8 AIRLIFT SQUADRON

MISSION

Aircrews of the 8 AS operate the C-17 Globemaster III aircraft directly supporting numerous U.S. Government agencies and international forces in global operations ranging from troop airlift/airdrop, to life-saving medivac and humanitarian/disaster relief.

LINEAGE

8 Transport Squadron constituted, 1 Oct 1933
Activated, 1 Feb 1940
Redesignated 8 Troop Carrier Squadron, 4 Jul 1942
Inactivated, 11 Nov 1945
Activated, 7 Sep 1946
Redesignated 8 Troop Carrier Squadron, Medium, 23 Jun 1948
Redesignated 8 Troop Carrier Squadron, Heavy, 12 Oct 1949
Redesignated 8 Air Transport Squadron, Heavy, 1 Jan 1965
Redesignated 8 Military Airlift Squadron, 8 Jan 1966
Redesignated 8 Airlift Squadron, 1 Dec 1991

STATIONS

Brooks Field, TX, 1 Feb 1940
Duncan Field, TX, 5 Nov 1940
Hill Field, UT, 29 Jun 1941
Kellogg Field, MI, 26 May 1942
Florence, SC, 30 Jun–14 Aug 1942

Keevil, England, 25 Sep 1942
Tafaraoui, Algeria, 16 Nov 1942
Nouvion, Algeria, 22 Dec 1942
Matemore, Algeria, 17 May 1943
El Djem, Tunisia, 1 Jul 1943
Goubrine, Tunisia, 28 Jul 1943
Gela, Sicily, 7 Sep 1943
Ponte Olivo, Sicily, 30 Sep 1943
Gaudo Airfield, Italy, 8 May 1944
Galera Airfield, Italy, 30 Jun 1944
Malignano Airfield, Italy, 5 Oct 1944
Tarquinia, Italy, 9 Jan 1945
Rosignano, Italy, 26 May 1945
Naples, Italy, Oct–11 Nov 1945
Bergstrom Field, TX, 7 Sep 1946
McChord Field (later, AFB), WA, 14 Jul 1947
Kelly AFB, TX, 9 May 1950
McChord AFB, WA, 27 Jul 1950
Larson AFB, WA, 9 May 1952
McChord AFB, WA, 13 Jun 1960

DEPLOYED STATIONS
Elmendorf Field, AK, 2 Sep–1 Dec 1948

ASSIGNMENTS
10 Transport Group, 1 Feb 1940
62 Transport (later, 62 Troop Carrier) Group, 11 Dec 1940–11 Nov 1945
62 Troop Carrier Group, 7 Sep 1946
62 Troop Carrier (later, 62 Military Airlift) Wing, 15 Jan 1960
62 Operations Group, 1 Dec 1991

ATTACHMENTS
Alaskan Air Command, 2 Sep–1 Dec 1948
62 Troop Carrier Wing, 8–14 Jan 1960

WEAPON SYSTEMS
C–39, 1940–1942
C–47, 1942
C–46, 1946–1947
C–82, 1947–1949
C-49
C–54, 1949–1951
C–124, 1951
C–141, 1966

COMMANDERS
Maj Edward Sullivan, 1 Feb 1940
Capt Ernest S. Holmes Jr., 5 Nov 1940
Capt Charles A. Cowing, 10 Jun 1942
Maj Alexander P. Couch, 1 Jul 1942
Maj C. A. Gibson, 16 Mar 1943
Lt Col Raymond A. Nowotny, 5 Apr 1943
Maj Wateman J. Webb, 16 Jan 1944
Maj Calvin E. Logan, 9 Jul 1944 (Temporary), 2 Oct 1944 (Permanent)
Maj Joseph H. Griffith Jr., 3 Jun 1945
Capt Allen W. Carver, 5 Jun 1945
None, Not Manned, 1 Sep-11 Nov 1945
Lt Col Wright J. Sherrard, 30 Sep 1946
Maj Lionel F. Johnson, 12 May 1947
Lt Col Curtis L. Frisbie, 3 Jun 1947
Lt Col William R. Cooper, By 14 Aug 1947
Lt Col George M. Johnson Jr., By Mar 1948
Capt William E. Barnett, Dec 1949
Maj Theodore R. Wright, Feb 1950
Maj Courtney L. Faught, Apr 1950
Lt Col Lionel F. Johnson, Dec 1951
Maj Michael F. Robinson, 4 Aug 1953
Maj George M. Rubald, 13 Jul 1954
Lt Col John P. Remaklus Jr., By Dec 1955
Lt Col Kent J. Richens, Jun 1958
Maj Jacob S. Dreyer, Dec 1958
Maj Jesse W. Perry, Jun 1960
Lt Col Edward J. Maloney, Dec 1960
Lt Col Jesse W. Perry, 12 Mar 1961
Lt Col Blaine J. Felt, Dec 1961
Lt Col Robert Cooke Jr., Jun 1965
Lt Col James D. Robinson, Dec 1966
Lt Col John J. Ryan, 21 Mar 1968
Lt Col Robert E. Englebretson, 1 May 1970
Lt Col Lawrence D. Johnson, 1 Mar 1971
Lt Col Duane H, Cassidy, 21 Sep 1972
Lt Col Rodney P. Williams, 25 Jun 1974
Lt Col Henry J. Diangelo, 14 Jun 1976
Lt Col Vernon J. Kondra, 17 Apr 1978
Lt Col Edward R. Maney, 3 May 1979
Lt Col Bryan D. Strickland, 6 Jun 1980
Lt Col Augustus C. Moran, 16 Jan 1981

Lt Col David B. Marcrander, By Mar 1983
Lt Col Donald G. Murdoch, 28 Jun 1984
Lt Col William L. Calhoun, 9 Jun 1986
Lt Col Joseph P. Conant, 23 Jun 1988
Lt Col Julian D. Allen, 27 Apr 1990
Lt Col Edward N. Pugh, 8 Jun 1992
Lt Col Norman A. Weinberg, 21 May 1993
Lt Col David M. Snyder, 8 Jun 1994
Lt Col Michael C. Strouse, 15 Jun 1995
Lt Col John I. Pray Jr., 10 Jun 1997
Lt Col Timothy G. Grosz, 6 Jul 1998
Lt Col Angelique L. Paulise, 10 Apr 2000
Lt Col Jon T. Thomas, 16 Jul 2003
Lt Col Gregory J. Schwartz, 22 Apr 2005
Lt Col Nicholas Disney

HONORS
Service Streamers

Campaign Streamers
World War II
Tunisia
Sicily
Naples Foggia
Rome-Arno
Southern France
North Apennines
Po Valley
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers
Panama, 1989–1990

Decorations
Air Force Outstanding Unit Awards
19 Apr–5 May 1954
1 Jan 1961–1 Nov 1962
1 Jul 1965–15 Jul 1966
1 Jul 1969–30 Jun 1970
1 Jul 1973–30 Jun 1974
1 Jul 1981–30 Jun 1983
1 Jul 1983–30 Jun 1985
14 Jun–3 Jul 1991
1 Jul 1994-30 Jun 1996

1 Jul 1996-30 Jun 1997
1 Jul 1997-30 Jun 1999
1 Jul 2000-30 Jun 2001
11 Sep 2005-10 Sep 2006

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966–28 Jan 1973

EMBLEM

8 Troop Carrier Squadron emblems

8 Military Airlift Squadron patches

8 Airlift Squadron emblem: On a disc Azure, a caricatured winged work horse Or, outlined Sable, beard and mane Brown, and wearing a revolver in holster fastened to a cartridge belt, and having a machine gun of the same, packing a box Vert highlighted of the third strapped to his back, branded on its hip with a cross Gules, galloping at full speed, all over, a silhouette figure of the third descending by parachute in sinister base toward a large cloud formation Argent, detailed of the third in base, all within a narrow Black border. Attached below the disc, a White scroll edged with a narrow Black border and inscribed "8 AIRLIFT SQ" in Black 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 flying work horse charged with a cross, armed with weapons and supplies, depicts the unit's multi-talents in airborne transportation, armament carriers and air evacuation of wounded. The silhouetted airborne trooper symbolizes the unit's dedication to airborne transportation. (Approved, 12 Jun 1943 and modified, 1994)

MOTTO

OPERATIONS
The first detachment of the 8 Transport Squadron arrived at Hill on 5 April 1941. By 29 June 1941 the last arrived from San Antonio Air Depot making the complement four officers and 32 enlisted men. Equipped with one C-33 the squadron moved men and material between Air Corps stations in the western states and maintained the planes it used. As the first military carrying organization on the field, the 8 handled administrative, rations and quarters matters for military personnel formerly attached to the Ogden. The Squadron's total strength on this date was four officers and 32 enlisted men. After it departed for Kellogg Field, Michigan on 23 May 1942, the 880th Guard Squadron and the 31st Air Depot Group assumed support functions., 29 Jun 1941

The squadron's mission included airborne assaults on Sicily and Southern France, support of partisans in Northern Italy and the Balkans, and transportation of personnel and supplies in the MTO, during World War II.

Airlift from US to Japan during the Korean War.

Even more significant was the new record airdrop set in November by the 8 Troop Carrier Squadron when it "dropped 360,000 pounds of equipment in less than ten seconds at Fort Bragg, North Carolina." 1952

Airdropped equipment and personnel during the invasion of Panama on 20 Dec 1989

On 8 Jan 2002, at 1935L, C-17A, S/N 00-174, impacted the ground approximately 2,000 feet short of runway 05, Kandahar, Afghanistan. There were no injuries to personnel, but the aircraft sustained significant damage. The C-17A was assigned to the 8 Airlift Squadron, 62nd Airlift Wing, McChord Air Force Base, Washington and was delivering cargo from Incirlik Air Base (AB) Turkey to Kandahar in support of Operation ENDURING FREEDOM. The mishap aircraft departed Incirlik AB on a high priority channel mission. The mishap aircrew was qualified and current in C-17A operations, and had received intelligence and tactics briefings prior to departing Incirlik AB. There were no significant intelligence inputs received at this briefing, however the tactics officer failed to correctly identify Kandahar's active runway and anticipated landing zone. This failure led to cockpit confusion when the mishap aircraft arrived overhead the Kandahar airport. Additionally, the mishap pilot elected to perform a night assault landing in order to minimize aircraft ground/taxi speed near some recently repaired craters. Although current in C-17A operations, the mishap pilot had not performed a night assault landing at this gross weight in several months and had minimal short field/tactical experience. Despite the initial confusion over the active runway touchdown zone, the mishap aircraft commander maneuvered the aircraft to a descent point of 1,000 feet above ground level (AGL), approximately 2.2 nautical miles (NM) from the runway threshold. The pilot began his descent approximately 34 knots faster than computed approach speed and pulled power to idle to

establish a downward vector towards the runway and reduce airspeed. At approximately 1 NM from the runway threshold, the pilot's airspeed was approximately 5 knots too fast, but he had corrected to proper glide slope while his descent rate exceeded 1,500 feet per minute. The pilot ultimately reduced the mishap aircraft's airspeed to 8 knots below computed approach speed while still maintaining a high sink rate in excess of 1,300 feet per minute. Despite automated tools in the C-17A, the pilot allowed the flight path vector to fall below the visual intersection of the computed Approach Path Indicator (API) and the desired landing point by raising the nose approximately 2 degrees at 100 feet AGL with excessively low power settings. Lateral alignment throughout final approach (at least 5 NM) was never greater than 10 degrees off of runway heading, although the pilot made several roll inputs, including a significant input to the left (roll of 7 degrees) followed by right stick deflection (4 degrees) at approximately 100 feet AGL. Prior to impacting the ground, the copilot directed a go-around and the impact occurred during this procedure, approximately 2,000 feet short of runway 05's threshold. The aircraft impacted the ground in excess of 1,300 feet per minute and the mission computer registered a "hard landing" message.

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.
USAF Accident Investigation Board Reports.
Unit yearbook. *Larson AFB, WA, 62 Troop Carrier Wing, 1953*. Army and Navy Publishing Company. Baton Rouge, LA. 1953.
Unit yearbook. *McChord AFB, WA, 62 Troop Carrier Wing, 1962*. Army and Navy Publishing Co., Inc. Baton Rouge, LA. 1962.