Airlift Wing, 1 Jun 1966
Ordered to active service, 26 Jan 1968
Relieved from active duty, 1 Jun 1969
Redesignated 349 Military Airlift Wing (Associate), 25 Jul 1969
Redesignated 349 Airlift Wing (Associate), 1 Feb 1992
Redesignated 349 Air Mobility Wing (Associate), 1 Jul 1994
Redesignated 349 Air Mobility Wing, 1 Oct 1994

STATIONS

Hamilton AFB, CA, 27 Jun 1949-2 Apr 1951
Hamilton AFB, CA, 13 Jun 1952
Travis AFB, CA, 25 Jul 1969

ASSIGNMENTS

Fourth Air Force, 27 Jun 1949-2 Apr 1951
4 Air Reserve District, 13 Jun 1952
Fourth Air Force, 1 Dec 1952
Sixth Air Force Reserve Region, 1 Sep 1960
Twelfth Air Force, 28 Oct 1962
Sixth Air Force Reserve Region, 28 Nov 1962
Twenty-Second Air Force, 26 Jan 1968
Sixth Air Force Reserve Region, 2 Jun 1969
Western Air Force Reserve Region, 31 Dec 1969
Fourth Air Force, 8 Oct 1976

WEAPON SYSTEMS

T-6, 1949-1950
T-7, 1949-1951
T-11, 1949-1951
C-46, 1949-1951
T-6, 1952-1954
C-46, 1952-1958
T-28, 1953-1956
F-51, 1953-1954
T-33, 1953-1957
F-80, 1953-1956
C-45, 1954-1956
C-47, 1955-1956
F-84, 1956-1957
C-119, 1958-1968
C-124, 1965-1969
C-141, 1969-1998
C-5, 1972
KC-10, 1994

COMMANDERS

Brig Gen Franklin Rose, 27 Jun 1949-2 Apr 1951
Brig Gen Harold P. Little, 13 Jun 1952
Brig Gen Rollin B. Moore Jr., 10 Jan 1959
Col Jesse A. Irwin, 15 Jul 1968
Col Ray M. Foster, 25 Jul 1969 (acting)
Col Arthur C. Carroll, 15 Dec 1969
Col Billy C. Means, 8 Apr 1970

Brig Gen James L. Wade, 31 Dec 1973
Col Edward C. Black Jr., 12 Jan 1976 (acting)
Brig Gen Donald H. Balch, 1 Feb 1976
Brig Gen James C. Wahleithner, 9 Apr 1979
Brig Gen John G. Sullivan, 12 Apr 1981
Brig Gen Dale R. Baumler, 4 Jun 1984
Col Wallace W. Whaley, 9 Apr 1988
Col Thomas F. Spayd, 1 Nov 1990 (acting)
Brig Gen Keith T. Reiling, 18 Nov 1990
Brig Gen Michael J. Peters, 15 Jan 1995
Brig Gen James Sanders 1 Sep 1996
Brig Gen Gerald A. (Jerry) Black, 7 Feb 1998
Col James T. Rubeor, 18 Jun 2000
Brig Gen Thomas M. Gisler, Jr., 27 Jul 2003
Col Maryanne Miller, 10 Jan 2008
Col John C. Flourney
Col Matthew J. Burger, 27 Jan 2013

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Air Force Outstanding Unit Awards

23 Dec 1964-22 Jan 1965

26 Jan 1968-1 Jun 1969

1 Jul 1974-30 Jun 1975

1 Jul 1975-30 Jun 1977

1 Jul 1992-30 Jun 1994

1 Jul 1994-15 Aug 1995

1 Jul 1996-30 Jun 1998.

1 Aug 2000-31 Jul 2002

16 Aug 2003-17 Aug 2004

18 Aug 2004-17 Aug 2005

18 Aug 2005-17 Aug 2006

18 Aug 2006-17 Aug 2007

18 Aug 2007-17 Aug 2008

18 Aug 2008-17 Aug 2009

30 Sep 2009-30 Sep 2011

1 Oct 2011-30 Sep 2013

1 Oct 2013-31 Dec 2014

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-28 Jan 1973

Bestowed Honors

Authorized to display honors earned by the 349 Operations Group prior to 10 May 1949

Service Streamers

World War II

American Theater

European-African-Middle Eastern Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



349 Military Airlift Wing emblem, unauthorized



Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The light blue globe on a black field denotes the Wing's day and night, round-the-clock, worldwide airlift capabilities. The mythological wyvern, a form of dragon, suggests the strength, speed, and power of the Wing in its airlift mission of long range movement and/or air evacuation of personnel, equipment, and supplies. Its extended right claw with paratrooper reflects the unit's readiness to deliver these services. The smoke and fire the wyvern breathes from its nostrils symbolizes the Wing's personnel as the internal force of the Wing. (Approved, 2 Sep 1960; modified, 6 Apr 1995)



The emblem features a wyvern dropping from his right claw a combat-ready paratrooper, folding his left claw back to indicate flight position. The flames issuing from the creature's nostrils represent the wing strength. The globe indicates worldwide capability and the colors of the field and globe represent night and day, around-the-clock operations. Sable, abased a globe Celeste gridlined Azure, surmounted by a wyvern with wings elevated and addorsed Or, emitting four flames of the last, three within a puff of smoke Argent, all with a diminished bordure of the fourth. Attached below the shield a White scroll edged with a narrow Yellow

border and inscribed "AIR MOBILITY WING in Blue letters. Unapproved variation of wing emblem.

MOTTO

In Omnia Paratus--In all things prepared

OPERATIONS

Trained for troop carrier missions, 1949-1951. During the Korean War, the wing was called to active service and then inactivated so that its personnel could be used as fillers in other wings. The wing trained for fighter-bomber missions from 1952 to 1957 and performed worldwide airlift missions since 1957.

From 1962 to 1965, the 349 continued its training as a tactical airlift wing. Elements of the Wing were used to transport weapons to Los Angeles at the time of the Watts riots and again provided assistance, without a call-up, during the Santo Dominican crisis. In addition, the Wing, in 1964-65, was instrumental in airlifting tons of hay to starving cattle under blizzard-type weather centering in the Rocky Mountain Ranges of Montana, and at the same time provided major disaster support to the relief victims of Eureka, California and the Pacific Northwest floods.

A recall to active duty was again initiated on 26 January 1968, for the Vietnam War, and many hundreds of tons of cargo were carried across the Pacific. Upon deactivation in 1969, the 349 moved to Travis AFB, CA, and became the second "associate" Wing in the Military Airlift Command. With the base change, the 349 began to fly, maintain and support the C-141

The 349, like the other reserve troop carrier wings, was completely equipped and ready to move with only a few hours notice as was the case during the Cuban call-up. Only four hours after the first call to report for duty was made, 95% of the wing's flying personnel had checked in and were ready to move.

In the 1980s and 1990s, the wing was the largest in the Air Force Reserve. It airlifted supplies to U.S. scientists in Antarctica on a regular basis and flew trans-Pacific channel strategic airlift missions and relief missions in support of natural disaster victims. It also took part in joint training exercises and contingency operations worldwide. In 1994 it acquired an air refueling mission and continued to fly airlift missions.

During the Persian Gulf War, 1990-1991, more than 1,750 people from selected units were activated for service in support of Operation Desert Shield/Storm. Although some units and individuals deployed to the Persian Gulf, others deployed to Europe and other overseas locations, while some remained in the U.S. and still others remained at Travis.

In September 1994, the KC-10 mission was added to the Wing and became an Air Mobility Wing, the only Air Force Reserve unit at the time to fly three types of aircraft: the C-141 the C-5 and the KC-10.

In December 1997, the C-141 was retired from service at Travis. Some were sent to McChord AFB, Wash. and McGuire AFB, N.J. The retired "Starlifters" went to the "Boneyard" at Davis-Monthan AFB, Ariz.

In the aftermath of the terrorist attacks on the Pentagon in Washington, D.C., and New York City's World Trade Center, the 349 provided airlift, mortuary affairs personnel, and other vital support in the early stages of Operations Resolve, Noble Eagle, Infinite Justice and Enduring Freedom.

For the 16th time since 1965, the 349 Air Mobility Wing has been awarded the Air Force Outstanding Unit Award for exceptionally meritorious service from Sept. 30, 2009 to Sept. 30, 2011.

While flying and maintaining the C-5, KC-10A and C-17, wing personnel safely and efficiently transported more than 41,000 passengers, 46,000 tons of cargo, and offloaded more than 40 million pounds of fuel during in-flight refueling. Deployed members of the wing launched 210 aeromedical evacuation flights, airlifting 549 ill and wounded warriors from combat zones to definitive care in Europe and the United States. These achievements include 1,020 combat missions in Operations Enduring Freedom, Unified Response, Iraqi Freedom and New Dawn. In partnership with the 60th Air Mobility Wing, the 349 also supported international humanitarian missions, including Operations Tomodachi and Pacific Passage in the aftermath of the Japanese earthquake and tsunami.

Big is the best way to describe the associate 349 Military Airlift Wing at Travis AFB, Calif. It's big in the kind of aircraft it flies, the number of people it employs and the nature of its mission. It is the largest wing in the Air Force Reserve. In association with the active duty 60th MAW, the 349 flies C-141 and C-5 aircraft, the two largest airlifters in the Air Force.

With two squadrons of each giant aircraft assigned, the wing needs a lot of people to fly, maintain, protect, and on-load and off-load them; plus those who administer the aircraft tenders. All told, the wing uses 4,300 people in 23 separate units. That's big.

The mission is not small potatoes either. The 349 flies about one-third of the regularly scheduled Military Airlift Command airlift missions from Travis. That averages around four C-5 missions and eight C-141 missions for the Reservists each month. These are in addition to numerous training missions. Even the training missions are productive. Last year 349 Reservists hauled 10,000 people and 3,000 tons of cargo on them. Between actual airlift and training, the Reservists total 16,000 flying hours each year. The range of the missions flown by the 349 are also larger than those of other associate units.

"Since the mission of the aircraft at Travis is to support our national interests in the Far East, our airlift missions are naturally longer than those on the East Coast which mainly service Europe," said Col. John McEwen, 349 director of operations. "For instance, one of the primary missions of our C-5 fleet is to support the United States' build-up in the Indian Ocean, specifically Diego

Garcia. A typical mission to Diego Garcia is 15-19 days. That's a long time for a Reservist to be away from his civilian job.

"With four flying squadrons in our wing, we have over 800 aircrew members to train and keep current," said McEwen. That's more people just on flying status than were in the entire tactical airlift group I was once assigned to. We're blessed with good managers. Otherwise something this size wouldn't work." Future flying-management problems aren't going to be any easier. The number of people assigned to C-5 duty is going to increase. Based on the 35 C-5s assigned, about 100 more crew members will be assigned to the 349. For sheer size, however, the field maintenance squadron wins first prize in the 349. There are over 800 people in this squadron which services both C-5s and C-141s. "That's more people than were assigned to the tactical airlift group I came out of," said Col. David L. Buchanan, 349 director of maintenance, echoing Colonel McEwen.

"All told, in FMS, avionics and the organizational maintenance squadrons, we're authorized 1,900 people." Like the flying units, the maintenance squadrons help out their active duty counterparts as a by-product of training. Often the Reservists will put an aircraft through the various inspection docks over the weekends. The maintenance squadrons are so large that they are separated into two flights with different training weekends. This A- and B-flight split of the squadrons is another management headache taken in stride by the wing. "The only way we can operate is by good communications," said Buchanan. "It starts with the wing commander meeting informally with his commanders each Friday night before the start of a training weekend. They then carry it down to the unit level. Fortunately our Reserve commanders are able to come in twice each month to attend these meetings and pass the word along to their flights. This is tough duty for commanders."

Apparently, it works because each weekend that 349 maintenance people are on board, Colonel Buchanan takes charge of the total Travis maintenance complex. Using the combined talents of his Reservists and the active duty weekend crews, he maintains an on-time launch reliability in the high 90 percentile. In February, as an example of the weekend workload, they launched 30 C-141 and 15 C-5 missions. The size and complexity of the C-5 means bigger maintenance problems. This requires a larger work force. Consequently a C-5 organizational maintenance squadron averages about 100 more people than a C-141 OMS. The 349 just keeps growing. Two aerial port squadrons were recently activated at Hickam AFB, Hawaii. With the expansion of the Indian Ocean build-up, there is talk of an aerial port flight on Guam. This continuing growth doesn't seem to bother the people of the 349. They've grown accustomed to it.



Col John C. Flourney

USAF Unit Histories
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
Unit yearbook. *Hamilton AFB, CA. 1968.*