

542nd COMBAT SUSTAINMENT WING



MISSION

The Wing provides the nation's war fighters and allies the most combat capable and affordable electronic warfare systems in the world. The 542 CSW delivers a full spectrum of combat capabilities by designing, acquiring, installing, and sustaining electronic warfare, avionics, support equipment, vehicles, missiles, and weapons. Responsible for life-cycle management of over 800 systems valued at \$56.2B. Manages \$4.21B in executable funds and \$8B in contracts to foster improvement in the agile logistics environment. Directly responsible for management of seven ACAT II programs. Programs include: electronic warfare, airborne and ground communication, navigation, precision attack systems, weapons and missiles, support equipment, Automatic Test Systems, industrial equipment, vehicles, Basic Expeditionary Airfield Resources, Air Force life support systems, armament, specialized programs, and supply chain management activities for WR-ALC.

LINEAGE

92nd Combat Bombardment Wing (Heavy) established, 25 Oct 1943

Activated, 1 Nov 1943

Redesignated 92nd Combat Bombardment Wing, Heavy, 24 Aug 1944

Redesignated 92nd Bombardment Wing, Heavy, 22 Nov 1944

Disbanded, 28 Aug 1945

1550th Aircrew Training and Test Wing, which was activated, 1 Apr 1971

Redesignated 1550th Combat Crew Training Wing, 15 May 1984

92nd Bombardment Wing, Heavy reestablished and redesignated 542nd Combat Crew Training Wing, 31 Jul 1985

542nd Combat Crew Training Wing and 1550th Combat Crew Training Wing consolidated and redesignated 542nd Crew Training Wing, 1 Oct 1991

Inactivated, 1 Apr 1994

Redesignated 542nd Combat Sustainment Wing, 31 Jan 2005

Activated, 4 Mar 2005

STATIONS

Polebrook, England, 1 Nov 1943

Camp Blainey, England, 12 Dec 1943

Sudbury, England, 2 Mar 1944

Bury St. Edmunds, England, 18 Nov 1944

Elveden Hall, England, 12 Feb-13 Jul 1945

Sioux Falls AAFld, SD, 23 Jul-28 Aug 1945

Hill AFB, UT, 1 Apr 1971

Kirtland AFB, NM, 15 Mar 1976-1 Apr 1994

Robins AFB, GA, 4 Mar 2005

ASSIGNMENTS

VIII Bomber Command, 1 Nov 1943

3rd Bombardment (later 3rd Air) Division, 31 Mar 1944-22 Jul 1945

Second Air Force, 23 Jul-28 Aug 1945

Aerospace Rescue and Recovery Service, 1 Apr 1971

Twenty-Third Air Force, 1 Oct 1983

Twenty-Second Air Force, 21 May 1990

Nineteenth Air Force, 1 Jul 1993-1 Apr 1994

Warner Robins Air Logistics Center, 4 Mar 2005

WEAPON SYSTEMS

B-17, 1943-1945

B-24, 1944

H-3, 1971-1972

H-53, 1971-1972

HH-43, 1971-1975

TH-1, 1971-1987

UH-1, 1971-1994

HC-130, 1971-1994

HH-1, 1973-1975

HH-3, 1973-1994

HH-53, 1973-1994
CH-3, 1976-1994
CH-53, 1984-1994
JC-130, 1986-1987
MH-53, 1988-1994
UH-60, 1988-1994
TH-53, 1990-1994
MH-60, 1990-1994
MC-130, 1993-1994

COMMANDERS

Unkn, 1-23 Nov 1943
Col Julius K. Lacey, 24 Nov-12 Dec 1943
Unkn, 12 Dec 1943-Mar 1944
Col Harold Q. Huglin, by Apr 1944
Unkn, 20 Nov 1944-11 Feb 1945
Col Hunter Harris Jr., 12 Feb-11 May 1945
Unkn, 12 May-28 Aug 1945
Col Malcolm C. Frazee, 1 Apr 1971
Col Erskine Wigley, 12 Aug 1972
Col William E. Moore, 8 Mar 1973
Col Dale L. Oderman, 12 Feb 1975
Col Ned L. Cagle, 1 Jun 1978
Col Bruce M. Purvine, 1 Mar 1979
Col Charles R. Skinner, 18 May 1981
Col Floyd E. Hargrove, 18 Jan 1983
Col Larry D. Parsons, by Jan 1986
Col Roland J. Page, 17 Jun 1987
Col Charles R. Holland, 15 Jun 1989
Col Gary C. Vycital, 7 Jun 1991
Brig Gen James L. Higham, 1 Oct 1991
Col Richard T. Jeffreys, 1 Jan 1993-1 Apr 1994
Col Jack Blair

HONORS

Service Streamers

None

Campaign Streamers

World War II
Air Offensive, Europe
Normandy
Northern France
Rhineland

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Outstanding Unit Awards

1 Apr 1974-31 May 1976

1 Apr 1976-31 Mar 1978

1 Jul 1985-30 Jun 1987

1 Jul 1987-30 Jun 1989

EMBLEM



Per bend Azure and Gules, as a bend, a sword throughout point upward Proper, in chief six mullets enarched Or, in base a hurt charged with a mullet Argent, bearing a torteau all entoured by a gear wheel of twenty four cogs of the third, all within a diminished bordure Yellow. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "542D COMBAT SUSTAINMENT WING" in Blue 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. The sword represents vigilance for sustaining combat. The six stars represent the six groups and the six Air Force Core Competences. The star within a gear is from the Air Force emblem and is five-pointed to represent the five components of the United States total force (Air Force, Army, Navy, Marines and Coast Guard), which come together to achieve and sustain the mission. (Approved, 9 Jun 2005)

MOTTO

NICKNAME

OPERATIONS

Began flying operations in Nov 1943 when two bombardment groups were assigned. Entered combat on 11 Dec 1943, but four days later the wing ceased flying operations when its groups were assigned elsewhere. Resumed flying when the first of two new bombardment groups was assigned in Apr 1944, and reentered combat in May. On November 18, the two groups were attached to another wing for operational control, and the wing ceased flying operations until the end of the war.

Hq, Military Airlift Command, Scott AFB, IL., designated and activated at Hill AFB, Utah the 1550 Aircrew Training and Test Wing with seven squadrons. Manned by about 1,400 military and 100 civilian personnel (when at full strength), it would be Hill's largest tenant. The activation consolidated at Hill all AF helicopter combat crew training schools (Sheppard AFB, Texas; Shaw AFB, South Carolina and two at Eglin AFB, Florida).

The primary mission of the new wing was to operate a consolidated transition and combat crew training school for all Air Force helicopter crewmen in concert with a specialized training school for HC-130 crewmen, pararescuemen, and firefighters.

Hill AFB met geophysical training criteria: ready access to mountains with elevations over 5,000 feet, availability of a large expanse of water, a nearby air-to-ground gunnery range and a relatively unobstructed air refueling area. About 1,200 pilots and aircrew members would graduate yearly. The first class was slated for 1 July with about 280 students enrolled. About 68 helicopters and six fixed-wing HC-130 aircraft would be attached to the Wing. 1 APR 1971

On 12 December 1975, the Office of the Secretary of the Air Force announced that the 1550th would move to Kirtland AFB, New Mexico. The unit's strength at this time was 181 officers, 651 airmen, and 34 civilians. Concurrently, the 388th Tactical Fighter Wing (TFW) would move from Korat Royal Thai Air Base, Thailand, to Hill AFB and be equipped with 54 F-4Ds. One of the key factors in this move was the ability of the Hill/ Wendover/Dugway Range complex to readily accept required weapons training. The change would result in an increase of 1,100 military and a decrease of 50 civilian positions at Hill AFB.

The 1550th ATTW was officially relocated from Hill to Kirtland AFB on 15 March 1976. Later, on 25 January 1977, two helicopter simulators belonging to the 1550th were shipped to its newly built facilities at Kirtland AFB. The \$3 million, seven-ton simulators were used by the wing while at Hill AFB in the training of over 2,000 U.S. and foreign students in flying proficiency for the CH-3 Jolly Green Giant and the HH-53 Super Jolly Green Giant helicopters.

1550 CCTW is the advanced helicopter, HC-130 and para-rescue training school for the United States Air Force. Commander is Col. Charles R Holland. More than 1500 students a year pass through the unit training programs. Of this number approximately 1000 are sent here for simulator refresher courses.

These students are fully qualified crewmembers assigned to units worldwide who come to Kirtland for specialized training. The fixed wing students attend the five-day program where day one is spent on aircrew coordination training and the remaining four days are for system refresher. The helicopter simulator is four day course where once again the first day is spent in aircrew coordination training and the remaining days in system work.

Between 400 and 500 aircrew members are sent here each year for initial or mission qualification training some other programs include basic flight engineer, Military Airlift Command instructor Lead In, key staff and HC-130 H-60 H-3 and H-1 crewmember training. Recently the first group of MH-53J students arrived at Kirtland for the new seven-month Pave Low course. This group will initially qualify in basic H-53 airframe and then moving to MH-53J for refueling mission qualification.

Aircrew students normally transition into their weapon systems and then advance to more complicated tasks For helicopter students, the training may include low level day and night formation, aerial refueling, high-altitude remote site operation, gunnery, water hoist, and landings enhanced navigation, and night vision goggle operations. HC-130 training includes low-level day and night formation, assault landings, aerial refueling, airdrops of personnel and equipment, combat tactics and night vision goggle operations. Each year nearly 150 students attend the initial qualification para-rescue school. Para-rescue candidates hone their skills as combat trauma specialists and are trained in scuba, mountain climbing, parachuting, weapons firing, survival training, combat tactics and aircrew duties. Upon graduation, the new para-rescue specialists are awarded the distinctive maroon beret. The school also provides advanced medical training for Navy SEALs and similar units.

On October 1, 1991, the 1606th Air Base Wing and 1550th Combat Crew Training Wing merged into one "super" wing called the 542nd Crew Training Wing.

AETC assumed command of Air Mobility Command's 542d Crew Training Wing and its helicopter crew training mission at Kirtland. Air Education and Training Command became responsible for a number of helicopter crew training courses. For the UH-1N, AETC now provided initial and mission qualification, as well as tactical and nontactical training for pilots, copilots, and flight engineers. Training officials at Kirtland also provided the same training for MH-53 and MH-60 crews. Additionally, wing personnel provided an MH-53J aerial gunner training program, a basic helicopter flight engineer course, and courses to qualify personnel as instructor pilots or instructor flight engineers on the three types of AETC helicopters stationed at Kirtland.

The 58th Special Operations Wing assumed the assets and the mission of the 542d Crew Training Wing

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.

Major Changes In Helicopter Pilot Training 1944-1994 Dick J. Burkard History and Research Office. Headquarters Air Education and Training Command. Randolph AFB, TX, Dec 1994