

16th AIRLIFT SQUADRON



MISSION

LINEAGE

16th Transport Squadron constituted, 20 Nov 1940
Activated, 11 Dec 1940
Redesignated 16th Troop Carrier Squadron, 4 Jul 1942
Inactivated, 31 Jul 1945
Activated, 19 May 1947
Inactivated, 10 Sep 1948
Redesignated 16th Troop Carrier Squadron, Assault, Light, 19 Sep 1950
Activated, 5 Oct 1950
Redesignated 16th Troop Carrier Squadron, Assault, Fixed Wing, 8 Nov 1954
Inactivated, 8 Jul 1955
Redesignated 16th Tactical Airlift Training Squadron, 14 Aug 1969
Activated, 15 Oct 1969
Redesignated 16th Airlift Squadron, 1 Dec 1991
Inactivated, 29 Sep 2000
Activated, 1 Jul 2002

STATIONS

McClellan Field, CA, 11 Dec 1940
Portland, OR, 9 Jul 1941
Westover Field, MA, 12 Jun-31 Jul 1942
Ramsbury, England, 18 Aug-Nov 1942 (operated from Maison Blanche, Algeria, 11 Nov-Dec 1942)

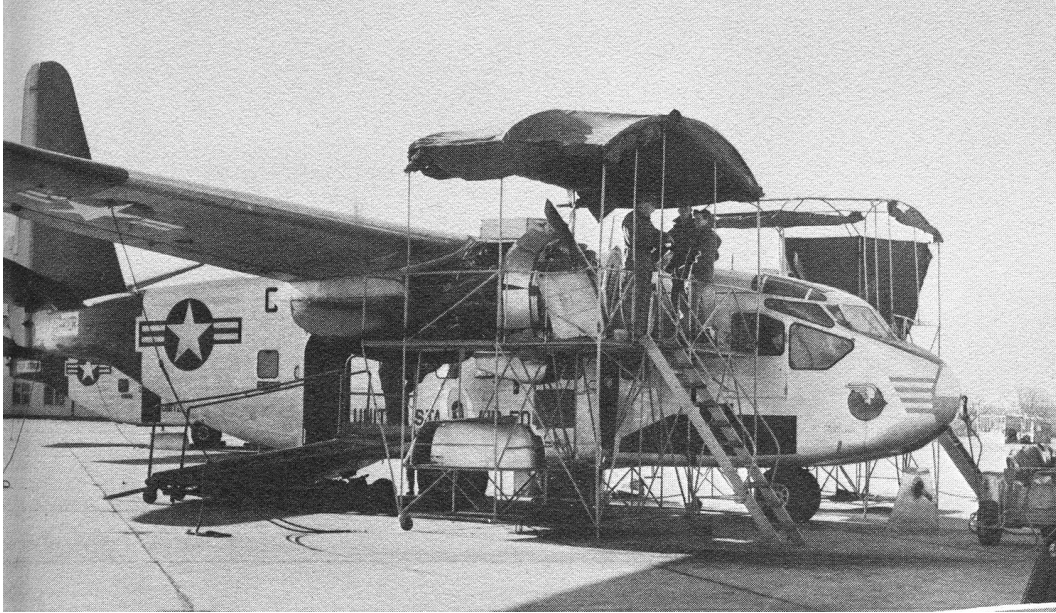
Blida, Algeria, 12 Dec 1942
Kairouan, Tunisia, 28 Jun 1943
El Djem, Tunisia, 26 Jul 1943
Comiso, Sicily, 4 Sep 1943 (operated from bases in India, 7 Apr-Jun 1944)
Ciampino, Italy, 10 Jul 1944 (operated from Istres, France, 7 Sep-11 Oct 1944)
Rosignano Airfield, Italy, 10 Jan-23 May 1945 (operated from Brindisi, Italy, 29 Mar-13 May 1945)
Waller Field, Trinidad, 4 Jun-31 Jul 1945
Langley Field, VA, 19 May 1947-10 Sep 1948
Sewart AFB, TN, 5 Oct 1950
Ardmore AFB, OK, 14 Nov 1954-8 Jul 1955
Sewart AFB, TN, 15 Oct 1969
Little Rock AFB, AR, 15 Mar 1970
Charleston AFB, SC, 1 Oct 1993-29 Sep 2000
Charleston AFB, SC, 1 Jul 2002

ASSIGNMENTS

64th Transport (later, 64th Troop Carrier) Group, 11 Dec 1940-31 Jul 1945
64th Troop Carrier Group, 19 May 1947-10 Sep 1948
316th Troop Carrier Group, 5 Oct 1950
Eighteenth Air Force (attached to 463rd Troop Carrier Wing), 14 Nov 1954-8 Jul 1955
4442nd Combat Crew Training Wing, 15 Oct 1969
314th Tactical Airlift Wing, 1 Aug 1971
34th Tactical Airlift Training Group, 1 Nov 1978
314th Operations Group, 1 Dec 1991
437th Operations Group, 1 Oct 1993-29 Sep 2000
437th Operations Group, 1 Jul 2002

WEAPON SYSTEMS

C-47A, 1941-1945
C-119, 1950-1951
YC-122, 1951-1955
H-19, 1952
H-5, 1952
C-130, 1969-1993
C-141, 1993-2000



16th Troop Carrier Squadron, Assault, Fixed Wing, YC-122 (USAF photo)

COMMANDERS

Cpt Ralph J. Moore, 11 Dec 1940
1Lt John Cerny, 1 May 1941
Cpt Lloyd A. Hardesty, 25 Apr 1942
Maj John Cerny, 16 Jun 1942
LTC John H. Champion, 18 May 1943
Cpt Long, 4 Sep 1944
Cpt Jack F. Linn, 29 Sep 1944-31 Jul 1945
None (not manned), 19 May 1947-10 Sep 1948
Unkn, 5 Oct 1950-Apr 1951
LTC Earl A. Butts, May 1951
Maj James S. Hamer, Mar 1952
Maj Louis P. Lindsay, Mar 1953
Cpt Elden C. Funk, 30 Jun 1953
Maj Louis P. Lindsay, Dec 1953-8 Jul 1955
LTC George A. Ashbridge, 15 Oct 1969
LTC John D. Hedges, 1 Mar 1970
LTC Ralph A. Yates, 1 Aug 1971
LTC Walter J. Ford, 20 Nov 1972
LTC Delbert A. Emerson Jr., 1 Aug 1973
LTC Jerry D. Livingston, 3 May 1976
LTC James L. Biggs, 10 Mar 1977
LTC Richard W. Blatter, 9 Feb 1979
LTC Robert C. Peck, 14 Nov 1980
LTC Ronald L. Morey, 11 Aug 1982
LTC Robert E. Snyder, 9 Mar 1984

LTC Charles H. Wittrock, 21 Mar 1986
LTC Robert W. Topel, 10 Feb 1988
LTC John L. Martinson, 28 Jul 1989
LTC Paul M. Rouse, 26 Jun 1990
LTC Carl W. Gustke, 25 Jun 1992
LTC Keith A. Feigh, 22 Jun 1993
LTC Charles P. Brooks Jr., 1 Oct 1993
LTC Kip L. Self, 18 Apr 1994
LTC Michael C. Jackson, 1 Mar 1996
LTC Richard J. Richardson, 16 Oct 1997
LTC James J. Wendling, 1 Dec 1998-29 Sep 2000
LTC Patrick Farrell

HONORS

Service Streamers

World War II
American Theater

Campaign Streamers

World War II
Algeria-French Morocco
Tunisia
Sicily
Naples-Foggia
Rome-Arno
Southern France
North Apennines
Po Valley
India-Burma
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation
CBI Theater, 7 Apr-15 Jun 1944

Air Force Outstanding Unit Awards

30 Sep 1975-30 Jun 1976
1 Jun 1985-31 May 1986
1 Jul 1991-30 Jun 1993
1 Jul 1993-30 Jun 1995
1 Jul 1995-30 Jun 1997

1 Jul 1997-30 Jun 1998
1 Jul 1998-29 Sep 2000
1 Jul 2011-30 Jun 2012

EMBLEM



On a Yellow disc edged with a narrow Blue border; a Red lion rampant with Red tongue, White wings, grasping in its dexter paw a White short sword with blade up and in its sinister paw a White rolled scroll, all details Black. (Approved, 17 Dec 1980; replaced emblem approved, 25 Jun 1951)

MOTTO

NICKNAME

OPERATIONS

World War II: Airborne assaults on Sicily and Southern France; support for partisans in Northern Italy, Jan-May 1945; aerial transportation in MTO, and briefly in CBI.

Airlift of Army assault troops in training exercises, 1951-1954.

Aircrew training, 1969-1993.

18 Feb 1972: Mid-air collision between a 16 TATS C-130E (62-1813) and a T-37 three nautical miles NE of Little Rock AFB. All 5 C-130 crew members died. Two T-37 pilots eject safely.

The usual rotations occupied Little Rock Air Force Base personnel during the latter half of 1987. But on December 12, the 314th was called on for a very special mission to the "North Pole." Base C-130's operated by the 16th TATS flew 42 children on a circuitous route over Lake Maumelle and Greer's Ferry Lake before returning to a specially decorated hangar at Little Rock Air Force Base, where treats and gifts awaited them. Central Arkansas Radiation Therapy Institute and the 16th TATS hosted the event, which brought smiles to many children's faces, and tears to many airmen's eyes.

Flew humanitarian and resupply missions worldwide, including to Bosnia and Southwest Asia, 1993-2000.

On 30 January 2009, at 2215 local time (L), a C-17A aircraft, tail number 60002, landed at Bagram Air Base (AB), Afghanistan, with the landing gear retracted. The mishap aircraft (MA) was operated from Al Udeid AB, Qatar, in support of Operation ENDURING FREEDOM, Operation IRAQI FREEDOM, and Joint Task Force HORN of AFRICA operations. The MA is assigned to the 437th Airlift Wing, Charleston Air Force Base (AFB), South Carolina (SC). The mishap crew (MC) consisted of the mishap aircraft commander (MP), mishap copilots (MCP1 and MCP2), and mishap loadmasters (ML1 and ML2). MCP1 controlled the MA during descent and most of the approach. MP took control of the MA during the Final stages of the approach and landing. MCP2 observed from the left additional crewmember seat on the flight deck. MM was at the forward loadmaster station in the cargo compartment, and ML-2 sat in a sidewall seat. All were members of the 16th Airlift Squadron, Charleston AFB, SC, deployed to the 816th Expeditionary Airlift Squadron, Al Udeid AB, Qatar. The MA suffered an estimated \$18.9M in damage to include the main landing gear assemblies and pods, fuselage underbelly, and left troop door air deflector. During the second of three scheduled sorties of a combat airlift mission, MP and MCP1 used slats and flaps to add drag to the aircraft for descent and slowdown for a visual straight in approach to Bagram AB while avoiding terrain, scanning for threats, and clearing air traffic with the aid of night vision goggles (NVGs). They performed required checklists with the exception of the "Before Landing Checklist." MCP1 flew the MA from cruise until 28 seconds prior to landing (short final) under direct supervision of MP a certified instructor pilot. MP took control of the MA on short final to improve landing position. MP landed on runway centerline approximately 2,800 feet past the beginning of the runway with the landing gear retracted and slid 4,528 feet before coming to rest on the runway to the right of centerline. Crash, fire, and rescue response was immediate, and there were no

fatalities, injuries, or damage to other property. The accident investigation board president found clear and convincing evidence that MP's and MCPI's failure to lower the landing gear and confirm proper aircraft landing configuration in accordance with the "Before Landing Checklist" caused the mishap. The accident investigation board president also found sufficient evidence that aircrew distractions, task saturation, reduced cockpit visual cues, failure to cross-monitor each other's performance, lower's failure to transmit a required reminder, and the MC's inadvertent disabling of the Ground Proximity Warning System alerts were substantially contributing factors.

The Air Force is changing the way the service deploys C-17 airmen, according to a Joint Base Charleston news release. In the past, an entire C-17 flying squadron would deploy at once, as a unit, for 120 days. But now, members of several different Air Mobility Command squadrons will deploy to fill slots in the expeditionary airlift squadron, to perform both support and flying functions. "This change offers the chance to integrate our C-17 community in a completely new way," said Lt. Col. Sam Todd, 816th Expeditionary Airlift Squadron commander at Al Udeid AB, Qatar. The new method will allow squadrons flexibility in manning the EAS, he said, which will allow airmen to better plan for life events, training, and other activities. Nine of the 10 AMC C-17 squadrons are represented in the current 816th EAS. The change means that non-deployed units will be able to support deployments with "minimal impact to the squadron, although it does mean [fewer] crews flying traditional mission sets," said Lt. Col. Patrick Farrell, 16th Airlift Squadron commander at Joint Base Charleston, S.C. 2015

Air Force Order of Battle

Created: 23 Sep 2010

Updated: 30 Oct 2015

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

USAF Accident Investigation Board Reports.

Unit history. Little Rock AFB, AR. *Heartland, The History of Little Rock AFB*. Timothy Burford and Stephanie Burford. WireStorm Publishing. Las Vegas, NV. 2002.

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

Unit yearbook. *Sewart AFB, 1954, Home of the 314th Troop Carrier Wing*. Army and Navy Publishing Co, Inc. Baton Rouge, LA. 1954.

Unit yearbook. *Ardmore AFB, OK*. Army and Navy Publishing Co., Inc. 1955.