

95 AIRLIFT SQUADRON



MISSION

The 95 Airlift Squadron has twelve C-130H Hercules transport aircraft assigned to it. The C-130 is designed for the transport or airdrop of people, supplies and equipment to airfields or undeveloped areas anywhere in the world. The Flying Badgers practice to accomplish their air drop and transport missions during the day and at night with the help of night vision goggles. The 95 was one of the first unit tactical airlift units in the Air Force Reserve Command to qualify on night vision goggles. The unofficial motto for the Flying Badgers is, "On Time, On Target."

LINEAGE

95 Troop Carrier Squadron constituted 25 May 1943
Activated, 1 Jul 1943
Inactivated, 18 Oct 1945
Activated in the Reserve, 9 Apr 1947
Redesignated 95 Troop Carrier Squadron, Medium, 27 Jun 1949
Ordered to Active Service, 1 May 1951
Inactivated, 4 May 1951
Redesignated 95 Fighter-Bomber Squadron, 26 May 1952
Activated in the Reserve, 15 Jun 1952
Redesignated 95 Troop Carrier Squadron, Medium, 8 Sep 1957
Ordered to Active Service, 28 Oct 1962
Relieved from Active Duty, 28 Nov 1962
Redesignated 95 Tactical Airlift Squadron, 1 Jul 1967
Redesignated 95 Airlift Squadron, 1 Feb 1992

STATIONS

Baer Field, IN, 1 Jul 1943
Sedalia AAFld, MO, 9 Jul 1943
Alliance AAFld, NE, 7 Sep 1943
Pope Field, NC, 4 Jan 1944
Baer Field, IN, 14-21 Feb 1944
Bottesford, England, 8 Mar 1944
Exeter, England, 26 Apr 1944 (operated from Ombrone Airfield, Italy, 18 Jul-24 Aug 1944)
Reims, France, 13 Sep 1944
Le Mans, France, 28 Sep 1944
Orleans, France, 4 Nov 1944-18 Oct 1945
Wold-Chamberlain Field, MN, 9 Apr 1947-4 May 1951
Minneapolis-St. Paul Intl Aprt, MN, 15 Jun 1952
General Mitchell Field (later, General Billy Mitchell Field; General Mitchell Intl Aprt;
General Mitchell IAP-ARS), WI, 16 Nov 1957

ASSIGNMENTS

440 Troop Carrier Group, 1 Jul 1943-18 Oct 1945
Second Air Force, 9 Apr 1947
440 Troop Carrier Group, 3 Sep 1947-4 May 1951
440 Fighter-Bomber (later, 440 Troop Carrier) Group, 15 Jun 1952
440 Troop Carrier Wing, 14 Apr 1959
933 Troop Carrier (later, 933 Tactical Airlift) Group, 11 Feb 1963
440 Tactical Airlift (later, 440 Airlift) Wing, 1 Sep 1975
440 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

C-47, 1943-1945
C-46, 1947-1951
T-11, 1949-1951
T-6, 1949-1950
T-7, 1950
T-6, 1952-1955
C-46, 1952-1957
F-51, 1953-1954
TF-51, 1954
T-33, 1954-1957
F-80, 1954-1957
C-47, 1955
TC-47, 1955-1957
C-119, 1957-1971
C-130, 1971

COMMANDERS

Lt Col Irvin G. Anderson, 1 Jul 1943

Unkn, Aug-18 Oct 1945
Unkn, 9 Apr 1947-Jul 1950
Maj Alfred F. Hein, By Aug 1950-4 May 1951
Unkn, 15 Jun 1952-Jul 1953
Maj R. L. Callaway, By Aug 1953
Lt Col William B. Spengler, 14 Nov 1957
Col Earl W. Steinke, 16 Apr 1963
Lt Col Donald Haase, 21 Dec 1968
Lt Col Henry R. Schieble, 25 Mar 1970
Lt Col Robert D. Hoffman, Feb 1972
Lt Col Francis T. Schmitz, 21 Jan 1973
Lt Col Douglas B. Phillips, By Dec 1974
Lt Col Donald W. Carl, Sep 1978
Col William H. Roewer, By Nov 1981
Lt Col Ross R. Bowen, By Oct 1984
Col Heinz F. Poellet, 7 Feb 1987
Lt Col Robert S. Rick, By Feb 1988
Lt Col Henry J. Liebeck, 20 Jan 1990
Lt Col George W. Kohn, 7 Nov 1992
Lt Col Kevin M. Wentworth, 20 Aug 1994
Lt Col Michael J. Byers, 1 Jan 1996
Unkn, 13 Jan-28 Feb 1998
Lt Col James D. Webb, 1 Mar 1998
Lt Col Peter C. Maynard, 3 Oct 1998
Lt Col Bret Larson
Lt Col Glenn Collins
Lt Col Dennis Beatty

HONORS

Service Streamers

Campaign Streamers

World War II
Rome-Arno
Normandy
Northern France
Southern France
Rhineland
Ardennes-Alsace
Central Europe

Southwest Asia
Defense of Saudi Arabia 1990-1991

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
France, [6-7] Jun 1944

Air Force Outstanding Unit Awards

1 Oct 1985-30 Sep 1987

1 Oct 1990-30 Sep 1992

2 Oct 1992-2 Oct 1993

1 Jun 1997-30 Sep 1998

Republic of Vietnam Gallantry Cross with Palm

14 Feb 1968-6 Nov 1972

EMBLEM



On a disc Azure, the caricature of a flying badger bendwise Argent, space helmet of the like, flight suit Vert all detailed Sable, attached to the space suit a rocket of the fourth emitting flames Tenné and Or, the badger's dexter arm raised above his head with the index finger pointing into space. To dexter base, a terrestrial globe of the third, land masses of the fourth, in sinister chief an increscent moon and twelve mullets throughout of the sixth, all within a narrow border Blue and an inner border Yellow. Attached above the disc, a White scroll edged with a narrow Blue border and inscribed "FLYING BADGERS" in Blue letters. Attached below the disc, a White scroll edged with a narrow Blue border and inscribed "95 AIRLIFT SQ" in Blue letters. 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 badger represents the unit's spirit in completing the mission. The globe symbolizes the unit's worldwide capability. The moon and stars suggest space. (Approved, 5 Jan 1961)

MOTTO

Flying Badgers

OPERATIONS

Airborne assaults on Normandy, Southern France, Holland, and Germany; relief of Bastogne; transportation of cargo and personnel in European and Mediterranean theaters of operation (ETO and MTO) during World War II.

Trained in the Reserve for airlift missions, 1952-1957; for fighter-bomber operations, 1952-1957; and reverted in 1957 to an airlift mission.

Tragedy struck the squadron on June 5, 1965 when a C-119 (Flight Number 680) under the command of Maj. Louis Giuntoli was lost without a trace in the infamous Bermuda Triangle area. Nine other wing members were on the plane.



95 Troop Carrier Squadron C-119

The low point of the 1980s occurred on 22 Jan 22, 1985, when C-130A (#56501) commanded by Maj. Mike Durante crashed in the sea off the northern coast of Honduras while trying to land at Trujillo, Honduras. The plane carried a seven-man crew and 14 passengers. There were no survivors.

Flew airlift missions worldwide, including to Southeast Asia during the Vietnam conflict and to Southwest Asia during the Gulf War.

Participated in training exercises, some involving the dropping or landing of airborne troops, and flew numerous humanitarian airlift missions.

Shortly after returning from the global war on terrorism the Flying Badgers were called to support Hurricane Rita and Katrina relief missions in the Gulf of Mexico region.

The 440 Airlift Wing was one of many Reserve and Guard C-130 units that provided airlift support to NATO and U.S. operations in the Balkan region as part of Operation Provide Promise in 1993.

The next two years were a busy operational period for the wing. The 440 took part in Operation Uphold Democracy (Haiti) and Operation Safe Borders support of U.S. Army forces in Honduras.

Operation Joint Endeavor took elements of the unit back to the Balkans in 1995 and 1996.

Tragedy came to the squadron again in 1997 when a 440 C-130H (#88-4408) crashed while attempting to land at Tegucigalpa Airport in Honduras. Three members of the wing were killed in the accident.

Wing aircrews flew people and supplies into and out of embattled Bosnia. Flew relief supplies into Kosovo as part of Operation Shining Hope. The wing Balkan efforts were complimented by continued support of the Coronet Oak mission throughout 1999 – 2000. Flying operations had been moved from Panama to Puerto Rico but the mission continued.



95 Tactical Airlift Squadron C-130

Elements of the 95 were part of Operations Desert Shield in 1990 and Desert Storm in 1991. Aircraft, flight crews, maintenance specialists and a variety of support specialists deployed to operating locations in several Persian Gulf States where they provided airlift support to U.S. and coalition military forces.



The entire 95 AS was mobilized for two years of active duty just before Thanksgiving 2003 to support Operations Iraqi and Enduring Freedom. The 95 flew its first mission into Iraq on Dec. 8, 2003. Fliers and maintainers from the 95 rotated into and out of the Central Command area until they were deactivated in November 2005. A 95 aircrew flew the first relief supplies into Iran after a major earthquake in late 2004. The members of another 95 aircrew were awarded the Distinguished Flying Cross after losing one engine to hostile ground fire over Iraq. The aircrew managed a safe landing on a closed airstrip with 57 soldiers on board. The soldiers were

on their way back to the U.S. Nobody was injured and the plane was repaired.

The final C-130 Hercules aircraft of the Air Force Reserve's 440th Airlift Wing departed here June 29, 2016, signifying the end of the flying era of the historic unit that will be inactivating in September. The 440th flew the aircraft to Davis-Monthan Air Force Base in Tucson, Arizona, where it was signed over to the 309th Aerospace Maintenance and Regeneration Group. In the past months, the unit's other C-130s were flown to other Air Force units around the country to replace older aircraft. The 440th flew its first operational mission June 6, 1944 to drop paratroopers from the U.S. Army 101st Airborne into German-occupied Normandy. Its final flying mission was June 29, 2016. "This is the final chapter that started with the buildup to Normandy," said Master Sgt. Jeff Brown, flight engineer for the trip. "It's a sad day when a piece of history this large comes to an end." The unit had been in the process of inactivation for months leading up to the final flight, and with the handover of the final plane, the 440th's days of flying have come to a close. "It's bittersweet," said fellow flight engineer Master Sgt. Brad Pike. "Our closing chapter." "This is the last flight for the 440th," said Col. Karl Schmitkons, the 440th Airlift Wing commander. "This airplane, when it leaves here, is the end of the legacy for the 440th here at Pope." 440th Operations Group Commander Lt. Col. John Gorse, the mission's co-pilot, said that the trip was about more than the members on board. "All crews who have ever flown C-130s, especially in the 440th, have been part of our community," said Gorse. "Whether they're fixing it, whether they're doing our travel vouchers, whether they're the ones in the back loading the aircraft, all of those people are riding on our airplane today. Even though we are flying with 8 aircrew members, today we carry with us thousands of Airmen." As the 440th's era comes to an end, Gorse said, this flight was about leaving a legacy of honor and service to the United States.

The Final Flight of 4404. Master Sgt. Angela Psket, maintenance crew chief with the 440th Maintenance Group, was one of many Citizen Airmen who invested a huge amount of time preparing the plane for its final flight. "There were many, many man-hours involved," said Psket. "We had to do maintenance and operational checks. It took us months to get it ready to fly." Psket said that 4404 was the first 440th plane she marshaled after joining the unit in 1994, and now it will also be her last. She has served with the unit for 22 years. The aircrew included Lt. Col. Jon Jones, pilot and aircraft commander, Lt. Col. John Gorse, co-pilot, Maj. Kristie Szmajda, navigator, Master Sgt. Jeffrey Brown and Master Sgt. Brad Pike, flight engineers, and Master Sgt. Craig Schwinden, loadmaster. In one final display of pride, Pike waved an American flag from a porthole over the cockpit as the airplane taxied away. A small contingent of the 440th's remaining Citizen Airmen saw their aircraft off as it left on the morning of the 29th. They stood in formation on the flightline, saluting the aircraft one last time as it pulled away. The same aircraft that some of the Citizen Airmen had worked on for their entire careers was now departing. Flying under the callsign Brewer 91, an homage to the 440th's longtime home in Milwaukee, the aircraft made the cross-country trip from North Carolina to Arizona in about six hours. "It's a big honor to be the aircraft commander on this flight," said Lt. Col. Jon Jones. "And it's an honor to pilot the final tactical airlift and flyaway of the 440th Airlift Wing - to be entrusted with the last aircraft, to treat it with the respect it deserves." Before the plane's final landing, the Davis-Monthan control tower approved a flyover of the runway there as a final

salute of the aircraft before it was surrendered to its new owners. After landing, the flight crew taxied through the gates of the AMARG, where they handed off the aircraft to workers awaiting their arrival. As the paperwork was signed by AMARG personnel, the aircrew posed with American flags for photos with the plane. "We put this aircraft into storage, closing the chapter on the end of the 440th's era." said Brown. Because of the 440th's upcoming inactivation, the unit's Citizen Airmen had to decide whether to transfer to other units, enter inactive status, or retire, so this was the final flight for many of the crew. "It's sad to be moving on," said Szmajda. "That was my last flight in a C-130, my last time flying as Nav." Schwinden had similar feelings. "Before we were taking off, all I could think was 'that's my last engine start,'" he said. "It's not just an airplane," said Jones. "It's a part of our heritage and history."

Tail 4404, a 1988-model C-130H2, has belonged to the 440th since it was delivered from the factory in 1989. It had been stationed at Pope since 2007, when it moved here with the unit. The aircraft has flown in nearly all the operations the 440th supported, including Operation Enduring Freedom in Afghanistan, Operation Iraqi Freedom, Operation Coronet Oak in Latin America, and Operation Shining Hope in Kosovo. It was integral in Haiti earthquake relief efforts in 2011 and participated in training exercises in Norway. Locally, it dropped thousands of Army paratroopers during training exercises including Fort Bragg's Operation Toy Drop, and High-Altitude/Low-Opening paratrooper insertion training. Tail 4404 was the last plane to leave Pope, but for those Citizen Airmen who served in the 440th Airlift Wing, its departure was not just about that one plane and the missions it had flown. Instead, it's leaving here was a reminder of the legacy of the 440th and all the missions the unit had ever flown - from dropping paratroopers into Normandy, France on D-Day during World War II, to dropping paratroopers onto Normandy Drop Zone at Fort Bragg this past year, and all accomplishments in between. All of that flew away from the 440th Airlift Wing and Pope when 4404 departed.



The 440th Airlift Wing's last remaining aircraft tilts its wing as it makes a final pass over the Pope Field hangar on its departure from Pope, June 29, 2016. The unit had been in the process of inactivation for several months and its other C-130s had been redistributed to other units.



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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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Air Force News. Air Force Public Affairs Agency.