

22nd EXPEDITIONARY AIR REFUELING SQUADRON



LINEAGE

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

Redesignated 22d Bombardment Squadron (Medium) c. 15 Sep 1942

Redesignated 22d Bombardment Squadron, Medium, on 28 Apr 1944

Inactivated on 2 Nov 1945

Consolidated (19 Sep 1985) with the 22d Air Refueling Squadron, Medium, which was constituted on 5 May 1950

Activated on 16 Jun 1950

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

Discontinued, and inactivated, on 1 Jul 1962

Activated on 21 Feb 1963

Organized on 1 Jul 1963

Inactivated on 1 Dec 1989

Redesignated 22d Air Refueling Squadron on 29 Sep 1992

Activated on 1 Oct 1992

Inactivated on 30 Aug 2002

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

STATIONS

Hamilton Field, CA, 20 Oct 1939

Ft Douglas, UT, 7 Sep 1940

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

Brisbane, Australia, 22 Dec 1941-19 Jan 1942 (ground echelon); (air echelon at Muroc, CA, 8-c. 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-c. 18 Feb 1942, and from Townsville, Australia, c.20 Feb-c. 14 Mar 1942)
Melbourne, Australia, c. 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 c. 5 Nov 1944-c. 20 Jan 1945; Peishiyi, China, 27 Feb-25 Mar 1945; and Chihkiang, China, 29 Mar-c. 1 Apr 1945)
Calcutta, India, c. 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, 92d Strategic Aerospace) Wing, 15 Jun 1960-1 Jul 1962
Strategic Air Command, 21 Feb 1963
22d Bombardment (later, 22d 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
Air Combat Command to activate or inactivate at any time after 19 Mar 2003

ATTACHMENTS

17th Bombardment Group for training, 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-25, 1942-1945
A-26, 1945
KC-97, 1952-1960
KC-135, 1960-1962
EC-135, 1963-1970

KC-135, 1963-1967, 1967-1989.
KC-135 1992-2002

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Unkn, 20 Oct 1939-Dec 1941
Maj K. B. Hobson, by 28 Dec 1941
Capt Frank D. Sharp, 23 Jul 1942
Capt Robert S. Puckett, 8 Jan 1943
Lt Col Philip Main, by 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, by Sep 1951
Lt Col Gordon F. Goyt, by Jun 1952
Lt Col David C. Jones, Jun 1953
Lt Col Horace E. Hatch, Jun 1954
Lt Col Raymond K. Hamlyn, c. 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, c. Oct 1965
Lt Col R. A. Fromm, c. 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

None

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 Oct 1992-28 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

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 and caricatured face, machine gun barrels, proper, issuing from nostrils, and a large brown cigar fired, proper, with white band, held in mouth, leaving white speed 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 on 15 Nov 1994; replaced emblems approved on 13 Dec 1960, 27 Sep 1955, and 19 Mar 1945.

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Antisubmarine patrols off California coast, 8-c. 10 Dec 1941; combat in Southwest Pacific, c. 13 Jan-c. 1 Mar 1942; detachment under control of USN in combat from the Fiji Islands and Australia, 14 Feb-c. 14 Mar 1942. Combat in CBI, 14 Dec 1942-25 Jul 1945. 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-c. 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, the first test of the composite wing as a complete air expeditionary force; combat refueling in Southwest Asia, 2001-2002.

22nd Bombardment Squadron

"Bombing Eagles" Insignia
(India 1942-43)

Designed by 22nd Squadron member Sgt. Charles F. Wright. It 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. Officially adopted as the Squadron Insignia in December 1942 and used as a shoulder and jacket patch, and painted on all 22nd planes. However, it was not officially approved by USAAF headquarters as it was considered too similar to the "Eagle Squadron" insignia.

"Battlin' Bulldogs" Insignia
(China, 1944-45)

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.)

In 1942 and 1943 this squadron flew B-25 Mitchell bombers in the 10th Air Force in India. In 1944 the squadron moved to Yangkai, China, to become a part of the 14th Air Force under command of General Clare Chennault. The squadron continued operations from Yangkai through the remainder of the war.

In 1938 the 22nd had been commissioned as a heavy bombardment squadron. By 1941 it was flying B-17's out of Australia and Java. In 1942 the ground echelon was reorganized in South Carolina as the 22nd Bombardment Squadron. The air echelon was known at that time only as Project #157. They were assigned B-25's and flew them to Karachi, India (present day Pakistan), where they carried out combat missions from India and China as a part of the China Air Task Force. The 22nd Bomb Squadron participated in a daring daylight raid on Hong Kong harbor on October 25, 1942, a strategic follow-up to Jimmy Doolittle's famous raid on Japan just five months earlier.

Late in 1942 the 22nd Bombardment Squadron (M) came together as part of the 341st Bombardment Group (M) at Chakulia, India, about 100 miles west of Calcutta. Throughout 1943 the squadron attacked Japanese lines of supply and airfields in Burma, helping to keep open the only remaining Allied supply line from India, over the Himalaya Mountains (the Hump) to China.

From early 1944 until the end of the war the squadron operated out of Yangkai, near Kunming, Yunnan Province, in the southwesterly part of China. From that location, the squadron continued to protect the Hump air lift by giving air support to Allied land operations in northern Burma. In addition, the squadron conducted aerial attacks on enemy supply lines in French Indochina (now Vietnam) and throughout southeast China and the South China Sea.

While these construction efforts were underway, aircraft buildup began just one week after the B-29 organization ended. On June 22, 1952, the first KC-97 tanker arrived, and 20 were assigned by early 1953. On February 17th, the 22nd Air Refueling Squadron completed its first refueling contact with Major "Chuck" Yeager at the controls of the B-47 bomber. This first B-47 had arrived the previous January 29th. Equipping with 45 aircraft was completed by July.

Eventually the B-47 era had to end just as its predecessors did. In June 1960, the 22nd Air Refueling Squadron inactivated, followed by the 320th Bomb Wing in September. In view of renewed strained international relations stemming from the ejection of the Berlin Wall, President John F. Kennedy announced on July 25, 1961, that the 22nd would be delayed for a year in its programmed medium bomber phase-out. Accordingly, the 320th Air Refueling Squadron did not inactivate until September, 1962. The following March the 22nd Bomb Wing underwent another change to B-52 organization, and the last B-47 left the base for storage on March 11, 1963.

After a six-month hiatus, the base again became operational with the arrival of the first B-52B, "City of Riverside," from Castle Air Force Base on September 16, 1963. Fifteen Stratofortresses were soon in place, assigned to the revived 2nd Bomb Squadron. Meanwhile, the 22nd Air Refueling Squadron had been reactivated and received its first KC-135 Strato-tanker, "The Mission Bell," on October 4th. A week later the first especially-configured communications EC-135 aircraft arrived for use as an auxiliary 15th Air Force flying command post. Eventually, two

others were assigned.

A HISTORY OF THE POST ATTACK COMMAND AND CONTROL SYSTEM (PACCS)

The SAC Airborne Command Post (ABNCP), called "LOOKING GLASS", was supported by the addition of auxiliary command post aircraft stationed at the bases supporting the three Numbered Air Force (NAF) headquarters: the Central Auxiliary Command Post (AUX) at Barksdale AFB, Louisiana (913th AREFS)); the East AUX at Westover AFB, Massachusetts (99th AREFS); and the West AUX at March AFB; California (22d AREFS). This network of airborne command posts was soon designated the Post Attack Command and Control System (PACCS). This new definition of "PACCS" was not a problem because the introduction of the EC-135C aircraft resulted in the inactivation of the 4362d and 4365th Post Attack Command and Control Squadrons that same year (1964) and the inactivation of the 4363d and 4364th PACCS on 25 March 1965. Inactivation of these four units made the PACCS fleet "135 pure". The missions of the EB-47 units were soon assumed by aircraft assigned to air refueling squadrons at Ellsworth AFB, South Dakota (28th AREFS) and Minot AFB, North Dakota (906th AREFS). Thus, by 1966, PACCS consisted of the ABNCP (LOOKING GLASS), EAUX (Achieve), WAUX (Stepmother), CAUX (Greyson) and RELAY aircraft to include A, C, G and L models of the EC-135.

The 22d Air Refueling Squadron, equipped with KC-135As inactivated, leaving the wing with only two flying squadrons, the 6th and 9th Air Refueling Squadrons, both with KC-10s Extenders.

In December 1989, the wing's 22d Air Refueling Squadron inactivated and its KC-135A Stratotankers retired or transferred to other SAC bases. This left the 6th and 9th Air Refueling Squadrons as the wing's only flying squadrons. The roughly twenty year expansion of tanker capabilities represented by development of the KC-135 and KC-10 aircraft during the Cold War years led one historian to describe the air refueling component as, "practically an air force unto itself

The unit was first activated on 20 October 1939, and assigned to 7th Bombardment Group at Hamilton Field, California. At the time of its creation, the squadron held the designation of the 22d Bombardment Squadron (Heavy) and flew the B-18 bomber and the A-17 attack aircraft. After gathering personnel and equipment at Hamilton Field and conducting training, the unit then re-equipped with the B-17 Flying Fortress and moved on to Fort Douglas, Utah on 7 September 1940, and later to Salt Lake City, Utah in June 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, however, 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, along with 11th Bomb Squadron which was being formed at the same time, 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). Incidentally, these same squadrons also provided the crews for the April Doolittle raid on Tokyo. The Squadron was activated at Columbia, SC, on 3 May 1942. with 1st Lt. Robert S. Puckett as the first Commanding Officer. Both the 22nd and the 11th were independent units during the organizational stages, i.e. not assigned to any group. With the cadre units 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 both the 22nd and the 11th were assigned to the 7th Bombardment Group, with the unusual distinction of being medium squadrons 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 both the 22nd and the 11th 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., and a few Doolittle Raiders returned from China to join the Squadron. 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. For a short time Maj Berg, who had been in China, assumed command of the 22nd, since he ranked Lt Puckett. However, this was only a temporary assignment until Maj Berg returned to the States.

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. The Squadron with its B-25s became one of the most potent and effective arms of the old India Task Force.

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. In October, 1943, Maj. Puckett returned to the States and Maj. Edison C. Weatherly became Commanding Officer.

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 491st and the 11th, 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, however, 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. It once had counted among its members a few of Jimmy Doolittle's "Tokyo Boys" who showed the way to the heart of Japan. The next set of "Tokyo Boys" would signal the approach to the final kill. 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.

In 1985 the Air Force consolidated the 22nd Bomb Squadron and the 22d Air Refueling Squadron into the 'new' 22nd Air Refueling Squadron. The 22nd ARS was initially activated on 16 Jun 1950 at March Air Force Base, CA, and had no ties with the World War II bombardment squadron. However, this action in effect joined the history of the World War II 22nd Bombardment Squadron with the post-war 22nd Air Refueling Squadron to create one unit out of the two separate squadrons.

WW II Campaigns:

Anti-submarine, American Theater.

Philippine Islands

East Indies

Air Combat, Asiatic-Pacific Theater

India-Burma

Chinese Defensive

New Guinea

Central Burma

China Offensive

WW II Decorations:

Distinguished Unit Citation:

Netherlands Indies, 14 Jan - 1 Mar 42.

French Indo China, 11 Dec 44 - 12 Mar 45.

Aircraft Operated:

B-17, 1940 - 1942;

B-25, 1942 -1945;

B-26, 1945

Sheridan Express is probably the most publicized B-25 of the 22nd Bomb Squadron. However, 41-13121 achieved its 100th combat mission prior to the Squadron moving to China.

15 June 1960

The wing's refueling squadron, the 22d Air Refueling Squadron, moved to Fairchild AFB, Washington.

1 July 1963

The 22d Air Refueling Squadron moved back to March AFB and rejoined the 22d Bombardment Wing.

22 AREFS

KC135R

MULES

61-0277

61-0300

22nd Bombardment Squadron (7th Bombardment Group)

HQ-Not organized 1939-40; Hamilton Field, CA, 1940; Fort Douglas, UT, 1940-41

Constituted in the Regular Army on 22 December 1939 and assigned to the 7th Bombardment Group. Activated on 1 February 1940 at Hamilton Field, CA. Transferred on 7 September 1940 to Fort Douglas, UT. Ground elements departed from Salt Lake City 13 November 1941 and sailed from the port of San Francisco on 21 November on an army transport en route to the Philippines. Aircraft and crews began departing Muroc Field, CA, on 6 December en route to Hawaii. Elements of the squadron flew their B-17s into Hickam Field at the height of the Japanese attack on Pearl Harbor 7 December 1941. Location 7 December 1941—En route to the Philippines. Status: Active in the U. S. Air Force as the 22nd Air Refueling Squadron at Mountain Home A.F.B., ID.

Commanders, 22nd Bombardment Squadron

Maj. John W. Warren 1 Feb 40-May 40 Capt. Joseph J. Ladd May 40-May 41

Capt. Kenneth B. Hobson May 41-Sep 4

410404	A-17	35-61	22BS	7BG	Fort Douglas, UT	BOMF	James, Albert W	5 miles N. Devils Slide, UT
411121	B-17E	41-2410	22BS	7BG	Fort Douglass, UT	LAC	Dubose, James R	March Field, CA
410621	B-17D	40-3072	22BS	7BS	Fort Douglas, UT	GL	Roberts, John A. Jr.	Little Rock, AR
430517	B-25D	41-12955	22BS			GF	[ground crew]	Chakulia
401007	A-17	35-109	22BS		Ft Douglas, UT	KCRGC	Mather, James E.	Alta, UT

22nd Bombardment Squadron

**"Bombing Eagles" Insignia
(India 1942-43)**

Designed by 22nd Squadron member Sgt. Charles F. Wright. It 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. Officially adopted as the Squadron Insignia in December 1942 and used as a shoulder and jacket patch, and painted on all 22nd planes. However, it was not officially approved by USAAF headquarters as it was considered too similar to the "Eagle Squadron" insignia.

"Battlin' Bulldogs" Insignia

(China, 1944-45)

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.)

Second KC-135 Squadron Activates at Al Udeid 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 in a release. 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. Al Udeid has served as a KC-135 hub for nearly 14 years, according to officials. 2015

430112	B-25C	41-31436	22BS	341BG		KMAC	Dickinson, Samuel R	Chakulia
430112	B-25C	41-12671	22BS	341BG		KMAC	Alton, William J	Chakulia
430502	B-25D	41-29903	22BS	341BG		FL	Thomas, Wilson M	Chakulia AB/ 10mi E
440124	B-25C	41-12960	22BS	341BG	S 1	KCR	Hirsch, John G	
440206	B-25C	42-64589	22BS	341BG		MIS	Parkhurst, Clarence H	
441221	B-25J	43-3902	22BS	341BG		CREF	Frederickson, Carl K	Yunnanyi
441230	B-25H	43-4391	22BS	341BG		TOA	Eck, Millard E	Kunming/Sta 13
450116	B-25J	43-3925	22BS	341BG		LAC	Ketchum, Yale A Jr	Yunnanyi
421029	B-25C	41-12965	22BS	341BG	Karchi AB, IND	FLEF	Millistefr, Lud J	Rewa, India







22d EXPEDITIONARY AIR REFUELING SQ

Air Force Order of Battle

Created: 12 Dec 2010

Updated:

Sources