

314 AIR REFUELING SQUADRON



MISSION

LINEAGE

314 Troop Carrier Squadron constituted, 23 Oct 1943
Activated, 1 Nov 1943
Inactivated, 31 Jul 1946
Redesignated 314 Troop Carrier Squadron, Medium, 10 May 1949
Activated in the Reserve, 27 Jun 1949
Ordered to Active Service, 1 Apr 1951
Inactivated, 2 Apr 1951
Redesignated 314 Fighter-Bomber Squadron, 26 May 1952
Activated in the Reserve, 13 Jun 1952
Redesignated 314 Troop Carrier Squadron, Medium, 1 Sep 1957
Ordered to Active Service, 28 Oct 1962
Relieved from Active Duty, 28 Nov 1962
Redesignated 314 Troop Carrier Squadron, Heavy, 1 Apr 1965
Redesignated 314 Air Transport Squadron, Heavy, 1 Dec 1965
Redesignated 314 Military Airlift Squadron, 1 Jan 1966
Redesignated 314 Tactical Airlift Squadron, 1 Apr 1972
Redesignated 314 Air Refueling Squadron, Heavy, 1 Jan 1977
Redesignated 314 Air Refueling Squadron, 1 Feb 1992
Inactivated 13 Sep 2008

STATIONS

Sedalia AAFld, MO, 1 Nov 1943
Alliance AAFld, NE, 20 Jan 1944

Pope Field, NC, 11 Mar 1944
Baer Field, IN, 7-15 Mar 1945
Barkston, England, 3 Apr 1945
Royel Army Afld, France, 18 Apr-13 Jul 1945
Bergstrom Field, TX, 17 Sep 1945-31 Jul 1946
Hamilton AFB, CA, 27 Jun 1949-2 Apr 1951
Hamilton AFB, CA, 13 Jun 1952
McClellan AFB, CA, 14 Oct 1955
Mather AFB, CA, 1 Jan 1977
McClellan AFB, CA, 1 Jul 1993
Beale AFB, CA, 1 Oct 1997

ASSIGNMENTS

349 Troop Carrier Group, 1 Nov 1943-31 Jul 1946
349 Troop Carrier Group, 27 Jun 1949-2 Apr 1951
349 Fighter Bomber (later, 349 Troop Carrier) Group, 13 Jun 1952
349 Troop Carrier Wing, 14 Apr 1959
940 Troop Carrier (later, 940 Air Transport; 940 Military Airlift; 940 Tactical Airlift; 940 Air Refueling) Group, 11 Feb 1963
940 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

C-53, 1943-1944
C-47, 1943-1944, 1945-1946
C-46, 1944-1946
CG-4, 1944-1946
C-109, 1945
T-6, 1949-1950
T-7, 1949-1951
T-11, 1949-1951
C-46, 1949-1951
T-6, 1952-1954
C-46, 1952-1958
T-28, 1953-1956
C-119, 1958-1965
C-124, 1965-1972
C-130, 1972
KC-135, 1976

COMMANDERS

Maj Walter L. Hurd, Jr., 1 Dec 1943
Maj Daniel P. Duff, 13 Jul 1944
Lt Col Theodore R. Clinkscales, 3 Dec 1945-unkn
Unkn, 1949-1951

Unkn, 1952-1958
Col Harry C. Mailey, Dec 1958
Col James A. Simmons, 11 Feb 1963
Col Charles H. Michael, 1 May 1963
Lt Col Chester W. Anders, 16 Mar 1971
Lt Col Hans J. Eriksen, 1 Jun 1972
Maj Richard A. Houk, 1 Feb 1974
Maj Howard E. Ryan, 1 May 1974
Lt Col John E. McEwen, 2 Jun 1975
Lt Col Delmar Bastian, 24 Jul 1976
Col Sheldon Harris, Apr 1980
Lt Col Claude R. Anderson, Dec 1980
Lt Col Paul G. Hammock, Nov 1981
Lt Col Curtis R. Roe, Aug 1987
Lt Col A. Frank Kasparian, 8 Apr 1990
Lt Col Edward C. Whalen, Jr., 4 Oct 1991
Lt Col Marvin Alexander, 7 Aug 1992
Lt Col James C. Cole, 28 Nov 1993
Lt Col James R. Fuller, 7 Jan 1995

HONORS

Service Streamers

World War II
American Theater
European-African-Middle Eastern Theater

Campaign Streamers

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards
23 Dec 1964-23 Jan 1965
1 Jan 1979-31 Dec 1980
1 Mar 1982-29 Feb 1984
31 Jul 1989-30 Sep 1990
1 Oct 1995-30 Sep 1997
1 Oct 1997-30 Sep 1999

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-31 Mar 1972

EMBLEM



On a disc bend sinisterwise wavy Air Force golden yellow and Air Force blue, within a narrow green border, a golden brown winged burro in profile, his wings raised in flight, his eyeball white, pupil black; a black box strapped to his side by an Air Force golden yellow strap; in sinister an Air Force golden yellow increscent moon; outlines and details black throughout. **SIGNIFICANCE:** The emblem is symbolic of the squadron and its mission. Against a background of the Air Force colors, ultramarine blue and golden yellow, to represent night and day or twenty-four hour operations a winged burro is displayed in flight emerging from the darkness into the dawn, carrying an Important load to symbolize the squadron's strength and persistence In carrying on under adverse conditions to deliver the cargo intact. The burro is the squadron's mascot and is familiar to the Sacramento Valley residents as "Pegbur" a name derived from Pegasus, the mythical flying horse and burro, the California desert donkey. The green border represents the green hills and valleys over which the squadron aircraft fly. (Approved, 28 Sep 1961)

Unofficial emblem significance by unit: The central figure in the emblem is a large, powerful looking donkey, widely known among the Sacramento Valley's residents as "PEGBUR," the Reserve Squadron's parachuting mascot flic name was partly taken from PEGASUS, the mythical flying horse, and partly from the BURRO, the symbolic California Desert donkey. The burro was selected because of his well-known ability to "carry' on" under adverse conditions. He symbolized the strength and persistence of his squadron to deliver the cargo intact, regardless of obstacles. He emerged from the darkness into the dawn carrying his important load, which typified the night and day operations of support required by the Troop Carrier Squadron. The green border represented the green hills and valleys of our country over which he traveled. The silver wings and the Air Force's blue and gold unquestionably identified this emblem as belonging to a USAF unit.



On a disc Azure per bendlet sinister wavy Or and Azure, a burro in profile, wings displayed Gold Brown, masked, hooved and saddled Sable, eyed and detailed Argent with a saddle strap of the first. In sinister a crescent moon of the like, all within a narrow border Green. Attached above the disk, a Yellow scroll edged with a narrow Green border and inscribed "STRENGTH AND PERSISTENCE" in Green letters. Attached below the disk, a Yellow scroll edged with a narrow Green border and inscribed "314 AIR REFUELING SQ" in Green 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. A winged burro as displayed in flight emerging from the darkness into the dawn, carrying an important load to symbolize the Squadron's strength and persistence in carrying on under adverse conditions to deliver the cargo intact. The burro is named Pegbur, a name derived from Pegasus, the mythical flying horse, and burro, the desert donkey known to Sacramento Valley residents. (Approved, 10 Apr 2006)

MOTTO

OPERATIONS

Aerial transportation in the ETO during World War II.

Except for brief period as a fighter-bomber squadron, trained for and performed troop carrier and airlift missions, 1949-1951 and 1957-1976.

Performed air refueling missions worldwide beginning in 1977 and maintained an alert responsibility for Strategic Air Command to Sep 1991.

Deployed aircraft and personnel to Saudia Arabia and European locations in support of the Gulf War and later contingency operations in Somalia and the Balkans.

314 AREFS conducted annual tour at RAF Mildenhall, England and flew 12 sorties in support of European Tanker Task Force. 1989

Aug. 10, 1990: 940th deploys six aircraft and nearly 200 reservists to Jedda, Saudi Arabia, in support of Operation Desert Shield; first air force reserve aircraft in theater

Sep. 28, 1991: 940th stands down from 14 years of nuclear alert duty by presidential order

Operation Desert Eagle purpose was to reconstitute equipment being returned from Southwest Asia theater of operations. 1991

314 AREFS, deployed to RAF Cottesmore England in support of Elder Forest 92.

1992 314 AREFS deployed to RAF Bascombe Down, England to certify KC-135 on night refueling of Tornado aircraft.

314 AREFS supported Operation Uphold Democracy and Operation Coronet Admiral. In Operation Deny Flight. Supported Aces North 94 and Coronet West 23 in Australia. Supported Iceland Tanker Task Force. Conducted operational readiness exercise, Operation Patriot Thunder at Alpena Combat Readiness Training Center MI on 6-10 Jul 1994.

1994 314 AREFS participated NATO exercise Dynamic Impact in Spain. Participated in exercise Cobra Gold in Thailand.

June 1999: president called 167 members of unit to active duty for Operation Allied Force and deploy to Istres AB, France.

Nov. 27, 2005-Jan. 7, 2006: four aircraft and nearly 120 airmen from the 940th Operations and Maintenance groups deployed to Incirlik AB, Turkey, in support of the global war on terror

Jan. 29, 2008: the first two of the 940th's eight KC-135Rs leave Beale for Seymour Johnson AFB, NC

May 3, 2008: the last two KC-135Rs leave Beale and the 940th air refueling wing after 31 years of distinguished service. The aircraft are reassigned to the 916th AREFW

On 9 October 2003, at 1943 hours (L), a KC-135E, S/N 58-0108, experienced engine failure to include turbine disintegration and debris shrapnel damage to various parts of the right wing, shortly after take-off from Patrick Air Force Base (AFB), Florida. The KC-135E and its crew were assigned to the 940th Air Refueling Wing, Beale AFB, California. The crew had just taken off from Patrick AFB to fly an air refueling mission with two C-17s from Charleston AFB South Carolina, and return to Patrick AFB for one full stop landing. At approximately 1500 feet above the ground on departure leg, the crew heard a bang and felt a shudder, observed flames and sparks trailing from the #3 engine, and applied appropriate emergency procedures to shutdown that engine which stopped the fire. The crew orbited over the ocean, jettisoned 57,000 pounds of fuel, and made an uneventful landing at 2030 hours (L), 47 minutes after takeoff. The crew egressed without injury. Engineer analyses at Pratt & Whitney (manufacturer of the engine) and Headquarters, Oklahoma City Air Logistics Center (OC-ALC), determined that the low pressure turbine shaft had failed (broken) which resulted in destruction of the turbine section. The low

pressure turbine shaft failed because it had been exposed to high temperatures from hot combustion gases due to a large crack (21 inches long and up to 0.25 inches wide) in the 1st stage turbine nozzle support front flange weld area. Further analysis of the 1st stage turbine nozzle support revealed that the front flange weld area had been exposed to prolonged and/or improper heat at some time in its history, which degraded the hardness properties of the weld. The failure cause was long-term low cycle fatigue, and engineers determined that it had taken approximately 2800 cycles for the weld to fail (for the TF33 engine, engineers assume 1 cycle = 1 sortie). Because the 1st stage turbine nozzle support is not tracked in an engine component database, it could not be determined when, where, or by whom the front flange weld area had become exposed to prolonged/improper heat, other than the fact that it occurred some time in its past and prior to the last major engine overhaul in 1997 at the OC-ALC. It is worth noting that the engine was owned and used by the commercial sector prior to being acquired by the USAF in the mid-1980's. The primary cause of the engine failure, then, was the complete failure of the 1st stage turbine nozzle support front flange weld area, which allowed hot combustion gases to come in contact with the low pressure turbine area, causing the low pressure turbine shaft to fail resulting in #3 engine failure.

On 14 Jan 85, Aircraft #096 was the first to be sent to the Boeing facility in Wichita, Kansas to be re-engined to the more efficient E-model engines

On 8 Aug 90, the unit was called upon to deploy to Saudi Arabia in support of Operation Desert Shield. Approximately 185 personnel and 6 aircraft deployed within 72 hours of notification (all volunteers!!) A partial call up occurred and many unit members served in Saudi Arabia, Spain, and England during the Persian Gulf War which ended Sep 91. In Oct 91, the cold war over, our tankers were no longer needed on 24 hour alert and thus ended our alert commitment

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.
Air Force News. Air Force Public Affairs Agency.