

## 58 AIRLIFT SQUADRON



### MISSION

The nation's only formal C-17 Combat Crew Training School, providing pilot and loadmaster initial qualification and advanced upgrades for all United States active duty, reserve, and guard units. More than 80 hand-selected instructors train 1,400 students per year in 12 formal courses accumulating over 11,000 hours of flying time annually. This training includes low levels, assault landings, air refueling, night vision goggle use, airdrop and formation flying in the C-17 Globemaster III. The squadron supports peacetime and contingency operations. Responsible to the 97 Operations Group, the 58 Airlift Squadron directly affects America's mobility capability by training all C-17 crewmembers for the United States Air Force.

### LINEAGE

58 Troop Carrier Squadron constituted, 12 Nov 1942

Activated, 18 Nov 1942

Inactivated, 25 Mar 1946

Activated in the reserve, 28 Jun 1947

Redesignated 58 Troop Carrier Squadron, Medium, 27 Jun 1949

Inactivated, 3 Oct 1950

Redesignated 58 Military Airlift Squadron, Special and activated, 27 Dec 1965

Organized, 8 Jan 1966

Redesignated 58 Military Airlift Squadron, 8 Jan 1967

Inactivated, 15 Aug 1971

Activated, 1 Sep 1977

Redesignated 58 Airlift Squadron, 1 Jun 1992

Inactivated, 1 Oct 1993

Activated, 30 Jan 1996

### **STATIONS**

Bowman Field, KY, 18 Nov 1942

Sedalia AAFld, MO, 24 Jan 1943

Laurinburg-Maxton AAB, NC, 6 May 1943

Baer Field, IN, 1-17 Jun 1943

Port Moresby, New Guinea, c. 10 Jul 1943

Dobodura, New Guinea, 19 Aug 1943

Port Moresby, New Guinea, 21 Dec 1943

Nadzab, New Guinea, 22 Apr 1944

Biak, 25 Sep 1944

San Jose, Mindoro, 1 Mar 1945

Porac, Luzon, 20 May 1945

Okinawa, 20 Aug 1945

Tachikawa, Japan, c. 20 Sep 1945-25 Mar 1946

Youngstown Muni Aprt, OH, 28 Jun 1947

Greater Pittsburgh Aprt, PA, 27 Jun 1949-3 Oct 1950

Robins AFB, GA, 15 Jan 1966-15 Aug 1971

Ramstein AB, Germany, 1 Sep 1977-1 Oct 1993

Altus AFB, OK, 30 Jan 1996

### **ASSIGNMENTS**

375 Troop Carrier Group, 18 Nov 1942-25 Mar 1946

Eleventh Air Force, 28 Jun 1947

375 Troop Carrier Group, 30 Sep 1947-3 Oct 1950

Military Air Transport Service (later, Military Airlift Command), 27 Dec 1965

63 Military Airlift Wing, 8 Jan 1966

436 Military Airlift Wing, 1 Jul 1966-15 Aug 1971

435 Tactical Airlift Wing, 1 Sep 1977

322 Airlift Division, 23 Jun 1978

608 Military Airlift Group, 1 Aug 1983

86 Operations Group, 1 Jun 1992-1 Oct 1993

97 Operations Group, 30 Jan 1996

### **WEAPON SYSTEMS**

C-47, 1942-1945

B-17, 1944-1945

C-46, 1944-1946

AT-6

AT-11, 1948-unkn

C-46, 1949-1950

C-124, 1966-1967  
C-141, 1967-1971  
VC-140, 1977-1986  
VC-135, 1977-1993  
CT-39, 1978-1983  
C-12, 1978-1993  
C-21, 1984-1993  
C-20, 1987-1993  
T-43, 1988-1993  
C-17, 1996

## **COMMANDERS**

### **HONORS**

#### **Service Streamers**

#### **Campaign Streamers**

World War II  
Air Offensive, Japan  
New Guinea  
Northern Solomons  
Bismarck Archipelago  
Western Pacific  
Leyte  
Luzon  
Southern Philippines  
Ryukyus

#### **Armed Forces Expeditionary Streamers**

#### **Decorations**

#### **Air Force Outstanding Unit Awards**

13 Nov-18 Dec 1967  
1 Jan 1968-1 Dec 1969  
1 Apr 1978-31 Dec 1979  
1 Aug 1983-31 Jul 1985  
1 Apr 1990-31 Mar 1992  
1 Jul-1 Oct 1993  
1 Jul 1996-30 Jun 1998  
1 Jul 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 2004  
1 Jul 2004-30 Jun 2006  
1 Jul 2006-30 Jun 2007  
1 Jul 2007-30 Jun 2008  
1 Jul 2008-30 Jun 2009  
1 Jul 2009-30 Jun 2010  
1 Jul 2010-30 Jun 2011  
1 Jul 2011-30 Jun 2012  
1 Jul 2013-30 Jun 2015  
1 Jul 2016-30 Jun 2017  
1 Jul 2017-30 Jun 2019  
1 Jul 2019-30 Jun 2021

Philippine Presidential Unit Citation (WWII)

Republic of Vietnam Gallantry Cross with Palm  
1 Apr 1966-15 Aug 1971

**EMBLEM**





## **MOTTO**

## **OPERATIONS**

Aerial transportation in Southwest and Western Pacific during World War II; airborne assault on Nadzab, New Guinea, 5 Sep 1943.

Worldwide airlift, 1966-1971 and 1977-1993.

While assigned to the 436th MAW the squadron participated in a wide variety of airlift operations including numerous humanitarian relief missions to Guatemala City in 1969. Then the Air Force activated it at Ramstein AB, Germany, on September 1, 1977, under the 435th Tactical Airlift Wing.

58 airlift squadron inactivated; personnel, funds, supplies and equipment transferred to 76 as. 1993-1994

On January 30, 1996, the 58 Airlift Squadron was activated as part of the 97th Air Mobility Wing at Altus AFB, Oklahoma. Under the Air Education and Training Command, the 58 is responsible for the formal school training of all C-17 Globemaster III aircrew members.

Deployed 58 Airlift Squadron aircrew to participate in Centrazbat 97, a multi-national exercise between U.S. and central asian troops from former Soviet Union, involving longest airdrop in history spanning 7,780 miles with three air refuelings, 8-19 Sep 97.

Since the beginning of OEF/OIF the 58 Airlift Squadron has helped with the Global War on Terrorism. In December 2001, the squadron deployed complete crews to help drop humanitarian supplies in Afghanistan and support other OEF missions during the Christmas time frame. In the early stages of OIF the squadron did the same.

AIRCRAFT ACCIDENT INVESTIGATION C-17, SERIAL NUMBER (S/N) 92-003294 58 AIRLIFT

SQUADRON (AS), ALTUS AIR FORCE BASE (AFB), OKLAHOMA

On 25 June 2003, at approximately 1427 Central Daylight Time (CDT), the mishap aircraft (MA), a C-17, S/N 92-003294, experienced a fire. The aircraft had completed the flight portion of an instructor pilot upgrade syllabus mission and was practicing ground maneuvering. The aircraft was shut down, the crew egressed safely with no injuries, and the fire department responded to the scene. Upon arrival, smoke and flames were billowing from the number one engine nacelle and pylon and after attempts to extinguish the fire with water failed, the firefighters used Aqueous Film Forming Foam (AFFF) which coated the internal and external areas of engine number one until the smoke and flames subsided. The engine was required to be removed from the wing and disassembled for damage inspection. Teardown analysis and the cost of engine refurbishment were valued at \$1,703 million by the aircraft and engine manufacturers. There were no injuries as a result of this mishap. The incident was on government property and no claims for damage to private property have been filed as a result of this mishap. The Accident Investigation Board president found clear and convincing evidence the MA engine core thrust reverser (T/R) deploy hydraulic hose burst upon activation of the T/R during a practice backing maneuver. Investigation revealed that the subsequent leak of hydraulic fluid dripped onto the hot casing of the turbine section of the number one engine, igniting the fluid and causing a fire to burn on top of the core engine turbine section and below the wing pylon. The "internal" nature of the fire did not allow firefighters to effectively fight the fire with water. Firefighters went into the aircraft and employed the internal fire extinguishing system in conjunction with AFFF that coated and cooled the engine and pylon areas of the aircraft. After 97 AMW/MX supervision consulted with the aircraft manufacturer (Boeing), a decision was made to remove the engine and send it to the manufacturer (Pratt & Whitney) for disassembly and inspection due to the potentially corrosive effects of AFFF on internal engine components. Examination of the ruptured hydraulic hose indicated both design deficiencies and installation discrepancies induced stresses beyond the hose manufacturer's tolerances. Bend radius, hose twist, and temperature in the hose compartment contributed to shortening the life of the hose. Also, technical order ambiguity regarding aircraft fire-extinguishing bottle employment during an engine fire substantially contributed to the cost of the mishap.

In September of 2005, the 58 AS provided airlifts to Louisiana in response to Hurricanes Katrina and Rita. The squadron flew more than 25 missions, helping to supply essential equipment and supplies. Additionally, Hurricane Katrina and Rita relief was the first time an AETC base floor-loaded passengers. This was done to increase the number of people who could be evacuated from these locations, efficiently moving hundreds of refugees to safe locations within the U.S.

Again in 2008, the 58 was called on to perform multiple evacuations from the Gulf Coast ahead of Hurricanes Gustav and Ike. Sixty percent of the squadron members participated in the effort, flying 55 missions and moving over 1 million pounds of cargo and equipment while evacuating 315 personnel and 100 patients. Their tireless efforts ensured critical Federal Emergency Management Agency support was in place to help the storm ravaged area.

C-17 Flies Mine-Hunting Dolphins Cross-Country: Airmen with the 58 Airlift Squadron at Altus

AFB, Okla., in mid-June transported four Navy mine-hunting dolphins back home from Norfolk, Va. to Naval Base Point Loma in San Diego aboard one of Altus' C-17s. The four bottlenose dolphins were in Norfolk to assist in underwater mine clearance activities during the US military's annual Frontier Sentinel training exercise. For the trip home, the dolphins were housed in specially designed cradles and special care was taken to ensure that their flight was as comfortable as possible. For example, "We took off from Norfolk and we used the whole runway for a nice, slow rolling takeoff," said Capt. Jud Baker, one of the pilots. The dolphins' handlers, trainers, and veterinary staff were also present. 2010

On Jan. 30, 1996, the 58 Airlift Squadron was activated as part of the 97th Air Mobility Wing at Altus Air Force base, Okla. Under the Air Education and Training Command, the 58 is responsible for the formal flight training of all C-17 Globemaster III pilots and loadmasters, as well as maintaining worldwide readiness in case of contingencies requiring highly experienced aircrews. The 58 has participated in the longest airdrop mission in history, from Pope Air Force Base, N.C., to Kazakhstan, in the former Soviet Union. It provided critical airlift to Europe during the conflict in Kosovo, and it has represented Air Education and Training Command at numerous airshows throughout North America.

Since the beginning of Operation Enduring Freedom/Operation Iraqi Freedom, the 58 Airlift Squadron has helped with the Global War on Terrorism. In December 2001, the squadron deployed complete crews to help drop humanitarian supplies in Afghanistan and support other Operation Enduring Freedom missions during the Christmas time frame. In the early stages of Operation Iraqi Freedom, the squadron did the same. Since early 2003, the 58 has been steadily supplying individual crew members to their Air Mobility Command brethren to help them fill crews deploying to Operation Enduring Freedom/Operation Iraqi Freedom. Additionally, the 58 ensures crewmembers are sent out to help fill crews during the Christmas season to help with their TDY tired brothers and sisters.

In September of 2005, the 58 helped with the struggles in Louisiana resulting from Hurricanes Katrina and Rita. They flew over 25 missions helping to supply essential equipment and supplies. Additionally, Hurricanes Katrina and Rita was the first time an AETC base floor-loaded passengers. This was done to increase the number of people who could be evacuated from these locations.

Again in 2008, the 58 was called on to perform multiple evacuations from the Gulf Coast ahead of Hurricanes Gustav and Ike. Sixty percent of the squadron members participated in the effort, flying 55 missions and moving over 1 million pounds of cargo and equipment while evacuating 315 personnel and 100 patients. Their tireless efforts ensured critical Federal Emergency Management Agency support was in place to help the storm ravaged area.

The 58 is the squadron of choice for tough joint training missions. Called on by the Army's Golden Knights Demonstration Team in March of 2009, members of the 58 provided unsurpassed airlift support to the team as they attempted to break the US record for the longest distance personnel high altitude low opening airdrop. The record was easily broken due in large part to the outstanding skills and performance of the aircrew. Additionally, new winged-suit technology was verified during the mission, allowing for immediate deployment and use in the AOR.

Several additional joint airdrop missions have been completed both within the CONUS and internationally in Canada and Puerto Rico. The squadron has been involved in multiple national exercises including Mobility Air Force Exercise, supporting the large scale graduation exercise for the Weapons Instructor Course, and Operation HYDRA, a national joint deployment exercise testing the 15th and 21st Contingency Response Wings' ability to perform their mission. The squadron's efforts during this exercise were broadcast on multiple national news programs. Additionally, we have engaged in joint training exercises with our neighbors at Ft Sill Army Air Field in Lawton, Okla., allowing us to sharpen our skills loading the Army's newest equipment while at the same time helping the Army units prepare for deployments.

In 2008, the squadron and its members won multiple NAF and MAJCOM level awards. Some of these included the AETC "Red" Erwin leadership Award, the AETC Dutch Huyser Award, National Public Service Award, Instructor Pilot of the Year Award, The P.K. Carleton Award for valor, AETC Mobility Air Forces Tactician Pilot & Enlisted Crew of the Year, 19 AF Instructor Loadmaster of the Year award, and the AETC Lt General William H. Tunner Award. All of these awards culminated in the squadron being recognized by AETC as the 2008 Air Education and Training Command's Top Mobility and Special Operations Squadron and the Air Force Association's Leadership Award winner for the state of Oklahoma.

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#### USAF UNIT HISTORIES

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#### Sources

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Air Force News. Air Force Public Affairs Agency.

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