

## 10 AIRLIFT SQUADRON



### MISSION

#### LINEAGE

10 Transport Squadron constituted, 1 Jan 1938  
Activated, 1 Dec 1940  
Redesignated 10 Troop Carrier Squadron, 5 Jul 1942  
Inactivated, 31 Jul 1945  
Activated, 30 Sep 1946  
Redesignated 10 Troop Carrier Squadron, Medium, 1 Jul 1948  
Redesignated 10 Troop Carrier Squadron, Heavy, 5 Nov 1948  
Redesignated 10 Troop Carrier Squadron, Medium, 16 Nov 1949  
Discontinued, and inactivated, 8 Jan 1961  
Redesignated 10 Air Transport Squadron, 5 Sep 1969  
Activated, 15 Oct 1969  
Inactivated, 30 Sep 1970  
Redesignated 10 Military Airlift Squadron, 1 Nov 1983  
Activated, 15 Jan 1984  
Inactivated, 31 Mar 1991  
Redesignated 10 Airlift Squadron, 17 Dec 2002  
Activated, 1 Oct 2003

#### STATIONS

Olmsted Field, PA, 1 Dec 1940  
Westover Field, MA, 21 May 1941-20 May 1942

Chelveston, England, 11 Jun 1942  
Aldermaston, England, 7 Aug 1942  
Tafaraoui, Algeria, 8 Nov 1942  
Relizane, Algeria, 27 Nov 1942  
Thiersville, Algeria, 14 May 1943  
El Djem, Tunisia, 26 Jun 1943  
Gela, Sicily, 6 Sep 1943  
Gerbini, Sicily, 7 Nov 1943  
Pomigliano, Italy, 12 Dec 1943  
Brindisi, Italy, 6 Apr 1944  
Pomigliano, Italy, 25 Oct 1944-23 May 1945  
Waller Field, Trinidad, 4 Jun-31 Jul 1945  
Munich, Germany, 30 Sep 1946  
Kaufbeuren AB, Germany, 8 May 1948  
Wiesbaden AB, Germany, 10 Aug 1948  
Kaufbeuren AB, Germany, 18 Oct 1948 (operated from Fassberg RAF Station, Germany, 26  
Nov 1948-16 May 1949)  
Wiesbaden AB, Germany, 16 May 1949  
Rhein-Main AB, Germany, 26 Sep 1949  
Wiesbaden AB, Germany, 20 Oct 1949  
Rhein-Main AB, Germany, 5 Jul 1950  
Dreux AB, France, 23 Sep 1955-8 Jan 1961  
Chanute AFB, IL, 15 Oct 1969-30 Sep 1970  
Zweibrucken AB, Germany, 15 Jan 1984-31 Mar 1991  
McChord AFB, WA, 1 Oct 2003

#### **ASSIGNMENTS**

60<sup>th</sup> Transport (later, 60<sup>th</sup> Troop Carrier) Group, 1 Dec 1940-31 Jul 1945  
60<sup>th</sup> Troop Carrier Group, 30 Sep 1946  
60<sup>th</sup> Troop Carrier Wing, 12 Mar 1957  
322<sup>nd</sup> Air Division, 25 Sep 1958-8 Jan 1961  
2<sup>nd</sup> Aircraft Delivery Group, 15 Oct 1969-30 Sep 1970  
322<sup>nd</sup> Airlift Division, 15 Jan 1984  
608<sup>th</sup> Military Airlift Group, 15 Mar 1984-31 Mar 1991  
62<sup>nd</sup> Operations Group, 1 Oct 2003

#### **ATTACHMENTS**

Troop Carrier Group, 26 Nov 1948-16 May 1949  
60<sup>th</sup> Troop Carrier Wing, 15 Nov 1956-11 Mar 1957

#### **WEAPON SYSTEMS**

C-47A, 1942-1945  
C-47, 1946-1948  
C-54, 1948-1949

C-82A, 1949-1953  
C-119G, 1953-1960  
VT-29, 1969-1970  
C-131, 1969-1970  
C-23, 1984-1990

## **COMMANDERS**

1<sup>st</sup> Lt Arthur B. Anderson, 1 Dec 1940  
1<sup>st</sup> Lt Rafferty, 20 May 1941  
1<sup>st</sup> Lt Willard B. Atwell, 19 Dec 1941  
Capt Fredrich H. Sherwood, 19 Aug 1942  
Capt Audrey D. Taylor, 29 Mar 1943  
Maj Kenneth V. Holbert, 14 Nov 1943  
Cpt Doyal L. Saye, Aug 1944  
Maj Caleb P. Moberly, Sep 1944  
Capt Robert A. Wray Jr., Mar-Unkn 1945  
Maj James J. Brown, 30 Sep 1946  
Maj Walter C. Stewart Jr., 30 Oct 1946  
Capt Robert F. Quinn, Dec 1948  
Lt Col Steward H. Nichols, Sep 1949  
Lt Col Reesor M. Lawrence, 12 Oct 1949  
Lt Col Jack C. White, 26 Aug 1950  
Lt Col Charles F. Quinette, 29 Feb 1952  
Lt Col Raymond O. Roush, 1 Dec 1954  
Maj Guy L. Bryson, 2 Aug 1955  
Lt Col Edward M. Huntingdon, Oct 1955  
Maj Guy L. Bryson, Jun 1956  
Lt Col Edward M. Osander, Dec 1956  
Maj Eugene D. Cook, Mar 1957  
Maj Arthur C. Voss, Dec 1958  
Lt Col Kelton M. Farris, Dec 1959  
Lt Col Gayle C. Wolf, Dec 1960-8 Jan 1961  
Lt Col Vern L. Peters, 15 Oct 1969  
Lt Col David P. Creager, 1 May 1970  
Lt Col Thomas R. Fox, 22 May-30 Sep 1970  
None (Not Manned), 15 Jan-Apr 1984  
Lt Col Robert P. Spivey, May 1984  
Lt Col Fred L. May III, 13 Jun 1986  
Lt Col William P. Padgett, 23 Jun 1988  
Lt Col Kenneth A. Lamkin, 12 Jan 1990-1991

## **HONORS**

### **Service Streamers**

World War II American Theater

## **Campaign Streamers**

World War II

Algeria-French Morocco with Arrowhead

Tunisia

Sicily

Naples-Foggia

Anzio

Rome-Arno

North Apennines

Po Valley

Air Combat EAME Theater

## **Armed Forces Expeditionary Streamers**

### **Decorations**

Distinguished Unit Citation: (MTO)

[8 Apr]-15 Sep 1944

Air Force Outstanding Unit Awards

8 Jul-10 Aug 1960

15 Jan 1984-31 Jul 1985

## **EMBLEM**





On a disc Gules, a caricatured airman in flight suit and helmet Azure, winged Or, on dexter arm a medical armband Proper, and grasping a box of the third, tied and detailed Sable, dropping from sinister hand a caricatured paratrooper grasping a rolled map in dexter hand and a "Tommy" gun in sinister hand and towing a second smaller paratrooper, both in like attire; all within a narrow border Yellow. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "10 AIRLIFT SQUADRON" in Yellow letters. SIGNIFICANCE Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The larger airman holding the smaller paratroopers is representative of the current training mission of the unit, as well as support provided to all military services. The smaller paratroopers symbolize the unit's historic troop carrier mission, and the medical armband of the larger airman also signifies the unit's air evacuation heritage. (Originally approved, 17 Jul 1944; colors modified, 20 Oct 1952)

## **MOTTO**

## **OPERATIONS**

Included airborne invasions of North Africa, Sicily, and Greece; support of partisans in the Balkans, and transportation in the MTO during World War II. Berlin Airlift, 1948-1949; airlift in Europe until 1961.

On 10 August 1955 two C-119s collide over Edelweiler, Germany, near Stuttgart, shortly after takeoff for training mission from Stuttgart Army Airfield near Echterdingen. C-119G, 53-3222, piloted by Robert T. Asher, and C-119G, 53-7841 piloted by Eugene L. Pesci, both crash. In all, 66 died, 44 on one Fairchild C-119 Flying Boxcar, and 22 on the other. Troops aboard were of the Army's 499th Engineering Battalion.

Airlift in connection with aircraft delivery, 1969-1970.

The 10 Air Transportation Squadron was activated and redesignated the 10 Military Airlift

Squadron on 15 January 1984. The 10 MAS operated 18 C-23As from Zweibrucken AB Germany to provide regular daily logistics support flights to United States Air Force Europe bases as part of the European Distribution System (EDS). 10 MAS members designed the EDS "hub" and "spoke" route structure to meet USAFE's logistical requirements to cut down the delivery time for critical spare parts. Daily, from 1984-1991, 10 MAS C-23A, flew spare parts throughout the European theater. The EDS route structure was designed so that each day parts from one base could be trans-loaded and carried to any destination base. Additionally, the short haul, high frequency nature of the EDS flights enabled pilots to rapidly build flying hours and experience. The Military Airlift Command used the 10 MAS to allow first assignment pilots direct from pilot training to build flying experience that would enable them to move directly in to the left seat of larger transport aircraft such as the C-5, C-141, and C-130. Many ex-10 MAS members have become senior Air Force and civilian industry leaders. Over a hundred ex-10 MAS pilots are flying as Captains and First Officers for major airlines around the world. The "fall of the wall" and end of the Cold War resulted in a significant reduction of US forces in Europe. The 10 MAS was de-activated in 1991. Most of the 18 C-23A were flown by 10 MAS crews in "a last adventure" back to the United States for turnover to other government agencies. Today, many of the former 10 MAS C-23 are still flying; supporting the Army Reserve and National Guard, the US Forest Service and other federal agencies.

Air Mobility Command will stand down two C-17 squadrons over the next two years and move the units' 16 total airplanes into backup status as part of a cost-saving plan laid out in Fiscal 2015 defense legislation, announced the command on Monday. Officials will inactivate the 17th Airlift Squadron at JB Charleston, S.C., in this fiscal year, followed by the 10 AS at JB Lewis-McChord, Wash., next fiscal year. Each squadron operates eight C-17s. Moving these aircraft from the Air Force's primary aircraft inventory to its backup aircraft inventory is expected to save the service approximately \$110 million per year since BAI assets are not assigned personnel or flying hours. AMC's goal is to return these C-17s to PAI status at some point and transfer them to the reserve components, said Maj. Gen. Michael Stough, AMC's director of strategic plans, requirements, and programs. "We're working with our Air National Guard partners to do that, perhaps even as early as Fiscal 2016," he said. Back in 1993, the 17th AS became the first operational unit to receive the C-17. 2015

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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#### Sources

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

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.