

730 AIR MOBILITY TRAINING SQUADRON



MISSION

The 730 Air Mobility Training Squadron of the Air Force Reserve Command operates C-17 and KC-135, training students from active-duty Air Force, Air Force Reserve Command, Air National Guard and more than 15 foreign countries from around the world through more than 20 courses. The squadron's mission is to leverage strengths, efficiencies, and operational effectiveness to deliver a sustainable, ready, available and accessible force to provide the best trained mobility forces.

LINEAGE

730 Bombardment Squadron (Heavy) constituted, 14 May 1943
Activated, 1 Jun 1943
Redesignated 730 Bombardment Squadron, Heavy, 20 Aug 1943
Inactivated, 28 Aug 1945
Redesignated 730 Bombardment Squadron, Very Heavy, 3 Jul 1947
Activated in the Reserve, 1 Aug 1947
Redesignated 730 Bombardment Squadron, Light, 27 Jun 1949
Ordered to Active Service, 10 Aug 1950
Redesignated 730 Bombardment Squadron, Light, Night Intruder, 25 Jun 1951
Relieved from Active Duty, and inactivated, 10 May 1952
Redesignated 730 Tactical Reconnaissance Squadron, Night Photo, 6 Jun 1952
Activated in the Reserve, 13 Jun 1952
Redesignated 730 Bombardment Squadron, Tactical, 22 May 1955
Redesignated 730 Troop Carrier Squadron, Medium, 1 Jul 1957
Redesignated 730 Tactical Airlift Squadron, 1 Jul 1967

Redesignated 730 Military Airlift Squadron (Associate), 25 Mar 1968
Redesignated 730 Airlift Squadron (Associate), 1 Feb 1992
Redesignated 730 Airlift Squadron, 1 Apr 1993
Inac
Redesignated 730 Air Mobility Training Squadron

STATIONS

Geiger Field, WA, 1 Jun 1943
Rapid City AAB, SD, 9 Jul 1943
Pendleton Field, OR, 10 Oct 1943
Walla Walla AAFld, WA, 5 Nov-Dec 1943
Deopham Green, England, Jan 1944-6 Aug 1945
Sioux Falls AAFld, SD, 14-28 Aug 1945
Long Beach AAFld (later, Long Beach Muni Aprt), CA, 1 Aug 1947
George AFB, CA, 10 Aug-Oct 1950
Itazuke AB, Japan, 26 Oct 1950
Miho AB, Japan, 10 Dec 1950
Pusan-East AB, South Korea, 17 May 1951-10 May 1952
Long Beach Muni Aprt, CA, 13 Jun 1952
March AFB, CA, 14 Oct 1960
Norton AFB, CA, 25 Mar 1968
March AFB (later, ARB), 14 Aug 1993

ASSIGNMENTS

452 Bombardment Group, 1 Jun 1943-28 Aug 1945
452 Bombardment Group, 1 Aug 1947-10 May 1952
452 Tactical Reconnaissance (later, 452 Bombardment; 452 Troop Carrier) Group, 13 Jun 1952
452 Troop Carrier Wing, 14 Apr 1959
944 Troop Carrier (later, 944 Tactical Airlift; 944 Military Airlift) Group, 17 Jan 1963
445 Military Airlift Wing, 1 Jul 1973
445 Operations Group, 1 Aug 1992
452 Operations Group, 1 May 1994

WEAPON SYSTEMS

B-17, 1943-1945
Unkn, 1947-1948
T-6, 1948-1950
T-7, 1948-1950
T-11, 1948-1950
B-26, 1949-1952
T-6, 1952-1954
F-51, 1953-1954
B-26, 1953-1957

C-46, 1957-1958
C-119, 1958-1968
C-141, 1968

COMMANDERS

None (not manned), 1 Jun-8 Jul 1943
Capt Bertram C. Joseph, 9 Jul 1943
Maj Edward A. Rosen, 13 Jul 1943
Cpt Ralph S. Hayes Jr., by Sep 1943
Maj David A. Beardsley, by Jul 1944
Maj Boone Seegars, 25 Mar-24 Jun 1945
Unkn, Jul-28 Aug 1945
Unkn, 1 Aug 1947-Jun 1948
Lt Col Colm, by Jul 1948
Lt Col Harland H. Foat, by Sep 1950
Maj Philip B. Lockwood, 9 Feb 1951
Capt William W. McDannel, 16 May 1951
Lt Col William A. Gunter, 4 Jun 1951
Lt Col Gilbert Nevling, 21 Sep 1951
Maj Fredric E. Mau, Apr-10 May 1952
Unkn, 13 Jun 1952-Jun 1954
Lt Col Karl W. Thompson, by Jul 1954
Lt Col Henry C. Reavis Jr., by Dec 1957
Lt Col Mark A. Steyaert, by Jun 1960
Lt Col Leon E. Carlson, by Dec 1960-Jan 1963
Unkn, Feb 1963-Feb 1968
Lt Col Edward Dillon, 25 Mar 1968
Col Ronald R. Blalack, 1 Aug 1969
Lt Col William M. Conley, 1 Jul 1973
Col Walter T. Davey Jr., by Sep 1976
Col Wesley L. Robertson, 26 Jul 1977
Lt Col Thomas L. Neubert, Aug 1981
Col Claude G. Jackson Jr., 7 Jul 1984
Lt Col John D. Dorris, 1 Oct 1989
Lt Col Patrick A. Collins, 2 Oct 1993
Lt Col Brian W. Davis, 25 Feb 1995

HONORS

Service Streamers

None

Campaign Streamers

World War II

Air Offensive, Europe

Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Korea
UN Offensive
CCF Intervention
First UN Counteroffensive
CCF Spring Offensive
UN Summer-Fall Offensive
Second Korean Winter
Korea Summer-Fall 1952

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Distinguished Unit Citations

Germany, 7 Apr 1945

Korea, 9 Jul-27 Nov 1951

Korea, 28 Nov 1951-30 Apr 1952

Air Force Outstanding Unit Awards

1 Jul 1970-30 Jun 1971

1 Sep 1982-31 Aug 1984

1 Sep 1985-31 Aug 1987

31 Jan 1988-30 Jan 1990

1 Sep 1995-31 Aug 1996

1 Sep 1997-31 Aug 1999

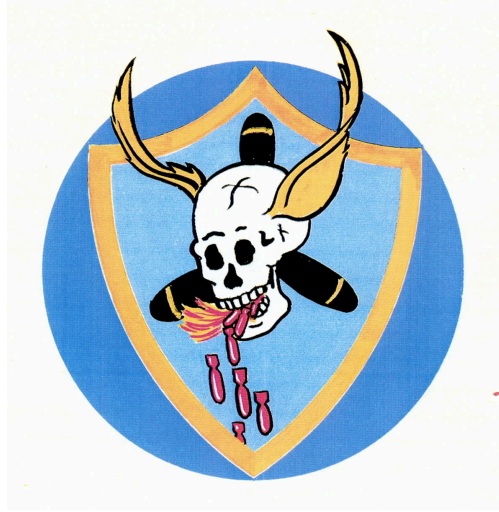
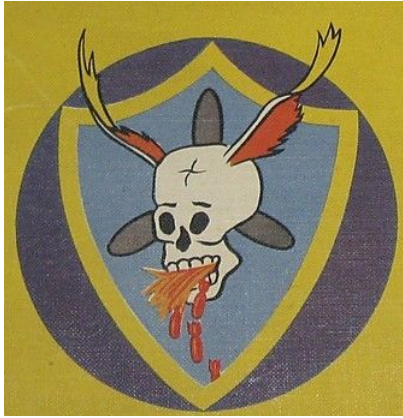
Republic of Korea Presidential Unit Citation

27 Oct 1950-27 Oct 1951

Republic of Vietnam Gallantry Cross with Palm

25 Mar 1968-28 Jun 1973

EMBLEM



730 Bombardment Squadron, Heavy emblem



730th BOMB SQ., L. NIGHT INTRUDER

On a disc white, edged with a double line red, the representation of a "Rebel", overalls light blue, undershirt red, shirt white, hat black, white band, shoes black, carrying a shotgun black, and riding a bomb also black. The rebel is significant of the nickname that has been associated with the unit throughout its history. The rebel is symbolic of determination, aggressiveness, and ruggedness, qualities associated with the mission of the 730th Bombardment Squadron, Light, Night Intruder. The bomb represents the night operations of the unit. (Approved, 14 Dec 1951.)



A disc edged with a narrow yellow border consisting of a medium blue globe with grid lines

below a small blue sky the globe surrounded by a blue and white vertical runway over which is a white arched contrail terminating below a gray flight symbol . In base surmounting the lower portion of the runway a gray knights helmet with visor closed in profile detailed blue and plumed red. Attached above the disc a white scroll edged yellow and inscribed "First Associate Reserve" in blue letters. Attached below the disc a blank white scroll edged yellow. **SIGNIFICANCE:** The design portrays unit history and functions. The sky depicts the unit's theater of operations and the globe signifies the world wide nature and function of the unit. The ultramarine blue runway is symbolic of the start and completion of the runway, with a circular white flight path signify the airborne nature of the units contribution to the Air Force Mission. The knights helmet recalls unit history since this element was a feature of the parent group's emblem. Highlighting the entire emblem is a border of golden yellow, typifying the excellence of performance of all unit personnel. (Approved, 11 Jun 1979; modified, 22 Jul 1996)

Azure, a demi-globe issuant throughout from sinister base Celeste axis bendwise gridlined Argent surmounted by a runway palewise of the first garnished and fimbriated of the third superimposed in sinister by a knight's helm Silver Gray garnished Blue, plumed Gules, all within a diminished border Blue. Attached above the disc, a White scroll edged with a narrow Blue border and inscribed "730TH AIRLIFT SQ" in Blue letters. Attached below the disc, a White scroll edged with a narrow Blue border and inscribed "FIRST ASSOCIATE RESERVE" in Blue letters. **SIGNIFICANCE:** Blue is the Air Force color that alludes to the sky, the primary theater of Air Force operations. The runway depicts the Squadron's airlift mission. It is mounted upon a globe signifying worldwide duties. The helmeted knight's head, a feature of the parent Group's emblem, recalls the unit's history. 10 Oct 2000

MOTTO

OPERATIONS

Combat in ETO, 5 Feb 1944-21 Apr 1945. Combat in Korea, 31 Oct 1950-9 May 1952. Airlifted passengers and cargo worldwide, 1960-. Missions also included humanitarian relief, aeromedical flights, and airdropping of supplies and paratroopers. Supported deployment and redeployment of troops to Panama, Dec 1989-Jan 1990.

730 Airlift Squadron flew several missions in support of 301 Fighter Wing (Fw) For Operations Deny Flight And Decisive Edge.1996

The 730 Airlift Squadron at March ARB, California, was retired on 19 March, sixty-two years after it first stood up as a B-17 unit during World War II. The squadron, which was reactivated in 1947, flew at least ten different types of aircraft before converting to the C-141 and becoming the 730 Military Airlift Squadron in 1968. When Norton AFB, California, was closed in 1993, the airlift unit there moved to March to become the 730 Airlift Squadron. March's four remaining StarLifters are scheduled to retire this spring. The 730 was the first associate unit in the Air Force Reserve, a system in which reservists fly active duty aircraft and augment active duty crews.

Past and present members of the 730 Airlift Squadron at March Air Reserve Base, Calif., gathered March 19 to mark the unit's retirement from service, 62 years after it first stood up as a bombardment unit during World War II. "It's a bittersweet day," said Col. Jeffery Robertson, 452nd Operations Group commander. "We get to renew some old friendships, but it's also a rather sad occasion when we say goodbye to a gallant, proven warrior and an old friend." The squadron's retirement, which became official April 1, was necessary because of the Air Force's decision to retire its fleet of C-141 Starlifter cargo aircraft.

The 730's remaining four C-141s were retired from service in April. The unit flew Starlifters for 37 years. Plans call for the squadron to surface again in two years at Elmendorf Air Force Base, Alaska, flying C-17 Globemaster III aircraft. C-17s are also coming to March ARB later this year to be flown by the 729th AS, the lone remaining cargo unit in the 452nd Air Mobility Wing. Many 730 people have already received C-17 training and will join the 729th AS, while others have chosen to retire or seek other jobs within Air Force Reserve Command. Lt. Col. Michael Fortanas relinquished command of the 730 by passing the guidon to Colonel Robertson, who passed it to Master Sgt. Craig Spencer, the squadron's first sergeant.

Colonel Robertson, a longtime tanker pilot, praised Starlifters and the unit. "I judge the merit of a plane on how old it is and how much it did," he said. "What you people did with it for (so long) is a tribute to the aircraft." During its history, the 730 flew at least 10 types of aircraft and was known by several different titles: tactical reconnaissance squadron, tactical bombardment squadron, troop carrier squadron and tactical airlift squadron. It became the 730 Military Airlift Squadron in March 1968, when it was selected to be the first associate unit in the Air Force Reserve. Associate units are those in which Reservists fly and maintain aircraft that belong to the active duty. It was known as the 730 MAS for a quarter century until "military" was dropped from the title.

The squadron's crews transported cargo, airdropped paratroopers and equipment, and flew medical evacuation missions during the Vietnam War, Operation Desert Storm and Operation Iraqi Freedom. Squadron Reservists flew the first U.S. military mission into Mongolia and brought home from Vietnam former prisoners of war as well as the remains of GIs reported as missing in action. 2005

Reserve Tanker Training Squadron Stands Up at Altus: Air Force officials activated Air Force Reserve Command's 730 Air Mobility Training Squadron at Altus AFB, Okla. The unit, which stood up on June 13, will train Active Duty, Air National Guard, Reserve, and foreign aircrews to fly C-17 and KC-135. It falls under AFRC's 452nd Air Mobility Wing, which is headquartered at March ARB, Calif. Sen. Jim Inhofe said the squadron's activation remedies the fact that Altus' 97th Flight Training Wing was the only wing within 19th Air Force that did not have an associated Reserve unit, reported The Oklahoman June 14. Inhofe added that the new squadron improves chances that the base would host KC-46A, which are slated to replace KC-135s in the coming years. The 730 AMTS traces its history back to 1943. 2012

6/15/2012 Altus Air Force Base has a new addition under its wing - the 730 Air Mobility Training Squadron. In an activation and assumption of command ceremony on base June 13, the 730 reserve unit re-activated as a member of Altus AFB's total force initiative between the active-

duty 97th Air Mobility Wing and the 452nd Air Mobility Wing under 4th Air Force and the Air Force Reserve Command. This group of "citizen Airmen" led by their newly-appointed commander, Lt. Col. Jonathan M. Philebaum, will work side-by-side with active-duty Airmen in the 97th AMW, training C-17 and KC-135 aircrew members. This new association is intended to increase global mobility and engagement options in support of peacetime and combat operations, forging combat mobility forces and deploying Airmen warriors.

Brigadier General Udo K. McGregor, 452d Air Mobility Wing commander, was the presiding officer for the ceremony. The 730 AMTS is the first reserve unit serving at an Air Mobility Command school house and is expected to merge with the active-duty airmen seamlessly, said McGregor. "We tap into a very experienced reserve capacity; we tap into the active duty that wants to continue to serve; we tap into the communities and we bring all that together into a synergy - the whole is greater than its sum parts," said McGregor. As Philebaum assumed command of the 730 AMTS, he said he will continue its distinguished heritage dating from May 1943 to May 2005, flying both combat and humanitarian missions from more than a dozen bases around the world. "As our illustrious lineage indicates, we are committed to people, the mission, and this partnership - and as our Airmen's Creed states, 'we will not fail,'" said Philebaum

Activated in 1943 during World War II, the 730 has performed a variety of missions - from bombardment to night photo and tactical reconnaissance; to troop carrier, tactical and military airlift in World War II, Korea, Vietnam and the Persian Gulf War. The unit first saw reserve duty when activated in the reserve on Aug. 1, 1947. On Mar. 25, 1968, the 730 Military Airlift Squadron became the first associate reserve unit, which is when a reserve unit shares facilities and aircraft with an active-duty unit. It was redesignated the 730 Airlift Squadron (associate) on Feb. 1, 1992 and then deactivated on March 19, 2005. The 730 has flown a multitude of aircraft including the B-17, T-6, T-7, T-11, B-26, F-51, C-46, C-119, C-141 and now the C-17 and KC-135.

Many previous members of the 730 squadron attended the ceremony. Maj. Trevyr DuPont, flight commander of the centralized flight instructor course for the 730 AMTS, has been working with the new squadron for 14 months, preparing for its integration of the unit into Altus AFB. "We look forward to working with the active-duty unit here, continuing to grow the culture within the 730," said DuPont. "We call it the 'Rebel' culture and doing what we do best, which is taking care of people and taking care of families." DuPont was on active duty at Altus AFB for five years, and although he enjoyed his time with the 54th Air Refueling Squadron, he said he likes being a reservist even more.

"It steps me out and lets me be non-deployable, if I want to look at it that way, here at Altus. I now have lots of time with the family and it's just a different perspective. I don't regret any of my active-duty experience because I wouldn't be where I am today without that active-duty experience," said DuPont. Col. Anthony B. Krawietz, 97th AMW commander, also welcomed the 730 AMTS to Altus and encouraged the integration of the wing, the reserve and the local community. "We know how to work together. And we're excited; we're excited to bring this additional depth and breadth and experience to Altus and we look forward to having a place for our talented young men and women. When the time comes for them to make a decision based on their family, they have somewhere to go," said Krawietz.

Air Force Reservists at Altus AFB, Okla., moved to larger facilities on base for a potential future

role training aircrew for the service's new KC-46A tanker. If selected to host the Air Force's yet-to-be-announced KC-46 Formal Training Unit, Altus would gain approximately 578 new Active Duty, Reserve, and civilian personnel, Altus spokeswoman 1st Lt. Katie Cousins told the Daily Report on Monday. To accommodate the possible influx, Air Force Reserve Command's 730 Air Mobility Training Squadron shifted to across the ramp. Altus is the Air Force's preferred location for the tanker schoolhouse. If chosen, "we're going to get KC-46 manning in our squadron," said 730 ATMS Commander Maj. Bryan Bailey, in a Feb. 10 base release. The 730 AMTS stood up in 2012 under an association with Altus' Active Duty 97th Wing to train C-17 and KC-135 aircrew. If picked, the wing would grow a third Active Duty squadron for the KC-46, equally buttressed by the Reservists of the 703rd AMTS, said Cousins. 2014

Reserve Airmen assigned to the 730 Air Mobility Training Squadron, dignitaries and Air Force leaders accepted the new KC-46A Pegasus during a historic arrival celebration Feb. 8 at Altus Air Force Base. The 730 AMTS reservists work with active-duty Airmen assigned to the 97th Air Mobility Wing, in support of Air Education and Training Command, to train aircrews to operate C-17 Globemaster III, KC-135 Stratotanker and the newest aerial refueling aircraft, the KC-46A Pegasus. The KC-46A provides improved capabilities over older air refueling aircraft to include boom and drogue refueling on the same sortie, a refueling capability of more than 212,000 pounds of fuel and palletized cargo up to 65,000 pounds, depending on fuel storage configuration.

Air Force Chief of Staff Gen. David Goldfein spoke at the unveiling ceremony about the future of the force. "As the 21st chief of staff, I believe I have one obligation that I consider a sacred duty," Goldfein said. "We must ensure that every Airman we send into harm's way is properly organized, trained, equipped and well-led. Today is about fulfilling a part of this obligation. Today we equip our Airmen at Altus, and put in their hands the finest tanker on the planet." Altus AFB will put the KC-46 through the Combat Mobility and Expeditionary Training Center of Excellence, where more than 2,000 airlift and aerial refueling aircrew members train annually. Lt. Gen. Steven Kwast, AETC commander, highlighted the importance and impact of training future aviators. "We have taught these Airmen to be competitors," Kwast said. "If they do what I know they are capable of doing, you might find that this machine, coupled with the team of Airmen who know how to use it, becomes one of the most powerful tools of air superiority in the 21st century." Tech. Sgt. Michael Fagan, a 730 AMTS instructor boom operator, watched intently as the KC-46 rolled up to the hangar. Fagan qualified more than 50 students in the KC-135R Stratotanker before he was selected to be one of the initial cadre members for the KC-46 flight training unit.

"It's a very humbling position to be in, and I'm very proud to have made it this far," Fagan said. "I love being a boom operator. It's great to instruct a student, and see that moment on the flight when it clicks for them. That's the reason I do it." In addition to KC-46 training at Altus AFB, Tinker AFB will serve as the KC-46A Pegasus maintenance depot. The Oklahoma Air Logistic Complex will provide maintenance, repair and overhaul operations for the KC-46A. The new maintenance operation brings with it a 158-acre facility with multiple hangars and 1,300 estimated jobs to Oklahoma. 2019

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.