

911 AIRLIFT WING



MISSION

The 911 Airlift Wing mission is to organize, recruit and train Air Force Reserve personnel to provide airlift of airborne forces, their equipment and supplies and delivery of these forces and materials by air drop, landing or cargo extraction systems. The unit also provides intratheater aeromedical evacuation. The unit participates in joint service training exercises and supports active duty forces in airborne training.

Wing daily activities are managed by civilian federal workers, including air reserve technicians. Over 90 percent of the 911 is made up of Air Force Reserve volunteers from Pennsylvania, Ohio and West Virginia. The other 10 percent are volunteers from across the United States. Reservists train one weekend per month at a unit training assembly and perform 15 days of active duty for training each year. Aircrew members train more often to meet flight qualification standards. The wing flies airlift missions in support of Department of Defense assignments.

The 911 includes approximately 1,220 Air Force Reserve members. The unit employs approximately 320 civilians, including more than 180 air reserve technicians holding dual civilian and military positions.

LINEAGE

911 Troop Carrier Group, Medium established and activated, 28 Dec 1962

Organized in the Reserve, 17 Jan 1963

Redesignated 911 Military Airlift Group, 1 Jan 1967

Redesignated 911 Tactical Airlift Group, 1 Mar 1972

Redesignated 911 Airlift Group, 1 Feb 1992

Redesignated 911 Airlift Wing, 1 Oct 1994

STATIONS

Greater Pittsburgh Aprt (later, Greater Pittsburgh IAP-Air Reserve Facility; Greater Pittsburgh IAP-ARS; Pittsburgh IAP-ARS), 17 Jan 1963

ASSIGNMENTS

459 Troop Carrier (later, 459 Military Airlift) Wing, 17 Jan 1963

94 Military Airlift Wing, 21 Apr 1971

302 Tactical Airlift Wing, 25 Feb 1972

439 Tactical Airlift (later, 439 Military Airlift; 439 Airlift) Wing, 1 Oct 1980

94 Airlift Wing, 1 Aug 1992

Tenth Air Force, 1 Oct 1994

Twenty-Second Air Force, 1 Apr 1997

WEAPON SYSTEMS

C-119, 1963-1967

C-124, 1966-1972

C-123, 1972-1980

C-130, 1980

C-17, 2018

COMMANDERS

Col Donald M. Reed, 17 Jan 1963

Col Howard W. Dye Jr., 25 Aug 1968 (Interim)

Col Leroy C. Felton, 22 Sep 1968

Lt Col William F. Haney Jr., Oct 1972

Lt Col Jimmy C. Brown, Mar 1974

Col William J. McQuade, Sep 1976

Col Samuel G. Woodrow, 13 Jan 1985

Col James D. Copenhaver, 28 Aug 1988

Col Christopher M. Joniec, 24 Jan 1990

Col Thomas W. Spencer, 21 Aug 1994

Col F. Baxter Lane, 7 Jun 1998

Col Carl E. Vogt

Col Randal L. Bright, 1 Aug 2005

Col Gordon H. Elwell 3 Jun 2007

Col Jeffrey T. Pennington, 2010

Col Craig C. Peters, May 2012

Col Jeffery Van Dootingh, 1 Aug 2014

Col Douglas Strawbridge, 18 Feb 2018

Col John Robinson, 1 Nov 2019

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jan 1977-31 Dec 1978

1 Aug 1987-31 Jul 1989

15 Sep 1990-14 Sep 1992

16 Sep 2006-15 Sep 2008

Republic of Vietnam Gallantry Cross with Palm

1 Jan 1968-29 Feb 1972

EMBLEM



Celeste, a demisphere or grid-lined azure surmounted by a column in pale silver, issuing from a cloud formation argent, emitting two lightning flashes chevron-wise to base gules fimbriated of the fourth, in chief, a pair of wings displayed fesswise or surmounted by a mullet of five points argent, all within a dimished bordure or. **SIGNIFICANCE:** The blue background, symbolic of the sky which is the primary theater of Air Force operations. The star represents the unit's flying personnel; trained in readiness for any global operation. The golden wing symbolizes excellence

of personnel in the performance of assigned tasks and also the finest equipment the Air Force may provide. The column characterizes the staunch support provided the unit by support organizations. The lightning bolts denote the double strength, power and rapidity with which the group is prepared to meet emergencies. (Approved, 22 Mar 1995)



Azure, a pall Celeste overall a mullet Argent winged Or outlined and detailed Gules; all within a diminished bordure Yellow. Attached below the shield a White scroll edged with a narrow Yellow border and inscribed 911TH AIRLIFT WING in Blue letters. **SIGNIFICANCE:** Blue and 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 pall suggests a convergence of pathways traveled by the unit as it performs its mission. The star represents the Wing's personnel and the sacrifices and services that are made to help preserve the nation's freedom. The wings symbolize the equipment and support elements that are vital parts of the Wing's airlift function.

MOTTO

WHATEVER IT TAKES

OPERATIONS

The 911 traces its ancestry to January 19, 1963, when the 911 Troop Carrier Group was activated to administer the 758th Troop Carrier Squadron flying the C-119 Flying Boxcar. The group reported to the 459th Troop Carrier Wing, Andrews AFB, MD.



Col Leroy C. Felton, 22 Sep 1968

The first aircraft conversion of the organization assigned to administer the 758th Troop Carrier was started in November 1966. Re-designated the 911 Military Airlift Group in 1967, it remained under the control of the 459th and was assigned to the Eastern Air Force Region. From 1966-1972, the unit flew the C-124 Globemaster.

To better appreciate how well the Air Force Reserve C-124 units performed as a whole, let's take a look at a typical unit, the 911 Military Airlift Group (a component of the 459th Military Airlift Wing). Like most Reserve C-124 groups, the 911 transitioned into "Shaky" from the C-119 Packet. The unit received its first C-124 on October 15, 1966, and continued flying the giant cargo planes until November 1972. By that time, the unit was well into transition into the smaller and simpler C-123 Provider and was faced with two major challenges. The primary challenge, of course, was that of readying itself for operations with the "newer" equipment (the C-123 having been around for a number of years but "new" to the 911). The second challenge was possibly the most difficult, that being the maintenance of the aging C-124s. Here, the problem was more logistical than mechanical. The supply inventory, with respect to the C-124, was drying up and the mechanics had to make do with what they had, often improvising to meet mission demands.

The first quarter of 1970 saw the unit maintaining a high 81.7% Operational Ready Rate, other statistics being about normal. The second quarter Operational Ready Rate was 75.5% while the rate for the third quarter was 71.3%. The last quarter of the year saw the rate drop to 69.1%. It's important to note that the Operational Ready Rate "norm" for the command is 71.0% and the 911 exceeded the standard most of the time. The group didn't do as well in 1971, quarterly Operational Ready Rates for the first, second, third and fourth quarters being 62.5%, 61.8%, 55.1% and 57.7% respectively. Late in the first quarter of 1972, the 911 began the transition to the C-123s.

The unit had begun transferring the C-124s out as it anticipated the arrival of replacement

aircraft. Thus, by March there were only two C-124s on hand. Despite this low number of aircraft, the unit showed a marked improvement in Operational Readiness Rate during the last two months of the quarter. The rate for January was a low 53%. In March, the rate climbed to 79.5% and in February it was an incredible 93.7%. Even more impressive is the fact that AFRES Headquarters had allotted the unit 300 hours for the quarter but had also given permission to disregard that maximum if the unit felt it necessary.

The 911 again switched aircraft and names in March 1972. The unit converted to C-123K Providers and was renamed the 911 Tactical Airlift Group. The 911 was assigned to the 302nd Tactical Airlift Wing headquarters at Lockbourne AFB, OH (near Columbus). In October 1976, the Eastern Air Force Region was re-designated the 14th Air Force.

The 911th TAG flew the last scheduled MAC mission the week of 2 January 1972. The mission was a shuttle run between Charleston, S.C., and Bermuda, and was completed successfully. The 911th TAG was then relieved of further MAC missions in preparation for the conversion. The 911th TAG became a part of the 302nd TAW as of 1 March 1972 with Wing headquarters at Lockbourne AFB, Ohio. By the end of March, the 911th TAG possessed eight C-123K aircraft with an additional eight scheduled to arrive in the near future.

Because of the "time remaining requirement" to train in the C-123. 17 pilots and 4 navigators were removed from flying status as of the end of February. As of 31 March 1972 we had 8 pilots, 5 navigators, 15 flight mechanics and 13 loadmasters Phase II qualified in the C-123 aircraft.

Transition was by far the biggest news items occurring during the quarter. There was six C-124C aircraft transferred in February and March leaving two aircraft remaining at this installation. During this period several positions were eliminated as the aircraft that will be assigned will require less personnel to maintain the aircraft.

Our first C-123K aircraft arrived at this Installation on 17 March 1972 from England AFB, La. During the month, six more aircraft were assigned making a total of eight C-123 aircraft assigned this unit. Many personnel attended a formal school at England AFB to prepare and become familiar with our new type of aircraft. Maintenance personnel have been expending large amounts of time in ordering new equipment and also disposing of equipment no longer required.

Receiving another type of aircraft changed our Major Command from MAC to TAG. This necessitated changing forms, manuals, regulations, directives and other publications. Flight line and Shop personnel are now in the process of revising all their publications and T.O.'s.

Despite having only a limited amount of C-124C aircraft, Maintenance was able to support 431 hours flown although only 300 hours were allocated.

The 911 converted to C-130A Hercules aircraft in 1980. That same year, the

911 became part of the 439th Airlift Wing, Westover AFB, MA. In 1987, the 911 converted to eight new C-130H model aircraft, and was redesignated the 911 Airlift Group in 1992.

The 911 participated in Operation Desert Shield/Storm August 1990 until March 1991, as more than 400 reservists served as volunteers or were activated. The 33rd Aeromedical Evacuation Squadron was activated and deployed to locations in Saudi Arabia, Bahrain, Oman, Qatar, United Arab Emirates, Turkey and Germany. The 911 Medical Squadron was activated and deployed to Andrews AFB, MD. Volunteers from the 758th Airlift Squadron, 911 Maintenance Squadron, 911 Mission Support Squadron, 911 Mobility Support Flight and 911 Security Police Flight flew airlift missions or performed other tasks.

When Hurricane Andrew struck in 1992, the 911 aircrews and support personnel airlifted food and personnel to aid disaster relief efforts in south Florida.

During 1993-1994, the 911 aircrews and support personnel have augmented Air Mobility Command operations for the humanitarian relief flights to Bosnia, in the former Yugoslavia, and airlift support for Operation Southern Watch in the Arabian Gulf Region. The 911 aircrews performed C-130H airdrop missions over eastern Bosnia and airlift missions into the city of Sarajevo.

When USAir flight 427 crashed in nearby Beaver County in September 1994, 911 personnel volunteered to assist at the crash site, and base facilities were used for emergency response activities until October 1994. More than 500 wing members assisted during that period.

In October 1994 the 911 was re-designated the 911 Airlift Wing, the 33rd Aeromedical Evacuation Squadron was renamed the 911 Aeromedical Evacuation Squadron and the 911 Medical Squadron became the 911 Aeromedical Staging Squadron. The 911 Airlift Wing reported to the 10th Air Force, Carswell ARS, Texas.

In February 1995, the base was nominated for closure by the Department of Defense. In June 1995, the base was removed from the closure list by the Base Realignment and Closure Commission.

In March and April 1996 the 911 Airlift Wing aircrews and support personnel deployed to Europe in support of Operation Joint Endeavor, the NATO-led peacekeeping mission to Bosnia. In October 1996, the 911 Airlift Wing received one C-130H aircraft, which increased its inventory to nine C-130H aircraft.

In April 1997, the 911 and other C-130 airlift units were reassigned to 22nd Air Force, Dobbins Air Reserve Base, Georgia. In June and July 1997, 911 aircrews, support personnel and aircraft were deployed to Saudi Arabia in support of Operation Southern Watch. In July and August 1997, 911 aircrews were deployed to Europe for Operation Joint Guard in Bosnia. In August and September 1997, 911 aircrews, maintenance and support personnel and aircraft were deployed to Panama for the Coronet Oak rotation.

During 1998, 911 aircrews, maintenance and support personnel deployed to Panama in June and July to support the Coronet Oak rotation providing airlift in that region. Members of the 911 Security Forces Squadron deployed to Egypt in support of Exercise Iron Cobra. In 1999, 911 personnel deployed to Europe in support of NATO operations for the Kosovo crisis. Also, 911 personnel deployed to Panama in February-March 1999 and members of the 911 Security Forces Squadron deployed to Kuwait in 1999.

During 2000 and 2001, aircrews, maintenance and support personnel from the 911 deployed to Puerto Rico for Coronet Oak rotations in support of the U.S. Southern Command, and wing members deployed to Europe and Southwest Asia in support of Aerospace Expeditionary Force missions.

Trained for and participated in air transport of airborne forces, equipment and supplies with delivery by airdrop, extraction, and airlanding, as well as air evacuation within a theater of operations, 1963-.

Provided airlift to Southeast Asia during the Vietnam War and for other contingency operations, such as the Dominican crisis in 1965, as well as numerous humanitarian flights.

Beginning in 1973, periodically rotated flight crews and other personnel to Panama, and later Puerto Rico, to support SOUTHCOM commitments.

Since the early 1990s, frequently deployed personnel in support of contingency operations in Southwest Asia and the Balkans.

After the terrorist attacks of Sept. 11, 2001, the 911 Airlift Wing responded to the call, flying numerous missions at McChord Air Force Base, Wash., in support of Operation Noble Eagle. In addition, the 911 has currently deployed more than 100 personnel to Southwest and Central Asia in support of Operation Enduring Freedom. Also, 911 personnel deployed to Panama in February-March 1999, November-December 1998 and June-July 1998 to support the Coronet Oak rotations providing airlift in that region.

Members of the 911 Security Forces Squadron deployed to Kuwait in 1999; and to Egypt in 1998 to support Exercise Iron Cobra. During 1997, 911 aircrews, maintenance and support personnel and aircraft deployed to Southwest Asia (Operation Southern Watch), Europe (Operation Joint Guard) and Panama (Coronet Oak). In 1996, 911 aircrews and support personnel deployed to Europe in support of Operation Joint Endeavor, the NATO peacekeeping mission in Bosnia. During 1993 and 1994, 911 aircrews and support personnel deployed to Europe in support of Operation Provide Promise, the humanitarian relief flights to Bosnia, and for Operation Southern Watch in the Arabian Gulf Region.

The 911 aircrews performed airdrop missions over Bosnia and airlift missions into the city of Sarajevo. In 1990 and 1991, more than 400 reservists from the 911 participated in Operations Desert Shield/ Desert Storm. The 33rd Aeromedical Evacuation Squadron (now 911 Aeromedical Evacuation Squadron) deployed to bases in Southwest Asia and Europe. The 911

Medical Squadron (now 911 Aeromedical Staging Squadron) deployed to Andrews AFB, Md.

In September and October 1994, the 911 provided facilities and hundreds of volunteers to aid in the emergency response following the crash of USAir Flight 427. When Hurricane Andrew struck in 1992, the 911 airlifted food and personnel to aid the disaster relief.

Tail Flash Honors Steel Town: Air Force Reserve Command's 911 Airlift Wing at Pittsburgh ARS, Pa., is incorporating a new tail flash on its C-130H transports that honors its home town by showing a steel beam with the city's name written on it. "The steel beam represents the strong bond the 911 Airlift Wing has with the community of Pittsburgh and recognizes the city's rich heritage," stated the unit. Aircraft 807 is the first of the wing's eight C-130s to feature the new tail flash. The 911 AW is one of the six AFRC C-130 units (plus seven Air National Guard wings) that will temporarily send aircraft to Little Rock AFB, Ark., to establish an air reserve component C-130 formal training unit 2010

5/7/2010 - YOUNGSTOWN AIR RESERVE STATION, Ohio – For the first time in Department of Defense history, fixed-wing aerial spraying is being used to attack an actual emergency – the oil spill in the Gulf. For more than a decade, the 910th has participated in oil spill cleanup exercises in the Gulf of Mexico and the Pacific Ocean. Now, two specially-outfitted Air Force Reserve C-130 aircraft are assisting the joint effort to protect the health of Gulf coast residents, save marine wildlife and protect the environment.

Since May 1, about 60 Citizen Airmen from Youngstown's 910th Airlift Wing are operating out of Stennis International Airport, Miss. In the past 9 days, the Reservists have flown about 70 missions over the Gulf and sprayed more than 22,000 acres with about 105,000 gallons of oil dispersant. "High winds and turbulent waters initially hampered the operations," according to Maj. Brent Davis, Public Affairs officer on scene with the 910th AW aerial spray operations team. "They expect to remain involved in the effort as long as they are needed based on mission requirements," he said.

Participating along with 10 other contracted spray aircraft in the region, the Youngstown Reserve unit has the only fixed-wing aircraft in Air Force and Department of Defense that does this mission and are operating under the direction of President Obama and a tasking by Secretary of Defense Robert Gates. The Air Force Reserve aircraft are aerial spraying an oil dispersant which is similar to detergent soap and approved by the U.S. Environmental Protection Agency & U.S. Coast Guard for this role.

To monitor the effectiveness of the oil dispersant, the Airmen work closely with the National Oceanic and Atmospheric Administration and their on-site Special Monitoring of Applied Response Technology teams. These scientists and consultants go out in boats and test the aerial sprayed waters and direct the flyers over the thickest parts of the slick. At too high of a concentration, the detergent is toxic to fish and other marine wildlife so the Air Force carefully follows the guidance of the NOAA, USCG and EPA teams.

In addition to dispersing oil slicks, the aerial spray capability is designed for fighting damaging and disease-carrying insects. In 2005 and 2008, the Air Force Reserve sprayed to control mosquito and filth-fly infestations following Hurricanes Katrina, Rita and Gustav, and Ike. These efforts were highly effective and the positive effects of these applications were

recognized by the Centers for Disease Control and Prevention.

USAF Unit Histories
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Sources

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Air Force News. Air Force Public Affairs Agency.