

## 436 AIRLIFT WING



### MISSION

#### LINEAGE

436 Troop Carrier Wing, Medium established, 10 May 1949  
Activated in the Reserve, 27 Jun 1949  
Ordered to active service, 1 Apr 1951  
Inactivated, 16 Apr 1951  
Activated in the Reserve, 18 May 1955  
Inactivated, 15 May 1958  
Redesignated 436 Military Airlift Wing and activated, 27 Dec 1965  
Organized, 8 Jan 1966  
Redesignated 436 Airlift Wing, 1 Dec 1991

#### STATIONS

Godman AFB, KY, 27 Jun 1949  
Standiford Muni Aprt (later, Standiford Field), KY, 20 Oct 1950–16 Apr 1951  
New York NAS (later, USNAS, New York), NY, 18 May 1955–15 May 1958  
Dover AFB, DE, 8 Jan 1966

#### ASSIGNMENTS

Ninth Air Force, 27 Jun 1949  
First Air Force, 1 Aug 1950–16 Apr 1951  
First Air Force, 18 May 1955  
Fourteenth Air Force, 25 Mar–15 May 1958  
Military Air Transport Service (later, Military Airlift Command), 27 Dec 1965  
Twenty-First Air Force, 8 Jan 1966

#### WEAPON SYSTEMS

C-45, 1949  
T-7, 1949-1951  
T-11, 1949-1951  
C-47, 1949-1951  
T-28, 1955  
T-33, 1955  
C-45, 1955-1957  
C-46, 1955-1957  
C-119, 1957  
C-124, 1966-1969  
C-133, 1966-1971  
C-141, 1966-1973  
C-5, 1971  
C-17

### **COMMANDERS**

Brig Gen Albert M. Woody, 27 Jun 1949-16 Apr 1951  
Col Peyton Gibson, 18 May 1955  
Col Michael P. Yarnell 1 February 1957  
None (not manned), 15 Nov 1957-15 May 1958  
None (not manned), 27 Dec 1965- 7 Jan 1966  
Brig Gen John B. Wallace, 8 Jan 1966  
Brig Gen Fred W. Vetter, Jr., 29 Jan 1969  
Col Horace W. Patch, 10 Feb 1969  
Brig Gen Fred W. Vetter, Jr., 6 Mar 1969  
Brig Gen Kelton M. Farris, 1 Aug 1970  
Col Willum H. Spillers, Jr., 24 Aug 1972  
Brig Gen Charles F. G. Kuyk, Jr., 11 Jun 1973  
Brig Gen Click D. Smith, Jr., 3 Apr 1975  
Col William J. Mall, Jr., 15 May 1978  
Col Archer L. Durham, 26 Feb 1979  
Col Albert C. Guidotti, 14 Feb 1980  
Col Paul A. Harvey, 26 Jan 1982  
Col William H. Sistrunk, 17 Feb 1983  
Col Walter Kross, 14 Jan 1985  
Col Albert W. Estes, 17 Jun 1987  
Col Floyd K. Tedrow, 26 Feb 1988  
Col William J. Begert, 14 Sep 1989  
Col Michael A. Moffitt, 1 Jun 1990  
Col William Welser III, 21 Aug 1992  
Brig Gen Robert J. Boots, 29 Jul 1994  
Col Richard B. Bundy, 10 May 1996  
Col Felix M. Grieder, 21 Jul 1997  
Col Silvanus Taco Gilbert III, 23 Jul 1999

Col Scott E. Wuesthoff, 23 Jul 2001  
Col John I. Pray Jr., 7 May 2003  
Col Samuel D. Cox, 6 May 2005  
Col Steven B. Harrison, 8 May 2007  
Col Manson O. Morris, 9 Jan 2009  
Col Mark D. Camerer 27 Jan 2011  
Col Richard G. Moore, Jr., 27 Aug 2012  
Col Michael W. Grismer, Jr., 15 Aug 2014  
Col Ethan C. Griffin, 5 Aug 2016  
Col Joel W. Safranek, 30 May 2018  
Col Matthew E. Jones, 7 Jan 2020  
Col Matthew Huseman, 7 Jun 2021

## **HONORS**

### **Service Streamers**

World War II, American Theater  
Global War on Terrorism Service

### **Campaign Streamers**

Southwest Asia  
Defense of Saudi Arabia  
Liberation and Defense of Kuwait

### **Armed Forces Expeditionary Streamers**

Grenada, 1983

### **Decorations**

Air Force Outstanding Unit Awards  
13 Nov–18 Dec 1967  
1 Jan 1968– 31 Dec 1969  
1 Sep 1971–30 Jun 1972  
13 Oct–14 Nov 1973  
1 Jan 1974– 30 Apr 1975  
1 May 1975–31 May 1976  
1 Jun 1976–31 May 1978  
1 Jun 1978–31 May 1979  
1 Jun 1981–31 May 1982  
1 Jun 1982–31 May 1984  
1 Aug 1992-31 Jul 1994  
1 Jul 1997-30 Jun 1999  
1 Jul 2000-30 Jun 2001  
1 Jul 2001-30 Jun 2002  
1 Jul 2002-30 Jun 2003

1 Jul 2003-30 Jun 2004  
1 Jul 2004-30 Jun 2005  
1 Sep 2007 31 Aug 2009  
1 Jan-31 Dec 2010  
1 Jan 2011-31 Dec 2011

### **Bestowed Honors**

Authorized to display honors earned by the 436 Operations Group prior to 27 Jun 1949

### **Service Streamers**

World War II American Theater

### **Campaign Streamers**

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

### **Decorations**

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

### **EMBLEM**

First emblem approved, 20 Jun 1957.



436 Airlift Wing emblem: On a shield or bordered argent (silver), an American bald eagle volant

(wings outspread), azure (sky blue), highlighted bluebird, his wings superimposed over the border, airlifting with his talons a sphere of the second (white), fimbriated (border), longitude, latitude lines, grappling iron attached to upper area of sphere, all of the fourth (yellow). **SIGNIFICANCE:** The principal colors of our emblem, blue, golden yellow and white, relate to the MAC and USAF emblem colors. The white and blue symbolize the sky and clouds, the theater where our Airlift mission is performed. The American bald eagle, our National bird, carrying the globe with his talons, symbolically indicates our global airlift support. Of the noble virtues, blue symbolizes vigilance, perseverance, and justice; white, the heraldic representation of silver, is for purity; and yellow, the heraldic representation of gold, is for knowledge and enlightenment. (Approved, 14 July 1966)

### **MOTTO**

ROBUSTUM AUXILIUM— Powerful support

### **NICKNAME**

### **OPERATIONS**

Trained as a Reserve troop carrier wing Jun 1949–Apr 1951, under supervision of the 2236th Air Force Reserve Training Center, and again during May 1955–Nov 1957, under supervision of the 2230th Air Reserve Flying Center. In between, ordered to active service and inactivated almost immediately, personnel serving as fillers for other USAF units. Replaced the 1607th Air Transport Wing in Jan 1966 as the MAC host wing at Dover AFB, DE. Initially flew C–124, C–133, and C–141 aircraft, but gradually replaced C–124 and C–133 types with C–5s. By mid-1973, flew only the C–5. During the late 1960s and early 1970s, flew numerous missions to Southeast Asia, although primary wing routes served Europe, the Middle East, and Africa. Participated in joint training with US Army; took part in numerous tactical exercises in the United States and overseas, particularly in support of NATO. Flew worldwide airlift, including mail and other high priority cargo, aeromedical evacuation, personnel transport, humanitarian, and diplomatic missions. Wing aircrews were augmented by attached Reserve aircrews. Airlifted personnel and equipment for operations in Grenada, 24 Oct–18 Dec 1983; and Panama, 19 Dec 1989–14 Jan 1990. Deployed an Airlift Control Element (ALCE) at Tocumen International Airport, Panama on 19 Dec 1989. Provided airlift of personnel and equipment, and logistical support for operations in Southwest Asia, Aug 1990–May 1991.

On 10 May 1949, the 436 Troop Carrier Wing, Medium, (TCW (M)) activated as a ready reserve unit at Godman Air Force Base, Kentucky. The Standiford Municipal Airport, Kentucky, later to become Standiford Field, became the next home of the wing. The wing flew cargo and trainer aircraft under the supervision of the 2236th Air Force Reserve Training Center until its next inactivation on 16 April 1951. On 18 May 1955, the wing relocated to the New York Naval Air Station, New York, as a reserve unit under the 2230th Air Reserve Flying Center. The 436 TCW (M) resumed its training mission in cargo and trainer aircraft until its next inactivation on 15 May 1958.

The 436 Troop Carrier Wing redesignated as the 436 Military Airlift Wing (MAW) on 27

December 1965. On 8 January 1966, the wing replaced the 1607th Air Transport Wing as the Military Airlift Command (MAC) host wing for Dover Air Force Base, Delaware. The 436 MAW trained on and operated heavy cargo aircraft such as the C-124 Globemaster II, C-133 Cargomaster and the C-141 Starlifter. Within a relatively short period of time, the C-55 Baron replaced both the Globemaster and Cargomaster airframes. In the advent of advanced technology, the world's largest cargo aircraft, the C-5 Galaxy, became the primary airlift asset operated by the wing beginning in April 1971. By 1 August 1973, the wing became the Air Force's only all C-5 operational wing, with 38 of these giant airlifters assigned. During the 1970s, the wing flew numerous missions to Southeast Asia, although primary routes served Europe, the Middle East, and Africa. The Cold War between the U.S. and the U.S.S.R. escalated during this decade. In 1973, the wing played a major role in the fortification of the country of Israel immediately following the beginning of the Yom Kippur War. For 33 consecutive days, the wing's aircrews remained in alert status in support of Operation NICKEL GRASS. The wing flew approximately 145 total trans-Atlantic missions during this operation. In total, the U.S. delivered more than 10,000 tons of cargo including ammunition and miscellaneous supplies to the nation of Israel.

During the 1980s, the wing provided strategic global airlift capability for the worldwide support of contingency and emergency war plans required to support Department of Defense objectives. The wing demonstrated its preeminent airlift capability through support of airlifting troops, equipment, and supplies to Panama. In December 1989, the U.S. removed military strongman Manuel Noriega from power, thereby restoring democracy to that Central American country. During the 1990s, the wing displayed its prowess for operational airlift support. The massive airlift undertaken by Military Airlift Command and the wing moved troops to the country of Saudi Arabia in support of Operation DESERT SHIELD and then Operation DESERT STORM. On 2 December 1991, the wing was redesignated as the 436 Airlift Wing as part of an Air Force-wide reorganization.

In January 1994, the number of flying squadrons decreased from three to two with the inactivation of the 31st Airlift Squadron. In September 1994, the 436 AW participated in Operations RESTORE/UPHOLD DEMOCRACY, the invasion of Haiti. In December 1995, wing aircrews supported Operation JOINT ENDEAVOR, the implementation of the Dayton Peace accords in war torn Bosnia-Herzegovina. In March 1999, the 436 AW supported Operation ALLIED FORCE, the bombing campaign designed to end Serbian aggression in Kosovo.

The new millennium ushered in a new time period, but wing operations remained constant - busy. The U.S. response to the September 11, 2001 terrorist attacks ultimately flowed through Dover Air Force Base, on 436 AW aircraft operated by 436 aircrews. As of February 2009, the wing continues to meet essential airlift and transportation in support of Operations ENDURING FREEDOM and IRAQI FREEDOM. The 436 AW also supported humanitarian airlift activities. Some of these include, but are not limited to, providing humanitarian aid to the survivors of the earthquake-ravaged countries of Turkey and Taiwan.

Other airlift activities conducted by the wing include the delivery of supplies and equipment to

Homestead Air Force Base, Florida, after that facility was leveled by Hurricane Andrew; delivery of food and medical supplies to the former Yugoslav Republic under Operation PROVIDE PROMISE; ferrying of food supplies and equipment to the former Soviet Union under Operation PROVIDE HOPE; delivery of more than 8,000 tons of supplies and 9,000 passengers to war-ravaged Somalia under Operation RESTORE HOPE; and the airlift of food and medicine destined for Kurdish refugees in northern Iraq under Operation PROVIDE COMFORT, and the removal of enriched uranium from the former Soviet Republic of Kazakhstan under Operation PROJECT SAPPHIRE. Also, throughout its existence the wing has and continues to fly presidential support missions supporting executive airlift and transportation around the globe.

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A combined flight crew from the 436 and 512th Airlift Wings at Dover Air Force Base, Del., traveled to Long Beach, Calif., to assume ownership of the base's first C-17 Globemaster III aircraft from the Boeing Co. May 31. After accepting the aircraft, known as the Spirit of the Constitution, the crew flew it cross-country to McGuire AFB, N.J. Gen. Duncan McNabb, Air Mobility Command commander, officially delivered the C-17 to Dover June 4. The active-duty 436 and its associate unit, the 512th, are in the process of integrating the new airframe with its current fleet of C-5 Galaxies. "When I arrived at Dover in May 2006, the C-17 transition was just beginning," said Maj. Justin Riddle of the active-duty 3rd Airlift Squadron, who served as aircraft commander for the flight from California to McGuire. "For the next year, I witnessed Dover's transformation and how every base agency contributed toward the beddown." "So much work and effort has gone into the C-17s arriving at Dover," said Capt. Paul Scambos, a member of the flight crew. "To be a small part of that is an honor and something I will always remember." Other members of the crew that flew the aircraft to McGuire were Maj. Kevin Higginbotham, 326th AS and Team Dover's first Air Force Reserve Command C-17 pilot; and Master Sgts. Steve Rucker and Mike Wright, Dover's first active duty and Reserve (respectively) C-17 loadmasters. Also on board for the flight from California was Brig. Gen. Alfred Steward, 21st Expeditionary Mobility Task Force commander at McGuire AFB, who served as delivery official. It didn't take the Reserve's 326th AS long to get to work after the aircraft's arrival, taking the first flight aboard the Spirit of the Constitution just one day later. The flight was a local training mission to further the Reserve crew's proficiency in tactical and instrument approach procedures as well as combat offloading and night-vision goggle use. Dover is scheduled to receive 12 other C-17s during the next two years. The aircraft will complement the base's current inventory of 18 C-5s, which have been modernized with digital avionics and are scheduled to have their engines upgraded, said Lt. Col. Craig LaFave, chief of the 512th AW Program Integration Office. The Spirit of the Constitution is the first new airplane to arrive at Dover in 21 years. The C-5s first arrived at Dover 36 years ago. 2007

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USAF Unit Histories  
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Sources

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