

## 1 AIRLIFT SQUADRON



### MISSION

#### LINEAGE

1 Air Transport Squadron (Mobile) constituted, 13 Mar 1944  
Activated, 23 Mar 1944  
Inactivated, 25 Mar 1946  
Disbanded, 8 Oct 1948  
Reconstituted and redesignated 1 Air Transport Squadron, Medium, 1 Sep 1953  
Activated, 18 Nov 1953  
Redesignated 1 Air Transport Squadron, Heavy, 8 Sep 1954  
Redesignated 1 Military Airlift Squadron, 8 Jan 1966  
Inactivated, 30 Jun 1971  
Activated, 12 Sep 1977  
Redesignated 1 Airlift Squadron on 12 Jul 1991

#### STATIONS

Homestead AAFld, FL, 23 Mar–21 Apr 1944  
Kalaikunda, India, 3 May 1944 (air echelon operated from Kharagpur, India, 7 May–4 Aug 1945)  
Naha AB, Okinawa, 20 Jun 1945–25 Mar 1946  
Dover AFB, DE, 18 Nov 1953–30 Jun 1971  
Andrews AFB, MD, 12 Sep 1977

## **ASSIGNMENTS**

Caribbean Wing, Air Transport Command, 23 Mar 1944  
India-China Wing (later, India-China Division), Air Transport Command, 2 May 1944  
XX Bomber Command, 21 Nov 1944  
United States Army Forces, Pacific Ocean Areas (later, US Army Strategic Air Forces), 20 Jun 1945  
Eighth Air Force, 31 Jul 1945  
Okinawa Air Depot, 10 Sep 1945  
Far East Air Service Command, 9 Jan 1946  
IV Air Service Area Command, 15 Jan–25 Mar 1946  
1607 Air Base Group, 18 Nov 1953  
1607 Air Transport Group, 1 Jan 1954  
1607 Air Transport Wing, 18 Jan 1963  
436 Military Airlift Wing, 8 Jan 1966–30 Jun 1971  
89 Military Airlift Wing, Special Mission (later, 89 Military Airlift Group; 89 Military Airlift Wing), 12 Sep 1977  
89 Operations Group, 12 Jul 1991

## **ATTACHMENTS**

XX Bomber Command, 17 May–20 Nov 1944  
22 Air Depot Group, Nov–Dec 1944

## **WEAPON SYSTEMS**

C-46A, 1944  
C-87, 1944  
C-47, 1945  
C-54, 1953  
C-124, 1954  
C-133, 1960  
VC-6, 1977  
VC/C-9C, 1977  
C-12, 1977  
VC-135, 1977  
C-135  
VC-140, 1977  
C-20B, 1983  
C-137  
VC-137  
C-32  
C-40

## **COMMANDERS**

Lt Col Samuel S. Nuckolls, Mar 1943  
Maj Johnny C. McLean, #1957

Lt Col Glenn W. Jones, 4 Jan 1960  
Lt Col Miles H. Watkins, 10 Jul 1963  
Lt Col Walter M. Coble, 1 Apr 1965  
Lt Col Gerald B. Edwards, 1 Aug 1967  
Lt Col Lawrence A. Doyle, 18 Jul 1970

## **HONORS**

### **Service Streamers**

#### **Campaign Streamers**

World War II  
India-Burma  
Central Burma China  
Defensive Ryukyus

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

#### **Decorations**

Air Force Outstanding Unit Awards  
26 Dec 1965–23 Jan 1966  
13 Nov–18 Dec 1967  
1 Jan 1968–31 Dec 1969  
1 Jul 1987–30 Jun 1989  
1 Jul 1989–30 Jun 1991  
1 Jul 1991–30 Jun 1992  
1 Jul 2011–30 Jun 2012

Meritorious Unit Citation (Army)

5 Jun–5 Dec 1944

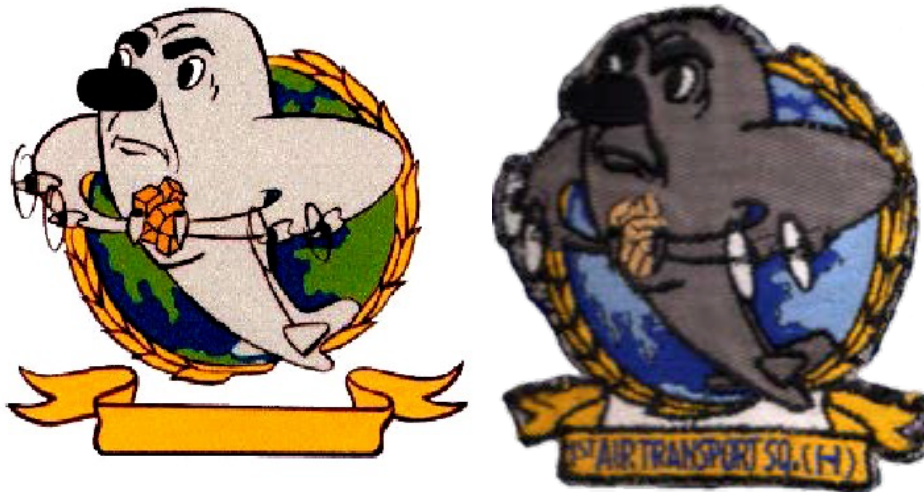
Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966–30 Jun 1971

## **EMBLEM**



1 Air Transport Squadron (Mobile)



1 Air Transport Squadron emblem: A sphere, water areas Air Force blue, land areas sky blue, encircled with a wreath of laurel Air Force yellow, superimposed over all a large caricatured aircraft silver grey, human features, outline and detail black, eyeballs white, holding between wing type arms boxes of materials and supplies tan color. The caricatured aircraft, with human qualities of seriousness and determination, symbolically depicts the mission of the 1 Air Transport Squadron. The sphere emphasizes the worldwide operations of the air transport mission. The wreath of laurel indicates cooperation and accomplishment by the unit's members. (Approved, 17 Jan 1956)



1 Military Airlift Squadron emblem



1 Airlift Squadron emblem: On a disc Azure, a stylized fox head Gules, within two parabolic curves Or, all within a narrow border Yellow. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "SAM FOX" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "1 AIRLIFT SQUADRON" in Yellow letters. 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 front view of a fox historically represents the mission of the unit and has become a tradition. The history began with the Army Air Corps in the late 1940's when flights carrying dignitaries were first designated "Special Flights." The mission then, as it is now, was to provide safe and reliable air transportation for the President and Vice President of the United States, cabinet members and other high ranking government and foreign dignitaries. The terminology "Sam Fox" was created when the call sign for "Special Flight" in the Army phonetic alphabet was "Sam" for "S" and "Fox" for "F." Thus, the mascot, "Sam Fox," was developed and has been used to this day to denote the special effort and excellence of the people associated

with the unit's mission. The parabolic curves represent flight and motion. Aircraft of the 1 Airlift Squadron fly continually, around the world and around the clock. (Approved, 16 May 1983)

## **MOTTO**

Sam Fox

## **OPERATIONS**

Aerial transportation in CBI, May 1944–May 1945; and in Western Pacific, Sep–Dec 1945. Worldwide airlift, Nov 1953.

On 19 February 1954, a C-54 operated by the 1 Air Transport Squadron, departed for Youngstown, Ohio, to pick up an 8,950-pound radio mast for delivery to Harmon AFB, Newfoundland.

The 1 Air Transport Squadrons, Heavy, had an authorized strength of 46 officers and 228 airmen.

On 3 Sep 1955, a 1 Air Transport Squadrons, Heavy C-124, on a routine mission to Goose Bay, Labrador, was temporarily assigned to the 54th Air Rescue Squadron (ARS) at Goose Bay. The airplane and crew aided in the rescue of 26 passengers and 6 crew members of the Norwegian vessel JOPETER, which was icebound off the coast of Greenland.

On 15 Mar 1956, a C-124 from the 1 Air Transport Squadron, Heavy departed Dover AFB carrying 22,000 pounds of emergency polio equipment and supplies to Buenos Aires, Argentina, to assist in combating a polio epidemic.

A C-124, operated by 1 Air Transport Squadron, crashed on takeoff from Harmon AFB, Newfoundland, killing all nine crew members, 18 Apr 1960

The 1 Air Transport Squadron picked up its first C-133 from Douglas Aircraft Co. on 7 May 1960.

On 22 Sep 1961 C-133A 56-2002, of the 1607th Air Transport Wing, with ten personnel of the 1 Air Transport Squadron on board, was lost in the Atlantic Ocean on a flight from Dover AFB, DE to the Azores when contact is lost some 57 minutes after a 0233 EDT take-off from Dover. Last reported position was 30 miles off of Cape May, NJ.

New Tape (January and October 1962) This operation supported United Nations (UN) activities in the war-torn former Belgian Congo extending from 30 June 1960 to January 1964. On 11 July 1960, Moise Tshombe began the situation when he proclaimed independence for the southeastern Katanga Province in the newly-minted Republic of the Congo. Belgium supported the secessionist government for several years and took actions directly opposing various UN resolutions. UN forces were moved into Congo to put down the rebellion and restore central government control. In the process, UN Secretary General Dag Hammarskjöld died in a plane crash enroute to negotiations in Northern Rhodesia. The entire country was in severe turmoil that touched even foreign aircrews during their ground times there. The first MATS flights were

on 16 July 1960.

The operation was directed by US Air Forces Europe (USAFE), with Dover providing most of the airlift through 1961, though Travis based C-124s also participated in New Tape for several years. C-133s became involved in January 1962, when they were needed to move armored vehicles from Sweden to the Congo and again in October, when six Swedish jet fighters were transported. Bob Ginn, a ATS pilot, kept a detailed journal of his mission to Congo. The mission flimsy, a detailed operation order for the trip, tasked the 1607 ATW for five C-133s and a support C-124 to depart Dover on 8 January 1962 to move 244,700 pounds of UN cargo from Sweden to Elizabethville (later renamed Lubumbashi) and Leopoldville (now Kinshasha). There would be three 1 ATS crews and two from the 39th, plus a 15 ATS C-124 to transport eight maintenance troops from the 1607 Maintenance Group. The mission commander was 1 ATS commander LTC Glenn Jones.

Col Richard L. Best, JCS Operations, was along to observe the mission. Mission routing was from Dover to Mildenhall, England, Stockholm, Mildenhall, Wheelus AB, Libya, Leopoldville, Wheelus, Mildenhall, Ernest Harmon AFB, Newfoundland and then home to Dover Total flying time for the C-133s was 382 hours, with the last airplane returning home on 19 January 1962. He was in crew rest on 5 January and checked in with the ATS to see what was coming up. His timing was good to get him on one of the Congo crews. At 2100 that day, Maj Bassett, his aircraft commander (AC), phoned to ask Ginn to prepare a pre-mission briefing on Congo communications for Sunday afternoon. He presented the briefing to all five crews at 1400 on Sunday, which went well.

The political situation in Congo was deemed calm at that time. Ginn's mission departed late in the afternoon on Monday, 8 January. Besides the crew, there were LTC Jones, the flight surgeon, Doc Ball, and Col Best. At Mildenhall, EASTAF commander BG Robert J. Goewy bumped the flight surgeon to make the leg into Stockholm and return. That flight went smoothly, with a two-mile taxi to the onload point after landing on an icy runway. The loads, totaling 244,700 pounds, were 15 Swedish Skania-Vabis M-42 armored personnel carriers (APC) and support equipment. Each airplane was to carry three of the 15,000-pound APCs. With the load aboard and after lunch in the SAS cafeteria, the crew flew back to Mildenhall, arriving in time for bed. Alert for the leg to Wheelus was scheduled for 0235.

The flight on 11 January took the airplane around France, across Spain and down the middle of the Mediterranean to Wheelus, with 8:40 flying time. Weather at Wheelus was sunny and 68°, a nice change from Sweden and England. Ginn flew most of that leg, ahead of ACs Smith (1 ATS) and Watson (39 ATS), who were delayed by excessive crosswinds at Mildenhall. Ginn's flight engineers were SSgts Nolan and Collier and the navigator was Capt Decker. Jim Gunnells, 1 ATS, was also a flight engineer on one of these flights. A fourth C-133, under Weir, was still at Dover. During his takeoff, Ginn had to hold full aileron into the wind and keep the airplane on the runway until he reached takeoff speed, then lift off. It was a bit sporting, with crosswinds near the 25-knot maximum. Before the mission departed Wheelus, Gen Goewy changed the routing to eliminate a leg from Leopoldville to Elizabethville. Now, it was an out-and-back to Leopoldville.

The flight across the Sahara Desert was fascinating, going first to Nigeria then inland up the Congo River to Leopoldville; endless desert to endless green and their first crossing of the equator. At Leopoldville, the first C-133 was greeted by UN troops and newsmen. All operations

were in the UN hangar, including the mess, movie theater and even a small exchange store. Everyone there was in civilian clothes, which the mission flimsy specified. During their time at Leopoldville, the crew bunked in the Lovanium University faculty houses and ate in the faculty dining room. One side was open to the jungle night, quiet except for the "quacking" frogs.

On the ride back to the airport, the next day, they saw jungle right to the road's edge in places and Congolese women with babies slung on their backs. During crew rest in Leopoldville, some C-133 crewmembers were threatened by armed rebels while enroute to the airport. The ominous appearance of one of the new Swedish APCs convinced their captors to fade back into the bush. At one point, a Nigerian colonel told them, in Oxford English accents, how his security forces had caught some intruders the night before and "cut those f...s' heads off." The crew was glad to be leaving. Their departure on 13 January had lots of associated to-do. Congolese posed for photos with the crew and LTC Jones encourage Maj Bassctt's crew to make a maximum performance takeoff, since they were light.

Bob Ginn was in the left seat. At rotation speed, Ginn pulled back on the yoke, held the flaps at the takeoff setting and climbed at takeoff speed plus 10 knots to about 2,000'. He reached that altitude before passing the end of the 15,000' runway. They didn't stall or drag the tail! The return to Wheelus was routine, except for an abrupt wind shift that had them headed for a while toward Tunis. When they passed Smith, headed south in the number three airplane, Ginn asked one of the crewmembers to pick up some woodcarvings for him. It didn't work out, though, for Smith had to turn around later with a fixed pitch prop and return to Wheelus, then try again. The homeward trip was fairly routine. Their number four prop surged at intervals but a divert to Torrejon AB was unnecessary.

There was a free day in England, while the prop was changed, giving time to window shop in Cambridge. It was university registration day, so the streets were full of about 10,000 young men, most needing haircuts. After visiting a pub to sample mild and bitter, the crew went to bed. Takeoff on the 17 was scheduled for 0400, but an engine fire after the start put them back to bed at 0500. Finally, they got airborne at 2230, with 10:30 to Goose Bay, two hours ground time for fuel and home to Dover by 1200 on Thursday, 18 January. They had flown 40144 for 74:55 in eleven days. There were lots of write-ups on the airplane, but it was scheduled for the Thule trip on the 19th. Meanwhile, Bob Ginn had a heads up that he was departing for the Pacific. In addition to the APCs, C-133s later transported four Royal Swedish Air Force SAAB J29B Tunnan fighters and two S29C reconnaissance versions. -Over the nearly four years of New Tape, MATS C-124, C-133 and C-135 transports flew 63,798 passengers and 18,593 tons of cargo.

The aircraft and crews covered more than 25½ million miles airlifting cargo and personnel from 33 different countries. Most missions originated in the US or in Germany because of the difficulty of obtaining clearances for aircraft to fly over or take off from French territory.

Between 22 and 28 May 1964, two C-133s from the 1 and 39th Air Transport Squadrons and one C-124 from the 15th Air Transport Squadron were dispatched, carrying emergency flood control equipment, on a mission to Costa Rica. The equipment was used to prevent loss of lives in the flooded area.

C-133A 40140 went down on 11 Jan 1965, just after takeoff from Wake Island. The airplane flew into Wake under the command of 1 Lt R. P. Becht of the 1 ATS, landing with only minor



maintenance items that were repaired during the ground time. Some Wake Island cargo was removed and a small piece was uploaded. Fuel was added to bring the total to 107,500 pounds for the leg to Kadena AB, Okinawa. Total takeoff weight would have been about 224,000 pounds. Command post alerted the outbound crew, which showed at base operations at 0010L. The crew completed clearance procedures at about 0100L and proceeded to the airplane. After engine start at 0124L, the airplane proceeded to the runup for an east takeoff on runway 10. Weather was 3000' scattered with 15 miles visibility. The crew received and acknowledged the clearance to Kadena with initial climb to 12,000'. Lining up on the runway, 40140 began its takeoff roll just after 0157L. The tower operators, located adjacent to the runway at the east (departure) end, observed the airplane make a normal takeoff. At approximately three-quarters of a mile past the departure end of the runway, the airplane had reached about 500' altitude when it then experienced some sort of problem and impacted the water. It was destroyed by impact, fire and explosion at 0159L. The water was 1,200'-1,800' deep at the impact point. The wreckage was not recovered and only a few pieces of debris were found on the beach. They were taken to Wright-Patterson AFB, OH in late February 1965 for examination. The entire crew of six was killed. After the crash, MATS commander Gen Howell Estes grounded the entire C-133 fleet.

The crew-members were:

Capt Arthur F. Wiegand (AC-Aircraft commander)

Maj Herman D. Stephan (CP-Co-pilot)

1Lt Jon B. Parker (N-Navigator)

TSgt James O. Smith (FE-Flight Engineer)

SSgt Anthony Panzarclla (FE-Flight Engineer)

SSgt James Gold (LM-Loadmaster)

Transport of personnel and equipment to and from Southeast Asia, 1966–1971.

The unit also made the final C-133 flight from Dover, to deliver C-133A 40143 to Davis- Monthan AFB, AZ, on 21 April 1971. The crew was Capt Danny C. Mazur (AC), 1Lt Lawrence A. Maciarelo (CP), Maj Lawrence D. Mathias (N) and flight engineers MSgt Stewart C. Yeomans and MSgt Daniel M. Johnson. Shortly before, a 1 MAS crew under LTC Lawrence A. Doyle delivered C-133 62008 to the Air Force Museum at Wright-Patterson AFB, OH.

C-133A 62008 made its final flight from Dover AFB on St. Patrick's Day, 1971. There was a mixed crew from the 1 and 39 Military Airlift Squadrons. The aircraft commander was LTC Lawrence A. Doyle, commander of the 1 with copilot LTC Donald V. Flanders, the 39 commander. Other crew members were 1Lt Donald C. Zartner (CP), Cpts James G. Gibson, II and Bobby E. Battle (N), flight engineers TSgt William E. Reilly and MSgt Francis L. Dugas and loadmaster TSgt Richard A. Kjer. Because the airplane was being transferred to the Air Force Museum collection, there was a four-man team from the Aerospace Audiovisual Service, including LTC Arndt. A short two hours later, 62008 flared over the Wright-Patterson AFB runway and taxied to a hangar in Area B on old Wright Field. There, Museum Director Col Bernie S. Bass signed the forms which transferred 62008 to the museum, as soon as Col Doyle added his signature. This was the last

flight of the record-setting airplane that arrived at Dover on 10 November 1958.

The squadron is tasked to provide worldwide airlift support for high-ranking dignitaries of US and foreign governments, and C-12 training for personnel from all branches of the military, 1977. Members of the 1 Military Airlift Squadron conduct all Special Air Missions on a global scale aboard the fixed-wing aircraft. Due to the world situation today, negotiators, decision makers, and other Senior Executives may require immediate airlift worldwide in less time than normal SAM channels can provide. 1 Military Airlift Squadron fills this need by maintaining aircraft and aircrews on continuous alert. This enhances the airlift services the 89 Military Airlift Wing provides our government. All scheduling control of the 89th fixed-wing "Special Air Mission" (SAM) flights are the responsibility of the Special Air Missions Office in the Office of the Vice Chief of Staff, HQ USAF. 1 Military Airlift Squadron is a selectively-manned organization that chooses its members from among the most highly qualified and experienced aircrew members in the United States Air Force. There are about 90 pilots, 25 navigators, 25 flight engineers, 25 flight mechanics, 45 communications systems operators, and 100 inflight passenger service specialists assigned to the 1 Military Airlift Squadron.

In 1988 the 1 Military Airlift Squadron split into two squadrons. The 1 Military Airlift Squadron operated C-135s and C-137s and the 99th Military Airlift Squadron operated C-9s and C-20s. In addition, the C-12 section became a separate agency under the Deputy for Operations.

Transport of personnel to Southwest Asia, Aug 1990–Apr 1991.

On 1 June 2006, at Andrews AFB, MD at approximately 1138 local time (1538 Zulu), a maintenance engine run on a C-32A, S/N 99-0003, resulted in the violent disintegration and uplift of the asphalt behind the #2 engine which impacted aft sections of the aircraft. The C-32A, was undergoing a high power engine run following the replacement of engine fan blades. No one was injured in the accident, although damage to the aircraft was significant. The accident occurred on engine run-up pad 93, a designated run pad at the south end of the airfield, and no other structures, assets, or personnel were impacted. The engine run was carried out in accordance with DynCorp procedures and Boeing Engine Vibration Check maintenance checklists. The vibration survey called for #2 engine to be advanced to take-off power over a period of 90-120 seconds to determine whether vibrations remain within specified limits. As power was being removed from the engine, an approximately 8 foot by 13-foot section of the asphalt immediately behind the #2 engine at the concrete pad border separated from the apron shoulder. Parts of this asphalt impacted the aft section of the aircraft in several places. One section of asphalt, approximately 2 feet by 1 foot, went over the top of the aircraft and impacted the top of the left horizontal stabilizer. Based on clear and convincing evidence, the Board President determined the primary cause of the mishap was the improper placement of the aircraft by the engine run team on the engine run pad with the tail of the aircraft over the asphalt. A substantially contributing factor to this accident was the lack of knowledge by the engine run team of the danger of high power engine runs over asphalt. This lack of knowledge existed because of a communications failure between airfield management, operations and maintenance, despite a similar incident in July of 2000.

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USAF UNIT HISTORIES

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Sources

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*89th Military Airlift Wing, "Flight of Excellence, A Chronology of SAM FOX, a 40th Anniversary."* 29 Sep 1988.

USAF Accident Investigation Board Reports.

*Remembering an Unsung Giant - The Douglas C-133 Cargomaster and Its People.* Cal Taylor. Firstfleet Publishers. Olympia, WA. 2007.

*Douglas C-124 Globemaster II. Air Force Legends.* Earl Berlin. Steve Ginter Books. Simi Valley, California. 2000.