

## 92 AIR REFUELING SQUADRON



### MISSION

#### LINEAGE

2 Reconnaissance Squadron (Heavy) constituted, 20 Nov 1940

Activated, 15 Jan 1941

Redesignated 392 Bombardment Squadron (Heavy), 22 Apr 1942

Redesignated 392 Bombardment Squadron, Heavy, 5 May 1943

Inactivated, 30 Nov 1945

92 Air Refueling Squadron, Heavy constituted, 12 Feb 1957

Activated on 1 Jul 1957

392 Bombardment Squadron, Heavy and 92 Air Refueling Squadron, Heavy consolidated, 19 Sep 1985. Consolidated unit designated 92 Air Refueling Squadron, Heavy

Redesignated 92 Air Refueling Squadron, 1 Sep 1991

#### STATIONS

March Field, CA, 15 Jan 1941

New Orleans, LA, 5 May 1941

Muroc, CA, 25 Dec 1941

Hammer Field, CA, 27 Feb 1942 (detachment operated from San Diego, CA, 10 Apr–11 May 1942)

March Field, CA, 15 Jul 1942–28 Sep 1943

Barking Sands, TH, 20 Oct 1943

Canton Island, 10 Nov 1943

Abemama, 10 Jan 1944

Kwajalein, 17 Mar 1944  
Saipan, 4 Aug 1944  
Kipapa, TH, 18 Mar 1945  
Kahuku Field, TH, 29 Sep–30 Nov 1945  
Bergstrom AFB, TX, 1 Jul 1957  
Fairchild AFB, WA, 14 Sep 1957

### **ASSIGNMENTS**

General Headquarters Air Force  
3 Bomber Command, 4 Sep 1941  
30 Bombardment Group, 22 Apr 1942–30 Nov 1945  
92 Bombardment (later, 92 Strategic Aerospace; 92 Bombardment) Wing, 1 Jul 1957  
92 Operations Group, 1 Sep 1991  
453 Operations Group, 1 Jun 1992  
92 Operations Group, 1 Jul 1994

### **ATTACHMENTS**

30 Bombardment Group, 15 Jan 1941  
Second Air Force, 1 Jul–13 Sep 1957

### **WEAPON SYSTEMS**

B–18, 1941  
B–17, 1941  
LB–30, 1942  
B–24D, 1943  
KB–29, 1957  
KC–135, 1958–1968, 1968–1969, 1969

### **COMMANDERS**

Unkn, 15 Jan 1941  
Maj Elder E. Pattison, Unkn  
Lt Col Arthur J. Walker, Aug 1942  
Maj Kenneth M. Brown, Nov 30 1942  
Maj Ralph A. Blalock, Jun 1944  
Maj Kenneth M. Brown, Unkn  
Maj D. C. Shultis, Sep 1945–30 Nov 1945  
Unkn, 1 Jul 1957–Unkn  
Col Jerrold N. Vivian, 1 Aug 1957  
Maj Francis L. Wallen, 31 May 1959  
Maj James I. White, 30 Jun 1962  
Lt Col James M. Knotts, 31 Dec 1964  
Lt Col Milford T. Smith, 30 Jun 1966  
Lt Col Stanley N. Ratto, 30 Sep 1966  
Lt Col Thomas A. Wright, 30 Sep 1967

Lt Col Floyd J. Geiger, 30 Sep 1968  
Lt Col Thomas A. Wright, 31 Dec 1968  
Lt Col Guy D. Perham, 16 Jan 1970  
Lt Col Richard A. Patrick, 1 Nov 1971  
Lt Col Thomas W. Smith, 31 Mar 1973  
Lt Col Dennis J. Belnap, 12 Aug 1974  
Lt Col Benjamin F. Schneider, 17 Jun 1975  
Lt Col Herman L. Byrd, 1 Aug 1977  
Lt Col Richard L. Folks, 15 Jun 1979  
Lt Col Frank C. Watson, 13 Nov 1981  
Lt Col James E. Mills, 17 Jun 1982  
Lt Col David E. Pine, 30 Jul 1984  
Lt Col Larry A. Page, 15 May 1986  
Lt Col David M. Rickerd, 30 Jun 1989  
Lt Col Clark K. Nelsen, 7 Oct 1991  
Lt Col Mark R. Johnson, 31 Mar 1992  
Lt Col Frank R. Sizemore, 4 Jun 1993  
Lt Col Allard R. Carney, 21 Mar 1995  
Lt Col Jeffrey G. Franklin, 22 Jul 1996  
Lt Col Diane R. Hull, 20 Mar 1998  
Lt Col Stephen L. Hogg, 16 Jun 1999  
Lt Col John P. Almind, 1 Dec 2000  
Lt Col James W. Crowhurst, 16 Jan 2001  
Lt Col Scott Musser, 7 Jan 2005  
Lt Col David D. Banholzer, 18 Oct 2006  
Lt Col John M. Delapp, 12 Jan 2007  
Lt Col Sushil S. Ramrakha, 26 Nov 2008  
Lt Col Henry G. Hamby Iv, 11 Jun 2010

## **HONORS**

### **Service Streamers**

#### **Campaign Streamers**

World War II  
Antisubmarine, American Theater  
Central Pacific  
Air Offensive, Japan  
Eastern Mandates  
Western Pacific

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

#### **Decorations**

Meritorious Unit Awards

1 Jun 2003-31 Dec 2005  
1 Sep 2012-31 Aug 2013

Air Force Outstanding Unit Award with Combat "V" Device  
2 Mar-30 Sep 1969

Air Force Outstanding Unit Awards

3 Mar-6 Oct 1959  
1 Jan 1961-31 Mar 1962  
1 Jul 1967-30 Jun 1968  
1 Jul-1 Oct 1968  
1 Jul 1969-30 Jun 1970  
1 Jul 1976-30 Jun 1977  
1 Jul 1987-30 Jun 1989  
1 Jun 2001-31 May 2003  
1 Jun 2003-31 Dec 2005  
1 Jan 2006-31 Aug 2007  
1 Sep 2007-31 Aug 2008  
1 Aug 2011-31 Aug 2012  
1 Sep 2013-31 Aug 2014  
1 Sep 2014-31 Aug 2015  
1 Sep 2015-31 Aug 2017  
1 Sep 2017-31 Aug 2018  
1 Sep 2018-31 Aug 2019  
1 Sep 2019-31 Aug 2020

Republic of Vietnam Gallantry Cross with Palm  
2 Mar-30 Sep 1969

#### EMBLEM



392 Bombardment Squadron (Heavy) emblem: On a black disc, border yellow, a bend of the

second, charged with a blue aerial bomb winged of black, falling to base. (Approved, 19 Jan 1943)



92 Air Refueling Squadron, Heavy patch



92 Air Refueling Squadron emblem: Sable, a bend Gules surmounted by a globe axis bendwise

Azure gridlined and outlined Argent bearing an eagle Vert, head and tail White, beak and feet Yellow, all within a diminished bordure of the first. (Approved, 16 Nov 1994)

## **MOTTO**

DANTIBUS DAMUS—We Give So That You May Give

## **OPERATIONS**

Flew antisubmarine patrols off the West Coast of the United States, Jan 1942 to Jul 1943. After redesignation to the 392 Bombardment Squadron, conducted aircrew replacement training in the LB-30 and B-24, Jun 1942-Jul 1943. After relocation to the Pacific in Oct 1943, flew combat missions in the Central and Western Pacific from Nov 1943 to Feb 1945.

On 18 April 1944, the first mission was flown by five B-24s of the 392nd BS escorting five PB4Y's on a photo run over Saipan. The ten planes met some eighteen enemy aircraft, fought them off and completed their mission with the B-24s dropping 100-lb bombs on targets of opportunity. One B-24 was ditched on return near a Navy destroyer.

In Mar 1945, moved to Hawaii and flew patrol missions and conducted unit training until inactivated in Jun 1946.

After activation as an air refueling squadron on 1 Jul 1957, attached in a non-operational status to Second Air Force. Gained some KB-29s after move to Fairchild AFB, WA, in Sep 1957. Between Oct 1957 and Feb 1958, squadron without aircraft after transfer of KB-29s. Received KC-135s 21 Feb 1958 and became combat ready by Sep 1958.

92 Air Refueling Squadron supported Operation Gold Boom; Wing involved in Operation Iron Duke; participated in aggressor attack in support of no notice exercise against North American defense system. 1958

KC-135 World Record Flight - On 17 September, Captain Charles E. Gibbs, flying a KC-135 of the 92d AREFS, Fairchild AFB, WA established four world records: distance in a closed circuit without refueling, 3,125.56 statute miles; speed for 2,000 kilometers, 589.278 mph, closed circuit with 2,204.6, 4,409.2, 11,023, and 22,046 lb payloads; speed for 5,000 kilometers, 587.136 mph, closed circuit; and speed for 5,000 kilometers, 587.136 mph, closed circuit, with 2,204.6, 4,409.2, 11,023, and 22,046 lb payloads. 1958

Flew first airborne alert in Mar 1959. Participated in numerous air refueling operations and exercises for Strategic Air Command (SAC) and deployed aircraft and crews to the Pacific, Alaska, and Europe as required.

KC-135 of 92 AREFS continued to provide refueling support of 4170 Strategic Wing B-52 under Operation Clear Road. 1961

Support by 92 AREFS support for Operation Chrome Dome resumed. 1963

92 AREFS flew to northern Spain on Operation Chrome Dome east and participated in Fox Able 160/156 deployment of 613 TFS F-100 from Homestead AFB, FL to Cigli AB, Turkey. 1964

Supported combat operations of SAC B-52s in Southeast Asia from spring 1965 through Oct 1973. After end of Southeast Asia conflict, squadron continued worldwide air refueling support for aircraft of US Air Force and allied nations. At various times from Jan 1970 through Dec 1975, maintained some of its tankers on alert at Mountain Home, AFB, ID; Malmstrom AFB, MT; and Glasgow AFB, MT.

Since the 1980s, routinely supported Alaskan, European, Pacific, and Howard (Panama) tanker task forces until termination of the tanker task forces. Refueled wing B-52s to support their wartime taskings; and other US Air Force, Navy, and Marine aircraft for routine training, operations, exercises, and worldwide contingencies that required tanker support.

Deployed tanker aircraft and aircrews to support Operations SOUTHERN WATCH and NORTHERN WATCH over Iraq in the 1990s after the end of Operation DESERT SHIELD/STORM in early 1991.

92 AREFS started training crews on Pacer Crag compass, radar and global positioning system 1 Aug. 1999

92 AREFS participated in joint training exercise from 20 Oct-11 Nov; exercise designed to give Egyptian F-16 pilots hands-on knowledge of aerial-refueling procedures. 1999

Following the 11 Sep 2001 terrorist attacks on the United States, squadron tankers refueled combat aircraft for Operations NOBLE EAGLE in the United States, ENDURING FREEDOM in Afghanistan, and IRAQI FREEDOM in Iraq.

2011 The U.S. Air Force has gone to the ends of the earth to support operations in Afghanistan. A KC-135 flew north until it started flying south June 21 and 22, cutting a new pathway over the Arctic Circle and the North Pole between Fairchild Air Force Base, Wash., and the Transit Center at Manas, Kyrgyzstan. It was the first time an Air Force air refueling tanker has ever flown this route. The mission followed another historic flight that took place June 5 and 6 when a C-5M traversed the Arctic Circle to fly the first direct-delivery airlift mission from Dover AFB, Del., to Bagram Airfield, Afghanistan. A 2009 U.S.-Russia transit agreement helped make the new Arctic routes possible, according to U.S. Transportation Command officials. The KC-135 flight over the North Pole alone saved the Air Force approximately 4.5 hours and \$54,000. "These routes give us interesting new options and open new corridors," said Maj. Chris Fuller, a plans chief at the 618th Air and Space Operations Center at Scott AFB, Ill. The Fairchild tanker crew flew to Manas, a key air refueling base for Afghanistan operations, as part of an "iron swap" to deploy the aircraft and four Airmen here. Air Force aircrews can use Russian air space for "iron swaps," as well as to transport passengers and cargo, Major Fuller said. Typically, KC-135 crews doing tanker swaps from Fairchild fly to England, stay the night and fly to Kyrgyzstan the next day. By

circumventing England, the KC-135 polar over-flight crew saved two days of mandatory crew rest, including their anticipated return from Manas. The two days were added to their deployment time at Manas, said 1st Lt. Remington Barnes, a 92nd Air Refueling Squadron pilot from Fairchild AFB. While a few hours and thousands of dollars may not seem like much, projected savings could be remarkable, officials said. The Air Force is the DOD's largest fuel customer, and Air Mobility Command consumes approximately 60 percent of the Air Force's fuel. Fuel savings such as those accrued by more direct routes "can be used to recapitalize the aging fleet as well as provide for incentives that support more ideas to improve fuel efficiency," said Lt. Col. Marc Gildner from the AMC Fuel Efficiency Office. With budget constraints, the ability to back incentives that inspire efficiency is invaluable. As undersecretary of the Air Force Erin Conaton said during a 2010 visit to AMC, fuel savings can help AMC "reinvest those dollars in things that make the mobility air forces as highly effective as possible." New routes like the KC-135 polar over-flight also help AMC aircrews more effectively support combatant commanders. Such shifting of resources comes at a crucial period when tankers are in higher demand than ever, statistics show. For example, when NATO operations in Libya began, KC-135s provided refueling support to the aircraft enforcing the no-fly zone. Meanwhile, the need for tankers in Afghanistan didn't let up, explained Maj. Jeff Schrum, the aircraft commander for KC-135 polar over-flight mission. Air refueling crews have continually set records since Sept. 11, 2001. "Our tanker crews underwrite America's ability to project power rapidly," said Gen. Raymond E. Johns Jr., the AMC commander. "They provide the bridge for global reach, enabling us to provide the right effects to the right place at the right time." The Arctic over-flight KC-135 had a combined aircrew of active duty and Air National Guard Airmen. In addition to Major Schrum and Lieutenant Barnes, the mission was completed by Lt. Col. Thorne Tibbitts; Capt. Jared Gude; Staff Sgt. Randy Miller; Staff Sgt. Jonathon Tolbert; Senior Airman Justin Holbrook; and Senior Airman Timothy Slagle. The flight, made possible by close diplomatic cooperation and months of operational planning, could open doors for future efficiencies as well as strengthen global partnerships. Maj. Jeff Schrum pilots a KC-135 over the Arctic Circle and the North Pole on June 21, 2011, during a historic mission from the U.S. to Kyrgyzstan. The tanker crew flew through Russian air space as part of an "iron swap Wash., to the Transit Center at Manas, Kyrgyzstan.

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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#### Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.