

5 EXPEDITIONARY AIR MOBILITY SQUADRON



MISSION

Enable inter- and intra-theater operations, delivering joint combat capability and sustainment on demand.

LINEAGE

5 Air Cargo Resupply Squadron constituted, 31 Jul 1944

Activated, 29 Aug 1944

Inactivated, 25 Mar 1946

Redesignated 5 Military Airlift Support Squadron (Mobile Enroute) and activated, 3 May 1966

Organized in the Reserve, 1 Jul 1966

Inactivated, 1 Jul 1973

Redesignated 5 Expeditionary Air Mobility Squadron and converted to provisional status, 12 Jun 2002

Activated, 22 Jan 2003

STATIONS

Nadzab, New Guinea, 29 Aug 1944

Biak Island, Netherlands East Indies, 16 Dec 1944

San Marcelino, Luzon, 9 Feb 1945

Porac, Luzon, 4 Jun 1945

Okinawa, Ryukyu Islands, 28 Aug 1945

Tachikawa AAB, Japan, 7 Nov 1945-25 Mar 1946

McGuire AFB, NJ, 1 Jul 1966-1 Jul 1973

Kuwait IAP, Kuwait, 22 Jan 2003

ASSIGNMENTS

21 Service (later, 21 Air Service) Group, 29 Aug 1944-25 May 1946

First Air Force Reserve Region, 1 Jul 1966

Eastern Air Force Reserve Region, 31 Dec 1969-1 Jul 1973

Air Mobility Command (attached to 721 Air Mobility Operations Group), 22 Jan 2003

9 Air and Space Expeditionary Task Force (attached to Eighteenth Air Force), 1 Dec 2003

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

World War II: New Guinea; Luzon

Armed Forces Expeditionary Streamers

Decorations

Meritorious Unit Awards

1 Jun 2011-31 May 2012

1 Oct 2012-30 Sep 2013

1 Oct 2013-30 Sep 2014

1 Oct 2014-30 Sep 2015

1 Oct 2015-30 Sep 2016

1 Oct 2016-30 Sep 2017

Air Force Outstanding Unit Awards

1 Oct 2004-30 Sep 2005

1 Oct 2007-30 Sep 2008

1 Oct 2008-30 Sep 2009

Philippine Republic Presidential Unit Citation

17 Oct 1944-4 Jul 1945

EMBLEM



Approved on 14 Feb 1968; newest rendition approved 4 Sep 2007.

MOTTO

Jokers Wild!

OPERATIONS

Winning the fight against an adversary requires much more than just dropping bombs on targets and taking out key leaders. It requires coordinating the precise movement of necessary supplies to arrive at the right location at the right time; which is why logistics plays such an important role in the war-fighting effort. Luckily, within the Air Force alone, Air Mobility Command has many aircraft at its disposal to perform logistical missions, but one aircraft in particular proves to be valuable not only for its capacity but also for the speed at which it gets supplies downrange: the C-17 Globemaster III. C-17s are used frequently in the U.S. Air Force Central Command area of responsibility to get everything from clothing to bombs to a variety of locations around the region.

As a 386th Air Expeditionary Wing tenant unit, the 5th Expeditionary Air Mobility Squadron flies its Globemasters an average of 2,500 sorties a year from the wing's flightline. These sorties are responsible for moving 180,000 personnel and 80,000 tons of cargo, said Capt. John Goodwin, 5th EAMS Aircraft Maintenance Unit officer in charge. The 5th EAMS is a geographically separated unit that falls under the 521st Air Mobility Operations Wing at Ramstein Air Base, Germany. They perform their mission not only from the flightline here, but also from a second location. The squadron consists of more than 60 maintenance personnel who are responsible for ensuring their C-17s remain safe and operational to continue flying these important sorties throughout the AOR. They also fly the same amount of sorties as other expeditionary air mobility squadrons, but with nearly half the typical crew size, Goodwin said.

Since it is such a small crew, the few crew chiefs in the squadron rely on the help of specialists such as electricians and communication-navigation experts to help out with inspections, explained Staff Sgt. Derek Barrett, a 5th EAMS aircraft electrical and environment systems technician. "If a jet comes down with a specific career field problem like electrical work, we'll go out there and manage

those problems,” Barrett said. And there are a lot of these inspections. The process of degrading adversaries in Iraq and Afghanistan requires a steady movement of goods to various locations, which means these C-17s and others perform several sorties on a regular basis.

“We could have upwards of eight to 10 sorties or airlift operations for that day that can be coming in or leaving,” Goodwin said. “We could also be doing transient (aircraft), which don’t belong to us but they may be coming into this location for supplies. If anything goes wrong, we provide maintenance for those units that may need it.” Many of these sorties require landing in austere environments which can cause wear and tear on the aircraft, especially the tires, which usually return with gashes, gouges and other forms of damage, Goodwin said. Maintaining aircraft that are used at such a high operational tempo can itself be challenging, but coordinating between two different locations can bring another facet of difficulty to managing the spread-out squadron.

“The biggest challenge for me is to make sure that we’re in touch with both locations,” Goodwin said. “We do service C-5 (Galaxies) at one base and C-17s at another, so the diversity in what aircraft we’re servicing can also play a part.” To combat this challenge, Goodwin said the squadron focuses on maintaining good communication to ensure everyone is on the same page and performing their maintenance safely, which is important as it means the aircraft can fly its mission effectively to get the necessary supplies downrange. This also serves as a point of pride for the 5th EAMS maintainers whose job it is to ensure the aircraft keeps flying these important missions. “As we see the cargo go out and the passengers, I know that the work that we do will make a direct impact to missions in Iraq and all over the world,” Barrett said. 2017

Two Airmen from the 5th Expeditionary Air Mobility Squadron, grease points on the nose landing gear of a C-17 Globemaster III during a post-flight inspection at an undisclosed location in Southwest Asia Jan. 13, 2017. The squadron flies an average of 2,500 sorties a year, moving 180,000 personnel and 80,000 tons of cargo.

SOUTHWEST ASIA (AFNS) -- With more than 1,000 successful missions in the last six months, the 5th Expeditionary Air Mobility Squadron, known as “the Jokers,” supports Operation Inherent Resolve’s busiest port in the area of responsibility at an undisclosed location in Southwest Asia. As a tenant unit under the 386th Air Expeditionary Wing, the 5th EAMS is responsible for the aerial port at that location. “The Jokers” maintain staged C-17 Globemaster III aircraft in addition to providing support for transient aircraft flying in and out of Iraq, Afghanistan and Southwest Asia.

Beyond their mission at the 386th AEW, they perform maintenance operations on air frames at forward deployed locations. “Without maintainers, these aircraft would eventually just sit on the runway,” said Senior Airman Eric Pashnick, 5th EAMS crew chief, deployed from Joint Base McGuire-Dix-Lakehurst, New Jersey. “It is humbling to know that with our support, we are able to accomplish the mission. However, at the same time, it keeps you focused and ensures you pay attention to even the littlest detail – because one mistake can be catastrophic.” The attention to detail Pashnick mentioned is critical, as aircraft here are often subject to foreign object damage. According to Pashnick, it is common for aircraft to arrive there with rocks, sand, animals, shrapnel or combat damage. “The Jokers” then have to repair or replace parts affected by the FOD, in addition to performing routine maintenance procedures.

“We are there working the moment the aircraft comes to a full-stop,” said Senior Airman Clayton Cahoon, 5th EAMS crew chief, deployed from Travis Air Force Base, California. “Time is of the

essence, and the longer an aircraft is parked on our runway, the less it is in the air completing its mission. It's our job to ensure it doesn't sit on the runway for long." Cahoon said when an aircraft arrives, they do a full inspection on it – from the engines all the way down to the fluids. More recently, Cahoon and his fellow Airmen repaired engines on one C-17 by removing and replacing a series of rotor blades.

Although his deployment is ending soon, Cahoon said his time there has been rewarding, and will remember it fondly. He attributes his positive attitude to his fellow Airmen, the interaction and involvement from their leadership and the work they completed. "What makes the Airmen of the 5th EAMS the best is their passion for the mission, team work and pride in what they accomplish," said Lt. Col. Clinton Varty, 5th EAMS commander. Varty said he could rave about the Airmen and list their accomplishments, but said the achievements are just a result of the hard work "the Jokers" do every day. "Beyond the Airmen of the 5th EAMS, the reason we are successful is due to amazing support we receive from the 386th AEW and the 387th Air Expeditionary Group," Varty said. "This is a great place to make the mission happen – and we all have a part in that."2018

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.