Heritage and Legacy: 

A Brief History of the 22d Air Refueling Wing and McConnell Air Force Base
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and
McConnell Air Force Base

Office of History
22d Air Refueling Wing
McConnell Air Force Base, Kansas
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Preface

This booklet provides a brief survey on the history of the 22d Air Refueling Wing and McConnell Air Force Base. A short monograph such as this takes on greater importance at a time such as this. Secretary of the Air Force, the Honorable Michael W. Wynne and Chief of Staff, General T. Michael Moseley released the 2006 Air Force Vision Document in February 2006. Entitled “Lasting Heritage…Limitless Horizons: A Warfighter’s Vision,” The Secretary and Chief both held Air Force heritage as one of three key pillars of Air Force philosophy alongside innovation and joint war fighting with the other armed services.¹

Heritage is by definition a legacy. One generation makes their contributions then passes this legacy along to their successors. The 22d Air Refueling Wing holds a rich heritage. The current members of the organization represent the sum total of their predecessors’ efforts and achievements. They in turn will pass the wing’s heritage to their own successors and therefore hold a fiduciary responsibility to not only uphold the wing’s history but also add to it for those who assume their role.

I would be remiss if I did not acknowledge a couple of members of the 22d Bomb Group Association for their valuable contributions to this narrative. Cy Klimesh, himself a member of the “Red Raiders” and David Ghen a hometown neighbor of the late 22 BG Commander, Colonel Richard W. Robinson. Mr. Ghen graciously granted use of a couple of photos from his personal collection and provided me with valuable insight on Col. Robinson. Mr. Klimesh was more than gracious in directing me to sources of information in documenting the Bomb Group’s activities in World War II. Finally, my personal gratitude also extends to Mr. Mark Schock, son of Richard Schock, one of the original airmen assigned to the newly minted “Wichita Air Force Base.” Mr. Schock shared some of his father’s photographs from the bases earliest days in the B-47 era, one of which appears in this volume. I hope all who read this narrative find it worthwhile.

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*All illustrations are from the Office of History, 22d Air Refueling Wing, unless otherwise noted.

22d Bombardment Group Chronology

22 December 1939  Constituted as the 22d Bombardment Group (Medium).

1 February 1940  Activated at Mitchel Field, New York. Consisted of the 2d, 19th and 33rd Bomb Squadrons and the 18th Reconnaissance Squadron.

14 November 1940  The group moved to Langley Field, Virginia for training.

16 January 1941  Assigned to the Northeast Air District, 2d Bombardment Wing.

22 February 1941  United States Army Air Forces accepted the first four B-26 martin Marauder aircraft and assigned them to the 22d Bombardment Group.

26 March 1941  Assigned to First Air Force, 2d Bombardment Wing.

5 September 1941  The group became part of First Air Force, First Bomber Command.

8 December 1941  Ordered without notice to report to Muroc Dry Lake and March Field, California for coastal antisubmarine patrol duties.

31 January 1942  The 22d’s ground crews boarded a ship at San Francisco and sailed to Australia.

6 February 1942  Technicians disassembled the group’s Martin Marauders and loaded them on ships bound for Hawaii.

February 1942  The 22d flew sea patrol while being outfitted for deployment to Australia.

1 March 1942  Ground crews moved to Amberley Field near Brisbane, Australia.

March 1942  The flying echelon departed in groups of six; two planes of the 18th Reconnaissance Squadron remained behind for torpedo training.

22 March 1942  First flight of B-26’s arrived at Amberley Field, Australia.

April 1942  Assigned to Allied Air Force, South West Pacific Area; moved to Garbutt Field, Townsville, Australia.

5 April 1942  Staging from Port Moresby, New Guinea, the 22d flies its first combat mission against heavily defended Rabaul on New Britain.

7 May 1942  First of two-day participation of the group in the Coral Sea Battle.
9 June 1942  The 22d took part in a raid on Lae, Papua New Guinea known as TOW 9. Then Congressman and future President Lyndon B. Johnson flies along as an observer.

5 July 1942  The 22d moved to Woodstock, Australia.

September 1942  The 22d Bombardment Group reassigned to Fifth Air Force, Fifth Bomber Command.

2 October 1942  The group moved to Iron Ridge, Queensland, Australia.

5 November 1943  The 22d earned a Distinguished Unit Citation by destroying enemy entrenchments on New Guinea in support of Australian ground forces.

13 January 1944  2d and 408th Squadrons moved to Nadzab, New Guinea.

11 February 1944  Redesignated as 22d Bombardment Group (Heavy) and equipped with B-24 liberator aircraft.

March 1944  Targets included Japanese airfields, installations and shipping in Borneo, Ceram and Halmahera. The group acquired its nickname “Red Raiders” after Commander Colonel Richard Robinson’s plane.


16 August 1944  The first of the group’s personnel moved to Owi, Schouten Islands during absence of Colonel Robinson from 17 August – 2 October 1944.

September 1944  The 22d began attacking Japanese bases in the Philippines.

15 November 1944  Ground echelon arrived at Leyte, Philippine Islands.

26 November 1944  Moved to Anguar, and island of Palau.

1945  The group began bombing airfields, installations, industries and shipping on Formosa and China and provided air-to-ground support to Australian forces on Borneo and American forces on Luzon, Philippine Islands.

20 January 1945  Moved to Samar, Philippine Islands.

21 January 1945  The commander of the 22d Bombardment Group (Heavy), Colonel Richard Robinson, perished after his plane crashed after takeoff on a bombing mission.

12 March 1945  Moved to recently liberated Clark Field, located on the island of Lunzon.
5 August 1945  The “Red Raiders” began redeploying to Okinawa, Ryukyu Islands.

25 August 1945 The 22d Bombardment Group (Heavy) operated three B-24 Liberators that flew the first of several reconnaissance missions from Okinawa over Japan.

16 September 1945 The 22d Bombardment Group (Heavy) transferred several aircraft and aircrews to the 380th Bombardment Group as they awaited further orders for a return to the United States. The group redesignated as the 22d Bombardment Group (L).

November 1945 Assigned to Far East Air Force and transferred without men or machines to Fort William McHenry, Luzon, Philippines Islands.

April 1946 Redesignated as the 22d Bombardment Group (very heavy).

May 1946 The 22d Bombardment Group (very heavy) moved to Kadena Air Base, Okinawa.

June 1946 The group began rearming with the newest bomber aircraft, the B-29 Superfortress.

May 1948 The United States Air Force returned the 22d Bombardment Group (very heavy) to the United States and based it at Smoky Hill Air Force Base, Kansas.

1 August 1948 With the newly independent Air Force’s reorganization, the 22d Bombardment Group became part of the newly created 22d Bombardment Wing.

July-October 1950 The 22d Bombardment Group is detached from the wing and deployed to Okinawa and attached to Far East Air Forces in support of the Korean War. The group’s B-29 Superfortress aircraft attacked North Korean marshalling yards, bridges, highways, airfields and industrial complexes in support of United Nations forces.

16 June 1952 The 22d Bombardment Group deactivated following reorganization. The 22d Bombardment Wing continued to function.

31 July 1985 The 22d Bombardment Group reactivated and redesignated as the 22d Air Refueling Group.

29 August 1991 The 22d Air Refueling Group redesignated as the 22d Operations Group and ceased as an independent organization.
1 September 1991  Headquarters activated the 22d Operations Group, returning the Air Force to the objective wing structure.

22d Air Refueling Wing Chronology

1 August 1948  Activated at Smoky Hills Air Force Base, (later renamed Schilling Air Force Base), Kansas, as the 22d Bombardment Wing incorporated the 22d Bombardment Group, 22d Maintenance and Supply Group, 22d Air Base Group and 22d Medical Group.

10 May 1949  The 22d Bombardment Wing moved to March Air Force Base, California.

12 June 1949  To conform to Air Force changes in organizational structures, the 22d reorganized to the directorate structure. In order to do this, the Bombardment Group inactivated, its commander becoming the Director of Operations, the Maintenance and Supply Group inactivated with the commander’s duties divided between the newly created Deputy Commander for Maintenance and Resource Manager.

22 June 1952  The wing received its first KC-97 tanker aircraft.

29 January 1953  The wing entered the jet age by receiving its first B-47 Stratojet to replace the B-29 fleet.

15 June 1960  The wing’s refueling squadron, the 22d Air Refueling Squadron, moved to Fairchild Air Force Base, Washington.

March 1963  The wing phased out their B-47 fleet, transferring them to other bases.

1 July 1963  The 22d Air Refueling Squadron moved back to March Air Force Base and rejoined the 22d Bombardment Wing.

September 1963  The wing received the B-52 Stratofortress bomber aircraft to replace the B-47’s.

4 October 1963  The 22d received its first KC-135 Stratotanker aircraft to replace the KC-97 fleet.

25 June 1966  The 909th Air Refueling Squadron joined the 22d Bombardment Wing as a second refueling squadron.

1 October 1966  The 486th Bomb Squadron joined the wing. With four squadrons, the 22d became the largest bomb wing in Strategic Air Command.
November 1966 Two of the wing’s B-52’s went to the Western Pacific for the first in a series of ARC LIGHT deployments in support of operations in Southeast Asia.

20 December 1972 The 22d lost a bomber, the first since World War II, over North Vietnam. Search and rescue teams rescued all but one of the crew, Major Frank Gould, who was reported missing in action.

16 January 1973 An aircrew from the 22d Bombardment Wing became the first tanker aircrew to provide aerial refueling to the F-15 Eagle fighter.

26 February 1973 An aircrew from the 22d Bombardment Wing became the first aircrew in Strategic Air Command to provide aerial refueling to the C-5 Galaxy transport aircraft.

1 April 1973 Former 22d prisoners of war, Major James Condon, Captain Peter C. Amerota, Captain Samuel Cusimano and Senior Master Sergeant Louis LaBlanc arrived at March Air Force Base, California via Clark Air base, republic of the Philippines, as part of Operation HOMECOMING.

August 1982 The wing received the first of two squadrons of KC-10A Extender tanker aircraft.

1 October 1982 As the wing phased out its B-52 fleet, Headquarters Strategic Air Command redesignated the 22d Bombardment Wing as the 22d Air Refueling Wing.

December 1989 The 22d Air Refueling Squadron, equipped with KC-135A’s, inactivated; leaving the wing with only two flying squadrons, the 6th and 9th Air Refueling Squadrons, both with KC-10 Extender aircraft.

1 June 1992 Air Force leaders reorganized the major commands. The 22d and other tanker units moved from the inactivated Strategic Air Command to Air Mobility Command, previously known as Military Airlift Command.

1993 The Congressional Base Realignment and Closure Commission (BRAC) and the Department of Defense (DoD) announced their recommendations for further base realignment and force restructuring. The plans called for the 6th and 9th Air Refueling Squadron’s and their KC-10 Extender aircraft to move to Travis Air Force Base, California. At the same time, the United States Air Force ordered the 22d Air Refueling Wing to replace the 384th Bomb Wing at McConnell Air Force Base, Kansas.
3 January 1994  
The 22d Air Refueling Wing succeeded the 384th Bomb Wing as McConnell Air Force Base’s host unit. The bomber wing served as an associate unit until it transferred its B-1 Lancer bomber fleet to the 184th Bomb Group, Kansas Air National Guard before inactivating in September 1994. The 384th Air Refueling Squadron, a geographically separated unit of the 19th Air Refueling Wing, Robins Air Force Base, Georgia, and a previous McConnell tenant unit, joined the 22d Air Refueling Wing as the first of four KC-135 squadrons to comprise the wing’s new tanker force. Within eight months, the 344th, 349th, and the 350th Air Refueling Squadron’s joined the 22d Air Refueling Wing to fly the 48 KC-135 Stratotanker aircraft assigned to the wing, providing global reach for America.

1997  
The 22d Air Refueling Wing became the lead unit in testing and adopting the Multi-Point Refueling System (MPRS), allowing the wing to provide refueling services to United States Navy and allied aircraft. The wing also led the PACER CRAG program, modernizing KC-135 avionics with the most up to date aviation technology.

April 1997  
The Republic of Singapore Air Force (RSAF) selected McConnell as its training base for its KC-135 aircrews and maintenance personnel. The Republic of Singapore Air Force stationed two of their Stratotankers with the 22d Air Refueling Wing, naming the organization the Peace Guardian Detachment.

September 2001  
Terrorist attacks against the World Trade Center in New York and the Pentagon launch the Global War on Terrorism (GWOT). The 22d Air Refueling Wing initially deployed jets in support of Operation NOBLE EAGLE. Before the end of the year, McConnell jets deployed to Kyrgyzstan, Southwest Asia and other locations to support Operation ENDURING FREEDOM.

14 June 2002  
Colonel Michelle D. Johnson became the first-ever female commander of a United States Air Force air refueling wing when she took command of the 22d Air Refueling Wing. She broke ground as the first female commander in the history of the 22d and McConnell Air Force Base.

1 October 2002  
Directed by an Air Force-wide reorganization, the 22d Logistics Group became the 22d Maintenance Group and lost the 22d Contracting Squadron, Supply Squadron and Transportation Squadron. At the same time, the 22d Support Group redesignated as the 22d Mission Support Group and gained the three squadrons previously mentioned. The Air Force redesignated the 22d Transportation Squadron as the 22d Logistics Readiness Squadron and gained personnel and functions from the wing’s Logistics Planning section and inactivated the supply squadron.
March 2003  The 22d Air Refueling Wing takes an active role in Operation IRAQI FREEDOM. Members of the 22d found themselves everywhere from Northern Iraq to Bahrain in the Persian Gulf supporting both air and ground operations.

24 June 2004  Colonel Cathy C. Clothier assumed command of the 22d Air Refueling Wing, replacing Colonel Michelle D. Johnson.

21-24 Sep 2004  McConnell Air Force Base served as the first Open Skies Refueling Airfield (OSRA) in support of the Russian Federation Mission.

November 2004  McConnell Air Force Base received the Air Mobility Command nomination for the Commander In Chief’s Installation Excellence (CINCIE) Award.

December 2004  The 22d Air Refueling Wing competed as one of three Air Force finalists for the Commander In Chief’s Installation Excellence Award.

16 February 2006  Colonel David J. Halpin assumed command of the 22d Air Refueling Wing, replacing Colonel Cathy C. Clothier.

8 February 2008  Colonel James C. Vechery assumed command of the 22d Air Refueling Wing, replacing Colonel Donald J. Halpin.

11 July 2008  The 22d Services Squadron redesignated as the 22d Force Support Squadron, resulting the 22d Mission Support Squadron inactivating.

23 February 2009  The 22d Air Refueling Wing leadership received Air Mobility Command and Headquarters Air Force approval to convert 163 acres of land from the non-appropriated funds category of the budget to the operations and maintenance funds category after the closure of the McConnell Air Force Base golf course located on those grounds.

24 Apr-31 May 2009  Aircrew Flight Equipment (AFE) personnel began preparations to consolidate work centers and moved from the 350th Air Refueling Squadron to the 344th Air Refueling Squadron. A number of logistical preparations, primarily related to infrastructure, were necessary prior to the move.

1 July 2009  Headquarters Air Mobility Command issued Special Order GAA1-17, activating Detachment 2, Headquarters 22d Operations Group at Pease Air National Guard Base, New Hampshire.

2 July 2009  Colonel James C. Crowhurst assumed command of the 22d Air Refueling Wing, replacing Colonel James C. Vechery.
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<td>1 October 2009</td>
<td>Headquarters Air Mobility Command activated the 64th Air Refueling Squadron at Pease Air National Guard Base, New Hampshire and assigned it to the 22d Operations Group. The 64th Air Refueling Squadron began service as an associate active duty squadron to the 157th Air Refueling Wing, New Hampshire Air National Guard.</td>
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<td>10 November 2009</td>
<td>The 22d Air Refueling Wing received the Air Force Outstanding Unit Award for exceptionally meritorious service for the period of 1 August 2008 to 31 July 2009.</td>
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<td>2 December 2009</td>
<td>A KC-135 Stratotanker aircraft, tail number 60-0321, flew in support of a START EAST treaty mission. With less than 24 hours’ notice, this critical mission ended successfully and served as the final mission of the 15-year old Strategic Arms Reduction Treaty (START).</td>
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<td>15-18 August 2010</td>
<td>The 22d Air Refueling Wing participated in Air Mobility Command’s first Operations Plan 8010 forward Location Alert Generation (FLAG) exercise. The wing deployed 115 of its personnel to Grand Forks Air Force Base, North Dakota to demonstrate the wing’s ability to provide nuclear support in a deployed location.</td>
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<td>19-27 August 2010</td>
<td>The McConnell Air Force Base telephone operator function began transferring to Travis Air Force Base, California as part of the Air Mobility Command operator consolidation.</td>
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<td>30 November 2010</td>
<td>The 22d Air Refueling Wing received the Meritorious unit Award for exceptionally meritorious service for the period of 1 August 2009 to 31 July 2010.</td>
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<td>18 March 2011</td>
<td>Under the New Strategic Arms Reduction Treaty (NST), KC-135 Stratotanker aircraft’s from McConnell Air Force Base escorted Russian and American Defense Threat Reduction Agency (DTRA) teams to various bases around the Continental United States. The teams performed and observed numerous Type I and Type II inspections on various armaments.</td>
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<td>21 June 2011</td>
<td>Colonel Ricky N. Rupp assumed command of the 22d Air Refueling Wing, replacing Colonel James W. Crowhurst.</td>
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<td>3 May 2013</td>
<td>A KC-135 Stratotanker aircraft, tail number 63-8877, from McConnell Air Force Base temporarily deployed and assigned to the 22d Expeditionary Air Refueling Squadron, 376th Air Expeditionary Wing at Manas Air Base, Kyrgyzstan crashed near Chon-Aryk, Kyrgyzstan. The aircrew; Captain Mark T. Voss, Captain Victoria A. Pinckey and Technical Sergeant Herman Mackey, III, all from the 92nd Air Refueling Wing, Fairchild Air Force Base, Washington, perished in the collision.</td>
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31 May 2013  Colonel Joel D. Jackson assumed command of the 22d Air Refueling Wing, replacing Colonel Ricky N. Rupp.

19 June 2013  The 22d Maintenance Operations Squadron inactivated.

23 April 2014  The United States Air Force announced McConnell Air Force Base as the first active-duty led main operating base of the new Boeing KC-46A Pegasus tanker aircraft. This final announcement followed the 22 May 2013 selection of McConnell Air Force Base as the preferred alternative.

30 June 2014  General Darren W. McDew, Air Combat Command Commander, along with base leadership, civic leaders and contractors held a groundbreaking ceremony on the McConnell Air Force Base flight line to mark the official start of structure construction for the KC-46A Pegasus aircraft.

10 October 2014  The 22d Air Refueling Wing received the Air Force Meritorious Unit Award for exceptionally meritorious service from 1 August 2013 to 31 July 2014.

12 February 2015  Colonel Albert G. Miller assumed command of the 22d Air Refueling Wing, replacing Colonel Joel D. Jackson.
The history of the 22d pre-dates America’s entry into World War II. The group was constituted as the 22d Bombardment Group (Medium) on 22 December 1939 and activated on 1 February 1940, at Mitchel Field, New York. The 22 BG was originally assigned under the 2d Bombardment Wing. Comprised of the 2d, 19th, 33d and later, the 408th Bombardment Squadrons, the group trained with the B-18 aircraft. In November 1940, the group moved to Langley Field, Virginia. While at Langley, the group began receiving the first 55 B-26 aircraft to enter Army Air Force (AAF) inventory in February 1941. The 22d trained in bombardment and sea surveillance as the Marauder aircraft continued to arrive.²

The group struggled with what was for the period, a tricky, high performance aircraft that many of the relatively inexperienced pilots found difficult to handle. The AAF, in fact, grounded the B-26 in April due to accidents. The problem was compounded by rapid production turn-outs resulting in incomplete aircraft coming off the line. According to 22d veteran Walter Gaylor, 16 of 19 aircraft received at Langley by the end of May arrived without propellers, presumably via ground transport. Once the unit completed training, the 22d’s primary mission on the east coast was anti-submarine surveillance. A strong concern existed that large numbers of U-boats patrolled with relative impunity off the America’s Atlantic coastline. Most reported accounts of German submarine sightings were erroneous. Not only was the United States a

² The 408th’s precedent unit, the 18th Reconnaissance Squadron, was attached to the 22d from February 1940-April 1942. The unit was then re-designated as the 408th and formally assigned to the 22d. Brief History of 22d Bombardment Group 1939-1952, unpublished manuscript, (Montgomery, AL: Air Force Historical Research Agency, 1998), 1. While at Mitchel Field, the 22d had very limited resources. They had not yet begun to receive the B-26. They possessed a few B-18s, though not nearly enough to keep all the pilots current. The group made use of all aircraft of opportunity and flew whatever was sitting on the airfield. See, Gaylor, Walter, Not to be Forgotten: The 22d Bombardment Group in World War II, unpublished manuscript, 1986, 18-19, 26. Gaylor, a 22d veteran lists six different aircraft in addition to the B-18 that the 22d used for training.
“neutral” country but Germany dedicated the vast majority of the U-boat fleet to prey on the convoy sea-lanes. When America entered the war, only six German U-boats were ready to patrol American waters.³

On 7 December 1941, a Japanese carrier task force attacked Pearl Harbor, Hawaii. This abruptly ended the 22d’s participation in Atlantic coast operations. Thirty minutes after the attack, members of the 22d were ordered to report. Two and one half hours later, B-26s started to fly west and ground troops boarded trains heading the same direction for California and Muroc Dry Lake, a bombing range. In February 1942, the group crated and shipped their B-26s to Hickam Field, Hawaii. Once there, technicians reassembled and tested the aircraft. In late March, the 22d followed its planes on the 3,480 mile journey to Australia, making it the largest mass deployment in Army Air

³ Ibid, 29. See also, Craven W. F. and Cate J. L., The Army Air Forces in World War II: Plans & Early Operations, Vol I January 1939-August 1942, (Washington, D.C.: Office of Air Force History, 1983), 514-515. One should not take the text’s statement as an implication of Nazi Germany possessing little or no interest in American waters. Craven and Cate note that a great deal of political expediency also served as primary motivation to avoid American waters prior to America’s entry in the war. Until the United States formally engaged in World War II, in December 1941, Germany demonstrated far greater interest in more practical strikes on trans-Atlantic shipping of both the British and neutral countries. Craven and Cate pointedly note that only six subs were equipped for patrolling American waters once the German government removed its self-imposed constraints. Warren A. Trest also addressed the anti-submarine effort in a very clear manner. See, Trest, Warren A., Air Force Roles and Missions: A History, (Washington, D. C.: Air Force History and Museums Program, 1998), 78-84.
On 5 April 1942, the group launched its first combat mission from bases in Australia. With this action, the 22d became the first B-26 bomb unit to participate in combat. The group used its B-26 bombers to attack enemy shipping, installations and airfields on New Guinea and New Britain. Also on the bombing target list were troop concentrations and enemy merchant marine shipping in New Guinea, particularly at Lae and Salamaua. Through most of 1942, the 22d flew with little or no fighter cover. Predictably, few flyable B-26s remained by year’s end. Starting in early 1943, the 22 BG received B-25 and B-24 bombers. The remaining Marauder aircraft were all transferred to the 19 BS with the other three squadrons flying the new planes.

Perhaps the most famous mission in the history of the 22d occurred on 9 June 1942. Elements of the group received a tasking to strike the Japanese at Lae, New Guinea. A Navy observer flew aboard a 22 BG Bomber called the *Heckling Hare*. This observer also happened to be a Congressman. His name was Lyndon

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4 Sgt Carson, William R., *A Brief History of the 22nd Bombardment Wing, Heavy and March Air Force Base*, (Riverside, CA: Office of History, 22d Bombardment Wing [H], 1969), 3. See also, Schroeder, Frederick A., *DUCEMUS: WE LEAD*, (Daytona Beach, FL: Hall Publishing, 1985), 3. Schroeder was a photographer in the 18th Photo Reconnaissance Squadron (later 408th Bomb Squadron) of the 22 BG. As a charter member of the 22 BG, he was an eyewitness to the group’s early activity in World War II. Although a “vanity press” publication, his book is a valuable collection of recollections from primary actors in the group’s activities.

5 Ibid., 3. Gaylor, *Not to be Forgotten*, 320. The 19th Bombardment Squadron’s B-26s were also “redecorated” by removing the camo paint scheme leaving the planes with their pristine shining metal skins. From that point forward, the 19th was known as the “Silver Fleet.”
Baines Johnson, a Democrat from Texas. The B-26 carrying Johnson broke off short of the bombing run though due to generator problems. It landed back in Australia at roughly the time the other Marauders of the 22 BG were making their bombing runs on Lae. General Douglas McArthur awarded Johnson the Silver Star for valor. It remains hotly debated today as to what exactly took place. Group commander Lt Col Dwight Divine II had an especially dangerous landing on returning. His B-26, nicknamed *Rum Runner* was heavily battle damaged and he safely landed the plane “gear up.” His near flawless execution of what was, in reality, a controlled crash, earned Divine the Distinguished Flying Cross for his performance. Eleven bombers took part in the mission.⁶

On 5 November 1943, the 22 BG aided Australian ground forces by bombing enemy entrenchments near Dumpu and Wewak northwest of Lae. This operation earned the 22d its second Distinguished Unit Citation (DUC) that stated in part,

…the 22d Bombardment Group (H), then consisting of one squadron of B-24s and three squadrons of B-25s based at Dobodura, New Guinea, to wipe out the Japanese positions. As the 32 medium bombers neared the target, cloud cover forced them down to a dangerously low altitude. Although they could honorably have turned back, they continued their descent, braved the concentrated antiaircraft fire, and accurately pinpointed over 23 tons of bombs on extremely small targets, difficult to locate because of the terrain and situated only a few hundred feet in front of the Australian forces. Every known enemy-occupied position in the area was destroyed…⁷

In February 1944, the group began replacing its B-25s and B-26s with more B-24s, changing the group's designation to the 22d Bombardment Group (Heavy). The group also gained the nickname “Red Raiders” after redheaded group commander, Col Richard W.

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Robinson and the name of his, first B-24. The Red Viking logo, while used by the 22d and executed in patch form, never formally entered into the squadron’s heraldry. The “cougar paw” in use today, has remained the 22d’s emblem since activation in 1941. Equipped with the new planes and operating from new bases in New Guinea, the 22d attacked Japanese airfields, shipping and oil fields and installations in Borneo, Ceram and Halmahera. American and allied forces continued to press the fight and in September 1944, the group attacked the Japanese bases in the southern Philippines for the invasion of the island of Leyte.8

From December 1944 to August 1945, the 22d attacked airfields and bases on the island of Luzon, the largest of the Philippine islands, in support of allied forces’ efforts to liberate the country. It was during this time that the group lost its commander, Col Robinson. He perished in January 1945 when his plane crashed on takeoff. While the 22d conducted operations in the Philippines, the group also supported Australian ground forces on Borneo and bombed railways and industrial targets on Formosa (present-day Taiwan) and China. After the battle of Okinawa, the unit moved to that island's Motobu Peninsula and initiated reconnaissance missions over southern Japan.9

Looking strictly at the chronology of the 22d, one develops the impression the group constantly moved throughout World War II. This is true to an extent, but in actuality, the 22d used a number of bases simultaneously. For instance, in 1942

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7 Distinguished Unit Citation dated 1945, Office of History, 22d Air Refueling Wing, Repository [Hereafter OHR].
8 Gaylor, *Not to be Forgotten*, 13. The wing’s heraldry as officially recognized is contained within Appendix 1 of this monograph.
the 2d and 19th Bombardment Squadrons based from both Ipswich and Townsville, Australia while the 33d flew primarily from Woodstock and the 408th from Reid River. The group’s staff spent most of 1942 between Townsville, Woodstock and Iron Range. Additionally, these locations acted as basing assignments only. The 22d staged most of the actual bombing runs from Port Moresby in New Guinea. As with any military unit in the South Pacific, frequent moves did become the rule once Douglas MacArthur’s “Island Hopping” campaign commenced in full gear. With the end of the war, the 22d remained in theater under Far East Air Forces, Pacific Air Forces’ predecessor. The group relocated to the Clark Field in the Philippines toward the end of 1945, doing so without personnel or equipment. In April 1946, the AAF re-designated the 22d as a “Very Heavy” bomb group in anticipation of a change in aircraft, which came in June when the unit switched to the B-29 Superfortress. The group remained in the Pacific until it moved to Smoky Hill AFB, near Salina, Kansas in May 1948.10

Like other combat groups during the now independent Air Force’s first reorganization, the 22d Bomb Group became subordinate to a newly created wing with the same numeric designation. On 1 August 1948, the unit became the 22d Operations Group and with the newly created 22d Maintenance, Supply and Air Base Groups constituted the newly established 22d Bombardment Wing. In 1952, the Air Force reorganized again and inactivated groups. Their

Figure 5. Crew and maintainers of the 22 BG's B-29 "Mule Train" at Kadena Air Base, Japan

functions were replaced by directorships directly under wing organizations. This directorate structure continued until 1991, when the Air Force, under the direction of Chief of Staff General Merrill A. McPeak, reverted to the objective wing.\textsuperscript{11}

\textbf{22d Bombardment/Air Refueling Wing}

Following the 1948 reorganization, the new wing shared its commander with the 301st Bombardment Wing until the 22d moved to March AFB, California, in 1949. There, the 22d had a commander in common with the 1st Tactical Fighter Wing (TFW) until that unit moved to George AFB, California, the following year.

With the onset of hostilities in Korea, the wing deployed ten B-29s to Kadena Air Base, Okinawa, in July 1950 to participate in the Korean Conflict in support of combat operations of the Far East Air Force (FEAF). The FEAF quickly utilized the 22d’s Superfortresses and bombed North Korean marshalling yards, airfields and industries. The unit also provided air support to United Nations ground forces that defended South Korea from Communist North Korea’s forces. The group wasted no time and launched their very first

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{image6.jpg}
\caption{Remains of North Korea’s largest ore smelting facility in Chinnampo, North Korea following a visit by the 22d’s B-29s in 1950.}
\end{figure}

\textsuperscript{11} Lineage and Honors History of the 22d Air Refueling Wing, OHR.
combat sortie against marshalling yards and an oil refinery near Wonsan, Korea, just eight days after the first plane departed March AFB for Japan. The group clearly demonstrated the utility of rapid response mobility.\textsuperscript{12}

The involvement of Strategic Air Command (SAC) assets in the Korean Conflict, to include the 22d, was a short-lived affair. SAC bombers eliminated all of their assigned targets and the 22d returned to March AFB in October 1950. In June 1952, the wing branched into air refueling with the addition of Boeing’s KC-97 “Stratofreighter” tankers and stood up the 22d Air Refueling Squadron in June of that year. By November the B-29 fleet was retired and replaced by jet-powered, B-47 “Stratojets," a Boeing Wichita product.\textsuperscript{13}

With this 600 mile–per-hour plane, wing aircrews flew the longest non-stop mass flight in Air Force history. The operation took place in 1954 when the 22d’s crews flew 5,840 miles from the United Kingdom to California. The wing converted its bomber fleet to B-52s by late 1963. During that time frame, the organization’s tanker component completed the move into the jet age when the 22d Air Refueling Squadron replaced their propeller-driven KC-97s with the KC-135 Stratotanker, an air refueling platform based on the Boeing 707 airframe.\textsuperscript{14}

\begin{figure}[h]
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\includegraphics[width=\textwidth]{image}
\caption{Figure 7. B-52 alert aircrewmembers respond to their jet. (U. S. Air Force)}
\end{figure}

\textsuperscript{13} Ibid.; Carson, \textit{Brief History}, 8-10.
\textsuperscript{14} Price, Jay M., \textit{Wichita’s Legacy of Flight}, (Charleston, SD: Arcadia Publishing, 2003), 98. Between 1956 and 1962, 467 of 744 B-52-Ds built rolled out of Boeing’s Plant II. Discussion of the KC-135’s relationship to the Boeing 707 airframe is discussed in Smith, Richard K., 75
The Gulf of Tonkin incident in 1964 brought the 22d into its third major conflict in as many decades as the United States entered into full involvement in the Vietnam conflict. The wing’s KC-135s refueled Tactical Air Command (TAC) aircraft deploying to Southeast Asia, and supported Strategic Air Command bombers on rotation to Guam. The 22d Bombardment Wing realized heavy involvement in a number of operations during the war in Vietnam. In fact, the 22d accounted for 50 percent of all 15th Air Force support overseas at the time of the ARC LIGHT operation. Such concentrated action was not limited merely to ARC LIGHT. LINEBACKER II realized equally heavy participation on the part of the wing’s jets and aircrews. In March 1973, the wing received an Air Force Outstanding Unit Award for its exemplary performance in Southeast Asia—the fourth in the unit’s history. The 22d returned fully to the nuclear deterrence mission with the withdrawal of U. S. forces from Vietnam.\(^\text{15}\)

Cold War alert status and nuclear dissuasion remained the constant through the remainder of the 1970s. Since the creation of President Eisenhower’s “Single Integrated Operational Plan,” SAC’s posture for the Cold War was one of ballistic missiles, B-52 bombers and KC-series air refueling tankers standing alert. As historian Richard K. Smith has noted, SAC’s basic philosophy was, “not to prepare for war, but to go to war.”\(^\text{16}\) In August 1982, the wing received the first three of its KC-10A Extenders and assigned them to the 9th Air Refueling Squadron, making them the second Air Force unit to use the new refuelers. This action preceded the redesignation of the 22d to an air refueling wing in October of the same year. The 22d used the KC-10A’s cargo, passenger and fuel load capacity to provide comprehensive airlift and air refueling support during the evacuation of American citizens from Grenada the following year. In December 1989, the wing’s 22d Air Refueling Squadron inactivated and its KC-135A Stratotankers retired or transferred to other SAC bases. This left the 6th and 9th Air Refueling Squadrons as the wing’s only flying squadrons. The roughly twenty year expansion of tanker capabilities represented by development of the KC-135 and KC-10 aircraft during the Cold War

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years led one historian to describe the air refueling component as, “practically an air force unto itself…”  

Air Force combat operations drew down to occasionally small interdictions such as Grenada and Panama following the Vietnam era. These were all relatively small scale contingencies of limited time. The 22 ARW found itself engaged in most of these, providing air refueling and airlift via their Extender aircraft. This changed with Iraq’s invasion of Kuwait in 1990. Strategic Air Command proved reluctant in utilizing the cargo capability of the aircraft during the initial Operation DESERT SHIELD build up and most 22 ARW Extenders were used strictly in refueling efforts during the beginning stages of force deployment. As a whole, no more than 20 KC-10s were utilized for cargo and troop transport during the Persian Gulf War, with most of those committed at the outbreak of hostilities. For the most part, the critical function provided by KC-10 aircraft remained strictly in the air refueling arena. In total, SAC’s KC-10s lifted 1,111 troops and 19,905 tons of cargo into Southwest Asia between August 1990 and January 1991. 

Figure 8. A KC-10 Extender conducts refueling operations for an F-15 Eagle (U. S. Air Force)
Incidents such as the SAC reticence to support pure mobility missions as just described provided Air Force leadership prime examples of the changing nature in the employment of airpower. Varying weapon systems would no longer be rigidly viewed from “tactical,” “strategic” or “mobility” standpoints. Interchanging capability based on mission requirements was a more desirable end state. Combined with the breakup of the Soviet Union and Warsaw Pact, it became apparent that contingency-based force structures were needed. Air Force leaders elected to consolidate the major commands from 13 to 10. This provided obvious cost savings and eliminated levels of bureaucracy that often hampered operations during the Persian Gulf buildup. On 1 June 1992, Strategic Air Command, Military Airlift Command (MAC) and Tactical Air Command (TAC) inactivated. Air Force Space Command gained SAC’s intercontinental ballistic missile forces. The new Air Combat Command (formerly TAC) gained SAC’s bomber fleet. The 22 ARW and other tanker units joined the airlift fleet and formed the new Air Mobility Command (formerly MAC) and united all aspects of the transportation mission under a single major command. This latter move in particular was a necessity in a military environment that grew increasingly more mobile and global in nature.19

The new commands quickly found themselves tested with a new operation on the African continent, supplying humanitarian assistance in Operation RESTORE HOPE. The 22 ARW used the Extenders and deployed 12,000 Marines into the theater. They also provided air refueling to allied aircraft that supported this operation. That same year, the Congressional Base Realignment and Closure Commission and Department of Defense (DoD) announced their recommendations for further base realignment and force restructuring. The plans called for the relocation of the 6th and 9th Air Refueling Squadrons to Travis AFB, California. At the same time, USAF ordered the 22 ARW to replace the 384th Bomb Wing at McConnell AFB, Kansas.  

At a 3 January 1994 ceremony conducted by General Walter Kross, 15th Air Force Commander, the 22d succeeded the 384th Bomb Wing as McConnell's host unit under the command of Brigadier General Charles Coolidge. Brigadier General Ron Henderson’s bomber unit converted to a bomb group and remained at McConnell as an associate until it deactivated and transferred its fleet of ten B-1B Lancers to the 184th Bomb Group, Kansas Air National Guard (BG, KANG) in September 1994. This represented a monumental shift for the 184th. Since the unit’s inception as the 127th Observation Squadron in 1941, they flew fighter aircraft almost exclusively as the primary plane of assignment. A quick glance at Appendix 7 illustrates this fact. The 384th Air Refueling Squadron, an associate unit under the 19th Air Refueling Wing at Robins AFB, Georgia joined the 22 ARW as the first of four KC-135 squadrons to comprise the wing’s new tanker force. The 344th, 349th and the 350th joined the 384th over the next eight months to fly the wing's 48 KC-135s and support AMC’s “Global Reach” component. Under Coolidge’s leadership and that of his successors, the 22d supported several worldwide contingencies. The wing participated in Operations DENY FLIGHT, SUPPORT HOPE and UPHOLD DEMOCRACY. The 22 ARW continued to lead by continuing to support ongoing contingencies such as NORTHERN WATCH and SOUTHERN WATCH. The 22 ARW led the Air Force in refueling interchangeability with the Multi-Point Refueling System (MPRS). This allowed the wing to provide refueling services to US Navy and allied aircraft. The PACER

20 Capt Cox, Larry, “New Host Wing Commander named; Bomber Unit Becomes Tenant Group,” Contrails, November 19, 1993, OHR.
CRAG program consisted of modernized KC-135 avionics with technology that allowed for routine air refueling missions to proceed sans navigator.\textsuperscript{21}

The wing provided air refueling to fighter planes patrolling American air space during Operation NOBLE EAGLE, and continued to deploy in support of Operation ENDURING FREEDOM after the September 11, 2001 attacks on the World Trade Center and the Pentagon. With the kickoff of Operation IRAQI FREEDOM, the wing deployed forces in support of the regime change in Baghdad. The wing’s efforts in these most recent operations garnered successive Air Force Outstanding Unit Awards, the thirteenth and fourteenth such awards in the wing’s history. Post 9/11 operations and missions were joint efforts conducted with the 931st Air Refueling Group and the 184th Air Refueling Wing, both stationed at McConnell Air Force Base. With the onset of McConnell Air Force Base selected as the primary active-duty led main operating base for the new KC-46A Pegasus tanker aircraft, the present operational environment of the wing continued to form from a decidedly joint approach with the focus clearly on “Team McConnell,” more so than each unit is individually. The Air Force doctrinal approach of “Mirror Force” remained evident in all of the wing’s operations.\textsuperscript{22}

\textsuperscript{22} Air Force Outstanding Award Citations, August 1, 2002 – July 31 2004 and August 1 2004 – July 31, 2005, OHR.
Chronology of McConnell Air Force Base

Fall 2008  First aerial exhibition in Wichita, Kansas.

April 1911  First aircraft demonstration in Wichita, Kansas.

1916  Clyde Cessna moved to Wichita to open an aircraft manufacturing plant.

31 May 1921  First air show at the “California Section,” future home of McConnell Air Force Base.

11-12 October 1924  The National Air Congress took place at the California Section.

January 1929  The Wichita Board of park Commissioners announced plans for a new municipal airport.

28 June 1929  Groundbreaking ceremonies held for the new airport at the location formerly known as the California Section.

1935  Construction crews completed the Wichita Municipal Airport administration building.

4 August 1941  The Kansas Air Guard unit received federal recognition as the 127th Observation Squadron.

1941  Construction of building 1218 on the Southeast end of the airstrip served as headquarters to the 127th Observation Squadron.

6 October 1941  The Army Air Forces assumed command over the 127th Observation Squadron as it entered active duty serving in Tennessee and Okinawa.

1 March 1942  The Army Air Field Material Center, Midwestern Procurement District, established its headquarters at the Wichita Municipal Airport.

8 September 1945  Personnel assigned to Wichita Municipal Airport transferred to Oklahoma City, Oklahoma.

7 September 1946  The 127th Observation Squadron reorganized and redesignated as the 127th Fighter Squadron after gaining the F-51 Mustang aircraft.

11 October 1946  The last military personnel departed Wichita Municipal Airport.

February 1951  Public hearings began to consider locating an Air Force Base near Wichita Boeing facilities.

31 May 1951  The Air Force took title to Wichita Municipal Airport.
5 June 1951  The 3520th Combat Crew Training Wing, Air Training Command, activated at Wichita Municipal Airport to train aircrews to operate B-47 Stratojet aircraft for Strategic Air Command.

12 June 1952  The United States Government paid the City of Wichita $9.4 million for the Wichita Municipal Airport.

15 May 1953  Wichita Municipal Airport became Wichita Air Force Base.


15 May 1954  During a public ceremony, Wichita Air Force Base became McConnell Air Force Base, in honor of Fred and Tom McConnell, deceased members of the “Flying McConnell Brothers” of World War II fame.

21 April 1955  The 1,000th B-47 Stratojet aircrew graduated from training at McConnell Air Force Base.

1 July 1958  The Strategic Air Command took control of the base and replaced the 3520th with the 4347th Combat Crew Training Wing.

15 July 1959  The 42d Strategic Aerospace Division activated.

1 August 1960  The Air Force released $1 million to begin construction of access roads and utilities for Titan II missile complexes.

29 November 1961  The 381st Strategic Missile Wing (SMW) activated at McConnell Air Force Base.

1 October 1962  The Air National Guard unit reorganized, forming the 184th Tactical Fighter Group as the 127th Fighter Squadron’s parent unit.

October 1962  The 388th Tactical Fighter Wing (TFW) activated at McConnell Air Force Base.

1 July 1963  The Tactical Air Command became responsible McConnell Air Force Base with the 388th Tactical Fighter Wing as the host unit.

1 July 1963  The 42d Strategic Aerospace Division inactivated.

8 February 1964  The 23rd Tactical Fighter Wing replaced the 388th Tactical Fighter Wing.

June 1964  The 835th Air Division activated.
July 1964  The 355th Tactical Fighter Wing moved from George Air Force Base, California and joined the 23rd Tactical Fighter Wing at McConnell Air Force Base.

16 January 1965  A KC-135 from Clinton-Sherman Air Force Base, Oklahoma, crashed into a Wichita residential area shortly after takeoff. Thirty people died in the crash including the entire seven-man aircrew.

30 June 1965  McConnell assumed responsibility for the Smokey Hill Weapons Range.

June 1969  The 835th Air Division inactivated.

April 1971  The 91st Air Refueling Squadron (ARS), a tenant unit from Robins Air Force Base, Georgia arrived at McConnell Air Force Base.

1 July 1972  The 23rd Tactical Fighter Wing moved to England Air Force Base, Louisiana turning the base back over to Strategic Air Command and making the 381st Strategic Missile Wing the host unit.

December 1972  The 384th Air Refueling Wing (ARW) arrived at McConnell Air Force Base with KC-135A Stratotanker aircraft and took command of the 91st Air Refueling Squadron.

1 October 1973  The 184th assumed responsibility for operating and maintaining the 36,000-acre Smoky Hill weapons range near Salina, Kansas.

5 March 1974  A KC-135 crashed off the end of the runway, killing two aircrew members.

23 August 1976  An F-105 Thunderchief fighter aircraft, attached to the Kansas Air National Guard’s 184th Tactical Fighter Wing, McConnell Air Force Base, crash-landed, hitting an automobile and killing both aircrew members.

2 October 1977  The 2155th Communications Squadron, an Air Force Communications Command tenant unit, activated at McConnell Air Force Base.

24 August 1978  An oxidizer leak at Titan II Missile Complex 533-07 killed two maintenance personnel and injured several others.

October 1979  The 184th Tactical Fighter Wing began transitioning from the F-105 Thunderchief to the F-4D Phantom fighter aircraft.

May 1981  International attention focused on the base when authorities accused a missile crew officer with alleged illegal contact with officials of the Soviet Union.
October 1981  Air Force officials announced plans to phase out the Titan II weapon system.

January 1983  Officials announced that McConnell would be the first base to receive the “R” model KC-135 tanker.

June 1983  McConnell selected as the fourth base to receive the B-1B Lancer bomber aircraft.

2 July 1984  The first Titan II missile, located at Complex 533-08, removed from alert status for deactivation.

2 July 1984  The 384th Air Refueling Wing received the first KC-135R tanker from Boeing Aircraft Company.

4 June 1985  The 394th Air Refueling Wing assumed host responsibilities from the 381st Strategic Missile Wing.

1 November 1985  The 533rd Strategic Missile Squadron, assigned to the 381st Strategic Missile Wing, inactivated. All of its personnel and equipment transferred to the 532d Strategic Missile Squadron.

5 August 1986  The 384th Air Refueling wing transferred its last KC-135A aircraft to Boeing for “R” model modifications.

8 August 1986  The 381st Strategic Missile Wing, along with its subordinate units, the 381st Missile Maintenance Squadron and the 381st Headquarters Squadron, inactivated.

1 July 1987  The 384th Air Refueling Wing redesignated as the 384th Bombardment Wing (Heavy).

1 October 1987  The 91st Air Refueling Squadron inactivated and left the 394th Air Refueling Squadron as the bomb wing’s sole tanker squadron.

4 January 1988  The first B-1B Lancer bomber aircraft landed at McConnell Air Force Base.

26 April 1991  A tornado devastated McConnell Air Force Base. The funnel destroyed 102 base houses and nine major facilities, including the base hospital and Foster Lanes bowling alley. The base suffered 16 reported injuries and no deaths.
1 June 1992  The 394th redesignated as the 394th Bomb Wing. On the same day, the Air Force inactivated the Strategic Air Command. The 394th and other bomb wings joined Air Combat Command, redesignated from Tactical Air Command. The 384th Air Refueling Squadron, along with all other tanker units, transferred from Strategic Air Command to Air Mobility Command, the former Military Airlift Command. This left the 28th Bomb Squadron as the 394th’s only flying squadron, remaining at McConnell as a tenant unit.

1 January 1994  The 22d Air Refueling Wing replaced the 384th Bomb Wing, allowing the 384th Bomb Wing to become the first Air National Guard unit to fly bombers.

30 September 1994  After transferring its B-1B Lancers to the Kansas Air National Guard, the 384th Bomb Wing inactivated.

1 January 1995  The 931st Air Refueling Group (Reserve) joined the base. As an associate unit, the 931st provided aircrews to augment the 22d’s, while the active duty wing provided the aircraft and maintenance crews.

1 October 1995  Headquarters Air Force redesignated the 184th Bomb Group as the 184th Bomb Wing.

1998  Approximately 300 members of the Republic of Singapore Air Force (RSAF) and their families moved to McConnell Air Force Base for flight and maintenance training for their nation’s newly acquired KC-135R’s.

14 June 1999  Base leaders and members held a rededication ceremony, adding Edwin McConnell’s name to the base. Edwin passed away in August 1997.

20 May 2000  22d Operations Group and wing leadership dedicated Dorm 340, one of three newly constructed dormitories, in honor of Sergeant Harold Spatz. After graduating from Lebo High School in Lebo, Kansas, in 1939, Spatz joined the Army Air Corps and became a B-25 flight engineer and gunner. After the raid on Toyko in 1942, his plane landed in Manchuria where the Japanese took the aircrew prisoner. The Japanese executed Sergeant Spatz in Shanghai, China.

May 2000  Headquarters Air Force decided to concentrate all of the B-1B Lancer aircraft to two active duty bases. As part of the plan, the 184th Bomb Wing began receiving KC-135R tankers to replace the bombers.

4 August 2002  McConnell Air Force Base’s B1-B Lancer fleet left the base for new assignments. Headquarters Air Force redesignated the 184th Bomb Wing as the 184th Air Refueling Wing.
1 October 2002

Directed by an Air Force-wide reorganization, the 22d Logistics Group redesignated as the 22d Maintenance Group and lost the 22d Contracting Squadron, Supply Squadron and Transportation Squadron. The 22d Support Group redesignated as the 22d Mission Support Group and gained the 22d Contracting, Supply, and Transportation Squadrons’. The Air Force redesignated the 22d Transportation Squadron as the 22d Logistics Readiness Squadron and gained personnel and functions from the wing’s Logistics Planning section along with inactivating the supply squadron.

21 -24 September 2004

McConnell Air Force Base served as the first refueling airfield for the Open Skies treaty (OSRA) in support of the Russian Federation Mission.

November 2004

McConnell Air Force Base received the Air Mobility Command nomination for the Commander In Chief’s Installation Excellence (CINCIE) Award.

11 July 2008

The 22d Services Squadron redesignated as the 22d Force Support Squadron, resulting in the 22d Mission Support Squadron inactivating.

23 February 2009

The 22d Air Refueling Wing leadership received approval from Headquarters Air Mobility Command and Headquarters Air Force to convert 163-acres of land from the non-appropriated funds category of the budget to the operations and maintenance funds category after the closure of the McConnell Air Force Base golf course located on those grounds.

1 July 2009

Headquarters Air Mobility Command issued Special Order GAA1-17, activating Detachment 2, Headquarters 22d Operations Group at Pease Air National Guard Base, New Hampshire.

1 October 2009

Headquarters Air Mobility Command activated the 64th Air Refueling Squadron at Pease Air National Guard Base, New Hampshire and assigned it to the 22d Operations Group. The 64th Air Refueling Squadron began service as an associate active duty squadron to the 157th Air Refueling Wing, New Hampshire Air National Guard.

19 – 27 September 2010

The McConnell Air Force Base telephone operator function began transferring to Travis Air Force Base, California as part of the Air Mobility Command operator consolidation.
3 May 2013  A KC-135 Stratotanker aircraft, tail number 63-8877, from McConnell Air Force Base temporarily deployed and assigned to the 22d Expeditionary Air Refueling Squadron, 376th Air Expeditionary Wing at Manas Air Base, Kyrgyzstan crashed near Chon-Aryk, Kyrgyzstan. The aircrew, Captain Mark T. Gross, Captain Victoria A. Pinckey and technical Sergeant Herman Mackey III, all from the 92nd Air Refueling Wing, Fairchild Air Force Base, Washington, perished in the collision.

19 June 2013  The 22d Maintenance Operations Squadron inactivated.

23 April 2014  Headquarters Air Force announced McConnell Air Force Base as the first active-duty led main operating base of the Boeing KC-46A Pegasus supertanker aircraft. This final announcement followed the 22 May 2013 selection of McConnell Air Force Base as the preferred alternative.

30 June 2014  General Darren W. McDew, Air Combat Command Commander, along with base leadership, civic leaders and contractors held a groundbreaking ceremony on the McConnell Air Force Base flight line to mark the official start of structure construction for the KC-46A Pegasus aircraft.
History of McConnell AFB

Keeper of the Plains

Construction of a major airfield was not on the mind of Cadet J. Earl Schaefer in the summer of 1917. As he stood in front of the Assistant Commandant of West Point, the future president of Boeing Wichita was only concerned with being on the receiving end of a tongue-lashing. With his impending graduation, the impetuous Schaefer made what the Academy perceived to be an ill-considered response when he submitted his three career choices for military service. He listed aviation for all three choices. This did not amuse the Assistant Commandant. Later in life Schaefer commented, “I thought I was going to be court-martialed.” In no way was it possible that Schaefer could ever have considered his decidedly brash response would lead to the development of an Air Force base and the single largest tanker operation in the United States Air Force. Born in Wichita, Schaefer’s passion for aviation and natural salesmanship combined with the talents of other local business people gave birth to what is now McConnell Air Force Base and the home of the 22d Air Refueling Wing, the Keeper of the Plains.

The first aerial demonstration in Kansas took place in 1908 a mere five years after the Wright Brothers’ success in North Carolina. Ever since April 1911, when a Curtiss Exhibition Team did a barnstorming stop, aviation existed as a fixture in Wichita. Beginning in 1919, cantankerous and blunt El Dorado oilman Jake Mollendick, along with Matty Laird, a man as calm as Mollendick was surly, began operating the Laird Airplane

Figure 10. Stearman Hangar now known as Building 9 sometime in 1930 (Kansas Aviation Museum)

Corporation in the city.\textsuperscript{24}

In October 1924, Wichita hosted the National Air Congress at the so-called “California Section” of Wichita, site of present day McConnell Air Force Base. Over 35,000 people attended. The event highlight was an air race with 47 military and civilian aircraft participating, including the Laird produced Swallow. Building on the enthusiasm generated by this event, Schaefer and his associates, Jack Turner, L. W. Clapp and Alfred MacDonald pursued funding to purchase the California Section. Companies such as Laird, Travel Air (later Beechcraft), Cessna and Stearman (later a part of Boeing) were Wichita fixtures by 1929.\textsuperscript{25}

![Figure 11. Construction of the Wichita Municipal Airport early 1930s (Kansas Aviation Museum).](image)

By June of 1929, Schaefer, Clapp, Turner and MacDonald were able to turn a spade of dirt and see construction begin on the administration building, the present day Kansas Aviation Museum. With the crash of the Stock Market that October and the start of the Great Depression


\textsuperscript{25} Thompson, \textit{Prairie Runways}, 17-22.
in 1930, it took another five years before the building opened in 1935. Having long since left the Army, Earl Schaefer was now in charge of Boeing Wichita, formerly Stearman. On the eve of America entering World War II, the Boeing plant on the west side of the flight line expanded their floor space by 70,000 square feet to accommodate tens of thousands of bomber orders from the government. The Army Air Force Material Center established its headquarters in the Administration building in the early 1940s to work alongside Wichita’s aircraft manufacturers, particularly Boeing which held the B-29 project in Plant II.  

At Boeing and other aircraft plants in town, wartime aircraft production kept the companies and the Army Air Force detachment busy. By war’s end aircraft production in Kansas, Wichita specifically, accounted for 12% of all aircraft produced including 27% of trainers, 23% of transport planes and a whopping 31% of all medium bombers in the AAF inventory. The Material Command chose this site to take advantage of the airport's five 150-foot wide runways, each with a 60,000-pound wheel load capacity. In September 1945, the Material Center moved to Oklahoma City, Oklahoma eventually becoming the Air Force Logistics Center at what is now Tinker AFB, Oklahoma. Meanwhile, the 4156th Army Air Field Base Unit arrived at Wichita to service, 

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maintain transient, and locally based aircraft. One year later, this unit disbanded and the Air Force would not return until 1951.

In 1951, the Air Force decided to take up permanent residence in Wichita and established Wichita Air Force Base. The airport administration building served as the new headquarters while still handling civilian air traffic. This time, the Air Training Command's 3520th Combat Crew Training Wing (CCTW), under the command of Colonel H. R. Spicer, began training Boeing B-47 Stratojet bomber aircrews. For the first six months after the activation, a "tent city" housed assigned personnel. This "city" consisted of 174 tents, a fire tower and a few leased buildings in Wichita. One major piece of construction was the base chapel dedicated in August of 1952. Refurbished several times over the years the building is still in use today. From 1954 to 1956, a $22 million construction program turned the old airport into one of the Air Force's major bases. These improvements included 495 Capehart-style housing units, ten miles of paved streets and two hangars. Other improvements included clubs, theater, commissary, bank, hospital and Base Exchange. In 1958, the 4347 CCTW, under SAC, replaced the 3520th.27

At a formal dedication ceremony on May 15, 1954, the base became McConnell Air Force Base in honor of Tom and Fred McConnell, two of the three "Flying McConnell Brothers" of World War II. The brothers, from Wichita, entered the Army Air Corps together during WWII. The trio gained fame as "three of a kind." Second Lieutenant Thomas McConnell perished in July 1943, when his B-24 Liberator

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crashed into a fog-covered mountain while en route to his home base at Guadalcanal after a bombing mission. Captain Fred McConnell died when his private plane crashed in October 1945 near Garden Plain, Kansas. Edwin passed away in August 1997 at the age of 76. At a rededication ceremony on 14 June 1999, base officials added Edwin's name to the installation, making McConnell the namesake of all three brothers.\(^\text{28}\)

On March 1, 1962, Strategic Air Command stood up the 381st Strategic Missile Wing (SMW). Using McConnell as its base, 18 Titan II missile silos formed a ring from the northeast and south to the west on an irregular radius of 20 to 50 miles from the installation. Construction crews finished the project in the early 1960s, at a cost of $80 million. This mission of deterrence would dominate base activity for the next twenty-four years. In October 1962, the 388th Tactical Fighter Wing (TFW) started at McConnell and flew the F-100C Super Sabre, and later the F-105D Thunderchief. This wing left in 1964 for Korat RTAFB, Thailand and the 355th TFW began operations in Wichita alongside the 23 TFW, which replaced the 388th. It trained F-105 crews for combat in Southeast Asia. The 355th arrived from George AFB, California, in July 1964 joining the 23d at McConnell under the 835th Air Division. The stay

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{Figure_15.jpg}
\caption{The first KC-135R rolls out at Boeing Wichita, 1984.}
\end{figure}

\textsuperscript{28} "Dedication Day Highlights Armed Forces Day at McConnell AFB," \textit{Sweepback}, May 14, 1954, and "Base is Renamed McConnell AFB," \textit{Sweepback}, April 16, 1954, OHR. Confusion exists as to when Wichita Air Force Base became McConnell Air Force Base. From a strictly "official" Air Force perspective, the base renaming came via teletype message on April 15, 1954. From the formal acknowledgement/ceremonial standpoint though, May 15, 1954 is more proper. The event was grand in scale featuring an air show, 4,000 military personnel from all branches passing in review and 50,000 people watching.
was brief for the 355th, which departed for Thailand in October of 1965. Squadrons of both wings saw action in Vietnam.\(^{29}\)

The base received a new mission in April 1971 with the arrival of the 91st Air Refueling Squadron and their KC-135A Stratotankers. In July 1972, the 23 TFW departed for England AFB, Louisiana, making the 381 SMW host unit. The 384th Air Refueling Wing's (ARW) began its tour at McConnell AFB in December 1972. In October 1981, President Reagan announced that the Air Force would phase out its Titan II ICBMs. In early 1983, the 384 ARW's leadership learned that it would be the first wing to receive the R model KC-135 tanker and the B-1B Lancer bomber. On 8 August 1986, the 381 SMW inactivated. The 384 ARW became the host organization and redesignated to the 384th Bombardment Wing (Heavy) in the summer of 1987. The 91st Air Refueling Squadron inactivated later that year, and the 384th Air Refueling Squadron (ARS) became the sole refueling unit. The first B-1B touched down at McConnell on 4 January 1988 and one year later the first Lancer aircrew and aircraft assumed alert duty.\(^{30}\)

In August 1990, Iraq invaded neighboring Kuwait. McConnell members deployed throughout the area of responsibility to help eject the invaders from the small kingdom. With Iraq’s invasion of Kuwait in 1990, Team McConnell responded. Tanker crews and maintainers, already deployed in the Pacific for the exercise “Giant Warrior ’90” remained there to support Operation DESERT SHIELD. More crews joined them. Others deployed as


\(^{30}\) *Lineage and Honors History, 355 Wing*, OHR. *Lineage and Honors History, 388 Fighter Wing*, OHR.
well; everyone from base weather to medical personnel went to support operations in Southwest Asia. From Team McConnell, over two hundred troops from 10 different specialties deployed before September ended. The newly minted Family Support Center (FSC) went to work with the “Waiting Spouses” program. Without a dedicated building, the FSC had attendance of 50-75 family members per week with one meeting reaching 125 participants. Known today by a variety of monikers from the “Nintendo War” to the “100 Hour War,” Operation DESERT STORM was a watershed event in Team McConnell history.\footnote{Lt Garcia, Mike, “Military Representative Briefs Wichita Leaders on Effect of Iraqi Crisis,” \textit{Contrails}, September 28, 1990, OHR. See also, SSgt Brown, Randolph D. Jr., “Interview With 384th Bombardment Wing Commander Colonel John C. Mangels,” April 1, 1991, OHR and SSgt Brown, Randolph D. Jr., “Interview With Family Support Center Director, Mr. Roy E. Milam,” March 7, 1991, OHR.}

On 26 April 1991, a tornado devastated McConnell. The cyclone destroyed 102 base housing units and 9 major facilities including the base hospital as it traveled from southwest to northeast. Despite the colossal property damage, there were 16 reported injuries and no deaths. Because of the tornado, the base quickly became a frenzied beehive of construction. Three years after the devastating storm, Emerald City opened its doors (Fig. 16). This first of its kind community center contained a library, education center, bowling center, officer and enlisted clubs and other services.

In mid-1992, the 384th became the 384th Bomb Wing. At the same time, the Air Force restructured the major commands. The 384 BW and the 384 ARS moved from the inactivated SAC. The 384 BW moved under the newly activated Air Combat Command (ACC) while the 384 ARS joined the Air Mobility Command (AMC), remaining at McConnell as an associate unit.
The Air Force announced additional changes to McConnell in May of 1992. The Kansas Air National Guard (the 184th Fighter Group), long a resident of McConnell, converted from F-16s to B-1B bomber and became the 184th Bomb Group. In January 1994, the 22 ARW assumed the role as host wing, moving without personnel and equipment from March AFB, California. The 384 BW became the 384th Bomb Group until the unit transferred all of its Lancers to the Air Reserve Component before inactivating on 30 September 1994.

On 1 January 1995, the 931st Air Refueling Group (ARG) joined Team McConnell. The Air Force Reserve associate unit provides aircrews while the 22d furnishes the maintenance crews and aircraft. Since 1996, McConnell served as the test site for the PACER CRAG avionics modernization program. The next year, the base became the test unit for the multi-point refueling. In the same year, the Republic of Singapore's Air Force chose McConnell over two other American bases to train their KC-135 aircrews and maintenance. In 2002, as part of a plan to reduce and consolidate the Air Force's B-1 fleet, the 184th Bomb Wing's B-1s transferred to other bases. In September 2002, the 184th took on a new mission flying KC-135s and was officially designated the 184th Air Refueling Wing. This officially established McConnell as the sole base in the U. S. Air Force where all three components, Active, Guard and Reserve supported the same mission together in a pure “Mirror Force” concept.32

Figure 18. TSgt Craig McElroy from the 22 SFS performs entry control duties at a location in Iraq during Operation IRAQI FREEDOM, 2003.

With the devastating terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001, Team McConnell faced even greater challenges that extend into current operations. Acknowledged as America’s premier air refueling team, the 22d, 184th and the 931st, continue to take to the skies supporting everything from Operation IRAQI FREEDOM to presidential support missions, to refueling routine training flights. The sun never sets on Team McConnell. Today, McConnell Air Force Base has come a long way; from the days of landing planes in hayfields to living in tents in the 1950s to surviving the devastation of the 1991 tornado. The professionals of Team McConnell and the 22 ARW have a rich history and a proud future.

Figure 19. Amn Calista Heath-Martinez, SrA Robert Ringer, then Wing Commander Col Cathy Clothier, A1C Jamie Shultz and Amn Jose Mejia at the 2004 Air Force Ball held at Wichita’s Century II Convention Center.
Appendix 1
22 ARW Lineage and Honors

Shield: Azure, a cougar's left gamb erased pale wise, claws to base.
Significance: Blue shield with the gold cougar's gamb are in the colors of the Air Force and signifies armed power.

The Motto: DUCEMUS (Latin for “We Lead”).
Emblem approved for the 22d Bombardment Group on 19 June 1941 and the 22d Bombardment Wing on 28 June 1951.
**Honors/Awards/Decorations**
Earned by 22d Bombardment Group and bestowed to the 22d Bombardment/Air Refueling Wing

**Foreign Decorations** (bestowed)
Philippine Presidential Unit Citation

**Distinguished Unit Citations** (bestowed)
Papua, New Guinea: 23 July 1942-23 January 1943
New Guinea: 5 November 1943

**Campaign Streamers** (bestowed)
World War II American Theater:
   - Antisubmarine, 1941-1945
World War II Asiatic-Pacific Theater:
   - East Indies 1942
   - Papua 1942-1943
   - Bismarck Archipelago 1943-1944
   - New Guinea 1943-1944
   - Leyte 1944-1945
   - Luzon 1944-1945
   - Southern Philippines 1945
   - Western Pacific 1944-1945
   - Air Offensive, Japan 1942-1945
   - China Defensive 1942-1945
   - China Offensive 1945
   - Air Combat AP 1941-1945

**Armed Forces Expeditionary Streamers**
Grenada, 1983

**Meritorious Unit Awards**
1 August 2009 – 31 July 2010  
1 August 2010 – 31 July 2011  
1 August 2011 – 31 July 2012  
1 August 2012 – 31 July 2013  
1 August 2013 – 31 July 2014

**Outstanding Unit Awards**
1 April – 1 October 1967 & 1 February – 1 March 1968  
25 March – 1 May 1968  
1 July 1969 – 30 June 1970  
1 September 1970 – 30 June 1972  
1 July 1978 – 30 June 1980  
1 July 1981 – 30 June 1983  
1 July 1987 – 30 June 1989  
1 July 1989 – 30 June 1991  
1 July 1994 – 31 May 1996  
1 August 1999 – 31 July 2000  
1 August 2000 – 31 July 2001  
1 August 2002 – 31 July 2004  
1 August 2004 – 31 July 2005  
1 August 2005 – 31 July 2006  
1 August 2006 – 31 July 2008  
1 August 2008 – 31 July 2009
**Lineage**

**Group**
Established as 22d Bombardment Group (Medium) ---------------------------------------- 22 December 1939
Activated------------------------------------------------------------------------------ 1 February 1940
Redesignated as 22d Bombardment Group (Heavy)---------------------------------------- February 1944
Redesignated as 22d Bombardment Group (Very Heavy)------------------------------------- April 1946
Redesignated as 22d Bombardment Group (Medium)---------------------------------------- July 1948
Inactivated-------------------------------------------------------------------------------- 16 June 1952
Redesignated as 22d Air Refueling Group (Heavy)-------------------------------------- 31 July 1985 (inactive)
Redesignated as 22d Operations Group----------------------------------------------------- 29 August 1991
Activated-------------------------------------------------------------------------------- 1 September 1991

**Wing**
Established as 22d Bombardment Wing (Medium)------------------------------------------ 28 July 1948
Activated-------------------------------------------------------------------------------- 1 August 1948
Redesignated as 22d Bombardment Wing (Heavy)------------------------------------------ 15 Mach 1963
Redesignated as 22d Air Refueling Wing---------------------------------------------- 1 October 1982

* Rather than simply re-designating combat groups, Headquarters USAF bestowed the histories and honors of inactive combat groups upon the similarly designated combat wing, while active combat groups retained their honors. As long as the 22d Operations Group is assigned to the 22d Air Refueling Wing, or if it is inactivated, the 22 ARW holds bestowed honors earned by the original 22d Bombardment Group prior to 1 July 1948 while the Operations Group carries forward the unit’s lineage.
# Appendix 2

## 22d Bombardment Group Commanders

<table>
<thead>
<tr>
<th>Commander</th>
<th>Period</th>
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<tbody>
<tr>
<td>Lt Col Ross F. Cole</td>
<td>February 1940</td>
</tr>
<tr>
<td>Lt Col John L. Moore</td>
<td>April 1940</td>
</tr>
<tr>
<td>Maj Lewis M. Merrick</td>
<td>20 February 1941</td>
</tr>
<tr>
<td>Maj Mark L. Lewis*</td>
<td>October 1941</td>
</tr>
<tr>
<td>Lt Col Millard L. Haskin</td>
<td>10 December 1941</td>
</tr>
<tr>
<td>Lt Col Dwight Divine II</td>
<td>19 May 1942</td>
</tr>
<tr>
<td>Lt Col George R. Anderson</td>
<td>March 1943</td>
</tr>
<tr>
<td>Lt Col Roger E. Phelan</td>
<td>June 1943</td>
</tr>
<tr>
<td>Col Richard W. Robinson*</td>
<td>February 1944</td>
</tr>
<tr>
<td>Col Leonard T. Nicholson</td>
<td>21 January 1945</td>
</tr>
<tr>
<td>Lt Col James E. Sweeney</td>
<td>24 September 1945</td>
</tr>
<tr>
<td>Lt Col Charles W. Johnson</td>
<td>7 October 1945</td>
</tr>
<tr>
<td>Maj John E. Pryor</td>
<td>17 October 1945</td>
</tr>
<tr>
<td>Col Joseph F. Carroll</td>
<td>June 1946</td>
</tr>
<tr>
<td>Lt Col Alvin J. H. Mueller</td>
<td>January 1947</td>
</tr>
<tr>
<td>Col Francis L. Rivard</td>
<td>October 1947</td>
</tr>
<tr>
<td>Col Walter E. Arnold</td>
<td>19 December 1947</td>
</tr>
<tr>
<td>Lt Col Paul L. Barton</td>
<td>7 June 1948</td>
</tr>
<tr>
<td>Lt Col Jack J. Catton</td>
<td>July 1950</td>
</tr>
<tr>
<td>Col Francis W. Nye</td>
<td>February 1951</td>
</tr>
<tr>
<td>Col Ernest C. Eddy</td>
<td>March 1952</td>
</tr>
</tbody>
</table>

* Killed in performance of duties
Appendix 3
22d Bombardment/Air Refueling Wing Commanders

Col Leslie G. Mulzer ----------------------------------------------- 1 August 1948
Col Joe W. Kelly ----------------------------------------------- 3 January 1949
Col Joseph H. Davidson ----------------------------------------------- 10 May 1949
Col George McCoy ----------------------------------------------- 14 June 1949
Col William L. Lee ----------------------------------------------- 19 August 1949
Col Wiley D. Ganey ----------------------------------------------- 4 January 1950
Col Howell M. Estes, Jr. ----------------------------------------------- 5 July 1950
Col James V. Edmundson ----------------------------------------------- 10 February 1951
Col John B. Henry, Jr. ----------------------------------------------- 14 March 1952
Col Ernest C. Eddy ----------------------------------------------- 17 December 1952
Col John B. Henry, Jr. ----------------------------------------------- 8 January 1953
Col William F. Coleman ----------------------------------------------- 9 July 1954
Col Lloyd H. Dalton, Jr. ----------------------------------------------- 10 October 1954
Col Pinkham Smith ----------------------------------------------- 11 February 1956
Col Leon Stann ----------------------------------------------- 20 August 1957
Col Edward W. Scott Jr. ----------------------------------------------- 30 August 1957
Col William F. Savois ----------------------------------------------- 29 April 1960
Col George Pfeiffer, Jr. ----------------------------------------------- November 1961
Col John F. Harvey ----------------------------------------------- 15 June 1965
Col Mitchell A. Cobeaga ----------------------------------------------- 3 January 1967
Col Lester E. Gunter ----------------------------------------------- 31 July 1968
Col Lawrence W. Steinkraus ----------------------------------------------- 28 April 1969
Col Glenn R. Sullivan ----------------------------------------------- 16 January 1970
Col Michael Perrone ----------------------------------------------- 31 May 1972
Lt Col Samuel Tyson ----------------------------------------------- 13 June 1972
Col Donald A. Jensen ----------------------------------------------- 3 July 1972
Col Michael Perrone ----------------------------------------------- 16 December 1972
Col Jerome F. O’Mally ----------------------------------------------- 1 June 1973
Col Ernest J. Stirman ----------------------------------------------- 25 September 1973
Col Guy D. Perham ----------------------------------------------- 1 April 1974
Col Harry L. Brown -----------------------------------------------28 February 1975
Col Stanford E. Brown ----------------------------------------- 4 August 1975
Col Lawrence E. Pennington ------------------------------------- 12 January 1977
Col Hansford T. Johnson----------------------------------------April 1979
Col Charles C. McDonald ---------------------------------------February 1981
Col Donald L. Ashley ------------------------------------------July 1982
Col Terry D. Murphy ------------------------------------------May 1984
Col Ronald J. Tribo ------------------------------------------July 1985
Col James R. Brown ------------------------------------------January 1987
Col James S. Savarda ---------------------------------------- August 1987
Col Paul F. Gill ---------------------------------------------December 1988
Col William P. Cobb -----------------------------------------March 1991
Brig Gen Albert D. Jensen ---------------------------------March 1992
Col Stephen R. Lorenz -------------------------------------19 July 1993
Maj Gen Charles H. Coolidge, Jr. --------------------------4 January 1994
Col Lawrence H. Stevenson ---------------------------------12 August 1996
Col Michael Gould ------------------------------------------16 April 1998
Col John F. Gaughan II ------------------------------------29 January 1999
Col Frederick F. Roggero ----------------------------------21 April 1999
Col Ronald R. Ladnier --------------------------------------22 June 2001
Col Michelle D. Johnson ----------------------------------14 June 2002
Col Cathy C. Clothier -------------------------------------24 June 2004
Col Donald J. Halpin ------------------------------------21 February 2006
Col James C. Vechery -------------------------------------8 February 2008
Col James W. Crowhurst ----------------------------------2 July 2009
Col Ricky N. Rupp ----------------------------------------21 June 2011
Col Joel D. Jackson -----------------------------------------31 May 2013
Col Albert G. Miller --------------------------------------12 February 2015
Appendix 4

22d Bombardment/Air Refueling Wing

Senior Enlisted Advisors and Command Chief Master Sergeants

CMSgt Austin G. Kerin --------------------------------------------- January 1978 – September 1978
CMSgt Donald C. Malcolm ----------------------------------------- September 1978 – March 1980
CMSgt John J. Mathews ------------------------------------------- September 1980 – May 1987
CMSgt Frank Mitchell --------------------------------------------- May 1987 – April 1990
CMSgt Ruby G. Wright --------------------------------------------- April 1990 – July 1993
CMSgt Bonnie Binzer --------------------------------------------- July 1993 – September 1993
CMSgt Benny P. Heald -------------------------------------------- January 1994 – October 1995
CMSgt Herb V. Williams, Jr. -------------------------------------- January 1996 – May 2000
CMSgt Kirk Whitman --------------------------------------------- May 2000 – October 2002
CMSgt John R. Harris --------------------------------------------- December 2002 – June 2005
CMSgt Timothy B. Horn ------------------------------------------- March 2009 – June 2010
CMSgt Michael H. Edwards --------------------------------------- June 2010 – March 2012
CMSgt Kaleth O. Wright ------------------------------------------ May 2012 – February 2014
CMSgt Michael A. Morris ----------------------------------------- February 2014 – 6 July 15
CMSgt Shawn M. Hughes ------------------------------------------ 30 July 15 – Present
## Appendix 5

### Group/Wing Assignments

#### Group

<table>
<thead>
<tr>
<th>Location</th>
<th>Start Date</th>
<th>End Date</th>
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</thead>
<tbody>
<tr>
<td>Mitchell Field, New York</td>
<td>1 February 1940</td>
<td></td>
</tr>
<tr>
<td>Langley Field, Virginia</td>
<td>14 November 1940</td>
<td></td>
</tr>
<tr>
<td>Muroc, California</td>
<td>9 December 1941</td>
<td></td>
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<tr>
<td>Brisbane, Australia</td>
<td>25 February 1942</td>
<td></td>
</tr>
<tr>
<td>Ipswich, Australia</td>
<td>7 March 1942</td>
<td></td>
</tr>
<tr>
<td>Townsville, Australia</td>
<td>7 April 1942</td>
<td></td>
</tr>
<tr>
<td>Woodstock, Australia</td>
<td>5 July 1942</td>
<td></td>
</tr>
<tr>
<td>Iron Range, Australia</td>
<td>29 September 1942</td>
<td></td>
</tr>
<tr>
<td>Woodstock, Australia</td>
<td>4 February 1943</td>
<td></td>
</tr>
<tr>
<td>Dobodura, New Guinea</td>
<td>October 1943</td>
<td></td>
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<tr>
<td>Nadzab, New Guinea</td>
<td>January 1944</td>
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<tr>
<td>Owi, Schouten Islands</td>
<td>17 August 1944</td>
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<tr>
<td>Leyte, Philippines</td>
<td>15 November 1944</td>
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<td>Anguar, Philippines</td>
<td>26 November 1944</td>
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<tr>
<td>Samar, Philippines</td>
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<tr>
<td>Clark Field, Philippines</td>
<td>March 1945</td>
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<td>Motobu, Okinawa</td>
<td>15 August 1945</td>
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<tr>
<td>Clark Field, Philippines</td>
<td>November 1945</td>
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<tr>
<td>Kadena AB, Okinawa</td>
<td>15 May 1946</td>
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<tr>
<td>Smokey Hill (Schilling AFB), Kansas</td>
<td>May 1948</td>
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<tr>
<td>March AFB, California</td>
<td>May 1949</td>
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<tr>
<td>Inactive</td>
<td>16 June 1952 – 1 September 1991</td>
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<tr>
<td>March AFB, California</td>
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<td>McConnell AFB, Kansas</td>
<td>1 January 1994</td>
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#### Wing

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<tr>
<td>Smokey Hill (Schilling AFB), Kansas</td>
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<td>March AFB, California</td>
<td>10 May 1949</td>
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<td>McConnell AFB, Kansas</td>
<td>1 January 1994</td>
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Appendix 6
Group Designations

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<th>Cold War Era</th>
<th>Present</th>
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<td>Operations Group</td>
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<tr>
<td>Air Base Group</td>
<td>Support Group</td>
<td>Mission Support Group</td>
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<tr>
<td>Supply &amp; Maintenance Group</td>
<td>Logistics Group</td>
<td>Maintenance Group</td>
</tr>
<tr>
<td>USAF Hospital/Clinic</td>
<td></td>
<td>Medical Group*</td>
</tr>
</tbody>
</table>

* For a brief period following the founding of the independent Air Force medical organizations held numeric designators. Eventually, Air Force Medical units obtained what became their more traditional designations such as, “USAF Hospital” or “USAF Clinic.” By the late 1980s, these organizations took the numeric designator of their parent wings. Beginning in the early 1990s medical organization underwent another change when they adopted the “Objective Medical Group” and established an organizational structure meant to emulate Air Force group organization and split subordinate group functions into any number of squadrons based on size of the medical group in question.
Appendix 7

Commanding Officers of Wichita/McConnell Air Force Base

3520th Combat Crew Training Wing (Air Training Command)

Colonel Henry Spicer----------------------------------------------- 5 June 1951 - 1 November 1953
Colonel Louis E. Coira----------------------------------------------- 1 November 1953 - 16 July 1954
Colonel Lawrence C. Coddington --------------------------------------- 16 July 1954 - 7 April 1958
Brigadier General Kenneth O. Sanborn------------------------------- 7 April 1958 - 1 July 1958

4347th Combat Crew Training Wing (Strategic Air Command)

Brigadier General Kenneth O. Sanborn------------------------------- 1 July 1958 - 15 July 1959
Colonel Don O. Tower----------------------------------------------- 15 July 1959 - 25 May 1962

42d Strategic Aerospace Division (Strategic Air Command)

Major General Kenneth O. Sanborn-------------------------------- 15 July 1959 - 1 July 1960
Colonel Norton H. Van Sicklen-------------------------------------- 2 July 1960 - 1 July 1962
Brigadier General Murray A. Bywater------------------------------- 1 July 1962 - 1 July 1963

835th Air Division (Tactical Air Command)

Colonel Olin E. Gilbert----------------------------------------------- June 1964 - June 1965
Colonel Edwin A McGeough------------------------------------------ June 1965 - June 1966
Colonel Robert L. Cardenas------------------------------------------ June 1966 - June 1969

381st Strategic Missile Wing (Strategic Air Command)

Colonel George Von Arb----------------------------------------------- 1 March 1962 - 11 January 1965
Colonel Julius Pickoff----------------------------------------------- 11 January 1965 - 19 August 1967
Colonel Theodore J. Michel------------------------------------------ 19 August 1967 - 30 September 1970
Colonel James A. Bryant-------------------------------------------- 30 September 1970 - 27 May 1972
Colonel Bobbie G. Guthrie------------------------------------------ 27 May 1972 - 18 June 1973
Colonel Jimmy F. Scott----------------------------------------------- 19 July 1974 - 7 May 1976
Colonel Donald F. Gaylor------------------------------------------ 7 May 1976 - 12 May 1978
Colonel Richard A. Sandercock----------------------------- 30 October 1981 - 21 July 1983
Colonel Jay W. Kelly ---------------------------------- 21 July 1983 - 4 June 1985
Colonel Barry M. Teitler ---------------------------------- 4 June 1985 - 8 August 1986

**388th Tactical Fighter Wing (Tactical Air Command)**

Colonel Richard E. Banbury ------------------------------- 1 October 1962 - 30 September 1963
Colonel Olin C. Gilbert ---------------------------------- 1 October 1963 - 8 February 1964

**23d Tactical Fighter Wing (Tactical Air Command)**

Colonel Olin C. Gilbert ---------------------------------- 8 February 1964 - 16 August 1964
Colonel Edmund B. Edwards ------------------------------- 17 August 1964 - 11 July 1965
Colonel Durwand E. Bower ------------------------------- 12 July 1965 - 8 October 1967
Colonel Max T. Deall ---------------------------------- 9 October 1967 - 27 August 1968
Colonel James T. Hartinger ------------------------------- 28 August 1968 - 14 June 1970
Colonel Walter D. Druen, Jr. ------------------------------- 15 June 1970 - 20 October 1971
Colonel Garry A. Willard, Jr. ------------------------------- 1 October 1971 - 27 April 1972

**355th Tactical Fighter Wing (Tactical Air Command)**

Colonel Edward A. McGough ------------------------------- 3 September 1963 - 2 August 1965
Colonel William H. Holt ------------------------------- 2 August 1965 - 4 August 1966

**91st Air Refueling Squadron (Strategic Air Command)**

Second Lieutenant Robert J. Miller ----------------------------- 7 April 1971 - 2 May 1971
Lieutenant Colonel Ira S. Godwin ------------------------------- 2 May 1971 - 16 May 1971
Colonel Harold R. Austin ------------------------------- 16 May 1971 - 30 November 1971

**384th Air Refueling/Bombardment Wing (Strategic Air Command)**

Colonel Harold R Austin ------------------------------- 1 December 1971 - 11 May 1973
Colonel Ray C. O’Neal ------------------------------- 11 May 1973 - 31 August 1974
Colonel John A. Bradford ------------------------------- 31 August 1974 - 24 February 1977
Colonel Marion S. Hardin ------------------------------- 24 February 1977 - 27 June 1978
Colonel Gerald A. Blake --------------------------------------------- 16 June 1980 - 29 June 1981
Colonel Basil D. Gregorios ---------------------------------------- 29 June 1981 - 21 July 1983
Colonel Richard A. Steeves --------------------------------------- 21 July 1983 - 5 May 1986
Colonel Patrick P. Caruanaq -------------------------------------- 5 May 1986 - 18 June 1987
Brigadier General Charles R. Henderson -------------------------- 4 August 1993 – 31 December 1993

22d Air Refueling Wing (Air Mobility Command)

Colonel Lawrence H. Stevenson ---------------------------------- 12 August 1996 – 16 April 1998
Colonel John F. Gaughan II -------------------------------------- 29 January 1999 – 21 April 1999
Colonel Frederick F. Roggero ------------------------------------- 21 April 1999 – 22 June 2001
Colonel Ronald Ladnier ------------------------------------------ 22 June 2001 – 14 June 2002
Colonel Michelle Johnson ----------------------------------------- 14 June 2002 – 24 June 2004
Colonel Cathy C. Clothier --------------------------------------- 4 June 2004 – 21 February 2006
Colonel Donald J. Halpin ---------------------------------------- 21 February 2006 – 8 February 2008
Colonel James C. Vechery ---------------------------------------- 8 February 2008 – 2 July 2009
Colonel James W. Crowhurst ------------------------------------- 2 July 2009 – 21 Jun 2011
Colonel Ricky N. Rupp -------------------------------------------- 21 June 2011 – 31 May 2013
Colonel Joel D. Jackson ------------------------------------------ 31 May 2013 – 11 February 2015
Colonel Albert G. Miller ----------------------------------------- 12 February 2015
## Appendix 8

### Team McConnell Weapons Systems

<table>
<thead>
<tr>
<th>Model</th>
<th>Popular Name</th>
<th>Manufacturer</th>
<th>Dates</th>
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</thead>
<tbody>
<tr>
<td>B-47</td>
<td>Stratojet</td>
<td>Boeing</td>
<td>5 Jun 1951 – 1 Mar 1963</td>
</tr>
<tr>
<td>F-100C</td>
<td>Super Sabre</td>
<td>North American</td>
<td>1 Oct 62 – Nov 1963</td>
</tr>
<tr>
<td>U-6A</td>
<td>Beaver</td>
<td>DeHavilland</td>
<td>Dec 1963 – Sep 1966</td>
</tr>
<tr>
<td>AT-33</td>
<td>Shooting Star</td>
<td>Lockheed</td>
<td>Dec 1965 – 1969</td>
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<td>UH-1F</td>
<td>Iroquois</td>
<td>Bell Helicopter</td>
<td>Apr 1971 – Dec 1975</td>
</tr>
<tr>
<td>KC-135A</td>
<td>Stratotanker</td>
<td>Boeing</td>
<td>Apr 1971 – 5 Aug 1985</td>
</tr>
<tr>
<td>HH-1H</td>
<td>Iroquois</td>
<td>Bell Helicopter</td>
<td>Jan 1976 – Jul 1986</td>
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<tr>
<td>T-38</td>
<td>Talon</td>
<td>Northrop</td>
<td>1975 – 1 Oct 1979</td>
</tr>
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<td></td>
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<td></td>
<td>1986 – 1991</td>
</tr>
<tr>
<td>KC-135R</td>
<td>Stratotanker</td>
<td>Boeing</td>
<td>2 Jul 1984 – Present</td>
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<tr>
<td>B-1B</td>
<td>Lancer</td>
<td>Rockwell</td>
<td>4 Jan 1988 – 1 Jan 1994</td>
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<th>Model</th>
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<th>Manufacturer</th>
<th>Dates</th>
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</thead>
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<tr>
<td>BC-1A</td>
<td>Texan*1</td>
<td>North American</td>
<td>4 Aug 1941 – Sep 1946</td>
</tr>
<tr>
<td>C-47</td>
<td>Skytrain</td>
<td>Douglas</td>
<td>4 Aug 1941 – Sep 1946</td>
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<tr>
<td>L-1</td>
<td>Vigilant</td>
<td>Vultee</td>
<td>4 Aug 1941 – Sep 1946</td>
</tr>
<tr>
<td>P/F-51</td>
<td>Mustang</td>
<td>North American</td>
<td>Sep 1946 – Dec 1951</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1953 – Jun 1954</td>
</tr>
<tr>
<td>F-84</td>
<td>Thunder Jet</td>
<td>Republic</td>
<td>Dec 1949 – 1954</td>
</tr>
<tr>
<td>F-100</td>
<td>Super Sabre</td>
<td>North American</td>
<td>Apr 1961 – March 1971</td>
</tr>
<tr>
<td>F-105</td>
<td>Thunder Chief</td>
<td>Republic</td>
<td>March 1971 – 1980</td>
</tr>
<tr>
<td>F-4D</td>
<td>Phantom</td>
<td>McDonnell Douglas</td>
<td>Aug 1979 – March 1990</td>
</tr>
<tr>
<td>F-16</td>
<td>Fighting Falcon</td>
<td>General Dynamics</td>
<td>Jan 1987 – Jul 1994</td>
</tr>
<tr>
<td>B-1B</td>
<td>Lancer</td>
<td>Rockwell</td>
<td>Jul 1994 – Aug 2002</td>
</tr>
<tr>
<td>KC-135</td>
<td>Stratotanker</td>
<td>Boeing</td>
<td>May 2002 – 2007</td>
</tr>
</tbody>
</table>

* This does not include Kansas Air National Guard or other Air Reserve Components.

**The manufacturers used the “Texan” nickname many times, most recently with the Raytheon (Beechcraft) T-6 series Texans currently in use as joint trainers by the Navy and USAF. This aircraft was one of several near identical models of the BC-1 aircraft. “BC” stands for “Basic Combat.”
Appendix 9  
Major Units Assigned To McConnell

<table>
<thead>
<tr>
<th>Unit</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>184th Tactical Fighter Group (redesignated 184th Bomb Wing in 1994), now the 184th Air Refueling Wing, Kansas Air National Guard</td>
<td>Aug 41 - present</td>
</tr>
<tr>
<td>Army Air Field, Materiel Command</td>
<td>Oct 42 – Sep 45</td>
</tr>
<tr>
<td>4156th Army Air Field, Base Unit</td>
<td>Sep 45 – Oct 46</td>
</tr>
<tr>
<td>District Engineer, Army Corps of Engineers, Kansas City District</td>
<td>Oct 46 – 5 Jun 51</td>
</tr>
<tr>
<td>3520th Combat Crew Training Wing, Air Training Command</td>
<td>5 Jun 51 – 15 Jun 58</td>
</tr>
<tr>
<td>42d Strategic Aerospace Division, Strategic Air Command</td>
<td>15 Jul 59 – 1 Jul 63</td>
</tr>
<tr>
<td>4347th Combat Crew Training Wing, Strategic Air Command</td>
<td>1 Jun 58 – 15 Jun 63</td>
</tr>
<tr>
<td>381st Strategic Missile Wing, Strategic Air Command</td>
<td>1 March 62 – 8 Aug 86</td>
</tr>
<tr>
<td>388th Tactical Fighter Wing, Tactical Air Command</td>
<td>1 Oct 62 – 8 Feb 64</td>
</tr>
<tr>
<td>835th Air Division, Tactical Air Command</td>
<td>Jun 64 – Jun 69</td>
</tr>
<tr>
<td>23rd Tactical Fighter Wing, Tactical Air Command</td>
<td>21 Jul 64 – Jun 72</td>
</tr>
<tr>
<td>355th Tactical Fighter Wing, Tactical Air Command</td>
<td>Jul 64 – Oct 65</td>
</tr>
<tr>
<td>91st Air Refueling Squadron, Strategic Air Command (absorbed by the 384 ARW)</td>
<td>Apr 71 – 1 Dec 72</td>
</tr>
<tr>
<td>384th Air Refueling Wing (redesignated Bomb Wing in 1988), Strategic Air Command, (transferred to Air Combat Command in 1992)</td>
<td>1 Dec 72 – Jan 94</td>
</tr>
<tr>
<td>819th Civil Engineering Squadron, Heavy Repair (RED HORSE), Strategic Air Command</td>
<td>Dec 73 – Apr 79</td>
</tr>
<tr>
<td>Detachment 6, 37th Air Rescue and Recovery Squadron, Military Airlift Command</td>
<td>Dec 74 – Jul 86</td>
</tr>
<tr>
<td>Detachment 3, 47th Flying Training Wing, Air Training Command</td>
<td>Dec 74 – 31 May 86</td>
</tr>
<tr>
<td>Operating Location E, 12th Flying Training Wing, Air Training Command</td>
<td>1 Jun 86 – 1 Jul 91</td>
</tr>
<tr>
<td>2155th Communications Squadron, Air Force Communications Command (redesignated the 2155th Information Systems Squadron in 1984; redesignated 2155th Communications Squadron in 1986)</td>
<td>2 Oct 77 – 1 Sep 91</td>
</tr>
<tr>
<td>931st Air Refueling Group, (Associate) Air Force Reserve Command</td>
<td>31 Jan 95 – present</td>
</tr>
<tr>
<td>22d Air Refueling Wing, Air Mobility Command</td>
<td>1 Jan 94 – present</td>
</tr>
</tbody>
</table>
## Appendix 10

### Glossary of Operations Since First Persian Gulf War

<table>
<thead>
<tr>
<th>Operation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NORTHERN WATCH</strong></td>
<td>The combined task force, operating out of Incirlik AB, Turkey enforcing the northern no fly zone over Iraq.</td>
</tr>
<tr>
<td><strong>SOUTHERN WATCH</strong></td>
<td>The combined task force, operating out of Price Sultan AB, Saudi Arabia, enforcing the southern no fly zone over Iraq.</td>
</tr>
<tr>
<td><strong>JOINT ENDEAVOR</strong></td>
<td>Ongoing support for North American Treaty Organization’s (NATO) peace keeping forces in Bosnia.</td>
</tr>
<tr>
<td><strong>PHOENIX SCORPION</strong></td>
<td>Provided air refueling and airlift for CONUS based fighter and bomber aircraft to reinforce Central Command’s deployed forces in the Persian Gulf region.</td>
</tr>
<tr>
<td><strong>ENDURING FREEDOM</strong></td>
<td>Invasion of Afghanistan against the ruling Taliban and Al Qaeda forces in retaliation for the World Trade Center and Pentagon attacks on 11 September 2001.</td>
</tr>
<tr>
<td><strong>NOBLE EAGLE</strong></td>
<td>Combat air patrols over major cities and cultural events as an aspect of homeland defense.</td>
</tr>
<tr>
<td><strong>IRAQI FREEDOM</strong></td>
<td>Invasion and liberation of Iraq beginning in 2003.</td>
</tr>
</tbody>
</table>