

## 40<sup>th</sup> AIRLIFT SQUADRON



### MISSION

### LINEAGE

40<sup>th</sup> Transport Squadron constituted, 2 Feb 1942  
Activated, 18 Feb 1942  
Redesignated 40<sup>th</sup> Troop Carrier Squadron, 4 Jul 1942  
Redesignated 40<sup>th</sup> Troop Carrier Squadron, Heavy, 21 May 1948  
Inactivated, 14 Sep 1949  
Redesignated 40<sup>th</sup> Troop Carrier Squadron, Medium, 3 Jul 1952  
Activated, 14 Jul 1952  
Redesignated 40<sup>th</sup> Troop Carrier Squadron, 1 Mar 1966  
Redesignated 40<sup>th</sup> Tactical Airlift Squadron, 1 May 1967  
Redesignated 40<sup>th</sup> Airlift Squadron, 1 Jan 1992  
Inactivated, 16 Jul 1993  
Activated, 1 Oct 1993

### STATIONS

Duncan Field, TX, 18 Feb 1942  
Bowman Field, KY, 19 Jun 1942  
Lawson Field, GA, 10 Oct 1942  
Maxton, NC, 2-10 Dec 1942  
Garbutt Field, Australia, 23 Jan 1943  
Port Moresby, New Guinea, 4 Oct 1943

Finschhafen, New Guinea, 21 Apr 1944  
Hollandia, New Guinea, 22 Jun 1944  
Leyte, 19 Nov 1944  
Clark Field, Luzon, 5 Mar 1945  
Okinawa, 16 Aug 1945  
Osaka, Japan, 21 Oct 1945  
Tachikawa AB, Japan, 19 Jan 1946  
Matsushima, Japan, 17 Oct 1946  
Tachikawa AB, Japan, 1 Aug-16 Nov 1948  
Wiesbaden, Germany, 16 Nov 1948  
Celle RAF Station, Germany, 15 Dec 1948-14 Sep 1949  
Rhein-Main AB, Germany, 14 Jul 1952  
Neubiberg AB, Germany, 15 May 1953  
Evreux-Fauville AB, France, 6 Dec 1957-20 Jun 1964  
Lockbourne AFB, OH, 20 Jun 1964  
Pope AFB, NC, 31 Aug 1971-16 Jul 1993  
Dyess AFB, TX, 1 Oct 1993

#### **DEPLOYED STATIONS**

Evreux-Fauville AB, France, 24 Nov 1964-19 Feb 1965  
RAF Mildenhall, England, 16 Mar- 26 May 1968  
Rhein-Main AB, Germany, 31 Aug-17 Oct 1971, 7 Apr-16 Jun 1973, 4 Oct- 15 Dec 1976  
RAF Mildenhall, England, 4 Mar-16 May 1975, 12 Jan- 15 Mar 1976, 26 Apr-15 Jul 1977, 29  
Nov 1978-16 Feb 1979, 7 Jun-6 Aug 1980, 3 Oct-12 Dec 1981, 3 Feb-14 Apr 1983, 7 Apr-17  
Jun 1984, 4 Aug- 16 Oct 1985, 3 Oct-16 Dec 1986, 20 Nov 1987-10 Feb 1988, 4 Feb-12 Apr  
1989, 31 Mar-9 Apr 1990, 8 Jul-13 Aug 1991, 28 Jul-Oct 1992.

#### **ASSIGNMENTS**

San Antonio Air Depot, 18 Feb 1942  
317<sup>th</sup> Transport (later, 317<sup>th</sup> Troop Carrier) Group, 22 Feb 1942-14 Sep 1949  
317<sup>th</sup> Troop Carrier Group, 14 Jul 1952  
317<sup>th</sup> Troop Carrier Wing, 12 Mar 1957  
322<sup>nd</sup> Air Division, 25 Sep 1958  
317<sup>th</sup> Troop Carrier (later, 317<sup>th</sup> Tactical Airlift) Wing, 15 Apr 1963  
317<sup>th</sup> Tactical Airlift Group, 1 Oct 1978  
317<sup>th</sup> Tactical Airlift Wing, 1 Apr 1980  
317<sup>th</sup> Operations Group, 1 Jan 1992-16 Jul 1993  
7<sup>th</sup> Operations Group, 1 Oct 1993

#### **ATTACHMENTS**

Detachment 1, 322d Air Division, 24 Nov 1964-19 Feb 1965  
513<sup>th</sup> Tactical Airlift Wing, 16 Mar-26 May 1968 and 4 Mar-7 May 1975  
322<sup>nd</sup> Tactical Airlift Wing, 31 Aug-17 Oct 1971 and 7 Apr-16 Jun 1973  
435<sup>th</sup> Tactical Airlift Group, 12 Jan-15 Mar 1976 and 26 Apr-15 Jul 1977

435<sup>th</sup> Tactical Airlift Wing, 4 Oct-15 Dec 1976  
313<sup>th</sup> Tactical Airlift Group, 29 Nov 1978- 16 Feb 1979  
313<sup>th</sup> Tactical Airlift Group, 7 Jun-8 Aug 1980, 3 Oct-16 Dec 1981, 3 Feb-14 Apr 1983, 7 Apr-17 Jun 1984, 4 Aug-16 Oct 1985, 3 Oct-16 Dec 1986, 20 Nov 1987-10 Feb 1988, 4 Feb-12 Apr 1989, 31 Mar-9 Apr 1990, 8 Jul-13 Aug 1991  
313<sup>th</sup> Tactical Airlift Group, 28 Jul-Oct 1992

## **WEAPON SYSTEMS**

C-47A, 1942-1946  
C-46D, 1946-1948  
C-54, 1946-1949  
C-119G, 1952-1957  
C-130A, 1957-1993

## **COMMANDERS**

2Lt Fred H. Schomburg Jr., 18 Feb 1942  
Cpt Philip N. Cheaney, 25 May 1944  
Cpt Earl E. Winters, 6 Dec 1944  
Maj Edwin J. Angelo, 2 Jul 1945  
Cpt William E. Moore, 1945  
1Lt Louie L. Hume, 1945  
1Lt William W. Monday, 1945  
1Lt S. M. Kauffroth, 5 Dec 1945  
1Lt Benjamin H. Craig Jr., 21 Dec 1945-unkn  
Cpt Maurice A. January, 1 Mar 1946-unkn  
Cpt Fred C. Simpson, 15 Oct 1946  
LTC Benjamin M. Tarver Jr., 14 Jul 1947  
Cpt John O. McFalls, 18 Aug 1948  
LTC Robert G. Johns, 1 Sep 1948  
Maj John R. Daniel, c. 27 Nov 1948  
Maj Benjamin A. Mead, 1 Mar 1949  
LTC Walter P. Williams, 1949  
Maj Benjamin J. Durham Jr., 1 Jun 1949-unkn  
Maj Calvin L. Williams Jr., 14 Jul 1952  
LTC John W. Blalock, 9 Feb 1953  
LTC Robert H. Murray, 10 Mar 1953  
LTC James E. Bauley, 24 Sep 1953  
Maj William E. Barnett, 1 Mar 1954  
LTC James E. Bauley, 11 May 1954  
LTC Evan R. Bruner, 30 Apr 1956  
LTC James H. Hunter, 6 Dec 1957  
Maj Donald E. McCulloch, 1 Jun 1959  
LTC Francis E. Merritt, 10 Sep 1959  
LTC Kelton M. Farris, 1 Mar 1961

LTC Harry S. Dennis, Jr., by 30 Jun 1962  
LTC Joseph Manship, 25 Mar 1963  
LTC Frank C. Gass, Jr., by 31 Dec 1964  
LTC George N. Blair, Jr., 24 Jan 1966  
LTC Omer C. Nelson, 13 Jun 1966  
LTC Hulon L. Connally, 20 May 1968  
LTC Garland H. Spicer Jr., 10 Mar 1969  
LTC Thomas G. Cline, 11 Aug 1969  
LTC Ray H. Coley, 1 Apr 1971  
LTC Obie A. Smith, 1 Jul 1971  
LTC Frank A. Podlesnik, 3 Jan 1972  
LTC Richard W. Masson, 10 Sep 1973  
LTC Robert D. Garrison, 13 Jun 1975  
LTC Rolland E. Clarkson Jr., 15 Mar 1977  
LTC Ronnie C. Peoples, 20 Jul 1979  
LTC John L. Parker, 20 Feb 1981  
Col George A. Pasquet, 3 May 1982  
LTC Gerald R. Denny II, 19 Aug 1983  
LTC Terrence J. Brady, 3 Jan 1985  
LTC James A. Kingsley, 29 Jun 1986  
LTC Stephen D. Acuff, 9 Mar 1987  
LTC Charles R. Blake, 20 Jan 1989  
LTC Melvin C. Reeves, 1 Nov 1990  
LTC Jeffrey B. Harrison, 17 Jul 1992  
LTC Jeffrey B. Northgraves, 1 Jun-16 Jul 1993  
LTC Mark L. Risi, 1 Oct 1993  
LTC Edward A. Gallagher, 5 Jul 1994  
LTC Dale L. DeKinder, 10 Jun 1996  
LTC Murrell F. Stinnette, 30 Sep 1997  
LTC Mark J. Barnabo, 24 May 1999  
LTC Terry L. Johnson, c. Dec 2002  
LTC David B. Chandler, c. Jan 2003  
LTC Michael A. Minihan, 1 Jun 2004  
LTC Michael P. Zick, 12 Jun 2006

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

World War II

Air Offensive, Japan

Papua, New Guinea

Northern Solomons  
Bismarck Archipelago  
Western Pacific  
Leyte  
Luzon  
Southern Philippines

Southwest Asia  
Defense of Saudi Arabia  
Liberation and Defense of Kuwait

**Armed Forces Expeditionary Streamers**  
Panama, 1989-1990

**Decorations**

Distinguished Unit Citations  
Papua, [Jan 1943]  
New Guinea, 30 Jan-1 Feb 1943  
Philippine Islands, 16-17 Feb 1945

**Air Force Outstanding Unit Awards**

29 Oct-16 Dec 1956  
8 Jul-10 Aug 1960  
1 Sep 1962-15 Apr 1963  
1 Apr 1964-30 Jun 1965  
1 May 1972-30 Apr 1973  
1 May 1973-30 Apr 1975  
1 May 1975-30 Apr 1977  
1 Jun 1979-31 May 1981  
1 Jun 1982- 31 May 1984  
1 Mar 1987-31 Mar 1988  
6 Oct 1989-13 Jan 1990  
1 Jun 1996-31 May 1998  
15 Jul 1996-15 Jul 1997  
1 Jun 1998-30 Jun 1999  
1 Jul 1999-30 Jun 2000  
1 Jul 2000-30 Jun 2001  
1 Jul 2001-30 Jun 2002  
1 Jul 2002-30 Jun 2003  
1 Jul 2003-30 Jun 2004  
1 Jul 2004-30 Jun 2005  
1 Jul 2005-30 Jun 2006  
1 Jul 2006-30 Jun 2007

1 Jul 2007-30 Jun 2008

Meritorious Unit Award

1 Jul 2011-30 Jun 2012

Philippine Presidential Unit Citation (WWII)

Republic of Vietnam Gallantry Cross with Palm

10 May-8 Aug 1972

**EMBLEM**





40<sup>th</sup> Airlift Squadron emblem: On a disc Azure, a caricature of a uniformed World War II fighter pilot Proper, sighting a rifle Sable, and riding a stylized eagle Or, surmounting a cloud formation Argent detailed of the field, bend sinisterwise, all within a narrow border Yellow. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "SCREAMING EAGLES" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "40TH AIRLIFT SQUADRON" in Yellow letters. Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The caricature in flight uniform, sighting a gun and riding on the back of a stylized diagonally diving bird in front of a cloud formation, represents the original parent unit, the 40th Troop Carrier Squadron. On a Blue disc, a caricatured figure in flight uniform, sighting a gun and riding on the back of a stylized diving bird Gold, all in front of a White cloud formation extending across the disc bend sinisterwise. (Approved, 27 Oct 1942)

**MOTTO**

**NICKNAME**

## **OPERATIONS**

Paratroop drops on Nadzab (New Guinea), Noemfoor, Tagaytay (Luzon), Corregidor, and Aparri (Luzon), as well as aerial transportation in South, Southwest, and the Western Pacific in World War II. Berlin Airlift, 1948.

The 40th Troop Carrier Squadron, under the command of Lt. Col. E. R. Brunner, was first assigned to the 317th Troop Carrier Group (M), at Neubiberg Air Base, home of the 317th Troop Carrier Wing (M), in May 1953. With their motto "Pillar of the 322nd Air Division" "Right Arm of the 317th Troop Carrier Wing" "Envy of the 39th and 41st Troop Carrier Squadrons" the 40th boast of having the finest officers and airmen in the Air Force. Flying Safety figures high in the minds of all members of the squadron, and this is borne out by the fact that in over four years of intensive flying, there have been no accidents. Piling up an impressive total of well over 27, 000 flying hours, the squadron takes on all types of missions and completes many of these on a "You call, we haul, you all" basis.

Trained airlift crew members for duty in Southeast Asia in the late 1960s.

C-130 55-0020 - Crashed, low level/bad weather, 7nm N of Alencon, France, 8 MAR 62, 15 fatalities.

Airlift support for operations in Panama, 18 Dec 1989-17 Jan 1990; and Southwest Asia, 10 Aug 1990-Mar 1991.

For more than fifty years, there has been a C-130 flying over Abilene. With this delivery, we continue a great legacy fostered by many generations of maintainers and operators," said US Air Force Chief of Staff Gen. Norton Schwartz at the 16 April 2010 arrival ceremony for the 317th Airlift Group's first C-130J at Dyess AFB, Texas. Schwartz, who flew the new C-130J to the ceremony, is the first chief of staff to have spent much of his flying career in the Hercules. After he taxied in, the Airmen of the 317th—as well as the numerous civic and government leaders in the crowd of more than 600 people—broke into spontaneous applause. The arrival of the first Super Hercules at the base in Abilene had been an eagerly anticipated event. The 317th AG, a tenant unit to the 7th Bomb Wing at Dyess, currently operates thirty-three C-130Hs. Most of those aircraft and significant amount of the group's aircrew and maintainers are usually deployed at any given time for operations in Kuwait and Afghanistan.

The first C-130J, nicknamed Pride of Abilene, is the first of twenty-eight longer fuselage Super Hercules that will be delivered to the group's two flying squadrons through early 2013. When all the aircraft are delivered, the 317th AG will be the largest C-130J operator in the world. The 40th Airlift Squadron, known as the Screaming Eagles, will convert to the C-130J first, followed by its sister unit, the 39th AS. "One of our group commander's directives was that we have no loss of capability while we transition to the C-130J," said LTC Keith Green, commander of the 40th AS.

"We are not standing down, so that helps us keep our focus. We have to maintain our ops tempo with C-130H deployments and ramp up with the J-model at the same time. We will have



to manage our aircraft and our Airmen well," Complicating the transition is the aircraft delivery schedule. The 40th AS received, one C-130J in April and isn't scheduled to receive its second Super Hercules until late September or early October. It is very hard, to get and keep crews qualified with only one aircraft," notes Green. "So we found a partner to help us."

Twice a month, the 41st AS, the Air Mobility Command C-130J squadron at Little Rock AFB, Arkansas, sends a crew and aircraft to Dyess for a couple of days. "The Little Rock crew gets a chance to fly out of their local area. We interfly with them to gain additional experience and to give our C-130J copilots flight time," says Maj. Jeff Brown, one of the initial group of C-130J instructor pilots assigned to the Screaming Eagles. Additionally, instructor and evaluator pilots from the 40th AS regularly fly with the Little Rock squadron and often deploy with that unit. "Our partnership with the 41st will give us a solid cadre of C-130J instructors as we ramp up," notes Green. The Dyess squadron is scheduled to have five aircraft on its ramp by the end of 2010 and is expected to achieve initial operational capability with the C-130J by mid 2011.

The two C-130 flying squadrons at Dyess are across the hall from each other in a facility built in 2006 that is shared with the group's lone aircraft maintenance unit. The process of converting to the Super Hercules was under way in the maintenance shops well before the first aircraft arrived.

"We have received almost all of our initial spares, bench stock, and test equipment, and we are just starting to build up our skills," observed SMSgt. Rodney Jones, the 317th Aircraft Maintenance Squadron support flight superintendent. "We will have separate sections for the H-model and the J-model at first. We will have some maintainers dual qualified for both the C-130H and the C-130J, but we are trying not to dual-qualify our people in avionics and propulsion. Those areas are different enough between the aircraft that a level of specialization is required."

To support the C-130J, renovations on the group's existing isochronal maintenance dock are now under way. The hangar, built in 1952, will look considerably different by mid 2011. The facility will have everything from a new fire suppression system in the ceiling, to new offices and a controlled tool crib on the floor, to new tow lines painted on the ramp. "We can't put two C-130Js in the hangar tail to tail," says SMSgt. Shawn Bustillos, the 317th AMS flight chief. "We can fit two J-models inside if we offset the aircraft by ten feet and put the tails next to one another. To do that easily, we'll need new yellow lines."

Ground was broken for a new 70,000-square-foot double-bay fuel cell maintenance hangar in late 2009. This facility, which can accommodate either two C-130Js or one C-130J and one of the 7th BW's B-1B bombers, is expected to open by late 2011. "Our C-130J simulator is late to need," notes Green. "We'll have the J-model operational for two years before we get our own simulator. In the meantime, we have contracted for simulator time at both Little Rock and at Keesler [AFB, Mississippi]. We'll manage." "The first C-130 arrived at Dyess on 8 February 1961," said Col. Dan Dagher, the 317th AG commander, at the delivery ceremony. "But today marks a new day. The arrival of this C-130J strengthens the 317th, Air Mobility Command, and the US Air Force. We're going to put this aircraft to the test."



40 TCS C-119 in foreground, 41 TCS in background. (USAF)

---

Air Force Order of Battle

Created: 23 Sep 2010

Updated: 22 May 2016

#### 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.

Unit yearbook. *317<sup>th</sup> Troop Carrier Wing*. @1955.