

64 AIR REFUELING SQUADRON



MISSION

LINEAGE

64 Troop Carrier Squadron constituted, 7 Dec 1942
Activated, 12 Dec 1942
Inactivated, 15 May 1946
Activated in the Reserve, 5 Apr 1947
Redesignated 64 Troop Carrier Squadron, Medium, 27 Jun 1949
Ordered to active service, 1 Apr 1951
Inactivated, 1 Jan 1953
Activated in the Reserve, 1 Jan 1953
Ordered to active service, 28 Oct 1962
Relieved from active duty, 28 Nov 1962
Redesignated 64 Tactical Airlift Squadron, 1 Jul 1967
Redesignated 64 Airlift Squadron, 1 Feb 1992
Inactivated, 31 Mar 1997
Redesignated 64 Air Refueling Squadron on 22 Nov 2002
Activated in the Reserve on 1 Apr 2003

STATIONS

Bowman Field, KY, 12 Dec 1942
Alliance, NE, 18 Dec 1942
Pope Field, NC, 3 May 1943
Baer Field, IN, 20 Jun-17 Jul 1943
Tontouta, New Caledonia, 1 Aug 1943

Espiritu Santo, 7 Aug 1943
Henderson Field, Guadalcanal, 1 Nov 1943
Biak, 16 Sep 1944 (operated from Wakde, 2-21 Oct 1944, and Noemfoor, 29 Oct 1944-1 Jan 1945)
Dulag, Leyte, 16 Jul 1945
Clark Field, Luzon, Jan-15 May 1946
Olmsted Field, PA, 5 Apr 1947
Portland Muni Aprt, OR, 27 Jun 1949-29 Mar 1952
Ashiya AB, Japan, 14 Apr 1952-1 Jan 1953
Portland IAP, OR, 1 Jan 1953
Niagara Falls Muni Aprt, NY, 16 Nov 1957
O'Hare (later, Chicago O'Hare) IAP (later, O'Hare Reserve Facility, IL
O'Hare Air Reserve Forces Facility, IL
O'Hare IAP Air Reserve Station), IL, 25 Mar 1958-31 Mar 1997
Portland IAP, OR, 1 Apr 2003

ASSIGNMENTS

403rd Troop Carrier Group, 12 Dec 1942-15 May 1946
419th Troop Carrier Group, 3 Aug 1947
403rd Troop Carrier Group, 27 Jun 1949-1 Jan 1953
403rd Troop Carrier Group, 1 Jan 1953
403rd Troop Carrier Wing, 14 Apr 1959
928th Troop Carrier (later, 928th Tactical Airlift; 928th Airlift) Group, 11 Feb 1963
928th Operations Group, 1 Aug 1992-31 Mar 1997
939th Operations Group, 1 Apr 2003

WEAPON SYSTEMS

C-47, 1943-1945
C-46, 1945
Unkn, 1947-1950
C-46, 1951-1952
C-119, 1952
Unkn, 1953-1956
C-119, 1957-1970
C-130, 1970-1997

COMMANDERS

Unkn, 12 Dec 1942-Sep 1943
Maj Jack Roussell, By Oct 1943
Maj Albert N. McCreight, Nov 1944
Capt Harold F. Mokler, Mar 1945
Maj Orren H. Lane, Aug 1945
None (Not Manned), 1 Jan-15 May 1946
Unkn, 5 Apr 1947-1950
Maj Benjamin R. Ostlind, By Apr 1951

Maj Gilbert G. Tipton, By Apr 1952
Maj Albert S. Babinec, Aug 1952
Maj Stirling W. Dukes, 1 Nov 1952-1 Jan 1953
Unkn, 1 Jan 1953-1957
Lt Col Maurice R. Patterson, 1 Jan 1958
Lt Col Richard E. George, Apr 1958
Lt Col William F. Vickers, Jun 1964
Lt Col Francis A. Dellorto, Dec 1968
Lt Col Michael J. Ruston, 1 May 1970
Lt Col William R. Haeflinger, 10 Dec 1970
Maj Thomas A. Hilquist, 10 Apr 1972
Maj John P. Granahan, 20 Apr 1973
Maj Robert E. Atwood, Sep 1973
Lt Col George M. Coverick, Mar 1974
Lt Col Walter G. Vartan, Dec 1974
Lt Col Richard M. Sharp, Jun 1977
Lt Col Donald G. Worden, Mar 1981
Lt Col Donald W. Carl, Aug 1981
Lt Col Grant R. Mulder, Mar 1982
Lt Col Mark T. Rymza, May 1986
Lt Col Conrad P. Skladal, Nov 1987
Lt Col Richard T. Masek, Aug 1988
Lt Col James P. Hanny, 16 Jul 1990
Lt Col Joseph Nabozny, 9 Dec 1991
Lt Col Donald J. Swaninger, 11 Jun 1995
Lt Col Mark W. Anderson, 11 May 1996-31 Mar 1997
Lt Col Ryan R. Samuelson
Lt Col Aaron G. Vangelisti, Nov 2004-Sep 2006

HONORS

Service Streamers

Campaign Streamers

World War II
New Guinea
Northern Solomons
Bismarck Archipelago
Western Pacific
Leyte
Luzon
Southern Philippines

Korean War

Korea Summer-Fall, 1952

Third Korean Winter

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation

Philippine Islands, 17 Apr-30 Jun 1945

Air Force Outstanding Unit Awards

1 Jan 1979-31 Dec 1980

1 May 1986-30 Apr 1988

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation

[19 May-31 Dec 1952]

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-15 Mar 1968

EMBLEM



64 Troop Carrier Squadron emblem: On a disc light blue, border equally divided light turquoise blue and golden orange, a caricatured stork in flight, tail, feet, legs, wings, neck and head yellow, body in shape of transport aircraft orange, eyes black, beak orange, holding aloft a caricatured cherub proper, grasping a “tommy” gun white, orange, and black in right hand, and a pineapple grenade in left hand, and wearing a white helmet and parachute held at end by beak of stork; white cloud indications in chief and in base, as per record drawing. (Approved, 16 Jun 1943.)



64 Troop Carrier Squadron emblem





64 Tactical Airlift Squadron patch

64 Air Refueling Squadron emblem: On a disc per Gules, a Phoenix Argent, rising from a flame in base Proper, grasping in its dexter talons a pair of lightning bolts in saltire of the second and in its sinister talons an olive branch Proper, all within a narrow border Yellow. Attached below the disc, a Red scroll edged with a narrow Yellow border and inscribed "64 AIR REFUELING SQ" 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. As the Phoenix symbolizes rebirth and a continuous rising from the ashes, so has the Squadron risen numerous times. Beginning as a troop carrier squadron flying cargo gliders in 1942, the unit has flown C-47, C-46, C-119, C-130 and KC-135. The proud tradition of not remaining dormant long most recently occurred on 2 October 2009 when the unit stood up as a KC-135 active associate unit of the 157th Air Refueling Wing at Pease Air National Guard Base, NH. The unit now stands ready with New Hampshire Air National Guard forces to defend America. The fire demonstrates the unit's willingness to bear any burden to succeed. The lightning bolt grasped by the Phoenix's left talon symbolizes the Squadron's ability to unleash or harness the power contained within its operations, maintenance and support personnel. Lightning strikes swiftly and is always ahead of the cacophony of thunder, so the 64 Air Refueling Squadron leads the way for the forces that it supports. The olive branch held in the right talon of the Phoenix represents the unit's ability to foster peace through strength. The olive branch can be extended by opening the talon or remain within the Phoenix's grasp, depending on the requirements of the civilian and military leadership. (Approved, 16 Jun 1943)

MOTTO

OPERATIONS

Aerial transportation and evacuation in the South and Southwest Pacific, 7 Aug 1943-14 Aug 1945 and between Japan and Korea, 19 May-31 Dec 1952.

Trained and provided airlift services, Jan 1953-Mar 1997, including airlift to Vietnam during the late 1960s and to Southwest Asia in 1990-1991.

Participated in various training exercises and airlift missions worldwide until inactivation on 31 Mar 1997.

2009 In the operations log, the Aug. 14 refueling of a C-17 high above the White Mountains and western Maine will reflect an otherwise routine mission for the 157th Air Refueling Wing. What made the midsummer flight a significant historic footnote was the fact that it was the maiden voyage for Lt. Col. Chris Leist as the commander of the Wing's new active associate, the 64 Air Refueling Squadron. "When I heard this unit was going to be open for an active associate, I almost fell out of my chair," said Leist, who transferred with his family in July from McConnell Air Force Base in Kansas. Leist, whose mother is from Goffstown, said he looked forward to standing up the permanent, active duty flying unit and being a part of a new chapter in the Wing's history. "We get to learn from what we consider to be experts in the airframes," he said, after his flight and a round of applause from a group of airmen. "Some of the maintainers here have up to 40 years of experience, and that is not something we have on the active duty side. If you have a full career, you get 20, maybe 30 years, but definitely not 40, so we can gain efficiencies and learn how to fix and fly airplanes better. Once we leave here, we get to take those experiences and efficiencies back to the active duty side and pass it on." The Air Force's active associate model is based on the premise that a melding of Guard and active duty resources will translate into a more efficient and better trained total force. Ideally, the taxpayer gets a better bang for his buck. "In an age of declining resources, we want these airplanes to be used as efficiently as they can, and with the help of the active duty we can do that," said Col. Paul Hutchinson, commander of the 157th Operations Group. "With the active associate model, we gain many benefits of the active duty presence. Using the existing infrastructure that is currently underutilized, we can increase the efficiency of operations and ultimately provide increased capabilities to both state and federal missions." It may also help keep the Air Guard at Pease from any future base closure considerations. Since becoming the sole military operation at Pease in 1991 – when the Air Force had to pack its bags under a federal closure act – the Wing has been wary of its mortality. At the time of the closure, a nationwide economic boom went bust. The seacoast was hit especially hard. Businesses went belly-up, new construction was abandoned, and with the departure of 3,500 Air Force personnel and another 1,000 civil service and civilian employees, went about \$1 million a day from the local economy. Nearly 20 years later, the former air base is a solid tradeport.

An activation and assumption of command ceremony took place Oct. 2, 2009, at Pease Air National Guard Base, officially recognizing the 64 Air Refueling Squadron and its new commander, Lt. Col. Christopher Leist. "This is a very momentous day for the Air National Guard and the Air Force," said 157th Air Refueling Wing Commander Col. Richard Martell. The 64 ARS is a part of the 22nd Operations Group of McConnell Air Force Base but is now operationally assigned to the 157th Air Refueling Wing. The partnership was formed as part of the Active Associate concept where active-duty airmen are assigned to an Air National Guard unit and work side by side with their Guard counterparts. After the activation order was read, the 64 ARS

guidon was unfurled and raised. Langford passed the guidon to Leist as a symbol of Leist's assumption of command of the 64 ARS. The 64 Air Refueling Squadron and the 157th Air Refueling Wing have accomplished a lot in the year since a historic flight line ceremony activated the Wing reflects on past year of Total Force Integration "Five weeks after the activation ceremony, we had a crew in the desert flying in the Area of Responsibility," said Leist." 2011

USAF 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.