

68 AIRLIFT SQUADRON



MISSION

LINEAGE

68 Troop Carrier Squadron constituted, 22 Jan 1943
Activated, 9 Feb 1943
Inactivated, 15 Jan 1946
Activated in the Reserve, 3 Aug 1947
Redesignated 68 Troop Carrier Squadron, Medium, 27 Jun 1949
Ordered to active service, 15 Oct 1950
Inactivated, 14 Jul 1952
Activated in the Reserve, 18 May 1955
Redesignated 68 Tactical Airlift Squadron, 1 Jul 1967
Redesignated 68 Military Airlift Squadron, 1 Apr 1985
Redesignated 68 Airlift Squadron, 1 Feb 1992

STATIONS

Florence AAFld, SC, 9 Feb 1943
Sedalia AAFld, MO, 19 Mar 1943
Laurinburg-Maxton AAB, NC, 9 Jun 1943
Baer Field, IN, 1-15 Aug 1943
Port Moresby, New Guinea, 1 Sep 1943
Nadzab, New Guinea, 15 Nov 1943 (detachment operated from Tadj, New Guinea, 18 May-4 Jun 1944)
Biak, 15 Nov 1944 (detachment operated from Nadzab, New Guinea, 15 Nov 1944-5 Jan 1945)

Tanauan, Leyte, 15 Feb 1945
Clark Field, Luzon, 15 Jun 1945
Iwo Jima, 25 Aug 1945
Ie Shima, 10 Sep 1945
Tachikawa, Japan, 30 Sep 1945-15 Jan 1946
Cleveland Muni Aprt, OH, 3 Aug 1947
Greenville AFB, SC, 16 Oct 1950-20 Jul 1951
Rhein/Main AB, Germany, 6 Aug 1951-14 Jul 1952
Brooks AFB, TX, 18 May 1955
Kelly AFB, TX, 21 May 1960
Lackland AFB, TX, 1 Apr 2001

ASSIGNMENTS

433 Troop Carrier Group, 9 Feb 1943-15 Jan 1946
433 Troop Carrier Group, 3 Aug 1947-14 Jul 1952
433 Troop Carrier Group, 18 May 1955
433 Troop Carrier Wing, 14 Apr 1959
922 Troop Carrier (later, 922 Tactical Airlift) Group, 17 Jan 1963
921 Tactical Airlift Group, 30 Jun 1974
433 Tactical Airlift (later, 433 Military Airlift; 433 Airlift) Wing, 1 Nov 1974
433 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

C-47, 1943-1945
B-17, 1944
C-46, 1944-1945
Unkn, 1947
T-11, 1948-1951
T-7, 1949-1951
C-46, 1949-1950
C-119, 1950-1952
T-28, 1955
C-45, 1955-1956
C-46, 1955-1958
C-119, 1958-1971
C-130, 1971-1985
C-5, 1985

COMMANDERS

2LT Richard W. Adams, 10 Feb 1942
Maj Joseph B. Bonner, 12 Feb 1943
Cpt Joseph M. Fentress, 2 Jan 1945
Cpt Curtis L. Jensen, by Sep 1945-unkn
Unkn, 3 Aug 1947-1950

Maj Adam A. Reaver, by Jan 1951
Maj Calvin L. Williams, 9 Apr-14 Jul 1952
Unkn, 18 May 1955-1958
Lt Col Howard A. Schulte, by Dec 1958
Lt Col Joseph L. West, by Jun 1959
Col James P. Hill, by Jan 1963
Lt Col Douglas J. Freeman, by Jun 1969
Lt Col Nicholas P. Nusbaum, by Oct 1969
Lt Col Norman E. Buescher Jr., by Jun 1972
Lt Col Samuel D. McAnally, by Sep 1978
Lt Col Bert A. Lundell, by Jul 1982
Lt Col Edwin I. Emmons, 28 Jun 1984
Lt Col John A. Betts, by Aug 1986
Lt Col Harland S. Hanson, 14 Jun 1989
Lt Col David H. Comstock, 14 Sep 1989
Lt Col Victor J. Hooper, 1 Sep 1992
Lt Col Edward D. Dingivan, 11 Oct 1994
Lt Col Henry R. Skillen, 1 Jul 1998
Lt Col Darrell G. Anderson, 4 Dec 1999

HONORS

Service Streamers

Campaign Streamers

World War II
Air Offensive, Japan
New Guinea
Northern Solomons
Bismarck Archipelago
Leyte; Luzon
Southern Philippines
Ryukyus

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Air Force Outstanding Unit Awards
1 Jul-31 Dec 1964

16 Jul 1977-15 Jul 1979
1 Oct 1981-30 Sep 1983
1 Oct 1986-30 Sep 1988
12 Sep 2000-11 Sep 2002
1 Sep 2004-31 Aug 2006
1 Jan 2007-31 Dec 2008

Philippine Presidential Unit Citation (WWII)

EMBLEM



On a disc Gules, on a hurt, a pelican volant Argent detailed Azure eyed White, iris Or and pupil Sable, beaked and footed Tenné, garnished Yellow surmounting and grasping a lightning flash bendwise sinister of the last, shadowed of the first, all between six mullets arched in chief and eight mullets arched in base Yellow, all within a narrow border Blue. Attached above the disc, a Yellow scroll edged with a narrow Blue border and inscribed "68 AIRLIST SQ" in Blue letters. Attached below the disc, a Yellow scroll edged with a narrow Blue border and inscribed "NULLI SECUNDUS" 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 pelican signifies the unit's determination, strength and readiness in its load-carrying mission. The pelican rides a lightning flash, demonstrating his capacity for operational speed. The stars indicate the unit's numerical designation. (Approved, 7 Jul 1961)

MOTTO

OPERATIONS

Provides operational personnel to perform duties as C-5A aircrew in support of the strategic airlift mission. This entails internal training for all crew positions to include aerial refueling operations, AMC channel missions, AFRC training missions, Joint Airborne/Air Transportability

Training (JA/ATT) missions and short notice response to national contingency requirements.

Troop carrier missions in New Guinea, Philippines, and western Pacific, 1943-1945; airborne assault at Aparri, Luzon, 23 Jun 1945.

1957 February had the Alamo Wing participating in its first live paratroop drop, with six crews from the 68 Squadron flying to Pope AFB, North Carolina for advanced training undertaken by the Air Force to expedite combat preparedness of reserve units.

1959 the Alamo Wing lost a C-119 (51-2624), 433d Troop Carrier Wing, 68 Troop Carrier Squadron, with a crew of three at Bunker Hill AFB, Indiana, on 3 January, during Operation Swift lift. The crew members were: pilot Captain Jack E. Roosa, Uvalde, Texas; co-pilot, Captain Osmar B. Howell, San Angelo, Texas; engineer, SSgt Rodolfo Quinones, Corpus Christi, Texas. With no apparent cause, the Board of Investigations concluded the accident probably resulted from a faulty setting of the altimeter or from wing icing.

Wing members again began their participation in Operation Swift Strike in August, when one C-119 departed Kelly AFB, for North Field, South Carolina. On 6 August, 26 aircraft and crews from the 67th, 68 and 69th Troop Carrier Squadron departed along with support personnel enroute to North Field. The Swift Strike exercise simulated combat conditions with participation from more than 400 troop carriers and fighter aircraft and over 30,000 Army personnel. During Operation Swift Strike the 67th and 68 Troop Carrier Squadron's airlanded and airdropped more than 600 tons of heavy equipment and personnel. 1961

From 19-22 December 1961, the aircrews from the 67th and 68 TCS participated in Operation Nava-Snow. The crews airdropped more than 60 tons of food supplies and hay to snow-bound Navajo Indians over the 25,000-acre Navajo reservation extending over parts of Arizona, Utah and New Mexico.

1966 On 9 September 1966, a C-119 (53-7838), flown by the 922nd Troop Carrier Group, 68 Troop Carrier Squadron, crashed at Kelly AFB. The aircraft piloted by Major Joe West crashed west of Kelly when an engine fell off during takeoff. It looked like someone took heavy machinery and cut a path in the brush where the C-119 slid across the ground. One of the deceased was an aircraft mechanic student from the 67th and the other was assigned to the 34 AES as a medical technician.

1967 From January to June, the 68 Troop Carrier Squadron (922 TCG) flew missions in 7 to 10 day increments for the active duty force. These missions supported the Southeast Asia exercises. The Southeast Asia missions consisted of transporting supplies and occasional personnel within the United States and sometimes to Goose Bay, Labrador.

In August, 1967 three of the 922d C-119s flown by the 68 Tactical Airlift Squadron participated in an ORI exercise at Pope AFB, Fayetteville, North Carolina. One of the aircraft flown by the 68 Tactical Airlift Squadron with 30 Army troops from the 82d Airborne Division aboard took off,

but when trying to raise the landing gear, the crew had an indicator light indicating a gear problem. After a visual inspection, the crew discovered the right gear support arm was broken. The aircraft commander, Major Harry Meyer, radioed an emergency, but ordered the pilot, Captain Gerald Ormon, to first get the Army out of danger by proceeding to the drop zone at Hondo, Texas. On the return to Kelly, the crew went in for an emergency landing. By this time, everybody on base was watching the landing. Capt Ormon and the crew brought the C-119 holding the right wing up until the aircraft almost stopped. The aircraft accident assessment team determined it would take approximately 70 manhours to repair the aircraft.

1969 For approximately two years, the 68 Tactical Airlift Squadron flying the C-119 aircraft helped NASA perform tests on space equipment. These tests included flotation collars (Ellington AFB), radio homing beacons (off the Gulf of Mexico coast) and the parawings/parasails dropped at Langley Research Center, Joint Parachute Test Facility, El Centro, California.

1971/1972 The 68 Tactical Airlift Squadron during September demonstrated its capability to deploy airlift on a worldwide basis while providing air support for training and air cargo in the United States. The unit's worldwide airlift supports for the North Atlantic Treaty Organization (NATO) was code named Deep Furrow. Deep Furrow was a NATO joint exercise held in Greece, calling for execution of military plans and procedures including the contingency of the Warsaw Pact Armed Forces attack throughout the northern ,boundary of Greece. The objective was the simulated capturing of Thessalonica, Greece's largest seaport. This mission had three C-130 airframes, twenty aircrew members, along with maintenance and support participating.



1973 The flying squadrons participated in Exercise Coronet Round Up beginning in July. The 67th and 68 alternated flights carrying sterile screwworm flies to Puerto Rico. This joint exercise included the U.S. Department of Agriculture, the government of Puerto Rico and the Virgin Islands. After the Alamo Wing became involved in the program, the unit started picking up the sterilized screwworm pupae near Mission, Texas, and airlifting them to the dispersal center at Ramey AFB, Puerto Rico. The first flights for the exercise occurred 6-8 and 13-15 July. This mission was taken over from the 317th Special Operation Squadron of Hurlburt Field, Florida.

1974 On 1 January, the flight simulator became operational at Kelly AFB. The simulator gave training to aircrews of C-130B reserve units including the Alamo Wing. It served as refresher and emergency procedures training, a yearly requirement for all crews. During the commander's call in February, Colonel Huff announced a decision by the Department of Defense to merge the 921st and the 922nd. The units were to complete the merge into a single unit by July. The normal Air Force policy whenever there is a merge is to preserve the lower numerically designated unit's identity. This meant the history of the 922d Tactical Airlift Group would officially end. The deactivation of the 922 TAG also affected the 67th Tactical Airlift Squadron. Effective 1 July, the 68 TAS was relieved from assignment to the 922 TAG and assigned to the 921 TAG. The 921 TAG completed the deactivation on 1 November. The subordinate units transferred to the control of the Wing Headquarters. After the merger of the two Groups, the authorized strength ended at 1,206 reservists, which meant a loss of 179 members. The merger created a loss of eighteen members from the full time air reserve technician program. The 922d Civil Engineering Flight, the 74th and 75th Aerial Port Squadrons remained intact. According to Huff, the General Accounting Office took a hard look at the duplication of functions: two group headquarters, two combat support squadrons and so on.

1979, the 68 TAS gave assistance to a Venezuelan fishing vessel, the "Rio Grande 104," which was adrift in the Caribbean Sea for six days. The incident occurred while the wing was providing airlift support to the U.S. Southern Command in Panama during August.

The aircrew flew to the area approximately 65 miles north of Santa Marta, Colombia, after the Colombian aircraft, which found the vessel, ran low on fuel. Lt Col Bert Lundell, 68 TAS was the C-130 aircraft commander. Once over the area, Col Lundell's crew took over the rescue operation and directed another vessel, the Luis Angel Arroyo, to the area so it could tow the Rio Grande 104 to port.

The crew of the Rio Grande 104 sounded the initial call for help through Ham operators, when its engines stopped. There were 13 people on board who were enroute from Barranguilla, Colombia to Maracaibo, Venezuela. The crew aboard the Alamo Wing C-130 were: Maj Gary Spence, co-pilot, Capt George Soto, navigator, TSgt Daniel McFall, flight engineer and TSgt Hector Hernandez, loadmaster.

1976 The 68 TAS was tasked to support Brave Shield XV, a joint exercise of the U.S. Readiness Command, from 2 through 26 October. Brave Shield developed as a series of exercises to test the combat readiness of U.S. based Army and Air Force general-purpose forces. The exercise

also selects guard and reserve units to train in the exercise. The 68 provided the airlift to and from the exercise sites. The joint exercise took place in the Florida panhandle area with ground maneuvers at Eglin AFB, Florida. These exercises provided realistic joint training for the Army and Air Force elements of the joint command. In October, the realignment and redesignation of the Air Force Reserve Command affected the Alamo Wing. As another positive step under the Total Force Policy, former Air Force Reserve Regions, (Eastern, Central and Western) were redesignated numbered Air Force (Reserve), or NAF(R). Each NAF interfaced with specific active duty numbered Air Forces of the major commands, which gain the reservists upon mobilization.

1984 During January 1971, the Alamo Wing members welcomed the C-130B Hercules aircraft to the Alamo Wing. On 1 February, U.S. Senator John Tower and U.S. Representative Abraham Kazen publicly announced the Alamo Wing would transition to the sky giant, the Lockheed C-5A Galaxy, effective 4 June. This transition saw the Alamo Wing become the first air reserve unit equipped with the C-5A.

Brig. Gen. John G. Sullivan The conversion from C-130 to C-5A would not only influence Kelly AFB, but also the entire city of San Antonio, Texas. The conversion increased revenue by the expansion of the reserve mission. More personnel meant more revenue for the community. The unit manning went from approximately 1,700 members to 3,500 members in a short period of time. The employment of contractor personnel and the support associated with the giant undertaking, economically affected the San Antonio metropolitan area, an impact estimated at \$250 million. Gen McClelland, 4th Air Force vice commander (past Alamo Wing commander), presented the Alamo Wing with the third Air Force Outstanding Unit Award on 6 April. The Secretary of the Air Force selected the Alamo Wing to receive the award. This award was given for maintaining a formidable combat readiness from 1 October 1981 to 30 September 1983. The outstanding knowledge and technical skills of wing personnel resulted in a superior contribution to the military preparedness of the United States.

Exercise Patriot Finale, 14 through 28 July, the Alamo Wing flew its final C-130 exercise. For fourteen years and eight months, the wing accomplished its mission under Tactical Airlift Command. Because the conversion to the C-5A, the 433 TAW planners dubbed the McChord AFB, Washington, deployment as Patriot Finale. with about 300 reservists and 12 units taking part in the exercise.

The formal dedication of the first C-5A properly named the "City of San Antonio" occurred at Kelly AFB in December. General Thomas M. Ryan, Commander-In-Chief, Military Airlift Command, flew to Kelly AFB the first C-5A (Tail #69-000016).

The city of San Antonio came out in force for the occasion, with Henry Cisneros, San Antonio Mayor, local radio and TV, along with the men and women of the Alamo Wing, watching in awe at the sight of this sky giant galaxy taxiing into place. The C-5, "City of San Antonio" stood as a giant to the dwarfed C-130.

Because of the new mission, on 31 December the 68 TAS lost the mobile aerial fire fighting

system (MAFFS) mission. The unit had begun the MAFFS mission on 30 June 1976. The Alamo Wing had the distinction of being the only unit in the Air Force Reserve to possess the aerial fire fighting capability. The unique mission ended when the Wing transferred its two Modular Airborne Firefighting Systems to the 943d Tactical Airlift Group, March AFB, California. During the MAFFS years at the wing, at least two occasions had members fighting fires in California saving lives and millions of dollars worth of property.

The accomplishment of the 68 MAS C-5A flying the first mission overseas happened in March. The mission took the crew to Red Square, Moscow, Russia. Who would have thought a picture would be taken of the unit located in South Texas would be standing in the center of Red Square wearing their military uniforms? With the change from tactical airlift status to military airlift, the "flag" which identified the Alamo Wing changed. Gone were the silhouettes of C-130s flying in formation. They were to be replaced by the C-5A Galaxy. The basic design remained the same-signifying that no matter what the change, the wing goes on.

Beginning in March, aircrews from the Alamo Wing began flying two C-5A missions per week leaving from Norfolk, Virginia. This was the first such C-5 mission flown by the 68 Airlift Squadron. The crews, flying Military Airlift Command missions in support of the U.S. Navy, took it to Naval Base, Rota, Spain, and to the Persian Gulf emirate of Bahrain.

The first mission was successful for two reasons. First, aircrews accomplished the primary mission for strategic airlift. They moved a load of cargo from Norfolk to Spain and onto Bahrain. Probably more significant to the wing was the amount of training involved in these missions. The aircrews borrowed aircraft from two active-duty C-5A bases, Travis AFB, California and Dover AFB, Delaware. In January 1985, six Galaxys were scheduled to come to Kelly. The crews of the Alamo Wing did not have a flyable C-5A until 1 July. Under the arrangement with the 60 MAW and 349 MAW, the flying squadron would use its aircraft until the unit received its complement of aircraft.

1986 The 68 Military Airlift Squadron had three crews involved in an extensive Joint Chief of Staff exercise during July and August. The 68 MAS crews joined the missions at various stages ranging from Kelly AFB, Travis AFB to Hickam AFB to Anderson AB. The entire exercise was broken into Cobra Gold and Freedom Banner. Cobra Gold was a JCS coordinated field training exercise to test U.S. tactics that might be employed during contingencies in Thailand. It employed both conventional and unconventional forces in cross training with host nation forces.

The Alamo Wing and its eleven C-5A Galaxy's were declared mission ready in September.

The Alamo Wing by this year had sixteen C-5s assigned, with one Space Cargo Transportation System (SCTS) aircraft and one still at Lockheed. The second modified C-5 was due out of Lockheed in January 1990.

1988 The 68 MAS supplied airlift for Army personnel and equipment to fight fires in Yellowstone National Park during September. Aircrews were picked up from Norton AFB and Robert Gray AAF and taken to west Yellowstone Park and the state of Idaho. The President of U.S. tasked the Army to help control the raging fires that threatened to destroy most of the forest in and near Yellowstone National Park.

1988 In addition, during September two C-5 flights commanded by Lt Col Scott Hanson flew United Nations Peacekeeping Forces to Baghdad. The two nonstop flight went from Trenton AB, Canada and Dover AFB, Delaware to Baghdad, Iraq. The flight from Canada departed with 16 pieces of rolling stock, 4 pallets and 30 troops.

1988 Again, the Alamo Wing got into the NASA business. The Space Cargo Transportation System (SCTS) began its first phase on 14 December. The specially trained 68 MAS aircrew on the first of two modified C-5As (68-000216) tested a payload and then emptied the aircraft. The second SCTS aircraft 65-000213 remained at Lockheed for modification, due back into the system by January 1990.

Considerations for using modified C-5A for airlifting space cargo began in late July 1983. Restrictions on highways, railways and sea transport due to cost and size limitation prompted the Secretary of the Air Force in 1985 to direct that two C-5A aircraft be modified in order to meet the nation's space cargo airlift requirements. Interesting to note from the earlier part of Alamo Wing history, this is the second time the wing received tasking to support the NASA mission. The first time occurred in February 1970, when the unit transported aircrews, maintenance personnel, and equipment for NASA mission aboard the C-124.

1988 A routine mission in the early morning hours of 23 September with a C-5A returning to Hickam AFB, Hawaii, on a Pacific Theatre airlift mission from Kwajalein, A toll, turned into an aeromedical evacuation mission. Shortly after take-off, the flight crew was contacted by Hickam Command Post and diverted to Johnston Island. The purpose was to air evacuate a seriously injured DoD civilian. The problem existed because a C-SA is simply not designed for easy access of patients on stretchers. It was up to the 68 crew to figure the best way to airlift the patients in an aircraft not designed for this type of mission.

Flew medical supplies, tanks, and field rations to Panama during Operation Just Cause, 1989-1990.

Airlifted personnel and materiel destined for southwestern Asia, 1990-1991.

On August 29 an active duty C-5 flown by an all-reserve, all-volunteer crew from the 68 Military Airlift Squadron of the 433d Military Airlift Wing, Kelly AFB, Texas, crashed on takeoff from Ramstein AB, Germany. The aircraft, carrying medical supplies and other equipment, had seventeen men and women on board. Thirteen died and four were injured. Ten of the seventeen were reservists. Of these ten, nine died and one was injured. The reservist who survived, SSgt. Lorenzo Galvan, Jr., a loadmaster, subsequently received the Airman's Medal for

his efforts to rescue the other victims of the crash. The nine who died in this crash were the only reservists to lose their lives during the conflict.

1990 Desert Shield Started on 2 August. The 21st Air Force Operations Center managed airlift missions and began setting up stage posture for C-5A aircraft. Flying hours increased with 5,192 flying hours for FY90. Of the 5,192 allocated, 3,127 went to Desert Storm Volant Wind. For the first quarters of FY91, the 68 MAS flew 2,153 hours. Volant Wind became the largest airlift in U.S. history as part of Desert Shield. The unit flew 63 percent more hours in support of the operation than other units. The president recalled the 68 Military Airlift Squadron on 29 August. By 30 August, all members reported for active duty. Desert Shield aircrews received real world training in all theaters. Because of extensive volunteerism by command post reservists, the post efficiently manned the heavy Desert Shield requirements. On 8 August, the 68 launched its first crew in support of Desert Shield.

By August, a billion pounds of supplies and equipment began arriving in the theater or was enroute by sea and air to the Middle East in support of Operation Desert Shield, said General H.T. Johnson, commander of the US Transportation Command. According to Maj Henry Huggins, chief of current operations, there were three phases of Desert Shield. Desert Shield- the deployment phase, support phase and the final stage. The deployment phase is when the initial buildup of troops and equipment is accomplished.

Once the American military forces established themselves in the Saudi Arabian Theater and set-up the defense lines, the support phase began and the final stage would be when operations ended, when the troops and equipment returned home.

The typical mission flown by the 68 MAS had aircrews fly from Kelly AFB, pick up cargo at a state-side location, fly to a staging area overseas, where another crew coming off crew rest would fly the plane to it's final destination for the cargo delivery. All unit C-5A Galaxies departing Kelly AFB at the outbreak of Operation Desert Shield carried equipment destined for the Persian Gulf region. Aircrews flew nearly 2,500 sorties with approximately 13,500 hours of flying time, hauling more than 61,000 tons of cargo and 31,000 passengers. Reservists from the 32nd Aeromedical Evacuation Squadron left Kelly AFB for Saudi Arabia two days before Operation Desert Storm began officially. Twelve organizations within the Alamo Wing and 1,422 reservists were affected by call-ups in support of the Persian 62 Gulf War.

1990 Flags at Kelly Air Force Base and in communities throughout Texas flew at half, mast as members of the 433rd Military Airlift Wing mourned the loss of nine fellow reservists who died in an Aug. 28 C-5A crash near Ramstein Air Base, Federal Republic of Germany. Ten 433rd MAW reservists, along with seven members from other Air Force units, were departing from Ramstein on a mission in support of Operation Desert Shield when the giant aircraft went down a quarter of a mile west of the runway at 5:30 p.m. Central Standard Time.

A total of 13 people lost their lives in the crash. SSgt Lorenzo Galvan Jr., a loadmaster from the 68 Military Airlift Squadron, was the only reservist to survive. Sergeant Galvan and the other three survivors were treated at the Landstuhl Army Regional Medical Center (minutes from Ramstein AB). Those from the 433rd MAW who lost their lives were: Maj. John M. Gordon. aircraft commander, from Spring, Texas; Maj. Richard W. Chase. pilot; Maj. Richard M. Pike, pilot; SMSgt. Carpio Villarreal Jr., flight engineer; MSgt. Rosendo Herrera; flight engineer;

TSgt. Daniel O. Pertz, loadmaster; TSgt. Lonry A. Knutson, crew chief; SSgt. Edward E. Sheffield. loadmaster; and SSgt. Daniel Garza; crew chief. The C-5A Galaxy assigned to the 60th Military Airlift Wing at Travis AFB, Calif., was carrying medical supplies, dry rations, cargo handling equipment. Maintenance equipment, and general cargo at the time of the crash.

The crew called BRAVO 12 will live in hearts of every Alamo Wing member for a lifetime. Disaster hit the Alamo Wing on Tuesday, (1733 CDT) 28 August. The Travis AFB, Aircraft (69-0228) crashed.

1990 The 68 MAS joined the ranks of other reserve and Air National Guard units being called-up in support of Operation Desert Shield on 29 August, by presidential order. The squadron was comprised of approximately 230 members. The flying squadron had been flying mission in support of the contingency since 8 August on a voluntary basis.

1991 During February, with the cease-fire in the Gulf area, members started returning home. 100 percent of the 68 MAS flying commitment went into Desert Shield/Storm. The flying hour commitment to Volant Wing amounted to 19,132.5 hours through June. All flying for the wing went in support of Military Air Command. The squadron launched 168 Bravo crews in support of the war in the Gulf.

1991 In support of Desert Storm 134 members of the 433 CRS activated in February. The 68 MAS possessed an average 16.17 airframes ending June. The flying hour tracking became a, nightmare, because the crew would not necessarily stay with the airframe. Crews placed in the window of opportunity meant the aircraft would keep moving and crews would rotate to different aircraft. Ending in June the 68 aircrew manning numbered 77 pilots, 56 engineers, and 75 loadmasters with 98 percent manning. Exercise Provide Comfort, the delivery of relief supplies to Kurdish refugees in southern Turkey and northern Iraq began in April. The exercise received support from reservists from the 32d Aeromedical Evacuation Group and the 34th Aeromedical Evacuation Squadron both assigned to the Alamo Wing.

1991 Over the years, the Space Cargo Modified C-5 became an important mission for the Alamo Wing. The program began in July 1983, and the Air Force decided to end the program in December. Losing the NASA mission was very sad for the professional members that gave so much to its success. The two SCM C-5s, aircraft 216 and 213 were specially designed birds configured to carry oversized and sensitive equipment for NASA. The wing had become heavily involved in the NASA program late in 1987. CMSgt Harold G. Tilton, Chief Loadmaster with the 68 MAS, and SMSgt David L. Scandito, 433 MAW Chief Loadmaster for the Standardization/Evaluation, selected other elite members like themselves to learn the SCM business. The SCM study involved the SCM team working closely with the Lockheed-Georgia team.

An aircrew from the 433rd Airlift Wing recently demonstrated a squadron t-shirt catch phrase "You Call, We Haul". Eight vehicles, weighing 125,000 pounds, were carried from Kaneohe Bay MCAF, Hawaii to Reno, Nevada, by an Alamo Wing C-5, as part of Project TransAm. TransAm is essentially a transportation project under the Air Force Reserve Innovative Readiness Training

Program, according to Senior Master Sgt. Shawn Sexton, Assistant Deputy Chief for the IRT Branch. "We transport excess medical supplies and equipment from various bases to the nearest base or IHS, Indian Health Service, facility," said Sergeant Sexton. "IHS procures the items through the Defense Reutilization and Marketing Office process and requests that we supply transport to the destination for them. The ultimate IHS customers are the Native-Americans," he said. On arrival at Reno, the keys to the eight pieces of construction equipment were given to representatives from the Washoe Indian Tribe of Nevada and California for infrastructure projects on their reservations. At market value, the vehicles are worth about \$1 million, according to Master Sgt. Gary Hochenberger, project manager. Sergeant Hochenberger's job is to assess the quality of the equipment and determine if the training is worth a mission to retrieve the items. He said if the vehicles were new, they could be worth double. But the value received is not limited to the tribes. "The benefit to the Air Force is training," said Sergeant Hochenberger. "Each individual (aircrew member), involved in the process, is in upgrade or proficiency training. This program allows them to get realistic, real-world training that is normally not available elsewhere. It is a win-win situation. The Air Force receives the training they need, and the IHS customers receive desperately needed assets," he said. Aircrew members are not the only ones who get extra experience through the TransAm program. Staff Sgt. Shawna Warren, a loadmaster with the 68 Airlift Squadron, gives a thumbs up as a backhoe is loaded onto an Alamo Wing C-5A. Senior Airman Ionatana Sipili, also a 68 AS loadmaster, and Sergeant Warren loaded eight construction vehicles onto the C-5. The equipment is being transferred to the Washoe Tribe in Nevada for use in wildfire prevention, infrastructure repair and construction projects. Transporting machinery like this gives practical, realistic training to military members while meeting the needs of organizations around the country.

1992 Flying more than 75 tons of medical supplies and food into Moscow is not something the Alamo Wing does every day, but for one crew it was a chance of a lifetime to be part of history. The 68 AS crew transported the supplies valued at more than 8 million, as part of Operation Provide Hope. The mission departed Kelly AFB for Johnson City International Russia, Airport near Kansas City, Kansas. There, the C-5 was loaded with supplies collected by Heart-to-Heart, a relief organization located in Olathe, Kansas.

"The supplies were needed everywhere in the Commonwealth of Independent States," said Dr. Gary Morsch, a physician in the Olathe area who coordinated the relief effort and accompanied the mission to Moscow. On arrival, the crew was met by the well-known comedian and television personality Yakov Smimoff who was acting as an unofficial ambassador for the relief effort. Due to off-loading difficulties, more than 70 tons of the cargo was off-loaded by officials from the State Department, aircrew, Russian military members and civilian authorities. Because of the extra time needed to off-load the supplies, the crew had to stay in Moscow an extra day providing them an opportunity to visit downtown Moscow, Red Square and the Kremlin. The Airlift Wing processed 270 tons of equipment and 663 passengers during a three-day exercise conducted in August.

1992 The 68 AS supported missions in the devastated area of Homestead, Florida, after Hurricane "Andrew." The Hurricane hit Homestead, Florida and Homestead AFB on 16 August,

causing extensive damage in both Florida and Louisiana. On 18 August, forces began deployment from all services to aid disaster-relief operations. The Air Force Base itself was a total disaster. The Alamo Wing flew one of the first missions into the devastated area. The squadron took a video of the devastation. The only blessing to nature's revenge is many of the members from the reserve unit at Homestead were on annual tour overseas. Brigadier General Larry Turner, commander of Homestead, came to the wing to talk about how the Quality process worked during this devastation to a landmark. The General emphasized the importance of the quality movement and how well it worked while the families and members remained in shock over the pure devastation of their base.

1992 The Alamo Wing assisted with Hurricane "Iniki" during September. The Hurricane "Iniki" hit the Hawaiian Islands. The aircrews flew eight sorties and airlifted 190 tons of cargo. When Hurricane "Iniki" hit Kauai it damaged an estimated 30 to The 68 Airlift Squadron continued humanitarian efforts in November, when a crew flew into Incirlik, Turkey, to load tents left over from the Kurdish relief efforts following Desert Storm. From Turkey, the crew flew into Zageb, Yugoslavia, to deliver more tents and relief aid.

Ending December, the wing reflected 3,520 authorized and 3,488 assigned military personnel. The ARTS work force ended December with 632 authorized and 609 assigned and the civilians ended with 62 authorized and 54 assigned.

From July through December, the 68 Airlift Squadron proceeded with a normal flying commitment. Flying through December totaled 2,627.6 hours. The units mission capable rate ended at 3,468.3 with a 41.7 percent rate.

1992 A C-5A Galaxy from the 433d Airlift Wing flew more than 87 tons of cargo to Zagreb, Croatia, former Yugoslavia, as part of an ongoing international humanitarian relief effort into the area. The cargo aircraft, flown by reservists from the 68 Airlift Squadron, loaded tents at Incirlik AB, Turkey, before continuing to Croatia.

"The tents were erected at Zagreb for a U.S. Army mobile army surgical hospital providing shelter and medical attention for evacuees from areas inflicted with fighting," said Crow. "We landed at Zagreb airport, and took approximately 2 112 hours to unload the cargo before continuing to Ramstein AB, Germany, for an overnight stop."

The Kelly crew found the atmosphere at the Zagreb airport quiet, and daily life normal for the town, which is located nearly 350 miles from Sarajevo, site of much of the ethnic unrest in the former Yugoslavia. The only evidence of war in Zagreb were United Nations forces and vehicles sporting shrapnel damage, said Crow.

"At the airport we saw U.S. and Russian aircraft bringing in supplies and had a chance to talk to some of the U.N.

1992 During May and June, the aircrews from the Alamo Wing became involved in Operation Phoenix Pace. Phoenix Pace missions allowed the active duty squadrons to have down time. During these missions, aircrews would be on hand to accomplish A C-SA Galaxy assigned to the 433d Airlift Wing was tasked in December, with the first Air Force Reserve airlift mission in

support of Operation Restore Hope. The reservists provided the airlift to alleviate starvation and disease in Somalia. The huge aircraft, flown by members of the 68 Airlift Squadron, departed from March AFB California, to pick up heavy equipment on the west coast, to support Marine Corps personnel deploying from Camp Pendleton, California with needed supplies. In December, the 68 crews started missions involved with Restore Hope. The missions totaled more than 28,000 U.S. servicemen and women from all branches, with more than 10,000 coalition forces from 24 nations participating in this operation to create a secure environment for relief operations. The crewmembers flew to Europe before continuing on to the city of Djibouti, capital of the east African country by the same name, located at the northwestern tip of Somalia. Crews unloaded their cargo, while other crews reported to Dover AFB, Delaware and March AFB, California. These two bases were the staging area for the C-5's departing to overseas locations. The crewmembers were assigned missions once they arrived at the staging areas.

1993 During the summer the Alamo Wing began flying missions to Turkey as part of an agreement the U.S. made with Turkey to deliver 43 T-38 Talon trainers. The wing received tasking to transport 40 of the jets. Rodolpho Carrizales, T-38 program manager at the San Antonio Air Logistics Center, Kelly AFB said, "They are being transported on scheduled missions at no cost to the United States. The airplanes were provided to Turkey following an agreement with the Turkish government. The agreement also paid for the cost of shipping the planes."

The C-5A carried eight jets in its cavernous cargo compartment. Each T-38 was cradled in a specially designed "sling," which was returned to Kelly after the aircraft were removed in Turkey. The T-38 will augment Turkey's already aging T-38 inventory, which numbered 27. Turkey planned to gear up its training program while at the same time expanding the life span of its other jets by rotating use among them. The Alamo Wing was scheduled to complete the five missions to Turkey by fall. Until fall, the squadron scheduled missions once every six weeks.

1993 In July, the 68 AS was the first Air Force Reserve unit to fly relief missions as part of an ongoing national effort to aid Midwestern states affected by flooding following record rainfalls. The first of more than seven missions were flown, transporting critically needed reverse osmosis water purification systems from Alabama to Des Moines International Airport, Iowa. In addition to the water purification systems, aircrews transported water trucks; military vehicles and more than 84 soldiers into the flood ravaged Midwest.

1993 As of October, the 433d Airlift Wing flew 15 missions to Mogadishu, Somalia, and surrounding areas in support of Operation Restore Hope, which began in 1992. The focus of the missions switched from humanitarian relief to peacekeeping after U.S. troops and soldiers loyal to fugitive militia leader, Gen Mohamed Farrah Aidid fired weapons on each other during a skirmish in October.

The peacekeeping missions were in response to a statement made on 4 October by Secretary of Defense Les Aspin, in which he outlined a deployment of additional equipment and personnel to the forces in Somalia. Aspin indicated that the U.S. would deliver four M-1A tanks, 14 Bradley Fighting vehicles, four replacement helicopters, and approximately 200 personnel

for rotation. The secretary also mentioned that the Air Force would deploy two AC-130 Spectre Gunships to provide a rapid response and night fighting capability to the forces there.

Reserve C-5A Galaxy aircrews began airlifting main battle tanks, fighting vehicles and more soldiers to Somalia in October. In addition, aircrew members from the 68 Airlift Squadron and 433d Aircraft Generation Squadron received support from the 349th AW (Associate), Travis AFB, California; 439th AW, Westover ARB, Massachusetts; and the 512th AW (Assoc.), Dover AFB, Delaware. Several of the enroute missions stopped at Hunter Army Airfield, near Savannah, Georgia, to load Bradley fighting vehicles, M1-A1 tanks and the airlift of 200 Rangers.

These missions included three air refuelings enroute to Mogadishu. Some missions flew directly to Somalia; others landed at a forward operating base and deployed the forces in stages. In some cases, reservists flew active-duty aircraft and active-duty crews flew reserve aircraft. The C-5s were chosen to perform the missions because of the size of the equipment. At least 18 missions were planned Air Force-wide.

In September, the squadron flew four missions in support of Haitian operations carrying more than 60 tons of cargo. The cargo consisted of food, rolling stock and equipment. All the military humanitarian efforts came as the support network for the multi-national force to Haiti. In addition, during September, Exercise Genesis 94 unfolded. Genesis 94 involved active-duty, reserve and civilian medical professionals in the San Antonio area. The exercise evaluated the San Antonio's ability to care for large volumes of patients resulting from a natural disaster or combat situation.

Whom would you call when you have a lot of equipment to move? A moving van may be all you need for household goods, but what do you use when you want to move a tank? How about a 155mm self-propelled Howitzer? The Air Force Reserve's Alamo Wing and the Texas Army Guard's 49th Armored Division Artillery worked together to solve this problem. The 49th Armored Artillery Division was located in San Antonio, but trained with their heavy equipment at sites throughout the nation. "We have flown with the 433d on occasions," noted Major Michael Beam, 49th Division Artillery operations officer. "It gives us an opportunity to see the other side of airlift, as well as allowing aircrews the chance to interface with their customers." Nearly four years ago, the Alamo Wing's C-5s hauled nine 155mm self-propelled Howitzers to Fort Bliss, El Paso, Texas. In November, the wing transported more than 96 tons of equipment and 30 soldiers to Fort Bliss. "Our unit's radar and survey sections moved four, five-ton and one 2 112-ton trucks, four 'Humvees', and two radar sections with associated equipment," said Sergeant Major Johnson A. Campbell, 49th Division Artillery operations. Upon arrival at Kelly, aerial porters, along with the army soldiers, inspected the equipment before loading began. "Several members from the Alamo Wing remained behind and made the trek with the soldiers to the Dona Ana Range to witness the Army train during a live fire," said Campbell. Although familiar with a flight line environment, the Air Force reservists gained a different perspective on defense as they toured radar locations, the artillery battalion Tactical Operations Center and the firing battery. After a day of intense demonstrations and training, the equipment was prepared for reloading and the trip back home on the following day. According to Beam, there will be two additional missions scheduled in the near future.

A Wing C-5A Galaxy loaded with humanitarian assistance supplies landed in the Republic of Belarus in July. It was the first such visit since the republic broke away from the Soviet Union five years earlier. The C-5 arrived on 23 July, which occurred during the week marking Belarus' "4th of July," when the people said no more to Soviet rule. Belarus had been under USSR rule since 1922. The Alamo Wing C-5 carrying 28 pallets containing medical supplies, blankets, clothes, furniture and a military ambulance were well received by a large gathering of U.S. and Belarussian diplomatic officials and more than 100 local army personnel. After the landing at Minsk's airport, U.S. ambassador Kenneth Yalowitz said, "The humanitarian supplies will go a long way in showing the Belarussian people that America's deeds are as strong as their words." - Calling the airlift a "decisive response" to the woes of the region. Belarus, and the other 14 republics of the former Soviet Union, continued needing help from the West. "It is not surprising," said Khodorchenko Valdiuciz, "that our people are concerned about America's response in Bosnia, where the threat of mass hunger continues." Valdiuciz, the field director for the Belarussian humanitarian assistance program, said, "The same thousand-year-old hatreds among people in the former Yugoslavia can also be found in this country and other ex-Soviet republics."

Reserve aircrews from the Alamo Wing airlifted soldiers and equipment from Texas to Kuwait in August, as part of Exercise Intrinsic Action 95-3. The exercise was intended to improve readiness and military operations between Kuwaiti and U.S. armed forces involving 1,400 U.S. soldiers. The deployment from Robert Gray Army Air Field included a battalion size task force from the 1st Cavalry Division, Fort Hood, Texas, using prepositioned equipment in Kuwait. In all 16 Air Mobility Command aircraft, eight C-5 Galaxies and eight C-17 s transported nearly 587 tons of material to Kuwait. In addition to conducting coalition training, Intrinsic Action 95-3 provided a deterrent force presence, according to officials from U.S. Central Command, which oversaw the American military operations in that region.

Wing flies Bosnian support missions Operation Quicklift supported the United Nations mission and allies in the former Republic of Yugoslavia. The logistics support rapidly moved essential UN reaction forces personnel and equipment. The operation ended the first week in August. The airlift ran 8 through 27 July, with 14 to 18 C-5 Galaxy'S and about 10 C-141 missions were expected to land at Split. There, the airlift operation was directed by about 60 members of the 621st Tanker Airlift Control Element from McGuire Air Force Base, New Jersey and about a 40-member U.S. European Command team.

Quicklift averaged three flights a day for approximately six weeks to transport approximately British troops and Dutch soldiers. The British combat troops-of the 24th Air Mobile Regiment-headed for duty as part of a 12,000-member UN reaction force tasked with protecting peacekeepers in Bosnia. About 50 percent of the British troops left from Royal Air Force Base, Brize Norton and about 50 percent from Hanover, Germany. In just over a month the airlift and sealift operations moved over 4,100 personnel, 1,500 vehicle/trailers and 600 containers of equipment into Croatia. The responsiveness and flexibility demonstrated included short-notice changes in lift requirements, delivery dates, and destinations. Operation Quicklift was temporarily grounded while the Croatian authorities wrangled with the United Nations over

operational details and customs fees, but resumed in July.

The 68 AS crews airlifted United Nation Rapid Reaction Force personnel, vehicles and cargo from the Royal Air Force, Brize-Norton, United Kingdom to Split, Croatia involved with Operation Quicklift. The crews were part of a stage force made up of Reserve, active-duty and Air National Guard units. Quicklift supported the UN peacekeeping operations in Bosnia. Quicklift was set to bring in about 4,700 British army personnel from England and Germany into Croatia as part of the UN reaction force being sent in to reinforce peacekeepers already in Bosnia. Through July the C-5 and C-141 missions reached fourteen with about 350 British troops arriving in Croatia. The aircrews from Travis, Kelly and Dover airlifted more than one million pounds of equipment into Split throughout the Quicklift operation.

Aircrews from the 433d Airlift Wing were among the first Reserve aircrews to fly relief missions into the Caribbean after Hurricane Marilyn that ravaged the tropical paradise in mid-September. The wing aircrews received a short-notice request to airlift Federal Emergency Management Agency (FEMA) personnel, equipment and a water purification kit to St. Croix, Virgin Islands. Maj Darrell Brandon piloted the C-5 to Martinsburg, West Virginia, enroute to the Caribbean to pick up 21 FEMA members and some 105,000 pounds of equipment. "We like to fly disaster relief missions and do our best to perform them when we get a chance," said Brandon.

The C-5A aircrews got into the Navy world by airlifting the Avalon submarine from Glasgow, Scotland to Naval Air Station North Island, San Diego, California late in the year. The Navy operates two deep submergence remotely operated vehicles (DSRV), also known by their names Avalon and Mystic, which are "mini subs" that can be flown anywhere in the world on short notice. They can conduct rescue operations as deep as 2,000 feet. Typically, when the U.S. Navy responds to an accident site, the DSRV, its crew and specialized support gear from the Deep Submergence Unit (DSU) were transported via an U.S. Air Force C-5 "Galaxy." "The purpose of the mission was to transport the sub from Europe back to the States in one move, without stopping," said Captain Karl McGregor, aircraft commander. "The most critical part of the mission was the triple air refueling process. We refueled over Iceland, northern Canada, and the Midwestern U.S." The submarine weighed 220,000 pounds, which affected the fuel capacity of the sky giant C-5A.

Beginning early December, the Alamo Wing was a major participant in Operation Joint Endeavor, NATO's peacekeeping mission in the Balkans. The aircrews from the Alamo Wing transported 720 tons of cargo and 843 duty passengers to Ramstein and Rhein Main Air Bases, Germany. From these locations, people and cargo were transported by other aircraft or ground transportation to the Balkans and elsewhere in Europe. One flight delivered 150,000 pounds of tents from Hill AFB, Utah, to the city of Taszar, Hungary, on a double air-refueling mission in mid January. Taszar is one of the two staging sites for NATO forces. The other staging site was the city of Tuzla, Bosnia.

Operation Joint Endeavor was another data point in a long chain of recent Air Force and Air

Force Reserve commitment to peace and humanitarian support operations. Lieutenant General Howell M. Estes III, director for operations Joint Staff, talked about the support force involved with Operation Joint Endeavor and what it meant. "Joint Endeavor is the U.S. national enabling force. It enabled us to rapidly move the main force along landlines of communication, which ran in the direction of Tuzla. It's allowed us to do that on the timelines set up earlier in terms of setting up command and control, and having enough main body forces to, in fact, monitor the ceasefire separation of forces at the 30-day point after transfer of authority," he said.

1996 The 68 AS continued humanitarian airlift missions flying 246.7 tons of cargo from January to May. The following airlift support missions are not all-inclusive nor the official accountability for tracking. The flying unit supported Sandino, Nicaragua, LaAurora, Guatemala; San Isidro, Port-au-Prince, Haiti; Mariscal Sucre, Ecuador; Soto Cano and Honduras. In addition the squadron supported Patriot Express (10 missions) humanitarian airlifts, Balance Mint 96-2; Exercise Mighty Thunder; Phoenix Ruler; Phoenix Calcium; Counterdrug; Provide Comfort; Southern Watch; Cobra Gold; Patriot Dane/Central Enterprise; Karup; Navy Rimpac exercise; Hickam to North Island; Incirlik, Turkey; Moron, Spain and Denmark.

The 68 airlifters flew humanitarian support to the Republic of Belarus of the former Soviet Republic. The Republic of Belarus was a new independent state formed because of the dissolution of the USSR. It was a legal successor of the Belarusian Soviet Socialist Republic. On 27 July 1990, the Supreme Soviet of the USSR adopted a Declaration on State Sovereignty and a year later the Declaration was granted the status of constitutional law. The Air Force Reserve entered its third year of support to Operations *Provide Promise* and *Deny Flight* by flying airlandairdrop missions over Bosnia. Elsewhere, Air Force Reserve aircraft and crews replaced active component squadrons providing fighter coverage in the no-fly zones over Iraq and provided search and rescue support in the Middle East and North Atlantic. Additionally, Air Force Reserve CoS, C-141, and C-130 airlift, and KC-135 and K-10 tanker units, , flew over 34,000 flying hours, carried over 108,000 passengers, and hauled over 205 million pounds of cargo. The 68 AS flew 60 tons of humanitarian cargo consisting of medical equipment and cold weather clothing aboard a C-SA Galaxy to the city of Kiev, the capital of the Ukraine.

"When arriving in the Ukraine, the Ukrainian soldiers and officers greeting us were very kind, but we noticed the people didn't smile very much," said aircraft commander Major Darrell Brandon. "I think it's because they've had such a hard life. I'm glad we were able to help them." He said the soldiers were very young, in their late teens and early twenties and shy," he said. "We were lucky to have interpreters help with the language barrier."

Most of the supplies delivered to the Ukraine were provided through the Department of Defense excess property program, made available through military base closings. The distribution of materials and supplies were made to Ukrainian non-governmental organizations and hospitals in the city of Kiev. This mission was the wing's third humanitarian airlift to a former Soviet republic since the Soviet Union broke up five years earlier.

About 250 members from the Alamo Wing joined others from as far away as Hawaii, for Patriot

Express '96 in June. About 1,900 reservists took part in the Fourth Air Force-sponsored exercise. The exercise involved several hundred Marines and equipment being transported aboard reserve cargo aircraft from March Air Reserve Base to Marine Corps Air Station Yuma, Arizona, for the Marines exercise, Free Spirit 96-2. The Patriot Express '96 portion of the exercise served as an operational readiness exercise for the wing, in preparation for the Headquarters, Air Mobility Command operational readiness inspection due in March 1997.

March and Yuma were the main operating areas for the joint forces deployed to a forward operating location in the Nevada desert for Patriot Express/Free training exercises. The training ensured the rapid deployment of Marine assets to strategic locations. Deployments took place in two phases.

The first phase included moving helicopters and equipment from Marine Corp Air Station, El Toro, California, and ground forces from Camp Pendleton's First Marine Expeditionary Force and the Air Ground Contingency Marine Expeditionary Force to Yuma. The second phase focused primarily on training reservists, including aerial port specialists, aeromedical staging/evacuation teams, and security police. They performed their duties at unfamiliar field training locations, sometimes under austere conditions.

Participants included aircrews, aircraft maintainers, disaster preparedness people and civil engineers, as well as specialists in communications, services, airlift control elements, and other support units. More than two million pounds of cargo were transported aboard the AFRES airlifters, including the 433d Airlift Wing's C-5A Galaxies, which hauled over 275 thousand pounds of equipment.

From January to June the 68 AS flew fifteen missions in support of Bosnia operations. During the first part of the year, the wing helped deliver reservists and cargo from the 301st Fighter Wing, NAS Fort Worth Joint Reserve Base formerly Carswell ARB, to Aviano, Italy. This support came as the results of NATO's efforts to enforce the no-fly zone over Bosnia. Six of the 301 st FW's F-16 Flying Falcons remained in Aviano for 60 days. One reason the Alamo Wing participated so heavily was the Air Force Reserve gained control of special "channel" missions to Europe. This enabled them to manage their own reserve aircrews and aircraft, according to Lieutenant Colonel Steve Bilyeu, deputy commander, 433d Operations Group. "AFRES flew missions every day, and got its aircrews back home within four days after they departed," said Bilyeu. "Therefore, there was a minimum disruption to their civilian lives caused by being away from home, families and civilian jobs for too long. Most important, the AFRES channel missions allowed more participation by the Reserve," he said. Response by wing members was high, according to Colonel John Harlan, 433 OG commander. "The high rate of volunteerism is a real plus, because we're getting a lot of mission essential and real-world training," Harlan said. Further, the wing flew humanitarian relief missions in the wake of natural disasters both within the United States and around the world. Harlan reflected the wing's enthusiasm for supporting Joint Endeavor.

1997 The Alamo Wing's C-5A Galaxies and aircrews worked alongside other Air Force Reserve

Command units and their active duty counterparts in November to provide airlift and air refueling support for the buildup of U.S. forces in the Persian Gulf. "We flew missions to the Middle East and Europe, carrying U.S. Army members and equipment to support this latest contingency in the Persian Gulf region," said Lt Col Steve Bilyeu, commander of the Operation Support Flight.

The missions flown were in response to Iraq's refusal to cease work on the development of weapons of mass destruction, according to Department of Defense officials. Support from AFRC began on 20 November, with the deployment of six KC-10 air refueling aircraft assigned by the 349th Air Mobility Wing at Travis AFB, California. In addition to the wing aircraft, C-5s from Westover Air Reserve Base, Massachusetts, Travis AFB, California, and Dover AFB, Delaware, volunteered to provide both direct and indirect airlift support for the expeditionary force. Crews from the 68 Airlift Squadron of the Alamo Wing flew two missions, hauling a total of 122.5 tons of Army cargo and 81 duty passengers to the European and Middle Eastern locations. Altogether, Reserve C-5 aircrews logged 38 sorties in 246.5 hours. This was but the latest in a series of crises involving Iraq that stretched back for nearly a decade.

The Alamo Wing, along with other Air Force Reserve C-5 A Galaxy units, logged 850 hours of flying by mid-February in support of the Persian Gulf buildup. Prompting this surge were Iraqi President Saddam Hussein's refusals to allow United Nations weapon inspectors access to all potential weapons-production. "Our support of the latest response to Saddam Hussein's games is a great deal more than what we did in late 1997, when he refused to comply with United Nations resolutions," said Lieutenant Colonel Wayne Petitto, assistant chief of the Air Operations Branch at Headquarters, AFRC.

"This is a much larger operation," he continued. "Furthermore, we've been able to support more of Air Mobility Command's request for airlift and air refueling assistance because the missions were spread out over a longer period of time. Because of this, there is larger mix of aircraft types involved." Together with the C-5 wings, reserve C-17, C-130, C-141, KC-135 and KC-10 units across the country logged more than 1,200 flying hours transporting people and equipment, and providing airborne fuel stations.

Through February, reserve units joined active AMC units to fly 46 C-5 airlift missions, transporting more than 2,800 armed forces personnel and 2,700 tons of cargo in support of U.S. national objectives. Additionally, crews flew the equivalent of 62 KC-135 air refueling missions, hauled more than 2,700 tons of cargo and offloaded more than 4.5 million pounds of fuel. During the build-up of U.S. troops and equipment in the region, AFRC provided about 33 percent of the combined airlift and air refueling missions to Southwest Asia, according to command officials. After a month, reserve crews accumulated 156 airlift 26 missions and logged more than 3,000 flying hours in support of the Southwest Asia missions.

The 68 AS crews and aircraft moved over 1,438 tons of cargo and 1,179 duty passengers for the active Air Force, Army and Marine Corps to European and Middle Eastern locations. With the United States taking a wait-and-see attitude about weapons inspections in Iraq, Air Force

Reserve Command missions to the Persian Gulf region began settling down to a less hectic pace.

1997 The crews of the 68 Airlift Squadron flew a C-5A into Seymour Johnson AFB, North Carolina, anticipating 60 hours of ground time, while the awaiting cargo bound for Incirlik Air Base, Turkey, for Operation Northern Watch. However, a late message passed to Lieutenant Colonel Keith D. Sauls, aircraft commander, changed their plans. With the words "Florida is on fire!" the crew's rest and relaxation turned into a full-fledged mission of transporting six fire trucks and a dozen firefighters from Klamath, Oregon to Jacksonville, Florida. The equipment and manpower was used to battle forest fires that devastated the sunshine state

Although the Klamath townspeople were initially overwhelmed by the enormous C-5 as it eclipsed the sun and swallowed their town in darkness, they waved and cheered as firefighters and trucks were loaded into the aircraft. The C-5 took off and headed to Jacksonville. As the C-5 soared through the smog and smoke covering Florida, Sauls reminded the crew, although this mission was almost complete, they still had a mission awaiting them in North Carolina bound for Turkey. For the C-5 crew to make it back in time to on-load the equipment being transported from Seymour Johnson AFB, Sauls decided an engine-running offload was in order. This maneuver allowed the aircraft to make a speedy delivery of the firefighters and trucks to Florida, and still had time to return to North Carolina and pick up the cargo going to Turkey. Within 30 minutes, the C-5 was unloaded, the firefighters and trucks were on their way, and the crew was en-route to complete its initial mission.

1999 The Alamo Wing's C-5A Galaxies and aircrews joined other Air Force Reserve Command and active Air Force units in March and April, providing airlift support for military action against Serbia's ethnic cleansing campaign in neighboring Kosovo. All told, the 68 AS and 433 AES have spent a total of more than 150 days supporting Kosovo operations. The involvement of the wing is part of the NATO-led peacekeeping agreement with Serbia in the aftermath of its military action against Serbia's ethnic cleansing campaign in neighboring Kosovo.

Crews from the 68 Airlift Squadron of the Alamo Wings volunteered for four missions to European locations. Thus far, the missions carried nearly 62 tons of cargo and 25 duty passengers, logging 11 sorties in 53 flying hours. This is, but the latest effort in which the Alamo Wing and other AFRC units having been involved in the Balkans. In late 1995, the wing became a major participant in Operation Joint Endeavor, a NATO peacekeeping mission, after the former Yugoslavia broke up into separate nations and provinces with the fall of European communism. Since then, the Alamo Wing flew numerous humanitarian relief missions to the region, ferrying lifesaving cargo to Bosnia and the other Balkan states, deploying wing members, most from the 433d Aeromedical Evacuation Squadron, to help alleviate medical crises incurred by civil war, severe winters and epidemics.

Meanwhile, the 433d Aeromedical Evacuation Squadron deployed a nine-member contingent to the Balkans region. All told, the 68 AS and 433 AES spent 150 combined days supporting Kosovo operations. The wing's involvement was part of the NATO-led peacekeeping agreement with Serbia in the aftermath of its military action against Serbia's ethnic cleansing campaign in

neighboring Kosovo.

Since then, the Wing flew numerous humanitarian relief missions to the region. The flying squadron ferried lifesaving cargo to Bosnia and other Balkan states, and deployed wing members, most from the 433d Aeromedical Evacuation Squadron, helping to alleviate medical crises incurred by civil war, severe winters and epidemics.

With the focus in Kosovo now on peacekeeping, the Alamo Wing continued to assist the Air Force Reserve Command and active Air Force units with airlift and medical support mission. The wing C-5A Galaxies and aircrews assigned to the 68 Airlift Squadron conducted more than 90 sorties in 500 flying hours and the 433d Aeromedical Evacuation Squadron deployed a nine-person contingent to the Balkans regions once again.

Led by the United States, NATO conducted a massive 78-day air assault against the Serbian military infrastructure in response to the Serbs' attempt to remove ethnic Albanians from Kosovo. The Alamo Wing was part of NATO's effort to resettle ethnic Albanians into a secure environment in accordance with the peace agreement reached with Serbia.

The Alamo Wing flew numerous humanitarian relief missions to the Balkans, ferrying life saving cargo to Bosnia and other Balkan states.

The Air Force Reserve's 433rd Airlift Wing C-5M Super Galaxy delivered 207,000 pounds of cargo comprised of three Army UH-60 Blackhawk helicopters, four Army vehicles, and 39 10th Combat Aviation Brigade Soldiers to Latvia Feb. 28 and March 3, in support of Operation Atlantic Resolve. Tasked by Air Mobility Command, the C-5M made two trips from Fort Drum, New York, to Latvia, before returning to its duty station at Joint Base San Antonio-Lackland, Texas. Operation Atlantic Resolve is a nine-month deployment that demonstrates the United States' commitment to maintaining peace and stability in the Baltic region, while providing reassurance to NATO allies and regional partners. Through multinational training and exercises, OAR highlights the flexibility of U.S. ground and air forces to rapidly respond to contingencies alongside regional partners.

"It is critical, one thing we are trying to demonstrate is speed of assembly," said Army Maj. Nathan Colvin, the officer in charge of Task Force Baltic Phoenix officer in charge. "From the time the first C-5 left Fort Drum, we were able to rapidly assemble our helicopters and conduct an air assault training mission with Latvian forces on the ground." The Air Force's strategic airlift capability, enabled by AMC, provides global air transportation and enables the U.S. European Command to move the helicopters from their home stations rapidly. On such a long mission, a good attitude is key, said Master Sgt. Eric Mungia, a 68 Airlift Squadron loadmaster. "Flying these missions is very diverse," Mungia said. "What I tell new (Airmen) is stay flexible, expect the unexpected and keep a positive attitude. Sometimes you work in cold or hot weather, sandstorms, or humidity like Hawaii. You just have to stay flexible. That's just the way it works flying on the C-5." The worldwide mission and the Airmen's capabilities were enhanced during this mission, said Capt. Michael Raggio, a 68 AS C-5M pilot and aircraft commander. "It has been a very demanding mission as far as the uploads and odd hours of the mission," he said.

The aircrew received an additional mission after making two round-trips between Fort Drum and Latvia. The third mission involved taking Air Force personnel and their vehicle from Riga to their home base at Ramstein Air Base, Germany. "It was an add-on mission, it was a good opportunity to pick up some cargo and bolster our (relationship) in Europe," Raggio said. "This mission has been very rewarding (because we were able) to help out and reaffirm our NATO allies and work with our Army partners." U.S. Air Forces in Europe, Air Force Reserve Command and AMC directly support the joint and multi-national warfighting environment with air superiority, direct air operations, global air transportation and capabilities that are essential to supporting the warfighters on the ground. "The (air crew) have been nothing but great to work with," Colvin said. "Despite any kind of adversity thrown their way, whether it be maintenance or the weather or uncertainty with an airfield they may be unfamiliar with, they have responded by making sure everything is taken care of to meet mission and make sure we are successful as a joint partner." OAR will include medical transport missions, training, exercise support and various aviation operations throughout Europe to improve interoperability and strengthen relationships with NATO allies, EUCOM officials said.

"This airlift improved our interoperability and readiness with our host nation and other NATO partners," Colvin said. "When the mission happens in real life, we are not going to be able to choose the time and the place. It is good to know we can count on our Air Force partners to be there with us anytime, anywhere to get the job done." More training opportunities are slated in 2017 as Operation Atlantic Resolve will remain in place as long as the need exists to reassure U.S. allies and deter Russia from regional aggression.

10th Combat Aviation Brigade Soldiers prepare to load a UH-60 Blackhawk onto an Air Mobility Command C-5M Super Galaxy flown by the Air Force Reserve Command's 68 Airlift Squadron Feb. 27, 2017 on Ft. Drum, N.Y. in support of Operation Atlantic Resolve.

A C-5M Super Galaxy flown by Reservists from the 433rd Airlift Wing's 68 Airlift Squadron delivered four Army vehicles and 18 Army Soldiers from the 10th Combat Aviation Brigade, Ft. Drum, N.Y. to Riga, Latvia as part of a nine-month deployment in support of Operation Atlantic Resolve on Mar. 4, 2017.

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