

## 22d EXPEDITIONARY AIR REFUELING SQUADRON



### MISSION

#### LINEAGE<sup>1</sup>

22d Bombardment Squadron (Heavy) constituted and activated, 20 Oct 1939

Redesignated 22d Bombardment Squadron (Medium), 15 Sep 1942

Redesignated 22d Bombardment Squadron, Medium, 28 Apr 1944

Inactivated, 2 Nov 1945

22d Air Refueling Squadron, Medium, constituted, 5 May 1950

Activated, 16 Jun 1950

Redesignated 22d Air Refueling Squadron, Heavy, 15 Jun 1960

Discontinued and inactivated, 1 Jul 1962

Activated, 21 Feb 1963

Organized, 1 Jul 1963

22d Bombardment Squadron, Medium and 22d Air Refueling Squadron, Heavy consolidated, 19 Sep 1985. Consolidated squadron retains 22d Air Refueling Squadron, Heavy designation.

Inactivated, 1 Dec 1989

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<sup>1</sup> Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, Alabama.  
The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.  
Air Force News. Air Force Public Affairs Agency.

Redesignated 22d Air Refueling Squadron, 29 Sep 1992

Activated, 1 Oct 1992

Inactivated, 30 Aug 2002

Redesignated 22d Expeditionary Air Refueling Squadron, and converted to provisional status, 22 Jan 2003

## **STATIONS**

Hamilton Field, CA, 20 Oct 1939

Ft Douglas, UT, 7 Sep 1940

Salt Lake City, UT, 21 Jun-13 Nov 1941

Brisbane, Australia, 22 Dec 1941-19 Jan 1942 (ground echelon); (air echelon at Muroc, CA, 8-12 Dec 1941; Hickam Field, TH, 18 Dec 1941-5 Jan 1942; Singosari, Java, 13-19 Jan 1942)

Jogjakarta, Java, 19 Jan 1942 (detachment operated from Nandi Airport, Fiji Islands, 14-18 Feb 1942, and from Townsville, Australia, 20 Feb-14 Mar 1942)

Melbourne, Australia, 4 Mar-6 Apr 1942

Columbia AAB, SC, 26 Apr-28 May 1942

Karachi, India, 23 Jul 1942

Chakulia, India, 3 Dec 1942

Yangkai, China, 8 Jan 1944 (detachments operated from Yunnani, China, 29 Apr-6 May 1944, and 5 Nov 1944-20 Jan 1945; Peishiyi, China, 27 Feb-25 Mar 1945; and Chihkiang, China, 29 Mar-1 Apr 1945)

Calcutta, India, 15 Sep-4 Oct 1945

Camp Kilmer, NJ, 1-2 Nov 1945

March AFB, CA, 16 Jun 1950

McChord AFB, WA, 15 Jun 1960-1 Jul 1962

March AFB, CA, 1 Jul 1963-1 Dec 1989

Mountain Home AFB, ID, 1 Oct 1992-30 Aug 2002

## **DEPLOYED STATIONS**

Mildenhall RAF, England, 7 Dec 1953-5 Mar 1954

Ernest Harmon AFB, Newfoundland, 3 Mar-19 Apr 1955

Elmendorf AFB, AK, 3 Jan-2 May 1956

## **ASSIGNMENTS**

7th Bombardment Group, 20 Oct 1939

341st Bombardment Group, 15 Sep 1942-2 Nov 1945

22d Bombardment Group, 16 Jun 1950

22d Bombardment Wing, 16 Jun 1952

92d Bombardment (later, 92nd Strategic Aerospace) Wing, 15 Jun 1960-1 Jul 1962

Strategic Air Command, 21 Feb 1963

22d Bombardment (later, 22nd Air Refueling) Wing, 1 Jul 1963-1 Dec 1989

366th Operations Group, 1 Oct 1992-30 Aug 2002

Air Mobility Command to activate or inactivate at any time after, 22 Jan 2003

## **ATTACHMENTS**

17th Bombardment Group, 26 Apr-28 May 1942  
22d Bombardment Wing, 10 Feb 1951-15 Jun 1952

## **WEAPON SYSTEMS**

B-18  
A-17  
B-17, 1940-1942  
B-25C 1942-1945  
A-26, 1945  
KC-97, 1952-1960  
KC-135, 1960-1962  
EC-135, 1963-1970  
KC-135, 1963-1967, 1967-1989  
KC-135R 1992-2002

## **COMMANDERS**

Maj John W. Warren, 1 Feb 1940-May 1940  
Capt Joseph J. Ladd, May 1940-May 1941  
Maj K. B. Hobson, 28 Dec 1941  
Capt Frank D. Sharp, 23 Jul 1942  
Capt Robert S. Puckett, 8 Jan 1943  
Lt Col Philip Main, Jul 1944  
Maj Bruce H. Berryman, May 1945-Unkn  
Capt William P. Lemme, 16 Jun 1950  
Maj John H. Schweitzer, Unkn-22 May 1951  
Lt Col Delink, 22 May 1951  
Wo Frick, Sep 1951  
Lt Col Gordon F. Goyt, Jun 1952  
Lt Col David C. Jones, Jun 1953  
Lt Col Horace E. Hatch, Jun 1954  
Lt Col Raymond K. Hamlyn, 1 Apr 1955  
Lt Col Albert M. Elton, Feb 1956  
Lt Col Kenneth C. Diehl, 22 Aug 1957  
Maj Edward J. Zeuty, May 1960  
Col Kenneth C. Diehl, By Jul 1960-1 Jul 1962  
Lt Col Paul R. Springer, 1 Jul 1963  
Lt Col Frank W. Nunnally, Oct 1965  
Lt Col R. A. Fromm, Jan 1967  
Lt Col John C. Schoppe, By Sep 1967  
Lt Col Robert D. Harter, 1 Apr 1969  
Lt Col Robert L. Parks, 15 Aug 1970  
Lt Col Vernard Marston, 15 Jan 1972  
Lt Col Gary E. Spohn, 22 Jul 1972

Lt Col Robert B. Strain, 17 Jun 1974  
Lt Col Richard Skovgaard, 1 Aug 1975  
Lt Col James H. Roach, 21 Jul 1977  
Lt Col John N. Luebberman, 1 Apr 1980  
Lt Col Donald W. Bruce, 22 May 1981  
Lt Col George P. Pehlvanian, 1 Aug 1982  
Lt Col Klaus Kirschbaum, 24 May 1983  
Lt Col James D. Lambert, 3 Sep 1985  
Lt Col Larry N. Koehn, 7 Aug 1987  
Lt Col Larry D. Thomas, 10 Feb-1 Dec 1989  
None (Not Manned), 1-6 Oct 1992  
Lt Col John F. Gaughan II, 7 Oct 1992  
Lt Col James A. Fisher, 17 Jun 1994  
Lt Col David J. Lawton, 1 Aug 1995  
Unkn, 1 Jan 1997-30 Aug 2002

## **HONORS**

### **Service Streamers**

#### **Campaign Streamers**

World War II  
Antisubmarine, American Theater  
Philippine Islands  
East Indies  
New Guinea  
India-Burma  
Central Burma  
China Defensive  
China Offensive  
Air Combat, Asiatic-Pacific Theater

#### **Armed Forces Expeditionary Streamers**

Grenada, 1983

#### **Decorations**

Distinguished Unit Citations  
Netherlands Indies, 14 Jan-1 Mar 1942  
French Indo-China, 11 Dec 1944-12 Mar 1945

#### **Air Force Outstanding Unit Awards**

1 Apr-1 Oct 1967  
25 Mar-1 May 1968  
1 Jul 1969-30 Jun 1970  
1 Sep 1970-30 Jun 1972

1 Jul 1975-30 Jun 1977  
1 Jul 1977-30 Jun 1979  
1 Jul 1981-30 Jun 1983  
1 Jul 1987-30 Jun 1989  
1 Jul-1 Dec 1989  
1 Oct1992-28 Feb 1994  
1 Jun 1996-31 May 1998  
1 Jun 1998-31 May 1999  
1 Jun 1999-31 May 2001  
1 Jun 2001-31 May 2002

## EMBLEM



The squadron emblem portrays an eagle, "King of the Air", dropping bombs against the mountains of Burma and suggests the operations of the squadron during its first year in India. Adopted as the squadron Insignia in December 1942 and used as a shoulder and jacket patch and painted on all 22nd planes. Designed by 22nd Squadron member Sgt. Charles F. Wright. It was not officially approved by USAAF headquarters as it was considered too similar to the "Eagle Squadron" insignia.



The squadron's first official emblem: over and through a lemon yellow disc, border light brown, a caricatured, pugnacious, light brown B-25 aircraft in flight, toward dexter base, wearing a red brown derby and a red-and-white-striped turtle-neck sweater, having look of ferocity on caricatured face, machine gun barrels, proper, issuing from nostrils, and a large brown cigar fired,

proper, with white band, held in mouth, leaving white seed lines and trailing smoke toward rear, proper. (Approved 19 Mar 1945)





22nd ARS Emblem: azure, a flight symbol fesswise throughout Vert fimbriated Or surmounted by a mule Proper; all within a diminished inner bordure of the second and a diminished outer bordure of the third. (Approved, 15 Nov 1994; replaced emblems approved, 13 Dec 1960, 27 Sep 1955)



#### **MOTTO**

Mules

#### **OPERATIONS**

Antisubmarine patrols off California coast, 8-10 Dec 1941.

In November 1941 the squadron prepared for reassignment to the Philippines, with the ground echelon sailing from San Francisco on 21 November, and the air echelon expected to remain in the States until the ground echelon arrived in the Philippines. Before the squadron's arrival, the Japanese attacked Pearl Harbor on 7 December, and shortly thereafter began a campaign against the Philippines. This caused the ship bearing the ground echelon to divert to Australia. Following the Japanese attack on Pearl Harbor, the air echelon conducted antisubmarine patrols along the California coast from Muroc, California from 8 to 12 December 1941 before moving on to

Jogjakarta, Java in January 1942. By the end of the month the ground echelon had rejoined the air echelon at Jogjakarta.

Japanese forces attacked the Netherlands Indies at about the same time the air echelon arrived, beginning a battle that ended in the withdrawal of United States forces in early March. During the unsuccessful defense of the Indies, the main body of the squadron flew from Jogjakarta, but meanwhile a detachment operated under Navy control from the Fiji Islands and then from Australia. On about 4 March 1942 the squadron withdrew to Melbourne, Australia, where it remained for about a month. In April 1942 the Squadron transferred all of its equipment and personnel to the 19th Bombardment Group.

The 22nd Bomb Squadron was reassigned without personnel transfer back to the States. The 22nd Bombardment Squadron (Medium) was organized and attached to 17th Bombardment Group, at Columbia AAB, SC, for training, 26 Apr - 28 May 42. Cadre personnel were drawn from the 89th Reconnaissance Squadron and other squadrons of the 17th Bombardment Group (M). With the cadre unit in place, other personnel began to arrive from various parts of the U.S., by far the biggest contingent coming in from Keesler Field, Miss.

The ground echelon sailed from Charleston on 28 May aboard the troop transport, SS Mariposa. They landed at Karachi, India on 23 July and transported by motor vehicle to New Malir, which was referred to as an air base but was in reality a staging area. A small contingent of the 7th Bombardment Group (Heavy) was also stationed at New Malir, with the main portion then in Australia, having evacuated the Philippines earlier in the war. At that point the 22nd and the 11th was assigned to the 7th Bombardment Group, with the unusual distinction of being a medium squadron assigned to a heavy group. But this was merely for administrative purposes, not for operational assignments.

Airplanes were assigned to the Squadron in August, and it began its combat existence, staging out of forward bases in Assam, India. Maj. Frank B. Sharpe assumed command in September when the 22nd was assigned to the 341st Bombardment Group, which had just been formed, with administrative personnel pulled from the 22nd added to those transferred from the 7th Bomb Group. In October 1942, the 22nd was ordered to its new base at Chakulia in southern Bihar, 140 miles west of Calcutta. B-25s and crews began to arrive from the U.S. They were operating as part of the 341st Group, 10th Air Force, with the AF headquarters in New Delhi, India. Additional ground crew personnel soon joined the Squadron, having sailed from Indiantown Gap, Penn. on October 7, 1942.

By the end of November, the entire Squadron had moved up to Chakulia. Operations were intensified and soon the "Bombing Eagles" were ranging the length and breadth of northern and central Burma, destroying railroad installations, bridges, oil storage areas, factories and supply depots. Missions were flown without slackening through the worst of the monsoons.

In early 1943, the 22nd was split into two to form a sister squadron, the 491st Bomb Squadron. Both Squadrons remained at Chakulia during 1943, with missions on freight and Japanese troop



facilities throughout Burma and the Bay of Bengal.

Also late in 1943, both the 22nd and the 491st were ordered to cut back to "skeleton" squadrons, retaining between half and two-thirds of the personnel that a normal medium operational squadron would have. This in preparation for the Group's move to China. The reason for the reduction was that the only source of supplies to China was Air Transport Command flying the Hump. Space on the transports was pretty much reserved for aircraft parts, gasoline and ammunition, and Gen Chennault did not want the space needed for these essential materials to be occupied by more than a minimum number of men. Consequently, from that time on, all guards and general detailed personnel were supplied by the Chinese rather than by Group personnel.

During the month of January 1944, the 341st HQ, now assigned to the 14th Air Force, moved to Kunming, China. During the same time, the 22nd and the 491st moved across the hump to their new base at Yangkai, China, about 50 miles northeast of Kunming. Despite unfamiliar terrain and weather conditions, they soon distinguished themselves in highly successful sea and rail sweeps along the entire French Indo-China coast as far south as Tourane. Later in the spring, they supported the offensive on the Salween front, attacking supply lines, bridges, and military areas in Thailand and along the Burma-China border. The remainder of 1944 and early 1945, saw the 22nd tasked with interdicting the supply and transportation routes critical to the Japanese war machine. Along with the 491st Squadron, aircrews perfected bridge busting with the 'glip' bombing technique.

As 1945 began, the 341st Group peaked in their ability to deny the overland routes to the enemy. There were still reminders everywhere that this was the most remote theater of war. It was still the theater where some of the best guys in the Squadron were to make the supreme sacrifice on the day the world rejoiced because Germany had surrendered. But there was a prevailing sentiment that the tide was turning. The 22nd, fed up with the defensive, was also anticipating the future. Everyone hoped and prayed the day was not too far away. In late July the squadron began receiving the A-26 Invader attack bomber, but the end of the war came before the 22d used the new aircraft in combat.

Following the Japanese surrender in August 1945, the 22nd moved to Calcutta, India in mid-September. It remained here only two weeks before departing for the United States. On 1 November 1945 the squadron arrived at Camp Kilmer, New Jersey and became inactivated there the next day.

Not manned, 16 Jun 1950-Jun 1952.

Global air refueling missions, 1953-1962 and 1963-1989.

Loaned all aircraft and crews to other units for combat refueling operations in SEA, 10 Mar-1 Oct 1967 and 10 Apr 1972-Aug 1973.

Air refueling for invasion of Grenada, 23 Oct-21 Nov 1983; deployed personnel and aircraft to Turkey, Jul-Oct 1996, in support of Operation Provide Comfort, and to Bahrain, Sep-Nov 1997.

Combat refueling in Southwest Asia, 2001-2002.

Air Forces Central Command activated the 22nd Expeditionary Air Refueling Squadron on July 24 at al Udeid AB, Qatar, to provide KC-135 tanker support to operations over Iraq and Syria. "This is a constantly evolving war fight out here and it is a bigger air war," 379th Expeditionary Operations Group Commander Col. James Dittus said. The 22nd EARS will operate as a second KC-135 squadron alongside the 340th EARS—US Central Command's largest tanker squadron, already operating at al Udeid. The unit previously operated from the transit center at Manas, Kyrgyzstan, supporting operations over Afghanistan until the center's drawdown in 2014. The 22nd EARS flew its final refueling mission from Manas on Feb. 24, 2014. 2015