98 EXPEDITIONARY AIR REFUELING SQUADRON

MISSION

LINEAGE

8 Reconnaissance Squadron (Medium) constituted, 13 Jan 1942
Activated, 1 Feb 1942
Redesignated 398 Bombardment Squadron (Medium), 22 Apr 1942
Disbanded, 10 Oct 1943

398 Bombardment Squadron, Very Heavy constituted 28 Feb 1944
Activated, 11 Mar 1944
Inactivated, 15 Jun 1946

98 Air Refueling Squadron, Medium constituted, 1 Aug 1950
Activated, 16 Aug 1950
Inactivated, 8 Apr 1952
Activated, 8 Apr 1952
Inactivated, 25 Nov 1953
Activated, 18 Feb 1954
Discontinued and inactivated, 15 Apr 1963

398 Bombardment Squadron [Medium], 398 Bombardment Squadron, Very Heavy
Reconstituted on 19 Sep 1985 and 98 Air Refueling Squadron, Medium consolidated, 19 Sep 1985

Redesignated 98 Air Refueling Squadron, Heavy, 19 Sep 1985
Redesignated 98 Air Refueling Squadron and activated, 1 Apr 1994

Inactivated, 1 Jul 1998
Redesignated 98 Expeditionary Air Refueling Squadron, and converted to provisional status, on 12 Jun 2002

STATIONS
Bowman Field, KY, 1 Feb 1942
Jackson AAB, MS, 8 Feb 1942
Columbia AAB, SC, 24 Apr 1942
Key Field, MS, 26 May 1942
MacDill Field, FL, 26 Jun 1942–10 Oct 1943
Dalhart AAFld, TX, 11 Mar 1944
Fairmont AAFld, NE, 12 Mar–5 Nov 1944
North Field, Tinian, 23 Dec 1944
Clark Field, Luzon, 13 Mar–15 Jun 1946
Spokane (later, Fairchild) AFB, WA 16 Aug 1950–8 Apr 1952
MacDill AFB, FL, 8 Apr 1952
Lake Charles AFB, LA, 22–25 Nov 1953
Lincoln AFB, NE, 18 Feb 1954–15 Apr 1963
Fairchild AFB, WA, 1 Apr 1994

DEPLOYED STATIONS
Goose AB, Labrador, 7 Jan–21 Feb 1955
RAF Mildenhall, England, 7 Nov 1955–31 Jan 1956
Ernest Harmon AB, Newfoundland, 27 Dec 1956–14 Mar 1957 and 28 Dec 1957–25 Mar 1958
Lajes AFB, Azores, 1 Apr–8 Jun 1959 and 2 Oct 1962–7 Jan 1963

ASSIGNMENTS
21 Bombardment Group, 22 Apr 1942–10 Oct 1943
504 Bombardment Group, 11 Mar 1944–15 Jun 1946
98 Bombardment Group, 16 Aug 1950–8 Apr 1952
98 Bombardment Group, 8 Apr 1952
98 Bombardment Wing 16 Jun 1952
6 Air Division, 1 Jul 1953
806 Air Division, 22–25 Nov 1953
98 Bombardment Wing, 18 Feb 1954–15 Apr 1963
453 Operations Group, 1 Apr 1994
92 Operations Group, 1 Jul 1994
Air Mobility Command to activate or inactivate at any time after 12 Jun 2002
Air Combat Command to activate or inactivate at any time after 19 Mar 2003

ATTACHMENTS
21 Bombardment Group, 1 Feb 1942.
6 Air Division

98 Air Base Group 18 Feb–1 Aug 1954
Unkn, 7 Jan–21 Feb 1955
Ernest Harmon Task Force, 27 Dec 1956–14 Mar 1957 and 28 Dec 1957–25 Mar 1958
Lajes Tanker Task Force, 1 Apr–8 Jul 1959 and 2 Oct 1962–7 Jan 1963

WEAPON SYSTEMS
B–25, 1942
B–26, 1942–1943
B–17, 1944
B–29, 1944–1946
KC–97, 1953
KC–97F, 1954
KC-135, 1960
KC-135, 1994-1998

COMMANDERS
None (not manned), 1-11 Feb 1942
Maj John M. Reynolds, 12 Feb 1942
2nd Lt Frank E. Locke, 16 Mar 1942
Capt Gove C. Celio, 28 Apr 1942
Capt George W. Stalnaker, 8 Aug 1942
Capt William H. Garretson, 27 Jan 1943
Maj Manford J. Wetzel, 17 Apr 1943
Maj Kenneth C. Dempster, 9 Aug-10 Oct 1943
None (not manned) 11 Mar-20 Apr 1944
Maj William P. Dwyer, 21 Apr 1944
Lt Col Howard F. Hugos, 19 May 1944
Maj Jack B. Riley, 14 Jan 1945
Maj David R. Cairns, 29 Mar 1945
Lt Col William P. Mullins, 24 May 1945
Capt John F. Swofford, Sep 1945
Capt Joseph B. Webb, 2 Dec 1945-15 Jun 1946
None (not manned), 16 Aug 1950-8 Apr 1952
Minimally manned, 8 Apr 1952-Apr 1953
Capt W. H. Riddell, Apr 1953
Maj Robert L. Hundley, 1 Jun 1953-unkn
Lt Col Daniel T. Rodgers, May 1954
Lt Col Jasper L. Godwin Jr., 18 May 1957
Lt Col Walter P. Morton, 12 Aug 1960
Maj Charles L. Peterson, Jul 1962-15 Apr 1963
Capt Kimberlei A. Northrop, 1 Apr 1994
Lt Col Michael D. Crane, 26 Jul 1994
Lt Col Jeffrey A. Sponsler, 12 Sep 1995
Lt Col Mark F. Ramsey, 1 Nov 1996-1 Jul 1998

HONORS
Service Streamers

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

Armed Forces Expeditionary Streamers

Decorations
Distinguished Unit Citations
Yokahoma, Japan, 28 May 1945
Japan and Korea, 27 Jul–14 Aug 1945

Air Force Outstanding Unit Awards
1 Jul 1995-30 Jun 1997
1 Jan-[1 Jul 1998]

EMBLEM

398 Bombardment Squadron emblem: Over and through a black disc, a caricatured white elephant with aerial machine guns for tusks, firing, proper, face expressing anger, running and holding with the trunk a very large yellow orange aerial bomb, trimmed red at nose and tail fin, all over a segment of the globe with light blue water area, yellow orange land area, and marked with darker blue lines of latitude and longitude. (Approved, 20 Sep 1944.)

98 Air Refueling Squadron: On a White disc, edged Red, the character Woody Woodpecker, in his natural colors of Red, Light Blue, White, Yellow, and Black, flying through the air, and carrying with his feet a Red gasoline container with Yellow, White and Black detail. COPYRIGHT-Walter Lantz. (Approved, 11 Aug 1955)

MOTTO

OPERATIONS

Antisubmarine patrols in the Gulf of Mexico, 8 Jun 1942 and 31 Jul-8 Aug 1942. Operational training unit, Jun 1942-Jul 1943. Combat in Western Pacific, 16 Jun-14 Aug 1945. Not operational, 16 Aug 1950-8 Apr 1952. Ferried aircraft, Apr 1952-Nov 1953. Worldwide air refueling operations, 1954-1963 and 1994-1998.

On February 1 1954 Lincoln AFB was officially activated and so was the 98 Air Base Group, in charge of running the field. The 98 Air Refueling Squadron was its first aircraft unit, arriving from Kansas the same month. The first major aircraft, a KC-97, made its appearance in Lincoln during April.

The 98 Air Refueling Squadron was ordered to Goose Air Base Canada on January 5 1955 for 45 days temporary duty, the purpose of this duty was cold weather training for the aircraft and support equipment as well as the personnel.

98 Air Refueling Squadron was ordered to Lakenheath, Air Base, England in support of SAC Air Operations for a 90-day temporary duty beginning November 2, 1955. This operation had the entire 90th Bombardment Wing (M), B-47 and KC-97 TDY together. The air refueling personnel were quartered at Mildenhall Air Base, England while the tankers were at Lakenheath AB.

While in England, the 98 ARS and another ARS participated in project "Texas Star" A total of 37 KC-97s were to refuel B-47s with all of the tankers scheduled to land in Iceland. Weather in Iceland was forecast to be good. After refueling the B-47s the tankers arrived over Iceland to find

strong winds with blowing snow at the base. The crews were able to see the runway when looking directly down through the weather. The story changed as the planes approached for landing. The horizontal visibility was at bare minimum. Approach control began landing aircraft under these difficult conditions. Three aircraft had landed before 98 ARS aircraft #724. landed with its landing gear not locked. The landing gear folded and the aircraft slid to a step off to one side of the runway. A propeller on the right side threw a rock through the aircraft akin, into the lower compartment. Even though a fire-crash vehicle and crew were located a short distance away, no one saw what had happened to #724. because the visibility was so bad. Approach control and the tower had no immediate knowledge of the mishap. Other aircraft continued to land. If #724 had not been off the runway, the following aircraft would have added much more severe consequences to the incident. There were no other aircraft involved and no injury to personnel. A wheeled tow truck could not move #724 after it was raised and gear locked in place, because of the icy-slick surface. A tracked vehicle had to be driven from another base to tow #724 to the parking ramp.

Another Incident occurred during the deployment to Iceland that illustrates how weather can change the normal. The Squadron was required to support a multiple refueling from the base in Iceland Weather conditions were snow and blowing snow with all ground surfaces covered with ice and & layer of snow. As the aircraft turned onto the runway for takeoff, the crew aborted takeoff because of carburetor ice. After clearing the runway, the brakes were set, carburetor preheat applied, and the aircraft returned to takeoff position. As the aircraft moved into takeoff position again, the two scanners in the rear reported on intercom that the left and right main landing gear were not rolling. The aircraft continued its takeoff with the main gear sliding on the ice. The scanners gave a second warning that the wheels were not rolling and then stated that they're gonna blow! Almost immediately, there were loud pops from three of the four main gear tires that had blown. The aircraft continued to accelerate and literally slid off the runway over run and into the air. The situation was finally understood by all of the crew and the Control Tower notified. The tower at first would not believe that the aircraft had actually made the takeoff with three blown tires. After considerable discussion between the crew and the powers in the tower, the crew made a successful refueling and were directed to fly to Lakenheath, England for landing. The aircraft landed with the landing gear extended and then was towed off the manway. The Squadron returned to Lincoln AFB the first part of February 1956.

The combat ready crews of the 98 Air Refueling Squadron were sent to Harmen AB, Newfoundland for temporary duty on November 15, 1956, for the purpose of SAC Air Operations. This was an alert deployment of the Squadron, along with three other air refueling squadrons. This deployment lasted 25 days. A crew was sent TDY to pick up & tanker from prop retrofit just prior to the alert deployment. As they returned to Lincoln, the crew noticed that the parking ramp was bare. All the 98 ARS tankers were gone. Not knowing of the deployment, the AC announced to the crew, "Boys, we are at War! After contact with the Command Post, the plane and crew proceeded to Harmon AB to join the Squadron. The Squadron returned to Lincoln AFB Just before Christmas.

After returning to Lincoln AFB, the 98 ARS was directed back to Harmon AB for 75 days TDY (actually 91 days) beginning December 26, 1956. The purpose was a SAC Rotational Movement in support of project "Reflex". In addition to the almost daily refueling of B-47s returning from the United Kingdom, the Squadron carried on its maintenance and flight requirements under adverse winter conditions. At this time, Harmon AB was primarily a Material Air Transportation (MATS) base. The rotational SAC unit had to provide all or mostly all of its own support equipment and personnel, including maintenance control and the command post. The newly assigned crew personnel were permitted a few flights under supervision, but their main duty was to man the command post and other support positions. During this TDY, the Squadron participated in the non-stop, around the World flight of three B-52s. The 98 ARS provided one of the six in-flight refuelings the B-52s needed to complete their record breaking flight. This was in January 1957. The Squadron returned to Lincoln in March 1957. Changes began to be made soon after arriving home. Squadron commander, combat crews, and maintenance personnel were all affected. Daniel T. Rogers was replaced by Jasper L. Godwin, Jr. as commander in May 1957.

The Squadron continued its primary mission of refueling B-47s in flight. Most of the refueling missions were scheduled rendezvous with the bombers on training flights. These missions were carried out without a hitch, even though the changes in personnel were numerous. A number of pilots were upgraded to aircraft commanders, new combat crews were formed and reformed, maintenance was faced with the problem of meeting flight schedules and maintaining a number of aircraft on alert status. The alert status was begun as a result of the emergency in the Middle East, Lebanon Crisis.

Another SAC Rotational Movement (Reflex) was made by the 98 ARS on December 27, 1957, to Harmon AB, Newfoundland for 90 days TDY. It seems the snow gets deeper each time the Squadron goes North. On March 3, 1958, this TDY was extended to April 12, 1958.

The Summer of 1958 found the 98 ARS performing strip alert at Lincoln AFB. The alert crews could move around the base but had to be within telephone notice at all times with the Command Post. On one occasion, the crew of AC Gould, P Hansell III, N Orz, PE Schreivogel, RO Lemera, and BO Helder, were at their evening meal when the call came to launch in support of a B-47 low on fuel. After a rapid take off, the crew made contact with the B-47 returning to Smoky Hill AFB, Kansas from Robins AFB, Georgia. The B-47 had made an approach to Smoky Hill but found the main forward gear would not lower and fuel was critical. The Intercept between the aircraft was made by ground control. Upon visual sighting, the B-47 reported fuel status as minus 1500 pounds. The anxious situation was manifest by the numerous automatic disconnects by the B-47. AC Gould told BO Helder to manually override the boom and try to hold the B-47 as long as practicable. After a few thousand pounds of fuel was transferred, the B-47 settled down and was able to receive all available fuel. The KC-97 landed was ready to recycle to meet the B-47 again but area lightning at Lincoln had shut down ground refueling operations. By this time, Smoky Hill had one of its own tankers in the air and the B-47 was able to secure the landing gear down. Another job well done by 98 ARS personnel averted severe consequences. The only casualty was the boom on the KC-97 which was damaged beyond repair when it was operated in the manual override position.

The Squadron KC-97s began to show hair line cracks in the aluminum propellers. Maintenance had to magnaflux the blades, crews made preflight inspection of each blade, and aircraft were flown to Westover AFB, MA, for scheduled propeller modification.

During January 1959, the crew of AC Cleek, P Just, N Weinstein, PE W. Jones, RO Davis, and BO Keener were flying a routine night refueling mission over Western Nebraska. Rendezvous was made with a B-47 and fuel transfer was begun. After a few minutes, the B-47 crew notified the tanker that there was no indication of any fuel being transferred. An Immediate check of the tanker systems showed that a fuel transfer pump had malfunctioned and had leaked 2000 pounds of fuel into the lower belly of the KC-97. AC Cleek notified the B-47 of the problem and requested that the B-47 radio Lincoln AFB of the emergency. The AC then ordered the shutdown of all electrical power aboard the aircraft. Attempts to manually drain the fuel from the aircraft failed. As the aircraft approached the Central Defense Zone for an unscheduled penetration, an emergency flight pattern was flown and then the crew headed home. Arriving at Lincoln AFB, the aircraft orbited until the runway could be foamed. The crew prepared the aircraft for an emergency landing by manually lowering the landing gear to a locked position. With crew members positioned, the aircraft approached the runway with no lights and the jet fuel in the lower bay, for a no flap landing. A successful landing was made with no damage to the aircraft nor injury to a crew member. Crew of the Month was awarded to this crew for January 1959.

The 98 Air Refueling Squadron was deployed to Lajes. Air Field, Azores for 90 days TDY on April 7, 1959, This deployment was made with the aircraft making an over-night atop at Harmon AB.

The Squadron deployed in three waves to Lajes Field. All aircraft moved on schedule except #806 and #735. These two KC-97 aircraft made enroute stops to have engine changes or oil leaks corrected. The first wave aircraft arriving at Lajes were immediately sent to the forward (alert) bases at Upper-Heyford, U.K., Torrejon, Spain, and Morocco. After two weeks, the forward base were reduced to two bases, Upper-Heyford and Moron, Spain. In addition, there were alert aircraft at Lajes. The Squadron provided air refueling support out of Lajes to reflex B-47 returning to the United States from Europe and Africa.

The almost daily refueling flights were of short duration. In order to maintain proficiency, pilot transition and navigation legs were flown after the refuelings. On one occasion during this period, five RB-47s were refueled on a scheduled rendezvous off Lajes, just after refueling was completed, the plane that AC Spine's crew had refueled exploded in the air and went down through the undercast into the Atlantic Ocean. One of the tankers descended to 500 feet and searched the area for survivors, while the other four tankers awaited above. The weather was marginal with rain squalls, visibility less than one-half mile, and a ragged ceiling at 600 feet. No survivors or debris was sighted by the one tanker and all five returned to Lajes. The next day, Squadron aircraft began flying low altitude, 50 to 100 feet above the water, searching for survivors. The flight were based on a grid of the RB-47s scheduled track. Although the low level flights did not result in any sightings of survivors or debris, we found that a Portuguese fisherman had found and recovered the navigator the day after the incident. This man was the sole survivor

of the exploded aircraft. He said a KC-97 had passed right over him while he was in the water but did not see him.

Maintenance support for the aircraft at the forward (alert) bases proved to be very difficult because they were not prepared to maintain the KC-97 aircraft. Moran, Spain lacked shop facilities, specialists, tools, and parts. Upper-Heyford provided maintenance support only in extreme cases. At Lajes, the 98 ARS Maintenance Section was hampered by inadequate support in the supply area. The base supply functioned only five days a week, 8 am to 5 pm. Our maintenance worked every day, around the clock, to keep the 25 aircraft in service. The 98 ARS aircraft was supplemented by one KC-97 from four other bases while we were at Lajes, the support problems were aggravating but not insurmountable. The 98 ARS completed 134 sorties out of 139 scheduled for April and 142 sorties out of 149 scheduled for May 1959.

The Squadron began its routine training and proficiency support of the 98 Bomb Wing on the return to Lincoln in July 1959. Crew and support personnel changes began to take place. Service commitments were completed, upgrading to the KC-135 by flight crew, service schools claimed others, and a change in command for the Squadron was made in August 1959. Walter P. Morton replaced Jasper L, Godwin, Jr. After three years of crew stability, there came a time of constant restructuring of combat crews in the 98 ARS.

The numbers game was instituted with flight crews. Pilots were upgraded to aircraft commander. Integrated crews were broken up to provide a spread of experience with inexperience. Only the Standboard crews were left alone. Even with these disruptions, the primary mission of the Squadron was carried on without any less efficiency. This routine continued through the balance of 1959 and the first half of 1960.

During the fall of 1960, the 98 ARS was selected to provide six KC-97s, crews, ground support, and maintenance support for "strip alert" at Fort Churchill, Manitoba, Canada. The alert facility consisted of one building which included operations, briefing room, recreation room, living quarters, dining hall, and any other activity in support of the operation. The alert aircraft were parked in front of the building at one end of the 6000 foot runway. The base belonged to the Royal Canadian Air Force and was used as a cold weather training base. The 98 ARS was there to provide inflight refueling for SAC bombers in the event of war. Charles H. Peterson led the first flight of aircraft into Ft Churchill. This was a new experience for most personnel. Even Harmon and Goose Bay Air Bases had better weather and more conveniences on base and in town. Fort Churchill is located on the Southern end of James Bay, 500 miles South of the Arctic Circle.

Summer, all three months of it, was the most pleasant except for an abundance of large mosquitos and black flies which would carry one away. Winter produced snow, ice, and sub-zero temperatures. Normal Winter temps were in the 20 to 30 degree below zero range, with the wind chill factor tumbling as low as a minus 70 degrees. Exposed skin could freeze in less than a minute and skin touching bare metal would stick. The weather was so cold that the oil in the central oil tank and prop domes would freeze without protection. Each week 3 aircraft and crews would rotate back to Lincoln AFB, so that a crew would stay at Fort Churchill two weeks at a time. Some

of the first aircraft flying out in the winter weather found out the hard way how the oil froze when they encountered engine starvation.

During Winter, every KC-97 had a Herman Nelson auxiliary heater and engine cover on each of its four engines to keep the oil from freezing. A rated flight crew member was required to check cylinder head temperatures once each hour, day and night, to see that the heaters were working correctly. Even under these adverse conditions, practice alerts were initiated by SAC Headquarters. Flight and ground crews would don their Winter gear, rush up the ramp to face the elements, remove the heaters and engine covers, and other protective equipment. The flight crew would then climb aboard the aircraft, exhausted. The type of message received would require different responses. Under these conditions, the alert response time did not quite meet SAC approval.

On one occasion, an alert test almost resulted in a crew member injury. The aircraft engines were required to be started. While the Boom Operator was boarding to close the entrance, he lost his footing on the icy surface and was blown across the ramp into the banked snow causing him to lose conscious. When he did not check in on the intercom, the crew checked and saw this shape on the ground. They stopped engines and found the shape was their missing person, almost frozen. He was carried into the alert facility and attended by persons who revived him and he was returned to duty.

Flying into and out of Fort Churchill in the Winter was an adventure. Polar bears were seen crossing the runway, Horizontal blowing snow kept weather at minimums. The runway was covered with ice and snow continually. The only way to tell where the center line of the runway was by a red line painted over the ice. Ever try landing in a crosswind with blowing snow looking for a red line on a 6000 foot runway at minimum conditions? The Squadron performed strip alert at Fort Churchill for two years.

In addition to providing support at Fort Churchill, the 98 ARS flew scheduled training missions out of Lincoln APB and sent aircraft and crews to Harmon AB for alert duty during the last five months of 1960.

On November 4, 1960, KC-97 #2735 was returning to Lincoln AFB from alert duty at Harmon AB, Newfoundland. The crew experienced an inflight emergency of major proportions. The crew was AC D. Doupnik, P J. Ross, N R. Rhoad, FE R. Pipes, BO W. Golbert, CCs E. Henrickson, and J. Grabanski. The aircraft was at cruising altitude over Eastern Canada when #3 engine had a complete loss of engine oil and #3 propeller went into an overspeed condition. Attempts to feather the prop were unsuccessful The #3 engine RPM was stabilized at 2000 RPM. The crew recognized that due to the lack of oil, the overheating of the engine and propeller could result in the #3 prop separating from the engine with extensive damage to the fuselage or #1; engine. Navigator Rhoad positioned the aircraft 16 miles from Bagotville, Quebec where a Canadian Air Station was located. AC Doupnik determined that Bagotville was a suitable landing field and the weather was poor but above minimums.

AC Doupnik alerted the crew that 4 engine would continue to operate, to aid in the control of the aircraft, until #3 prop showed evidence of separating. Crew members were positioned to observe the nose section of #3 engine and were to report when #3 began sparking, glowing, or flames appeared. At 10 miles from the runway, the crew reported that #3 began to glow white and burn. AC Doupnik ordered #4 propeller feathered. With #4 feathered, at 5 miles from touchdown, #3 prop separated from the aircraft and struck the #4 feathered prop. The engine fire procedures were performed on #3 without success. AC Doupnik completed the approach and landing on two engines with a ceiling of 600 feet, visibility two miles, blowing snow, runway braking action nil. The crew evacuated the aircraft while the base fire department put out the fire. The separated prop landed in an open field closed to Bagotville. This in-flight emergency resulted in no injury to a crew member nor loss of an aircraft. There was only material damage that was repaired or replaced, The aircraft and crew were returned to the Squadron because of the training, professionalism, and experience of this crew Recognition was made of this Incident by awarding AC Darrell Doupnik the Air Medal, and P James Rosa and H Richard Rhoad the Air Force Commendation Medal.

Another significant change in personnel, flight and maintenance took place in 1961 and the first half of 1962. Personnel left for KC-135, others to new assignments, pilots upgraded to aircraft commanders, service commitments fulfilled and a hint of things to come. With the B-52 bomber becoming the main aircraft in the strike force, the slower and lower KC-97 was not the plane of the future.

The Squadron was still able to perform its mission and keep its combat capability during this period of training new personnel. Another change of Squadron Commander was made In July 1962. Charles L. Peterson replaced Walter P. Morton.

The 98 Air Refueling Squadron made its next and last SAC Rotational Movement to Lajes AS, Azores on September 21, 1962 for 120 days temporary duty. The Squadron deployed in three waves with an enroute, overnight, stop at Harmon AB, Newfoundland. The mission was to provide In-flight refueling for aircraft returning to the United States from Europe.

The routine flying, refueling, navigation and pilot training was interrupted early one morning when SAC Headquarters initiated an alert which placed everyone in a very high readiness posture. The Cuban Missile Crisis had arrived. All routine schedules and flights were cancelled.

The Squadron was given the immediate mission, for part of its aircraft, to fly patrol-search missions over a large area of the Central Atlantic. Another part of the aircraft was placed on alert in the event the bomber force was launched. The aircraft on patrol were to fly at low altitude, identify ships and photograph all ships going West or had cargo on deck that resembled missiles. These missions were six hours long and fatiguing due to weather conditions and constantly scanning the ocean surface at low altitude.

A second air refueling squadron was deployed into Lajes within days after the crisis began. A task force was formed by the two squadrons, with Charles L. Peterson designated as Commander.

Everyone was placed on alert status immediately, except for the patrol flights by the 98 ARS. The alert status ended after three weeks with a general celebration by everyone. The 98 ARS ended its temporary duty at Lajes right after the alert status was lifted. The other deployed air refueling squadron remained at Lajes for a normal tour. The 98 ARS returned to Lincoln AFB at the end of January 1963.

The operational life of the 98 Air Refueling Squadron began to ebb upon its return to Lincoln AFB. With increasing numbers of KC-135 and B-52s, the KC-97 and B-47 were less dominate. Especially the KC-97 which could not duplicate the speed or altitude of the KC-135 or the bombers. A phase down from with the transfer of personnel and dispersal of aircraft to other bases or National Guard Squadrons. Joe Volden was given the task of preparing the aircraft for transfer. He remained in place until the last aircraft departed.

The Squadron flew its last flight from Lincoln APB in KC-97 #723 on March 29, 1963. The flight was for 6 hours, with takeoff at 2005 hours, A night flight as usual. The personnel on board were IP D. Dolan, IP V. Huber, P S. Bramwell, IN G. Campbell, PE K. Bischoff, IBO L. Bose, BO O.Parrish, NEW T. Eyres, N R. Armstrong, and P R. Fleming.

The 98 Air Refueling Squadron was inactivated April 1, 1963 at Lincoln Air Force Base, Nebraska. Some personnel retired, others transferred to new bases or training schools, and some personnel were given duties with the 98 Bomb Wing pending reassignment. The last person from the Squadron to receive transfer orders was John M. Schumacher, Navigator, in October 1963.

The 98 Air Refueling Squadron, during its nine years, flew 10,000 refueling flights, delivered 50 million gallons of jet fuel in the air, and flew more than 64000 hours, the equivalent of 16,192,000 miles. The 98 ARS never lost a man or an aircraft, never recorded an injury from an accident, and never recorded a disabling injury during maintenance work. A job well done by every person assigned to the unit.

Deployed to Saudi Arabia, Jul-Dec 1995 to provide refueling support for operations over the no-fly zone in Iraq, and to Panama, Apr-Jun 1996 in support of counter-drug operations.

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.