

**HISTORY OF
GRAND FORKS AIR FORCE BASE
AND THE
319th AIR REFUELING WING**



Office of History
319th Air Refueling Wing
Grand Forks AFB, North Dakota

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A BRIEF HISTORY OF GRAND FORKS AIR FORCE BASE 1954 - 2003

During the early 1950s, as the Cold War between the United States and the Soviet Union continued, the US Air Force announced plans to build an Air Defense Command (ADC) fighter-interceptor base in eastern North Dakota. The Defense Department chose Grand Forks as the site for the new installation in 1954. The citizens of Grand Forks donated money toward the purchase of 5,400-acres of land 15 miles west of the city. Contractors began construction of the base with grubbing operations for the 12,350-foot runway on 5 February 1956. During that same month, the Air Force announced it would build up Grand Forks AFB to support Strategic Air Command (SAC) bombers and tankers as well as ADC fighter-interceptors.

On 8 February 1957, the ADC activated the 478th Fighter Group (FG) at Grand Forks. This unit would serve as the host unit for a fighter-interceptor squadron, an air defense sector operation, and SAC units. In December 1957, the US Air Force activated the Grand Forks Air Defense Sector of the North American Air Defense Command (NORAD). The sector became operational with the semi-automatic ground environment (SAGE) system on 15 December 1959. The Grand Forks Air Defense Sector covered the air space of three US states and one Canadian province.

In the meantime, SAC activated the 4133d Strategic Wing (Provisional) as a tenant unit at Grand Forks AFB on 1 September 1958. The command expected to equip the unit with bombers and tankers within a few years.

In 1960, the Air Force stationed the first flying units at Grand Forks AFB. Strategic Air Command organized the 905th Air Refueling Squadron (ARS) (Heavy) at Grand Forks on 1 February 1960. The 905 ARS acquired its first KC-135A Stratotanker on 6 May 1960. Earlier that same week, on 1 May, ADC transferred the 18th Fighter-Interceptor Squadron (FIS) and its F-101B Voodoos, from Wurtsmith AFB, Michigan, to Grand Forks. On 28 December 1960, ADC activated the 478th Fighter Wing (FW) (Air Defense) at Grand Forks, replacing the 478th Fighter Group. Besides operating the

base, the 478 FW controlled the F-101 operations of the 18 FIS.

On 1 January 1962, SAC transferred the 30th Bombardment Squadron (BMS) (Heavy) from Homestead AFB, Florida, to Grand Forks, assigning it to the 4133d Strategic Wing. The 30 BMS acquired its first B-52H Stratofortress on 29 April 1962.

On 1 February 1963, SAC organized the 319th Bombardment Wing (BMW) (Heavy) at Grand Forks AFB. The 319 BMW replaced the inactivated 4133d Strategic Wing. Strategic Air Command assigned the 905 ARS and newly organized 46th Bombardment Squadron (Heavy), equipped with B-52H bombers, to the 319 BMW. The 30th Bomb Squadron was inactivated that same day and ADC turned command and control of Grand Forks AFB over to SAC. The Air Force also inactivated the Grand Forks Air Defense Sector and 478th Fighter Wing in 1963. Even so, the 18 FIS continued to operate from Grand Forks AFB. For a short time (1 July 1963 to 21 October 1964), the 319 BMW took over responsibilities as host unit at Grand Forks.

Numerous organizational changes occurred at Grand Forks in 1964. Strategic Air Command activated the 804th Combat Support Group to assume duties as the host unit on 19 August, besides stationing the 4th Air Division (later, Strategic Aerospace Division) at Grand Forks on 1 September. Two months later, on 1 November, the command organized the 321st Strategic Missile Wing (SMW) while construction began on a Minuteman II missile complex. The 321 SMW became operational with the Minuteman II in December 1966.

Grand Forks experienced several major changes during 1971 to 1973. The Aerospace Defense Command inactivated the 18 FIS on 15 April 1971. In its place, the command stationed the 460th Fighter-Interceptor Squadron at Grand Forks on 30 July 1971. The squadron kept F-106 Delta Darts on alert at Grand Forks. Meanwhile, SAC transferred the 4th Strategic Aerospace Division to Francis E. Warren AFB, Wyoming, on 30 June 1971. The command tasked the 321 SMW to assume command over the 804th Combat Support Group and host unit responsibilities on 1 July 1971. The 804th Combat Support Group was inactivated on 31 July 1972. During this period

construction began for the 321 SMW to upgrade to Minuteman IIIs, a project that was completed on 8 March 1973.

In 1974, the 460 FIS captured first place at the William Tell Air-to-Air Competition in Florida. Shortly afterward, the ADC inactivated the squadron as part of a major restructuring of its air defense system.

The 1980s brought further changes to Grand Forks AFB. In 1983, the 319 BMW swapped its B-52H for B-52G bombers. This modification updated the offensive avionics system on the aircraft. On 4 December 1986 the B-52Gs left Grand Forks. In 1987 Grand Forks AFB converted to the B-1B Lancer. On 16 June 1988, SAC stationed the 42d Air Division at Grand Forks AFB, making it the host support unit, instead of the 321 SMW.

In 1991, SAC again made significant organizational changes at Grand Forks. It inactivated the 42d Air Division on 9 July, appointing the 319 BMW as the host unit. Additionally, the command redesignated the 319th Bombardment Wing as the 319th Wing and the 321st Strategic Missile Wing as the 321st Missile Wing on 1 September.



On 1 June 1992, the Air Force inactivated SAC and reassigned Grand Forks AFB to the newly established Air Combat Command (ACC). The 319th Wing was redesignated as the 319th Bomb Wing since its KC-135R tankers were reassigned to the 305th Air Refueling Wing, belonging to Air Mobility Command (AMC), at Grissom AFB, Indiana. Although part of the 305th, the 905 ARS continued to operate from Grand Forks AFB. Again, physically remaining at Grand Forks, the 905 ARS was reassigned to the 43d Air Refueling Wing at Malmstrom AFB, Montana, on 1 July 1993.





As part of the restructuring process, the Air Force reassigned the 321st Missile Wing from ACC to Air Force Space Command on 1 July 1993. The command redesignated the wing as the 321st Missile Group (MG) on 1 July 1994. Meanwhile, on 1 October 1993, the Air Force redesignated the 319th Bomb Wing as the 319th Air Refueling Wing (ARW), and reassigned it to AMC. At the same time, the 905 ARS was reassigned to the 319 ARW and the 46th Bomb Squadron joined the newly activated 319th Bomb Group, an ACC unit. Completing the restructuring of Grand Forks AFB, the Air Force assigned the 906th, 911th and 912th Air Refueling Squadrons to the 319 ARW in 1994.



Ending an era of over 30 years of heavy bomber operations at Grand Forks, the last B-1B Lancer departed the base on 26 May 1994. Air Combat Command inactivated the 319th Bomb Group on 16 July 1994. Additionally, in 1995, the Air Force announced it would remove the 150 Minuteman III missiles from the Grand Forks AFB missile field and inactivate the 321 MG.

The most memorable event during 1997 for the base was weather related. The 1996-97 winter was particularly harsh even by North Dakotan standards. Record numbers of blizzards dumped a corresponding record amount of snow on Grand Forks AFB and the surrounding communities, culminating in the spring with the worst flood in recorded history for the region. Members, from both the 321 MG and 319 ARW, stationed at Grand Forks AFB were instrumental in protecting the city from rising waters and sheltering victims when the rising river finally burst its banks.

On 2 July 1998, the 321 MG inactivated. All the Minuteman III missiles were shipped to other locations and the silos placed in caretaker status. On 6 October 1999, the missile silos began to be imploded as required by the Strategic Arms Reduction Treaty (START). On 24 August 2001, the last missile silo implosion by the US, in accordance

with the START treaty, occurred. One silo was sealed up and placed in caretaker status pending transfer to the State of North Dakota as a historical exhibit. After all silos but the one were imploded, Grand Forks AFB became a Formerly Declared Facility under the START treaty in 2002.

CHRONOLOGY OF MAJOR EVENTS GRAND FORKS AFB 1954 - 2003

1954 The Department of Defense chose Grand Forks as the site for a new installation.

5 Feb 1956 Contractors begin construction of the base.

8 Feb 1957 Air Defense Command (ADC) activated the 478th Fighter Group at Grand Forks AFB as the host unit for the base.

1 Sep 1958 Strategic Air Command (SAC) activated the 4133d Strategic Wing (Provisional) as a tenant unit at Grand Forks AFB.

15 Dec 1959 The Grand Forks Air Defense Sector of the North American Air Defense Command became operational with the Semi-Automatic Ground Environment System.

1 May 1960 The 18th Fighter-Interceptor Squadron (FIS) was stationed at Grand Forks AFB with its F-101B Voodoos.

6 May 1960 The 905th Air Refueling Squadron (ARS) (Heavy), a unit assigned to the 4133d Strategic Wing, received its first KC-135A Stratotanker.

28 Dec 1960 The 478th Fighter Wing was activated under the ADC and became the host unit for the base.

29 Apr 1962 The 30th Bombardment Squadron, a unit assigned to the 4133d Strategic Wing, received its first B-52H Stratofortress.

1 Feb 1963 Strategic Air Command organized the 319th Bombardment Wing (BMW) (Heavy) at Grand Forks AFB. The 319 BMW became the host wing as the 4133 Strategic Wing inactivated and command of the base transferred from the ADC to SAC.

19 Aug 1964 Strategic Air Command activated the 804th Combat Support Group (CSG) as the host unit at Grand Forks AFB.

1 Sep 1964 Strategic Air Command stationed the 4th Air Division, later named 4th Strategic Aerospace Division, at Grand Fork AFB.

1 Nov 1964 The 321st Strategic Missile Wing (SMW) was organized at Grand Forks AFB and construction began on its Minuteman II missile complex.

Dec 1966 The 321 SMW became operational with the Minuteman II missile.

15 Apr 1971 Air Defense Command inactivated 18 FIS.

30 Jun 1971 The 4th Strategic Air Division transferred to Francis E. Warren AFB, Wyoming.

1 Jul 1971 The 321 SMW assumed host unit duties from the 804 CSG.

30 Jul 1971 Air Defense Command stationed the 460th Fighter-Interceptor Squadron, with F-106 Delta Darts, at Grand Forks AFB.

8 Mar 1973 The 321st Strategic Missile Wing completed an upgrade to Minuteman III missiles.

1974 The ADC inactivated the 460 FIS.

1986-1987 The 319th Bombardment Wing converted from the B-52G Stratofortress and KC-135A Stratotanker to the B-1B Lancer and KC-135R Stratotanker.

16 Jun 1988 Strategic Air Command transferred the 42nd Air Division (AD) to Grand Forks as the host support unit for the base.

9 Jul 1991 Strategic Air Command inactivated the 42 AD and appointed the 319th Bombardment Wing as the host unit for the base.

1 Sep 1991 The 319th Bombardment Wing was redesignated as the 319th Wing. The 321st Strategic Missile Wing was redesignated as the 321st Missile Wing (MW).

1 Jun 1992 The Air Force inactivated Strategic Air Command and reassigned Grand Forks AFB to Air Combat Command. The 319th Wing was redesignated as the 319th Bomb Wing. The 905 ARS was functionally reassigned to Grissom AFB, Indiana, although it continued to operate from Grand Forks AFB.

1 Jul 1993 The 321 MW was reassigned to Air Force Space Command.

1 Oct 1993 The Air Force redesignated the 319th Bomb Wing as the 319th Air Refueling Wing, reassigned it to Air Mobility Command, and reassigned the 905th Air Refueling Squadron to the wing.

1994 As part of restructuring at Grand Forks the Air Force reassigned the 906th, 911th, and 912th Air Refueling Squadrons to Grand Forks AFB.

26 May 1994 The last B-1B Lancer departed from Grand Forks AFB, marking the end of over 30 years of bombers at Grand Forks.

1 Jul 1994 Air Force Space Command redesignated the 321 MW as the 321st Missile Group (MG).

1 Oct 1995 The Clinton Administration approved the Base Realignment and Closure IV committee's recommendation to remove 150 Minuteman III intercontinental ballistic missiles from the Grand Forks Air Force Base missile complex and inactivate the 321 MG.

April 1997 After a harsh winter, the Grand Forks area suffered a devastating flood. Members of the Grand Forks Air Force Base were called into action, first to help protect the town from the rising waters and later to house the victims of the disaster.

2 Jul 1998 The 321 MG inactivated after 34 years of service at Grand Forks AFB.

6 Oct 1999 The first missile silo was imploded in accordance with the Strategic Arms Reduction Treaty (START).

24 Aug 2001 The last missile silo was imploded in accordance with the START Treaty.

A BRIEF HISTORY OF THE 319th AIR REFUELING WING 1942-2003

The 319th Air Refueling Wing's history began when the US Army Air Forces constituted the 319th Bombardment Group (BG) (Medium) on 19 June 1942. One week later, on 26 June, the Army Air Forces activated the group at Barksdale Field, Louisiana. In July, the 319 BG began training with its newly acquired Martin B-26 Marauders. Shortly afterwards the group moved to Harding Field, Louisiana. In late August, the group began its move overseas.

The Army Air Forces planned for the 319 BG to deploy to England to acquire some combat experience before



B-26 Marauder

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moving on to North Africa as part of the Twelfth Air Force. The group's advance and ground echelons set up operations at Royal Air Force (RAF) Shipdham and RAF Horsham St Faith, England, during September and October, but the air echelon had difficulties ferrying the B-26s across the Atlantic in time to meet up with its ground echelon before they deployed to North Africa.

On 8 November 1942, members of the 319 BG went ashore during the Allied invasion of North Africa. The 319 BG set up camp at Tafaraoui Airdrome, Algeria, on 14 November 1942. Shortly afterwards, its air echelon arrived in North Africa with a mere 12 B-26s. The group moved to Maison Blanche Airdrome, Algeria, 24 November 1942.

On 28 November, the 319 BG flew its first combat mission, bombing Sfax Harbor in Tunisia. For the next few weeks, the 319 BG concentrated on striking airdromes, marshaling yards, railroad bridges, shipping, and harbor installations in Tunisia.

The 319 BG moved to Telergma Airdrome, Algeria, on 12 December 1942. From there, the unit concentrated on attacking the shipping lanes between Sicily and North Africa to slow down the Axis movement of reinforcements and supplies to North Africa. But, on 27 February 1943, the Twelfth Air Force transferred the 319 BG's few remaining B-26s to other units, moving the group to Oujda Airdrome, French Morocco, for reorganization.

Built up to combat strength, the 319 BG returned to action in June 1943. The group, stationed at Sedrata Airdrome, Algeria, flew missions against Pantelleria and Sardinia along with striking enemy shipping. On 26 June, the 319 BG moved to Djedeida Airdrome, Tunisia, from where it flew numerous strikes against airdromes, roads, marshaling yards, communications lines, and docks on Sicily and mainland Italy.

The 319 BG moved from North Africa to Decimomannu Airdrome, Sardinia, and became part of Fifteenth Air Force on 1 November 1943. From this location the group flew many bombing missions against targets in central Italy and southern France.

The group was reassigned to the Twelfth Air Force in January 1944, as it continued striking such targets as marshaling yards and bridges. However, the bomb group began flying more close support missions to assist the Allied advance in Italy. As part of this effort, it flew missions against enemy targets near the Allied beachhead at Anzio. The 319 BG earned its first distinguished unit citation for its effective bombing of the Ostienne rail facilities in Rome on 3 March 1944. On 11 March, the group earned a second distinguished unit citation for its excellent bombing accuracy while striking the main marshaling yards of Florence.

On 17 September 1944, the 319 BG began strategic bombing against targets in the Italian Po Valley. However, the Twelfth Air Force had to move the group closer to the target area because of the limited range of the Marauder. The 319 BG transferred to

Serragia, Corsica, on 21 September. Bombing raids concentrated on railroad bridges in the Po Valley. The group flew its last B-26 Marauder mission on 31 October. It had flown 9,050 sorties on 417 missions, dropping over 12,600 tons of bombs, with the Marauder.

In late 1944, the 319 BG converted to North American B-25 Mitchell bombers. The group flew its first B-25 mission against railroad bridges in the Po Valley on 4 November. During the next two months the group flew 1,463 sorties on 76 missions, dropping 2,111 tons of munitions on railroad bridges, communications lines, and industrial sites in northern Italy and Yugoslavia. The 319 BG received orders to halt combat operations in Europe and prepare for redeployment to the Pacific on 31 December 1944.



On 2 February 1945, the US Army Air Forces redesignated the unit as the 319th Bombardment Group (BG) (Light). It was equipped with Douglas A-26 Invaders at Columbia Army Air Base, South Carolina, in March, and shipped out to the Pacific in April 1945. The 319 BG established camp at Kadena

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Airdrome on the Japanese island of Okinawa in early July 1945. On 16 July 1945, the group flew its first A-26 mission, bombing Miyazaki Airdrome on the east coast of Kyushu, the southernmost part of mainland Japan. On 20 July 1945, the unit moved to Machinato Airdrome, Okinawa. During the next few weeks the 319 BG flew 698 sorties

on 22 missions, delivering 742 tons of bombs on Japanese targets at Shanghai, the Ryukyu Islands, Kyushu, Chusan, and Nagasaki. After the Japanese surrendered, the 319 BG returned to the United States where it inactivated on 18 December 1945.

On 27 December 1946, the US Army Air Forces activated the 319th Bombardment Group (Light) as a reserve unit at Mitchell Field, New York. The US Air Force transferred the group to Reading Municipal Airport, Pennsylvania, on 27 June 1949.

The US Air Force established the 319th Bombardment Wing (BMW) (Light) on 10 May 1949 and activated it in the reserve at Reading Municipal Airport on 27 June 1949. The 319 BG became part of the 319 BMW at that time. The wing was inactivated on 2 September 1949. Then, on 10 October 1949, the Air Force reactivated the 319 BMW, equipped with A-26 Invaders, as a reserve unit at Birmingham Municipal Airport, Alabama. The USAF ordered the wing to active service during the Korean War, but inactivated it less than three weeks later, having transferred its personnel and aircraft to other units. On 18 May 1955, the US Air Force activated the newly redesignated 319th Fighter-Bombardment Wing (FBW) at Memphis Municipal Airport Tennessee, as part of the reserves. Assigned to the Aerospace Defense Command, the 319 FBW flew Republic F-84 Thunderjets before converting to North American F-86 Sabres in 1957. The Air Force again inactivated the wing on 16 November 1957.

The US Air Force activated the newly redesignated 319th Bombardment Wing (BMW) (Heavy) at Grand Forks AFB, North Dakota, on 15 November 1962. On 1 February 1963, Strategic Air Command (SAC) organized the 319th BMW with the personnel and aircraft previously assigned to the 4133d Strategic Wing. The 319 BMW assumed the mission of training for Emergency War Order operations and standing alert with Boeing B-52H Stratofortress and Boeing KC-135A Stratotanker aircraft.

The 319 BMW won many awards in various competitions. In the 1969 SAC Bombing and Navigation Competition, the 319 BMW took first place and won the Fairchild Trophy. The wing also won the Holloway, Best Unit Bombing, Best Crew Bombing and Navigation, and Best Unit Bombing and Navigation (Single Mission)

awards. The following year, the wing took first place in the British Royal Air Force Bombing and Navigation Competition, receiving the Blue Steel Trophy.



Archive

KC-135A

both bombers and fighters. The bomber crews flew B-52Ds from bases in Guam, Okinawa, and Thailand. Bomber crews participated in Operation ARC LIGHT in 1968 and Operations LINEBACKER I and II in 1972.

In 1973, the 319 BMW acquired the Short Range Attack Missile (SRAM), replacing the older "Hound Dog" air-to-ground missile aboard its B-52Hs. As the activities in Southeast Asia decreased, the 319 BMW focused its full efforts on training crews to fly strategic strike missions. The wing continued its record of outstanding performance, being selected as the best unit in Fifteenth Air Force and SAC, and receiving the Riverside and Omaha



Trophies in 1978. The wing also

GFAFB Photo Archive B-52 in ORI prep,

1973

earned the Dougherty SRAM Trophy during the SAC Bombing and Navigation Competition in 1978, the Mathis Trophy in 1980, and the Bartsch Trophy in 1982. Finally, the 319 BMW received an Air Force Outstanding Unit Award for its performance from mid-1977 to mid-1979.

Strategic Air Command broadened the 319 BMW's mission by making it the cornerstone of the newly formed Strategic Projection Force in 1980. Strategic Air Command developed the Strategic Projection Force for use as a quick response conventional force during national emergencies. The unit had the mission of providing massive firepower anywhere in the world on very short notice. In a demonstration of this capability, the 319 BMW flew four B-52H bombers on a 31-hour mission to deliver conventional bombs on a simulated runway target in Egypt during Exercise Bright Star in 1981. Excellent navigation and precision bombing made the 15,000-mile flight, the longest non-stop B-52 bombing mission in SAC history, a complete success.

After flying B-52H bombers for 20 years, the 319 BMW was updated with the B-52G bombers in 1983. This modification updated the offensive avionics system on the aircraft. The unit also

became operationally ready with the Air Launched Cruise Missile (ALCM) in 1984. During 1985, a 319 BMW B-52G, in a test called Global Cruise, launched an ALCM over northern Canada. The missile



made a perfect simulated

B-1B Lancer

GFAFB Photo Archive

strike on its target, marking the first time SAC had launched a missile over foreign territory. In 1986, the 319 BMW flew the first triple weapons drop ever by a SAC bomber when it delivered an inert ALCM, SRAM, and gravity weapon during a Global Shield exercise. During further SAC Bombing and Navigation Competitions, the 319 BMW earned the Dougherty SRAM and Davis Trophies in 1985 and the Bartsch ECM

Trophy in 1986.

In 1987, the 319 BMW converted to the Rockwell B-1B Lancer and Boeing KC-135R Stratotanker. The first B-1B landed at Grand Forks AFB on 19 September 1987. The wing put its first Lancer on alert on 1 October 1988. In 1989, the 319 BMW deployed B-1Bs and KC-135Rs to Mountain Home AFB, Idaho, during Exercise Mighty Warrior to demonstrate the wing's capability in flying from a forward operating location. The wing also flew KC-135R missions in support of US forces during the invasion of Panama during Operation JUST CAUSE in December 1989. The 319 BMW's tankers provided air-to-air refueling during the deployment of US forces to the Middle East during Operation DESERT SHIELD in 1990, followed by supporting Allied aircraft in the Middle East during Operation DESERT STORM in 1991.

After the Persian Gulf War, the US Air Force began to make a series of changes reflecting plans for a smaller, more efficient Air Force for the future as a direct result of the end of the Cold War as well as from lessons learned during Operation DESERT STORM. In its organizational restructuring of SAC, the Air Force inactivated the 42d Air Division and reassigned the 319 BMW directly to the Eighth Air Force on 9 July 1991. The wing became the host unit at Grand Forks, resulting in a significant growth of assigned units and personnel. The wing acquired four new groups, the 319th Operations, Logistics, Support, and Medical Groups, to manage and support B-1B and KC-135R aircraft operations in addition to supporting the 321st Missile Wing. To reflect the fact that it was a composite unit, the 319th Bombardment Wing was redesignated as the 319th Wing on 1 September 1991.

In line with the changing international situation in 1991, President George Bush decided to reduce the US nuclear alert force. Thus, on 28 September 1991, the 319th Wing pulled its B-1B bombers and KC-135R tankers from quick-reaction alert duty, ending nearly three decades of such activity at Grand Forks AFB. Shortly afterwards, the 319th Wing acquired the secondary mission of training for conventional bombing operations.

With the inactivation of SAC on 1 June 1992, the 319th Wing was reassigned to the newly established Air Combat Command (ACC) and redesignated the 319th Bomb Wing (BMW). At this time, the wing's 905th Air Refueling Squadron (ARS) and its KC-135R tankers were reassigned to the 305th Air Refueling Wing at Grissom Air Force Base, Indiana, while remaining physically stationed at Grand Forks AFB. Still physically remaining at Grand Forks, the 905 ARS was reassigned to the 43d Air Refueling Wing, Malmstrom AFB, Montana, on 1 July 1993.

In February 1993, ACC dropped the 319 BMW's primary nuclear mission and gave the wing the primary mission of B-1B conventional bombardment operations. The wing began planning and training to support such a mission to counter worldwide regional threats.

Looking to the future, the US Air Force continued its worldwide restructuring process. The Air Force planned to restructure Grand Forks AFB into one of three major KC-135 tanker bases in 1994. Thus, on 1 October 1993, the USAF redesignated the 319th Bomb Wing as the 319th Air Refueling Wing (ARW) and reassigned it to Air Mobility Command (AMC). At the same time, the wing reacquired the 905 ARS and KC-135R tankers while turning over its B-1Bs to the newly activated 319th Bomb Group, an ACC unit. With these actions the 319 ARW's mission changed from conventional bombardment to air refueling and airlift operations. To further enlarge the capabilities of the wing, AMC transferred the 906th Air Refueling Squadron from Minot AFB, North Dakota, to the 319 ARW on 1 February 1994. The command also assigned the 911th and 912th Air Refueling Squadrons to the wing in April 1994. With these resources, the 319 ARW deployed KC-135Rs to support tanker activities in Operation PROVIDE COMFORT in Turkey, Operations SOUTHERN WATCH and VIGILANT WARRIOR in Saudi Arabia, Operation DENY FLIGHT in Italy, Operation UPHOLD DEMOCRACY in Haiti, and Operation CONSTANT VIGIL in Panama. The wing received its second Air Force Outstanding Unit Award for its outstanding performance from mid-1993 to mid-1995.

With its air-to-air refueling capability, the 319 ARW continued its vital role in the Air Force's "Global Reach, Global Power" mission. Throughout 1996, the wing deployed to RAF Mildenhall, England to support the European Task Force. The wing also deployed to Riyadh, Saudi Arabia to support Joint Task Force Southwest Asia. In March 1996, members of the 319 ARW deployed to Istres, France, in support of Operation DECISIVE ENDEAVOR in order to monitor flying in the airspace over Bosnia-Herzegovina.

In addition to supporting various missions in Europe and Southwest Asia, the wing also participated in humanitarian missions. In early 1996 the 319th Services Squadron deployed to Guantanamo Bay, Cuba, where they supported Operation SEA SIGNAL, providing humanitarian assistance for Haitian immigrants fleeing political strife in their country. The wing didn't stop there. In November wing personnel deployed to Rwanda so support humanitarian efforts there.

As if real-world missions weren't enough, the wing participated in several operational readiness exercises in preparation for an AMC Operational Readiness Inspection (ORI). In May 1996, the 319 ARW deployed for both the AMC ORI as well as a large joint exercise testing the capabilities of 53,000 American and British service members. The wing received an Outstanding rating for its performance during the inspection, becoming the first Super Tanker wing to perform such a task.

Numerous deployment taskings continued throughout 1997. The wing deployed to England to support the European Tanker Task Force (ETTF), Saudi Arabia to support the Southwest Asia Tanker Task Force, Panama to support Operation CONSTANT VIGIL, and Turkey in support of Operation NORTHERN WATCH (ONW).

The spring of 1997 brought a structural change to the wing as it was realigned under the 15th Air Force. In July 1997, the wing received its third Outstanding Unit Award for outstanding performance from mid-1995 through mid-1997.

The wing experienced a change within its airframe during 1998. In June, the 319

ARW accepted its first Pacer CRAG (Compass, Radar, and Global Positioning System) modified aircraft. Pacer CRAG upgrades were the most significant cockpit upgrades for KC-135s in a decade. Also, in 1998 the 321st Missile Group inactivated, ending more than twenty years of joint service between the 319th and 321st.

Two major deployments occurred toward the end of 1998 as the 319 ARW deployed to the Persian Gulf to support a force build up in response to Iraqi aggression and to various sites in Europe in support of NATO forces in Kosovo to defend against Serbian aggression. The deployments to the Persian Gulf and Europe in support of Operations DESERT FOX and ALLIED FORCE, respectively, continued in 1999.

A \$9 million renovation of the Grand Forks AFB runway forced the 319 ARW to relocate operations to MacDill AFB, Florida, from June to August 2000. The men and women of the 319 ARW did this while successfully maintaining a steady flying and training schedule. Members of the 319 ARW continued to support Operations NORTHERN and SOUTHERN WATCH (ONW and OSW). They also supported Operation JOINT FORGE, operating out of Istres, France, and Expeditionary Air Force Eight. The 319 ARW continued to support ONW and OSW, as well as the ETTF and Air Expeditionary Force deployments until September 2001.

On 11 September 2001, terrorists bombed the World Trade Center, in New York City, and the Pentagon, in Washington, D.C. As a result the 319 ARW again stood up a quick reaction alert force in support of homeland defense, a mission known as Operation NOBLE EAGLE (ONE). Later that month the 319 ARW deployed aircraft and personnel in support of Operation ENDURING FREEDOM (OEF), a mission aimed at finding and eliminating the terrorist organizations involved in the September 11th attacks. Support of all these operations remained ongoing throughout 2002.

The 319 ARW received its fourth Air Force Outstanding Unit Award for the time frame mid-2000 through mid-2002. This was the culmination of the wing's tremendous

support for all the operations in that timeframe.

In 2002, some KC-135s received an upgrade that allowed them to refuel multiple aircraft. This upgrade, called the multi-point refueling system (MPRS), was used for Naval and NATO aircraft refueling. Since the MPRS pods were attached to the wing-tips, Air Force aircraft could be refueled on the same mission as the sister- and allied-services.

Aircraft and crews from the 319 ARW were also integral to the testing process of a new communications system that could be placed on KC-135s. The system, Roll-On Beyond Line-of-Sight (ROBE), was designed to relay information for other systems. The excellent support the contractors received from 319 ARW crews allowed them to deploy this system ahead of schedule.

The 319 ARW experienced a major realignment within the wing. On 1 October 2002, two groups were redesignated. The 319th Logistics Group was redesignated the 319th Maintenance Group and the 319th Support Group was redesignated the 319th Mission Support Group (MSG). At the same time the 319th Transportation Squadron (TRANS) was inactivated and the 319th Supply Squadron was redesignated the 319th Logistics Readiness Squadron (LRS) and had the personnel from the 319 TRANS added to it. Then the 319th Contracting Squadron and the 319 LRS were both realigned under the 319 MSG. Within the new Maintenance Group two of the three remaining squadrons were redesignated. The 319th Aircraft Generation Squadron became the 319th Aircraft Maintenance Squadron and the 319th Logistics Support Squadron became the 319th Maintenance Operations Squadron.

In 2002, the 319 ARW again began to support operations in addition to ONE and OEF. Aircraft and personnel again deployed to Turkey in support of ONW. Toward the end of 2002, personnel and both regular KC-135R/Ts and MPRS modified aircraft were sent to build up support for what became Operation Iraqi Freedom. Operation Iraqi Freedom (OIF) superseded ONW, so when OIF was over in early 2003, aircraft and personnel that were supporting those operations were able to return home for a brief

rest. During this “down time”, the 319 ARW participated in an AMC Operational Readiness Inspection, garnering an Excellent rating.

Finally, in an AMC realignment, the 319 ARW was transferred from 15th Air Force to 18th Air Force on 1 October 2003. As 2003 closed out, the personnel from the 319 ARW supported OEF operations around the world.

CHRONOLOGY OF MAJOR EVENTS 319th AIR REFUELING WING 1942 - 2003

26 Jun 1942 The US Army Air Forces activated the 319th Bombardment Group (BG) (Medium) at Barksdale Field, Louisiana.

12 Sep 1942 The 319 BG, equipped with B-26 Marauders, was -posted in England under the Eighth Air Force.

11 Nov 1942 The 319 BG transferred to Algeria to fly B-26 missions for the Twelfth Air Force. It later operated from Morocco, Tunisia, Sardinia, Corsica, and Italy against the Axis powers.

3 Mar 1944 The 319 BG earned a Distinguished Unit Citation for its role in a bombing mission on Rome, Italy.

11 Mar 1944 The 319 BG earned a second Distinguished Unit Citation for bombing effectiveness on Florence, Italy.

ca. Nov 1944 The 319 BG converted to B-25 Mitchell bombers.

25 Jan 1945 The 319 BG returned to the United States to prepare for redeployment to the Pacific theater.

2 Feb 1945 The US Army Air Force redesignated the unit as the 319th Bombardment Group (BG) (Light) and equipped with A-26 Invaders.

2 Jul 1945 Transferred to Okinawa, the 319 BG flew A-26 Invader bombing missions against Japanese targets.

18 Dec 1945 The 319 BG was inactivated at Fort Lewis, Washington.

27 Dec 1946 The 319th Bombardment Group (Light) was activated as part of the Air Force Reserve at Mitchell Field, New York, and equipped with A-26 Invaders.

10 May 1949 The 319th Bombardment Wing (BMW) (Light) was established at Reading Municipal Airport, Pennsylvania.

27 Jun 1949 The 319 BG was transferred to Reading Municipal Airport, Pennsylvania.

2 Sep 1949 The Air Force Reserve inactivated the 319 BMW.

10 Oct 1949 The 319 BMW was activated as part of the Reserve at Birmingham Municipal Airport, Alabama, and equipped with A-26 Invaders.

10 Mar 1951 The Air Force ordered the 319th Bombardment Wing to active service at Birmingham Municipal Airport.

28 Mar 1951 The USAF inactivated the 319th Bombardment Wing.

18 May 1955 The Air Force activated the 319th Fighter-Bomber Wing (FBW), equipped with F-84 Thunderjets, as part of the Air Force Reserve at Memphis Municipal Airport, Tennessee.

16 Nov 1957 The 319 FBW was inactivated.

15 Nov 1962 The USAF redesignated and activated the 319th Bombardment Wing (BMW) (Heavy).

1 Feb 1963 The Strategic Air Command (SAC) organized the 319 BMW at Grand Forks Air Force Base (AFB). The wing's two operational squadrons, the 46th Bomb Squadron and 905th Air Refueling Squadron (ARS), were equipped with B-52H bombers and KC-135A tankers respectively. The wing placed aircraft on peacetime quick-reaction alert duty.

1969 The 319 BMW captured five bombing awards, including the Fairchild Best Overall Bomb Unit Trophy, at the SAC Proud Shield Bomb Competition.

1978 The 319 BMW received SAC's Omaha "Best Wing" Trophy.

1979 The 319 BMW received an Air Force Outstanding Unit Award for its performance of duty from 1 Jul 1977 to 20 Jun 1979.

1981 The 319 BMW flew four B-52H bombers on a 31-hour, 15,000-mile flight from Grand Forks AFB to deliver conventional bombs on a simulated runway target in Egypt during Exercise Bright Star 81.

1983 The 319 BMW changed from B-52H to B-52G bombers.

1987 The 319 BMW changed from B-52G and KC-135A aircraft to B-1B Lancers and KC-135R Stratotankers.

Dec 1989 The 319 BMW flew KC-135R air-to-air refueling missions during Operation JUST CAUSE in Panama.

Aug 1990 - Jan 1991 The 319 BMW flew KC-135R tanker missions in support of Operation DESERT SHIELD.

Jan 1991 - Feb 1991 The wing flew KC-135R missions in support of Operation DESERT STORM.

9 Jul 1991 The 319 BMW became the host unit at Grand Forks AFB.

1 Sep 1991 Strategic Air Command redesignated the unit as the 319th Wing.

28 Sep 1991 The 319th Wing stood down its peacetime quick reaction strike force.

28 - 29 Feb 1992 The 319th Wing broke 11 time-to-climb world records with the B-1B Lancer.

18 Mar 1992 The 319th Wing broke an additional time-to-climb world record with the B-1B bomber, giving the unit ownership to a total of 12 world records.

1 Jun 1992 The Air Force redesignated the 319th Wing as the 319th Bomb Wing and reassigned to the newly activated Air Combat Command (ACC). The 905 ARS was reassigned to the 305th Operations Group at Grissom AFB, Indiana.

1 Feb 1993 Air Combat Command changed the 319th Bomb Wing's primary mission to conventional bombardment operations.

1 Oct 1993 The Air Force redesignated the 319th Bomb Wing as the 319th Air Refueling Wing (ARW). The wing was reassigned from ACC to Air Mobility Command (AMC). It also reacquired the 905 ARS and its KC-135R tankers while turning over its B-1B bombers to the newly activated 319th Bomb Group, an ACC organization.

1 Feb 1994 Air Mobility Command transferred the 906 ARS from Minot AFB, North Dakota, to the 319 ARW.

Jan - Apr 1994 The 905 ARS deployed to Pisa, Italy, to support Operation DENY FLIGHT, the North Atlantic Treaty Organization's effort to enforce a no-fly zone over Bosnia-Herzegovina.

1 Apr 1994 Air Mobility Command assigned the 912 ARS to the 319 ARW.

29 Apr 1994 The 911 ARS was assigned to the 319th ARW, giving the wing four tanker squadrons.

Jul - Nov 1994 The 906 ARS and 905 ARS deployed to Riyadh Air Base (AB), Saudi Arabia, to support Operation SOUTHERN WATCH (OSW), the United Nations coalition forces enforcement of a no-fly zone over southern Iraq.

Sep 1994 The 319 ARW supported Operation UPHOLD DEMOCRACY, the restoration of democracy to Haiti.

Oct 1994 The wing supported Operation VIGILANT WARRIOR, the deployment of additional US forces to Southwest Asia to deter an Iraqi invasion of Kuwait.

Nov - Dec 1994 The 906 ARS deployed to Pisa, Italy, and Istres AB, France, to support Operation DENY FLIGHT.

1995 The 319 ARW received its second Air Force Outstanding Unit Award for its performance of duty from 1 Oct 1993 to 30 Jun 1995.

Jan 1995 Aircrews and tankers from the 905 ARS deployed to Pisa, Italy, and Istres AB, France, to support Operation DENY FLIGHT.

Jan - Feb 1995 The 911 ARS supported OSW while deployed to Riyadh AB, Saudi Arabia.

Jan - Apr 1995 The 906 ARS supported Operation CONSTANT VIGIL, an anti-drug trafficking operation, from Tucumen International Airport in Panama City, Panama.

Feb - Apr 1995 Aircrews and tankers from the 912 ARS deployed to Riyadh AB, Saudi Arabia to support OSW.

Nov - Dec 1995 Aircrews and tankers from the 911 ARS supported Operation CONSTANT VIGIL from Howard AFB, Panama.

Jan 1996 Members of the 319th Services Squadron deployed to Guantanamo Bay, Cuba, in support of Operation SEA SIGNAL, providing humanitarian assistance to Haitian refugees.

1 Mar 1996 The 319th Comptroller Squadron activated.

22 Mar 1996 Grand Forks AFB won the State Waste Education and Recycling Award,

the AMC Recycling Program of the Year Award, and the Air Force Recycling Individual Excellence Award.

Mar - Aug 1996 Members of the 319th Air Refueling Wing deployed to Istres, France, in support of Operation DECISIVE ENDEAVOR in order to monitor flying in the airspace over Bosnia-Herzegovina.

3 May 1996 Grand Forks AFB was honored with the White House Closing the Circle Award for its recycling programs.

24 May 1996 The 319 ARW received an Outstanding rating from the AMC Inspector General for its performance during an operational readiness inspection making it the first super core tanker wing to perform such a feat.

21 Jun 1996 The 911 ARS awarded the General Carl Spaatz Trophy for best air refueling squadron in AMC for 1995.

21 Jun 1996 The Environmental Protection Agency selected Grand Forks AFB to receive the Outstanding Achievement Award for pollution prevention, waste minimization and recycling.

Jun – Dec 1996 Members of the 319 ARW deployed to Saudi Arabia to take part in the Joint Task Force Southwest Asia, where they helped monitor the no-fly zone over Iraq.

22 Nov 1996 Members of the 319 ARW deployed to provide support for humanitarian efforts with refugees from Rwanda.

24 Jan 1997 Grand Forks AFB received the Presidential Hammer Award for its base recycling programs.

31 Jan 1997 More than one hundred wing members deployed to Duluth, Minnesota, to support an investigation of an Air National Guard F-16 crash in the area.

28 Mar 1997 Members of the 912 ARS and 319th Aircraft Generation Squadron (AGS) deployed to Howard AFB, Panama, in support of Operation CONSTANT VIGIL.

1 Apr 1997 The 319 ARW realigned under 15th Air Force. It was previously part of 21st Air Force.

July 1997 The 319 ARW received its third Outstanding Unit Award for its service from 1 July 1995 to 30 June 1997.

1 Jul 1997 The 319th Security Police Squadron became the 319th Security Forces

Squadron.

1 Aug 1997 Members of the 911 ARS and 319 AGS deployed to Incirlik AB, Turkey, in support of Operation NORTHERN WATCH (ONW).

12 Dec 1997 Members of the 319 ARW participated in Operation PHOENIX SCORPION in response to renewed Iraqi aggression.

1998 The 319th Air Refueling Wing supported Operations NORTHERN WATCH in Turkey, SOUTHERN WATCH and PHOENIX SCORPION II in Saudi Arabia, CONSTANT VIGIL in Panama, and PHOENIX DUKE in Sicily.

29 May 1998 The 791st Missile Maintenance Squadron (MMS) stood up as a tenant unit of the 319 ARW. Its mission was to maintain missile launch and alert facilities in eastern North Dakota.

5 Jun 1998 The 905 ARS awarded the General Carl Spaatz Trophy for best air refueling squadron in AMC for 1997.

30 Aug 1998 The 319 ARW hosted Friend and Neighbors Day when an estimated 70,000 people visited the base to see the Air Force Thunderbirds and Army Golden Knights perform.

25 Sep 1998 The 319 ARW accepted newly modified KC-135 aircraft into its fleet. These aircraft underwent Pacer CRAG (Compass, Radar, and Global Positioning system) modifications to the cockpit. This upgrade brought the aircraft in line with commercial standards of air navigation.

12 Nov 1998 Some 319 ARW members deployed to the Persian Gulf to support a force build up in response to renewed Iraqi aggression.

1 Dec 1998 The 791 MMS's mission changed from missile silo maintenance to dismantlement.

12 Dec 1998 A 319 ARW Pacer CRAG modified aircraft became the first to offload fuel on an overseas mission.

1999 The 319 ARW supported Operations NORTHERN WATCH in Turkey, SOUTHERN WATCH in Saudi Arabia, JOINT FORGE in France, and PHOENIX DUKE, PHOENIX DUKE II, and PHOENIX BANNER in Spain. It also supported Operations ALLIED FORCE and JOINT GUARDIAN in Spain, Italy and England.

6 Oct 1999 The first missile silo was imploded in accordance with the Strategic Arms Reduction Treaty.

2000 The 319th Air Refueling Wing supported Operations SOUTHERN WATCH in Saudi Arabia, NORTHERN WATCH in Turkey, and JOINT FORGE in France.

June-August 2000 319th Air Refueling Wing operations moved to MacDill AFB, Florida, while the runway at Grand Forks AFB closed for repairs.

6 Jul 2000 The 319th Dental Squadron inactivated. The 319th Aerospace Medicine Squadron was redesignated the 319th Aeromedical-Dental Squadron.

14 Jul 2000 The 791st MMS inactivated having dismantled 100 launch facilities and ten missile alert facilities in 13 months.

24 Aug 2001 The last US missile silo, as well as the last missile silo at Grand Forks AFB, was imploded in accordance with the Strategic Arms Reduction Treaty.

11 Sep 2001 Terrorists bombed the World Trade Center and the Pentagon. The Air Force placed KC-135R/T Stratotankers back on quick-reaction alert in support of Homeland Defense, a mission named Operation NOBLE EAGLE.

Sep 2001 The 319 ARW deployed aircraft and personnel to southwest Asia in support of Operation ENDURING FREEDOM (OEF).

2002 Some KC-135s received a modification to allow them to refuel multiple aircraft.

Jan-Apr 2003 Aircraft with the new refueling modification and personnel from the 319 ARW deployed in support of Operation IRAQI FREEDOM.

Aug 2003 The 319 ARW received an Excellent rating during an AMC Operational Readiness Inspection.

1 Oct 2003 The 319 ARW transferred from 15th Air Force to 18th Air Force.

2003 Aircraft and personnel from the wing continued to deploy around the world in support of OEF.

LINEAGE AND HONORS OF THE 319th AIR REFUELING WING

LINEAGE

Constituted as 319th Bombardment Group (Medium) on 19 June 1942
Activated on 26 June 1942
Redesignated as 319th Bombardment Group (Light) on 2 February 1945
Inactivated on 18 December 1945
Activated in the Reserve on 27 December 1946
Established as 319th Bombardment Wing (Light) on 10 May 1949
Activated in the Air Force Reserve on 27 June 1949
Inactivated on 2 September 1949
Activated in the Air Force Reserve on 10 October 1949
Ordered to Active Service on 10 March 1951
Inactivated on 28 March 1951
Redesignated as 319th Fighter-Bomber Wing on 12 April 1955
Activated in the Air Force Reserve on 18 May 1955
Inactivated on 16 November 1957
Redesignated and Activated as 319th Bombardment Wing (Heavy) on 15 November 1962
Organized on 1 February 1963
Redesignated as 319th Wing on 1 September 1991
Redesignated as 319th Bomb Wing on 1 June 1992
Redesignated as 319th Air Refueling Wing on 1 October 1993

319 ARW Lineage and Honors Data (Continued)

ASSIGNED AIRCRAFT

319th Bombardment Group

Martin B-26 Marauder	1942 - 1944
North American B-25 Mitchell	1944
Douglas A-26 Invader	1945

319th Bombardment Wing

Douglas A-26 Invader	1949 - 1951
AT-6	1949 - 1951
AT-7	1949 - 1951

319th Fighter-Bomber Wing

Republic F-84 Thunderjet	1955 - 1957
Lockheed T-33 Thunderbird	1955 - 1957
North American F-86 Sabre	1957

319th Bombardment Wing

Boeing B-52H Stratofortress	1963 - 1983
Boeing KC-135A Stratotanker	1963 - 1987
Boeing B-52G Stratofortress	1983 - 1986
Boeing KC-135R Stratotanker	1987 - 1992
Rockwell B-1B Lancer	1987 - 1993

319th Air Refueling Wing

Beechcraft C-12F Huron	1993 - 1995
Boeing KC-135R/T Stratotanker	1993 - present

319 ARW Lineage and Honors Data (Continued)

ASSIGNMENTS

319th Bombardment Group

Eighth Air Force: .	26 Jun 1942 - 13 Sep 1942
XII Bomber Command:	14 Sep 1942 - 31 May 1943
47th Bombardment Wing:	Jun 1943 - 6 Jun 1943
2686th Medium Bombardment Wing (Provisional):	7 Jun 1943 - 23 Aug 1943
42d Bombardment Wing:	24 Aug 1943 - 9 Nov 1944
57th Bombardment Wing:	10 Nov 1944 - 31 Dec 1944
VII Bomber Command:	2 Jul 1945 - ca. Nov 1945
Unknown:	27 Dec 1946 - 26 Jun 1949

319th Bombardment Wing

Ninth Air Force:	27 Jun 1949 - 2 Sep 1949
Fourteenth Air Force:	10 Oct 1949 - 28 Mar 1951

319th Fighter-Bomber Wing

Fourteenth Air Force:	18 May 1955 - 16 Nov 1957
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319th Bombardment Wing

Strategic Air Command:	15 Nov 1962 - 31 Jan 1963
810th Strategic Aerospace Division:	1 Feb 1963 - 31 Sep 1964
4th Strategic Aerospace Division:	1 Sep 1964 - 29 Jun 1971
47th Air Division:	30 Jun 1971 - 14 Jan 1973
4th Strategic Missile (later, Air) Division:	15 Jan 1973 - 21 Jan 1975
57th Air Division:	22 Jan 1975 - c. Apr 1982
4th Air Division:	c. Apr 1982 - 22 Jan 1987
57th Air Division:	23 Jan 1987 - 15 Jun 1988
42d Air Division:	16 Jun 1988 - 8 Jul 1991

319th Wing/Bomb Wing

Eighth Air Force:	9 Jul 1991 - 30 Sep 1993
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319th Air Refueling Wing

Twenty-First Air Force:	1 Oct 1993 - 30 Mar 1997
Fifteenth Air Force:	1 Apr 1997 - 30 Sep 2003
Eighteenth Air Force:	1 Oct 2003 - Present

319 ARW Lineage and Honors Data (Continued)

STATIONS

319th Bombardment Group

Barksdale Field, Shreveport, Louisiana:	26 Jun 1942 - 7 Aug 1942
Harding Field, Baton Rouge, Louisiana:	8 Aug 1942 - 21 Sep 1942
RAF Shipdham, England:	22 Sep 1942 - 3 Oct 1942
RAF Horsham St Faith, England:	4 Oct 1942 - 22 Oct 1942
St Leu Airdrome, Algeria:	11 Nov 1942 - 13 Nov 1942
Tafaraoui Airdrome, Algeria:	14 Nov 1942 - 23 Nov 1942
Maison Blanche Airdrome, Algeria:	24 Nov 1942 - 11 Dec 1942
Telergma Airdrome, Algeria:	12 Dec 1942 - 30 Dec 1942
Oujda, French Morocco:	3 Mar 1943 - 24 Apr 1943
Rabat Sale, French Morocco:	25 Apr 1943 - 31 May 1943
Sedrata, Algeria:	1 Jun 1943 - 25 Jun 1943
Djedeida Airdrome, Tunisia:	26 Jun 1943 - 9 Nov 1943
Decimomannu Airdrome, Sardinia:	10 Nov 1943 - 20 Sep 1944
Serragia Airdrome, Corsica:	21 Sep 1944 - 9 Jan 1945
Naples, Italy:	9 Jan 1945 - 15 Jan 1945
Bradley Field, Connecticut:	25 Jan 1945 - 27 Feb 1945
Columbia Army Air Base, South Carolina:	28 Feb 1945 - 27 Apr 1945
Kadena Airdrome, Okinawa:	6 Jul 1945 - 24 Jul 1945
Machinato Airdrome, Okinawa:	24 Jul 1945 - 8 Sep 1945
Fort Lewis, Washington:	17 Dec 1945 - 18 Dec 1945
Mitchell Field, New York:	27 Dec 1946 - 26 Jun 1949

319th Bombardment Wing

Reading Municipal Airport, Pennsylvania:	27 Jun 1949 - 2 Sep 1949
Birmingham Municipal Airport, Alabama:	10 Oct 1949 - 28 Mar 1951

319th Fighter-Bomber Wing

Memphis Municipal Airport, Tennessee:	18 May 1955 - 16 Nov 1957
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319th Bombardment Wing/319th Wing/319th Bomb Wing/ 319th Air Refueling Wing

Grand Forks AFB, North Dakota:	1 Feb 1963 - present
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319 ARW Lineage and Honors Data (Continued)

CURRENTLY ASSIGNED UNITS

319th Air Refueling Wing

319th Comptroller Squadron 1 Mar 1996 - present

319th Operations Group

319th Operations Support Squadron 1 Sep 1991 - present
905th Air Refueling Squadron 1 Sep 1991 - present
905th Air Refueling Squadron 1 Oct 1993 - present
906th Air Refueling Squadron 1 Feb 1994 - present
911th Air Refueling Squadron 29 Apr 1994 - present
912th Air Refueling Squadron 1 Apr 1994 - present

319th Maintenance Group

319th Maintenance Operations Squadron 1 Oct 2002 - present
319th Maintenance Squadron 1 Oct 2002 - present
319th Maintenance Squadron 1 Jun 1994 - present
319th Aircraft Maintenance Squadron 1 Oct 2002 - present

319th Mission Support Group

319th Communications Squadron 1 Oct 2002 - present
319th Communications Squadron 1 Sep 1991 - present
319th Mission Support Squadron 1 Sep 1991 - present
319th Services Squadron 1 Jan 1994 - present
319th Civil Engineer Squadron 1 Mar 1994 - present
319th Security Forces Squadron 1 Jul 1997 - present
319th Contracting Squadron 31 Jan 1992 - present
319th Logistics Readiness Squadron 1 Oct 2002 - present

319th Medical Group

319th Medical Support Squadron 1 Sep 1991 - present
319th Medical Support Squadron 1 Sep 1991 - present
319th Medical Operations Squadron 1 Oct 1994 - present
319th Aeromedical-Dental Squadron 6 July 2000 - present

319 ARW Lineage and Honors Data (Continued)

PREVIOUSLY ASSIGNED UNITS

Operational Components

319th Bombardment Group (Light)	27 Jun 1947 - 2 Sep 1949
319th Bombardment Group (Light)	10 Oct 1949 - 22 Mar 1951
319th Fighter-Bomber Group	18 May 1955 - 16 Nov 1957
46th Bombardment Squadron (Light)	16 Apr 1947 - 2 Sep 1949
46th Bombardment Squadron (Light)	10 Oct 1949 - 22 Mar 1951
46th Fighter-Bomber Squadron	18 May 1955 - 16 Nov 1957
46th Bombardment Squadron (Heavy)	1 Feb 1963 - 31 Aug 1991
46th Bomb Squadron	1 Sep 1991 - 1 Oct 1993
50th Bombardment Squadron (Light)	16 Apr 1947 - 2 Sep 1949
50th Bombardment Squadron (Light)	10 Oct 1949 - 22 Mar 1951
50th Fighter-Bomber Squadron	8 Jun 1957 - 16 Nov 1957
51st Bombardment Squadron (Light)	9 Jul 1947 - 2 Sep 1949
51st Bombardment Squadron (Light)	10 Oct 1949 - 22 Mar 1951
59th Bombardment Squadron (Light)	9 Jul 1947 - 2 Sep 1949
59th Bombardment Squadron (Light)	10 Oct 1949 - 22 Mar 1951
437th Bombardment Squadron (Medium)	26 Jun 1942 - 17 Dec 1945
438th Bombardment Squadron (Medium)	26 Jun 1942 - 13 Dec 1945
439th Bombardment Squadron (Medium)	26 Jun 1942 - 17 Dec 1945
440th Bombardment Squadron (Medium)	26 Jun 1942 - 17 Dec 1945
905th Air Refueling Squadron (Heavy)	1 Feb 1963 - 31 Aug 1991
905th Air Refueling Squadron	1 Sep 1991 - 31 May 1992

Support Units

319th Air Base Group	27 Jun 1949 - 2 Sep 1949
319th Air Base Group	10 Oct 1949 - 22 Mar 1951
319th Air Base Group	18 May 1955 - 16 Nov 1957

319th Combat Support Group	1 Jul 1963 - 1 Nov 1964
319th Support Group	1 Sep 1991 - 30 Sep 2002
319th Maintenance and Supply Group	27 Jun 1949 - 2 Sep 1949
319th Maintenance and Supply Group	10 Oct 1949 - 22 Mar 1951
319th Maintenance and Supply Group	18 May 1955 - 16 Nov 1957
319th Logistics Group	1 Sep 1991 – 30 Sep 2002
319th Medical Group	27 Jun 1949 - 2 Sep 1949
319th Medical Group	10 Oct 1949 - 22 Mar 1951
319th Tactical Hospital	18 May 1955 - 16 Nov 1957
319th Aerospace Medicine Squadron	1 Oct 1994 - 6 July 2000
319th Airborne Missile Maintenance Squadron	1 Feb 1963 - 30 Jun 1974
319th Armament and Electronics Squadron	1 Feb 1963 - 1 Apr 1969
319th Avionics Maintenance Squadron	2 Apr 1969 - 31 Mar 1991
319th Civil Engineering Squadron	1 Sep 1991 - 28 Feb 1994
319th Combat Defense Squadron	1 Feb 1963 - 1 Jul 1963
319th Security Police Squadron	1 Sep 1991 - 30 Jun 1997
319th Comptroller Squadron	1 Sep 1991 - 1 Jul 1994
319th Dental Squadron	1 Oct 1994 - 6 July 2000
319th Logistics Support Squadron	1 Sep 1991 – 30 Sep 2002
319th Maintenance Squadron	27 Jun 1949 - 2 Sep 1949
319th Maintenance Squadron	10 Oct 1949 - 22 Mar 1951
319th Field Maintenance Squadron	18 May 1955 - 15 Nov 1957
319th Field Maintenance Squadron	1 Feb 1963 - 29 Apr 1992
319th Maintenance Squadron	30 Apr 1992 - 1 Oct 1993
319th Maintenance Squadron, (Provisional)	1 Oct 1993 - 1 Jun 1994
319th Munitions Maintenance Squadron	1 Oct 1972 - 30 Apr 1992
319th Organizational Maintenance Squadron	1 Feb 1963 - 30 Apr 1992
319th Aircraft Generation Squadron	1 May 1995 – 30 Sep 2002

319th Services Squadron	1 Sep 1991 - 3 Sep 1992
319th Morale, Welfare, Recreation and Services Squadron	4 Sep 1992 - 28 Feb 1994
319th Supply Squadron	1 Sep 1991 - 30 Sep 2002
319th Transportation Squadron	1 Sep 1991 - 30 Sep 2002
59th Munitions Maintenance Squadron	1 Feb 1963 - 30 Sep 1972
804th Medical Group	1 Jul 1963 - 1 Nov 1964
804th Combat Support Group	19 Aug 1964 - 31 Jul 1972
842d Combat Support Group	9 Jul 1991 - 31 Aug 1991
842d Security Police Group	9 Jul 1991 - 31 Aug 1991
842d Strategic Hospital	9 Jul 1991 - 31 Aug 1991
842d Civil Engineering Squadron	9 Jul 1991 - 31 Aug 1991
842d Comptroller Squadron	9 Jul 1991 - 31 Aug 1991
842d Missile Security Squadron	9 Jul 1991 - 31 Aug 1991
842d Mission Support Squadron	9 Jul 1991 - 31 Aug 1991
842d Security Police Squadron	9 Jul 1991 - 31 Aug 1991
842d Services Squadron	9 Jul 1991 - 31 Aug 1991
842d Supply Squadron	9 Jul 1991 - 31 Aug 1991
842d Transportation Squadron	9 Jul 1991 - 31 Aug 1991
842d Missile Security Squadron	9 Jul 1991 - 31 Aug 1991
2152d Communications Squadron	9 Jul 1991 - 31 Aug 1991

319 ARW Lineage and Honors Data (Continued)

COMMANDERS

319th Bombardment Group Commanders

Lt Col Alvord G. Rutherford	26 Jun 1942 - 12 Nov 1942
Maj David M. Jones	20 Nov 1942 - 26 Nov 1942
Lt Col Sam W. Agee Jr	27 Nov 1942 - 4 Dec 1942
Maj Joseph A. Cunningham	5 Dec 1942- 10 Jan 1943
Lt Col Wilbur W. Aring	11 Jan 1943-5 Jul 1943
Col Gordon H. Austin	6 Jul 1943- 12 Aug 1943
Col Joseph R. Holzapple	13 Aug 1943 - 18 Dec 1945

319th Bombardment Wing/Wing/Bomb Wing Commanders

None (unit not manned)	27 Jun 1949 - 2 Sep 1949
Brig Gen Henry L. Badham Jr	10 Oct 1949- 13 Mar 1951
Col Wilson R. Wood	14 Mar 1951 - 28 Mar 1951
Brig Gen William F. Fry	18 May 1955 - 1 Apr 1956
Col Van D. Dowda	2 Apr 1956- 4 Jul 1956
Col William J. Johnson Jr	5 Jul 1956- 16 Nov 1957
None (unit not manned)	15 Nov 1962 - 31 Jan 1963
Col Allen B. Rowlett	1 Feb 1963- 22 Sep 1963
Col Pete C. Sianus	23 Sep 1963- 1 Mar 1965
Col Robert J. Ray	2 Mar 1965- 13 Apr 1965
Col George H. McKee	14 Apr 1965 - 17 May 1966
Col William H. Cooper	18 May 1966- 31 May 1967
Col Keith A. Whitaker	1 Jun 1967- 19 Jan 1968
Col Lawrence W. Steinkraus	20 Jan 1968- 3 Aug 1968
Col Samuel G. Taylor Jr	4 Aug 1968-3 Aug 1970
Col Robert C. Glenn	4 Aug 1970- 16 Jun 1971
Col Lee R. Senter	17 Jun 1971 - 8 May 1973
Col George D. Moore Jr	9 May 1973 - 23 May 1974
Col Burr V. Miller Jr	24 May 1974- 5 May 1975
Col Donald D. Johnson Jr	6 May 1975- 3 Apr 1977
Col John A. Brashear	4 Apr 1977- 23 Aug 1978
Brig Gen Walter H. Poore	24 Aug 1978- 19 May 1980
Col Wayne O. Jefferson Jr	20 May 1980- 11 Aug 1981
Col Paul A. Maye	12 Aug 1981 - 7 Jul 1982
Col John S. Fairfield	8 Jul 1982- 15 Feb 1984
Col Charles G. Kucere	16 Feb 1984-28 May 1985
Col John T. Jaeckle	29 May 1985 - 21 Jan 1987

Col Jerrold P. Allen	22 Jan 1987 - 9 May 1988
Col Robert Muldrow	10 May 1988 - 30 May 1989
Col Harvard L. Lomax	31 May 1989 - 19 Nov 1990
Col Joseph C. Kinego	20 Nov 1990 - 24 Nov 1991
Maj Gen David W. McIlvroy	25 Nov 1991 - 13 Jul 1993
Col Douglas K. Mang	14 Jul 1993 - 30 Sep 1993

319th Air Refueling Wing Commanders

Brig Gen James E. Andrews	1 Oct 1993 - 19 Nov 1995
Brig Gen Kenneth W. Hess	20 Nov 1995 - 7 Jul 1997
Brig Gen James A. Hawkins	8 Jul 1997 - 4 Jan 1999
Col Vern M. Findley	5 Jan 1999 - 12 Mar 2000
Col David S. Gray	13 Mar 2000 - 17 Sep 2001
Col Marshall K. Sabol	18 Sep 2001 - 2 Sep 2003
Col Mark F. Ramsay	3 Sep 2003 - Present

319 ARW Lineage and Honors Data (Continued)

319 ARW AWARDS AND DECORATIONS

Campaign Streamers:

Air Combat, Europe-Africa-Middle	Rome-Arno
East Theater	Southern France
Algeria-French Morocco	North Apennines
Tunisia	Air Offensive, Japan
Sicily	Ryukyus
Naples-Foggia	China Offensive
Anzio	

Decorations:

Distinguished Unit Citation: Rome, Italy - 3 March 1944
Distinguished Unit Citation: Florence, Italy - 11 March 1944
French Croix de Guerre with Palm: April, May, and June 1944
Air Force Outstanding Unit Award: 1 July 1977 - 30 June 1979
Air Force Outstanding Unit Award: 1 Oct 1993 - 30 June 1995
Air Force Outstanding Unit Award: 1 July 1995 - 30 June 1997
Air Force Outstanding Unit Award: 1 July 2000 - 30 June 2002

Proud Shield: Bombing and Navigation Competition Awards:

1969 - Fairchild Best Overall Bombardment Unit Trophy
1969 - Holloway Best Bombardment Unit, Navigation Trophy
1969 - Best Unit, Bombing Trophy
1969 - Best Crew, Bombing and Navigation
1969 - Best Unit, Bombing and Navigation (Single Mission)
1978 - Dougherty SRAM Trophy
1980 - Mathis Best Combined Score, High and Low Level Bombing Trophy
1982 - Bartsch ECM Trophy
1985 - Dougherty SRAM Trophy
1985 - Davis Most Improved Unit Trophy
1986 - Bartsch ECM Trophy
1989 - Dougherty SRAM Trophy
1989 - Davis Most Improved Unit Trophy
1989 - Best B-1B Crew
1992 - Meyer Best KC-135 Air Refueling and Orbit Exercise Trophy
1992 - Whitlock Best B-1B ECM Trophy

Giant Sword: Combat Weapons Loading Competition Awards:

- 1977 - Best Combined Load Crew
- 1985 - Best ALCM Load Crew
- 1989 - Best SRAM Load Crew
- 1989 - Best Overall B-1B Base

Air Refueling Awards and Trophies:

- 1995 - Air Force Outstanding Air Refueling Award
- 1995 - Air Mobility Command Spaatz Trophy for Best Air Refueling Squadron
- 1996 - Best Tug/Trailer Pallet Load Team (Rodeo)
- 1997 - Air Force Doolittle Trophy
- 1997 - Air Force Mackay Trophy
- 1997 - Air Force Hoyt Award
- 1997 - Air Mobility Command Spaatz Trophy for Best Air Refueling Squadron
- 1998 - Air Force Vern Orr Award
- 1998 - Air Mobility Command Spaatz Trophy for Best Air Refueling Squadron

Environmental Awards:

- 1995 - White House Closing the Circle Award
- 1995 - Environmental Protection Agency's Outstanding Achievement Award, Pollution Prevention
- 1995 - Air Force Environmental Recycling Award
- 1998 - Presidential Hammer Award, Base Recycling Program
- 1999 - Secretary of Defense Environmental Recycling Award, Non-industrial
- 1999 - Air Force Thomas D. White Recycling Award, Non-industrial category
- 2000 - White House Closing the Circle Award; Model Facility Demonstration
- 2001- Air Force General Edwin W. Rawlings Award for Environmental Excellence

Miscellaneous Awards:

- 1970 - British Royal Air Force Blue Steel Trophy
- 1975 - Best in the Strategic Air Command
- 1978 - Omaha Trophy (Strategic Air Command)
- 1982 - Best AFK in US Air Force
- 1996 - Air Force Outstanding Mission Support Squadron
- 1997 - Air Force Outstanding Comptroller Squadron
- 1 Jul 97 - 30 Jun 99 - Air Force Outstanding Unit Award for the 319th Transportation Squadron
- 1 Jul 98 - 30 Jun 00 - Air Force Outstanding Unit Award for the 319th Logisitics Group, 319th Medical Group, 319th Support Group, 319th Comptrollers Squadron and 905th Air Refueling Squadron
- May 2002 - Solano Trophy for Best Active Duty Wing in 15th Air Force

World Records:

B- 1B Time-to-Climb (28-29 February 1992)

<u>Weight Category</u>	<u>Altitude</u>	<u>Time-to-Climb</u>
215,000	10,000 ft.	1 Minute 13 Seconds
215,000	20,000 ft.	1 Minute 42 Seconds
215,000	30,000 ft.	2 Minutes 11 Seconds
215,000	40,000 ft.	5 Minutes 1 Second
225,000	10,000 ft.	1 Minute 19 Seconds
225,000	20,000 ft.	1 Minute 55 Seconds
225,000	30,000 ft.	2 Minutes 23 Seconds
225,000	40,000 ft.	6 Minutes 9 Seconds
335,000	10,000 ft	1 Minute 59 Seconds
335,000	20,000 ft	2 Minutes 39 Seconds
335,000	30,000 ft	3 Minutes 47 Seconds

B- 1B Time-to-Climb (18 March 1992)

335,000	40,000 ft.	9 Minutes 42 Seconds
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USAF Fact Sheet

KC-135 Stratotanker



Mission

The KC-135 Stratotanker's principal mission is air refueling. This unique asset greatly enhances the USAF's capability to accomplish its primary missions of Global Reach and Global Power. It also provides aerial refueling support to Air Force, Navy and Marine Corps aircraft as well as aircraft of allied nations.

Features

Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights up to 322,500 pounds (146,285 kilograms). Nearly all internal fuel can be pumped through the tanker's flying boom, the KC-135's primary fuel transfer method. A special shuttlecock-shaped drogue, attached to and trailing behind the flying boom, may be used to refuel aircraft fitted with probes. An operator stationed in the rear of the plane controls the boom. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds (37,648 kilograms) of cargo.

In Southeast Asia, KC-135 Stratotankers made the air war different from all previous aerial conflicts. Midair refueling brought far-flung bombing targets within reach. Combat aircraft, no longer limited by fuel supplies, were able to spend more time in target areas.

Background

AMC manages more than 546 total aircraft inventory Stratotankers, of which the Air Force Reserve and Air National Guard fly 292 of those in support of AMC's mission.

The Boeing Company's model 367-80 was the basic design for the commercial 707 passenger plane as well as the KC-135A Stratotanker. In 1954 the Air Force purchased the first 29 of its future 732-plane fleet. The first aircraft flew in August 1956 and the initial production Stratotanker was delivered to Castle Air Force Base, Calif., in June 1957. The last KC-135 was delivered to the Air Force in 1965.

Of the original KC-135A's, more than 410 have been modified with new CFM-56 engines produced by CFM-International. The re-engined tanker, designated either the KC-135R or KC-135T, can offload 50 percent more fuel, is 25 percent more fuel efficient, costs 25 percent less to operate and is 96 percent quieter than the KC-135A.

Under another modification program, 157 Air Force Reserve and Air National Guard tankers were re-engined with the TF-33-PW-102 engines. The re-engined tanker, designated the KC-135E, is 14 percent more fuel efficient than the KC-135A and can offload 20 percent more fuel.

Through the years, the KC-135 has been altered to do other jobs ranging from flying command post missions to reconnaissance. The EC-135C is U.S. Strategic Command's flying command post. One EC-135C is always on alert, ready to take to the air and control bombers and missiles if ground control is lost. RC-135s are used for special reconnaissance and Air Force Material Command's NKC-135A's are flown in test programs. The Air Combat Command operates the OC-135 as an observation platform in compliance with the Open Skies Treaty.

Over the next few years, the aircraft will undergo upgrades to expand its capabilities and improve its reliability. Among these are improved communications, navigation and surveillance equipment to meet future civil air traffic control needs.

General Characteristics

Primary Function: Aerial refueling and airlift

Prime Contractor: The Boeing Company

Power Plant: **KC-135R/T**, CFM International CFM-56 turbofan engines; **KC-135E**, Pratt and Whitney TF-33-PW-102 turbofan engines

Thrust: **KC-135R**, 21,634 pounds each engine; **KC-135E**, 18,000 pounds each engine

Wingspan: 130 feet, 10 inches (39.88 meters)

Length: 136 feet, 3 inches (41.53 meters)

Height: 41 feet, 8 inches (12.7 meters)

Speed: 530 miles per hour at 30,000 feet (9,144 meters)

Ceiling: 50,000 feet (15,240 meters)

Range: 1,500 miles (2,419 kilometers) with 150,000 pounds (68,039 kilograms) of transfer fuel; ferry mission, up to 11,015 miles (17,766 kilometers)

Maximum Takeoff Weight: 322,500 pounds (146,285 kilograms)

Maximum Transfer Fuel Load: 200,000 pounds (90,719 kilograms)

Maximum Cargo Capability: 83,000 pounds (37,648 kilograms), 37 passengers

Pallet Positions: 6

Crew: Four: pilot, co-pilot, navigator, boom operator. Aircraft equipped with PACER CRAG do not have a navigator on most missions. The Air Force procured a limited number of navigator suites that can be installed for unique missions.

Unit Cost: \$39.6 million (FY98 constant dollars)

Date Deployed: August 1956

Inventory: Active duty, 253; Air National Guard, 222; Air Force Reserve, 70

Current as of March 2003

319th Air Refueling Wing Emblem



Emblem Significance: Blue and yellow are the colors of the Air Force. The mailed fist indicates the 319th Air Refueling Wing's part in "power for peace." The torch, held high with its brightly burning flame, signifies the readiness and ability of the wing to fulfill its mission in peace or war. The blue background alludes to the skies, the primary theater of operations.

Motto: *Defensores Libertatis* (Defenders of Freedom)