

93rd AIR REFUELING SQUADRON



MISSION

LINEAGE

493rd Bombardment Squadron (Heavy) constituted, 19 Sep 1942

Activated, 25 Oct 1942

Redesignated 493rd Bombardment Squadron, Heavy, 6 Mar 1944

Inactivated, 6 Jan 1946

93rd Air Refueling Squadron, Medium constituted, 2 Feb 1949

Activated, 1 Mar 1949

Redesignated 93rd Air Refueling Squadron, Heavy, 1 Feb 1955

493rd Bombardment Squadron, Heavy and 93rd Air Refueling Squadron, Heavy consolidated, 19 Sep 1985

Redesignated 93rd Air Refueling Squadron, 1 Sep 1991

Inactivated, 31 Mar 1995

Activated, 31 Mar 1995

STATIONS

Karachi, India, 25 Oct 1942

Pandaveswar, India, 7 Jan 1943

Tezgaon, India, 17 Jun 1944

Pandaveswar, India, 5 Oct 1944 (detachment at Luliang, China, 17 Dec 1944–26 Jan 1945)

Dudhkundi, India, 31 Oct 1945

Kanchrapara, India, 19 Nov 1945

Camp Angus (near Calcutta), India, 25 Nov–7 Dec 1945

Camp Kilmer, NJ, 5–6 Jan 1946
Castle AFB, CA, 1 Mar 1949–31 Mar 1995
Fairchild AFB, WA, 31 Mar 1995

DEPLOYED STATIONS

Upper Heyford RAF, England, 9 Dec 1951–6 Mar 1952
Davis-Monthan AFB, AZ, 1 Apr–15 May 1954
Ernest Harmon AFB, Newfoundland, 29 Jun–14 Aug 1954
Thule AB, Greenland, 19 Jan–15 Mar 1955
Elmendorf AFB, AK, 2 Nov 1955–5 Jan 1956 and 27 Sep–24 Dec 1956

ASSIGNMENTS

7th Bombardment Group, 25 Oct 1942–6 Jan 1946
93rd Bombardment Group, 1 Mar 1949
93rd Bombardment Wing, 16 Jun 1952
93rd Operations Group, 1 Sep 1991
398th Operations Group, 1 Jun 1992–31 Mar 1995
92nd Operations Group, 31 Mar 1995

ATTACHMENTS

93rd Bombardment Wing, 15 Jul 1950–30 Jan 1951 and 10 Feb 1951–15 Jun 1952

WEAPON SYSTEMS

B–24, 1943–1945
KB-29P, 1950
KC-97G, 1953
KC-135A, 1957
KC-135A
KC-135R
KC-135Q
KC-135T
B-24D
B-24J
B-24M

COMMANDERS

1Lt Harold K. Trinkle, 25 Oct 1942
Maj Wesley Werner, 1 Jan 1943
Cpt Robert C. Bailey, 6 Nov 1943
LTC James McKee, 17 Aug 1945
Unkn, Oct 1945–6 Jan 1946
Unkn, 1 Mar 1949
LTC Barnett S. Allen, 22 Mar 1949
LTC Jean B. Miller, by Sep 1950

LTC Arthur S. Cresswell, by Sep 1951
LTC Walter S. Shackelford Jr., by 30 Sep 1952
LTC Ralph V. Miller, Jan 1954
LTC Frank G. Latawiec, 1 May 1954
LTC Kenneth R. Rea, 25 Mar 1957
LTC Eldridge G. Shelton Jr., Nov 1958
LTC Douglas H. Smith, Oct 1959
LTC Edward B. Fitch, Jul 1963
LTC John A. Decker, 30 Sep 1964
LTC Robert L. Weston, 31 Mar 1968
LTC Paul Echabarns, 31 Oct 1968
LTC Claude D. Lamb, 15 Jul 1969
LTC William A. Kevan, 2 Nov 1970
LTC Ted M. McLean, 1 Aug 1971
LTC Donald L. Kope, 24 Nov 1972
LTC Vess J. Taylor, 20 Nov 1974
LTC Richard J. Cappell, 1 Mar 1976
LTC Martin F. Lapp, 28 Dec 1976
LTC William R. Borowski, 5 Jul 1978
LTC Charles M. Millar Jr., 20 Jul 1979
LTC John D. Lunt, 13 May 1981
LTC Bruce R. Johnson, 14 May 1982
LTC Larry A. Bell, 1 Aug 1984
LTC William J. Howard, 11 Jul 1985
LTC George R. Thomson, 23 Mar 1986
LTC Stephen R. Lorenz, 17 Aug 1987
LTC George J. Sweetnam Jr., 30 Jun 1989
LTC Marc B. Stormont, 1 Jul 1991
LTC David L. Cramer, 21 Jun 1994
LTC Frederick L. Jaklitsch, 1 Jul 1994
LTC Casey L. Henkle, 18 Dec 1995
LTC Robert E. Parker, 22 Jan 1997
LTC Stephen Bernard, 27 Feb 1998
LTC Edward M. Minahan, 13 Jun 2000
LTC David F. Ellis, 30 May 2002
LTC Darren Hartford, 15 Jun 2004
LTC Glenn B. LeMasters, 12 Jun 2006
LTC Patrick J. Rhatigan, 20 Mar 2008
LTC Fred R. Cunningham, 30 Jun 2009

HONORS

Service Streamers

None

Campaign Streamers

World War II

India-Burma

Central Burma

China Defensive

Southwest Asia

Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation

Thailand, 19 Mar 1945

Air Force Outstanding Unit Awards

1 Jan 1956–1 Jul 1959

1 Jun 1962–1 Apr 1963

1 Apr 1973–30 Jun 1974

1 Jul 1983–30 Jun 1985

1 Jul 1988–30 Jun 1990

2 Aug 1990–11 Apr 1991

1 Jun 2001–31 May 2003

1 Jan 2006–31 Aug 2007

1 Sep 2007–31 Aug 2008

1 Aug 2011–31 Aug 2012

EMBLEM





93rd Air Refueling Squadron, Heavy emblem: On a sky blue disc, with stylized world land mass markings green, a cubit arm issuing from a white cloud formation on the base of the disc, the hand in natural flesh tones, the arm habited of the second color; the hand supporting a jet type silver-gray aircraft with red markings; surmounting all and encircling the base of the disc, a hose attachment anchored in the United States, the nozzle pointing to the heraldic sinister of the disc. The emblem symbolically represents the mission of the squadron. Specifically, the following items are representative of the mission: the background is a globe indicating a capability of worldwide operations; the hose identifies the air refueling mission; the hose is anchored in the United States, but encircles the globe and thus also indicates capability; hand supporting jet type aircraft displays our support role of bombardment aircraft; the predominance of the green coloring reflects our assigned color, utilized as identification on our aircraft, flight caps, etc. (Approved, 22 Jun 1955)



93rd Air Refueling Squadron, Heavy emblem

93rd Air Refueling Squadron emblem: Azure, a pegasus ascending bendwise sinister Argent above a demi-globe issuant from sinister base of the first gridlined Or, a mullet of eight in sinister chief White; all within a diminished bordure Gules. (Approved, 9 Dec 1994)

MOTTO

DOMINI ARTIS—Masters of the Art

NICKNAME

OPERATIONS

Activated in non-operational status in India on 25 Oct 1942. Became operational with B-24s on 7 Jan 1943. Attacked communications, oil refineries, Japanese military targets, naval vessels, and troop concentrations in Burma from 26 Jan 1943 to Jan 1944. Attacked communications targets (roads, railroads, etc) in central and southern Burma, all without fighter escort due to the long distances involved. Primary targets were oil refineries, docks, depots, enemy airfields, marshalling yards, bridges, locomotive repair sheds, naval vessels, and troop concentrations. Transported gasoline to forward bases in China, Jun-Oct 1944 in support of Operation MATTERHORN. Moved to Tezgaon, India, on 17 Jun 1944, and assumed a new mission: transporting high-octane gasoline over Himalayan "Hump" to bases in China. This mission lasted until 5 October, at which time the squadron moved back to Pandaveswar to resume bombing missions in Burma and Thailand. A detachment of the 493rd Squadron operated from Luliang, China, 17 Dec 1944-26 Jan 1945, hauling gasoline to Suichwan, China.

In early 1945, dropped radio-controlled JB-2 azimuth only (AZON) bombs, an early type of a precision-guided munition, on rail lines and bridges in Burma. In early 1945 the squadron concentrated on attacks against the Burma-Thailand railroad, the most important line left to the enemy in Burma. Dropped propaganda leaflets in Burma, Jun-Sep 1945. With its parent (7th Bomb Group) the 493rd staged through Dudhkundi, Kanchrapara, and Camp Angus (near Calcutta), departing Calcutta aboard the USS General Black on 7 Dec 1945. The vessel reached the U.S. on 5 Jan 1946 and the squadron inactivated at Camp Kilmer, NJ, the following day.

Activated on 1 Mar 1949 as the 93rd Air Refueling Squadron, Medium, but was not manned until September 1950. Received KB-29P, October 1950-Jun 1951. Became combat ready in October 1951. The 93rd ARS deployed to Upper Heyford RAF Station, England, 6 Dec 1951-6 Mar 1952, while the parent wing was at nearby Mildenhall RAF Station. The squadron supported Operation FOX PETER II, the movement of the 31st Fighter-Escort Wing from the U.S. to Japan, in July 1952 using 11 KB-29s at Guam and Kwajalein to refuel some 58 F-84G on their way to the Korean War. The squadron converted from KB-29s to KC-97G in November and December 1953. It undertook several oversea deployments, to Newfoundland, Greenland, French Morocco, and Alaska, in 1954-1956.

Deployed to Alaska on 60 days temporary duty, wing participated in Operation Winter Wind. 1955

Deployed to Elmendorf AFB for 15 days temporary duty. 1955

Refueled its first B-52. 1955

Deployed to Thule AFB, Greenland to join task force. 1955

Departed on 27 Sep 56 for Alaska and Operation Polar Bear. 1956

Participated in Operation Indian Star, a unit simulated combat mission for the 71 Strategic Reconnaissance Wing. 1956

Departed on 27 Sep 56 for Alaska and operation polar bear.

The first KC-135 (Serial Number 55-3127) all-jet tanker was delivered to the 93d Air Refueling Squadron, Castle Air Force Base, California, on 28 June. Jet tankers drastically reduced the time involved in air refueling operations. With a KC-97, the bomber had to slow down and descend to lower altitudes than normal to effect the hookup. With a KC-135, the refueling rendezvous could be conducted at the bomber's normal speed and altitude. It was estimated that the total flying time on the B-52 round-the-world flight, Operation Power Flite, could have been cut by five to six hours if KC-135s had been available. 1957

Operation Jet Stream - KC-135 Record Flight - On 7 and 8 April, a KC-135 (Serial Number 56-3601) of the 93d Air Refueling Squadron, Castle Air Force Base, California, established two world records: distance in a straight line without refueling, 10,229.3 miles, Tokyo to Lajes, Azores; speed, 492.262 mph, Tokyo to Washington, D.C., in 13 hours, 45 minutes and 46.5 seconds. The KC-135 was piloted by Brigadier General William E. Eubank, Jr., 93d Bomb Wing Commander.

The 93rd ARS began training its aircrews to operate KC-135s in May 1957. Began receiving KC-135s on 28 Jun 1957, three days after converting to KC-135 aircrew training as primary mission. Possessed 19 tankers in December 1957 and 39 by May 1958.

Effective 1 Jul 1959, the resources of the 93rd ARS were divided with the 924th ARS, which unit assumed the SAC KC-135 aircrew training mission with 15 aircraft. The 93rd ARS, at the same time, resumed full-time air refueling with 20 KC-135s. This status lasted until 21 Aug 1963, when the 93rd ARS ceased standing alert and prepared to resume full-time KC-135 aircrew training. On the 26th of August the 93rd once again began KC-135 aircrew training as its primary mission. It retained Emergency War Order (EWO) commitments along with its training mission, but did not stand alert.

Routinely supported Alaskan, European, and Pacific 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.

Portions of the squadron deployed in support of operations in Southwest Asia, 2 Sep 1990–10 Mar 1991.

The squadron's mission remained basically the same until 31 Mar 1995. Thousands of Strategic Air Command and some Air Mobility Command KC-135 aircrews received flight training from the 93rd ARS. Each crew (pilot, copilot, navigator, and boom operator), after academic training with the 4017th Training Squadron at Castle, received 45 days of flight training from the 93rd ARS. The squadron also provided specialized training of shorter duration to senior officers (such as wing commanders). For a period the 93rd ARS also sent instructor teams to locations where Reserve and Air National Guard units were converting to tanker operations to help in-house training programs. On rare occasions the 93rd had deployed some of its aircraft and crews to meet its own EWO commitments or to meet needs exceeding the capability of the 924th ARS. A few such deployments occurred in 1980.

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

Fairchild Airmen Killed in KC-135 Crash in Kyrgyzstan Three airmen from the 93rd Air Refueling Squadron at Fairchild AFB, Wash., lost their lives in last week's crash of a KC-135 tanker near Chon-Aryk, Kyrgyzstan, announced Fairchild officials. Killed in the May 3 mishap were: Capt. Victoria A. Pinckney, 27, of Palmdale, Calif.; Capt. Mark T. Voss, 27, of Boerne, Tex.; and TSgt. Herman Mackey III, 30, of Bakersfield, Calif., according to the May 5 release from Fairchild's 92nd Air Refueling Wing. "We're a strong family here and it's truly heart wrenching when members of this family make the ultimate sacrifice for their nation," said Col. Brian Newberry, wing commander. He added, "These airmen leave behind an incredible legacy of service and honor in protecting our nation and the world. They show what we all know: freedom is not free." The cause of the mishap is under investigation. The crash occurred shortly after the KC-135 took off from the Transit Center at Manas, which is near Bishkek in Kyrgyzstan. Manas is a major air hub for sustaining coalition operations in Afghanistan. The Fairchild crew and the KC-135 were deployed to Manas. 2013

Mechanical, Human Error Led to Fatal KC-135 Crash A flight control malfunction exacerbated by the flight crew's response overstressed a KC-135 last year, ripping its tail off and causing it to explode in flight over Kyrgyzstan, investigators determined. The Accident Investigation Board determined that the tanker's flight control augmentation system malfunctioned, causing lateral oscillations shortly after takeoff from the Transit Center at Manas on May 3, 2013. Recordings revealed the aircrew noted the problem, but did not disengage the yaw-damper or boosted rudder control, leading to a combined lateral and horizontal oscillation, known as "Dutch roll." The pilot responded with rudder input, which intensified the oscillations, causing the tanker to break into three sections and killing the three crew members aboard. The AIB stated that insufficient crew training, inexperience, and "cumbersome procedural guidance" contributed to the mishap. Loss of the aircraft is estimated at a \$66.3 million. 2014

Air Force Order of Battle

Created: 28 Aug 2010

Updated: 21 Dec 2012

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.