Heritage and Legacy:

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

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Steve A. Larsen
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 add to it for those who
follow in their footsteps.

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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[1] Honorable Wynne, Michael W. and General Moseley, T. Michael, *Air Force Vision Document*,
(Washington, DC: Headquarters, United States Air Force, 2006), 1.

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

Cover illustration: Lt. Col. Dwight Divine stands atop his plane at left following a perfect "wheels up" controlled crash landing 9 June1942 Garbutt Field Australia. Lt. Col. Divine received the Distinguished Flying Cross for his airmanship. (22d Bomb Group Association).

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, 33d Bomb Squadrons and 18th Reconnaissance Squadron.
14 November 1940	The group moved to Langley Field, Virginia for training.
16 January 1941	Assigned to Northeast Air District, 2d Bombardment Wing.
22 February 1941	USAAF accepted the first four B-26 Martin Marauders and assigned them to the 22 BG.
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 18 RS remained behind for torpedo training.
22 March 1942	First flight of B-26s arrived at Amberley Field.
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 takes 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 group was reassigned to Fifth Air Force, Fifth Bomber Command.
2 October 1942	The group moved to Iron Range, Queensland, Australia.
5 November 1943	The 22d earned a Distinguished Unit Citation by knocking out 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 22d Bombardment Group (Heavy) and equipped with B-24 Liberators.
March 1944	Targets included Japanese airfields, installations and shipping in Borneo, Ceram and Halmahera. The group acquires the nickname "Red Raiders" after commander Colonel Richard Robinson's plane.
June 1944	Assigned to Far East Air Force, Fifth Air Force, Fifth Bomber Command.
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.
26 November 1944	Moved to Anguar.
1945	The group began bombing airfields, installations, industries and shipping on Formosa and China and provided ground support to Australian forces on Borneo and American forces on Luzon.

20 January 1945	Moved to Samar, Philippine Islands.
21 January 1945	Colonel Richard Robinson, 22 BG/CC is killed in action when his plane crashes after takeoff on a bombing mission.
12 March 1945	Moved to recently liberated Clark Field, located on the island of Luzon.
5 August 1945	The "Red Raiders" began redeploying to Okinawa, Ryukyu Islands.
25 August 1945	Three Red Raider Liberators flew the first of several reconnaissance missions from Okinawa over Japan.
16 September 1945	Crews and planes of the 22d were transferred to the 380 BG to await further orders for return to the United States. The group was redesignated as 22d Bombardment Group (L).
November 1945	Assigned to Far East Air Force and transferred without men or machines to Fort William McHenry, Luzon, Philippine Islands.
April 1946	Redesignated to 22d Bombardment Group (very heavy).
May 1946	The 22d moved to Kadena AB, Okinawa.
June 1946	The group began rearming with B-29 Superfortresses.
May 1948	The USAF returned the 22d to the United States and based it at Smoky Hill AFB, Kansas.
1 August 1948	With the newly independent Air Force's reorganization, the 22d Bombardment Group becomes 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-29s attacked North Korean marshalling yards, bridges, highways, airfields and industries and supported UN forces.
16 June 1952	The Bombardment group deactivated following reorganization. The wing continues to function.
31 July 1985	The unit was reactivated and redesignated as the 22 Air Refueling Group (ARG).
29 August 1991	The 22 ARG is redesignated 22d Operations Group and ceases its independent history.

| 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 AFB, (later renamed Schilling AFB) Kansas, as the 22d Bombardment Wing incorporating the 22d Bombardment Group and newly created 22d Maintenance and Supply Group, 22d Air Base Group and the 22d Medical Group.
10 May 1949	The 22d Bombardment Wing moved to March AFB, California.
12 June 1952	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.
29 January 1953	The wing began entering the jet age by receiving its first B-47 Stratojet to replace its B-29 fleet.
15 June 1960	The wing's refueling squadron, the 22d Air Refueling Squadron, moved to Fairchild AFB, 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 AFB and rejoined the 22d Bombardment Wing.
September 1963	The wing received B-52s to replace the B-47s.
4 October 1963	The 22d received its first KC-135 to replace its KC-97 fleet.
25 June 1966	The 909th Air Refueling Squadron joined the 22d Bombardment Wing as a second refueling squadron.
1 October 1966	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-52s 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 as missing in action.
16 January 1973	A 22d Bomb Wing crew was the first tanker crew to provide aerial refueling to an F-15 Eagle fighter.
26 February 1973	A 22d tanker crew became the first SAC aircrew to provide aerial refueling to a C-5 Galaxy transport.
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 AFB via Clark AB, Republic of the Philippines, as part of Operation HOMECOMING.
August 1982	The wing received the first of two squadrons of KC-10A Extenders.
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-135As inactivated, leaving the wing with only two flying squadrons, the 6th and 9th Air Refueling Squadrons, both with KC-10s Extenders.
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 Department of Defense (DoD) announced their recommendations for further base realignment and force restructuring. The plans called for the 6th and 9th ARS's and their KC-10s to move to Travis AFB, California. At the same time, USAF ordered the 22 ARW to replace the 384th Bomb Wing (BW) at McConnell AFB, Kansas.
3 January 1994	On 3 January 1994, the 22 ARW succeeded the 384 BW as McConnell's host unit. The bomber unit served as an associate unit until it transferred its B-1 Lancer fleet to the 184th Bomb Group, Kansas Air National Guard (BG, KANG) before inactivating in

	September 1994. The 384th Air Refueling Squadron, a geographically separated unit of the 19th Air Refueling Wing (Robins AFB, Georgia) and a previous McConnell tenant unit, joined the 22 ARW 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 joined the 384th to fly the wing's 48 KC-135s to provide global reach for America.
1997	The 22 ARW became the lead unit in testing and adopting the Multi-Point Refueling System (MPRS), allowing the wing to provide refueling services to US Navy and allied aircraft. The wing also led the PACER CRAG program, modernizing KC-135 avionics with the late 20th century's latest aviation technology.
April 1997	The Republic of Singapore Air Force (RSAF) selected McConnell as its training base for its KC-135 crews and maintenance personnel. The RSAF stationed two of their Stratotankers with the 22 ARW, 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 Terror (GWOT). The 22d initially deploys jets in support of Operation NOBLE EAGLE. Before the end of the year, McConnell jets were sent to Kyrgyzstan, Southwest Asia and other locations to support Operation ENDURING FREEDOM.
14 June 2002	Colonel Michelle D. Johnson becomes the first-ever female commander of a USAF air refueling wing when she takes command of the 22 ARW. She also 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. After that, 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 the inactivated supply squadron.
March 2003	The 22 ARW 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 assumes command of the 22 ARW replacing Colonel Johnson.
November 2004	McConnell Air Force Base received the Air Mobility Command nomination for the Commander In Chief's Installation Excellence (CINC IE) Award.
December 2004	The 22d Air Refueling Wing was selected as one of three Air Force Finalists for the CINC IE Award.
16 February 2006	Colonel Donald J. Halpin replaced Colonel Cathy C. Clothier as Commander of the 22d Air Refueling Wing.

22d Bombardment/Operations Group
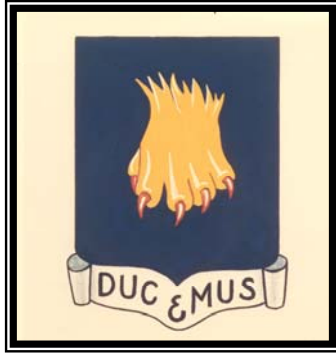
Figure 1. The original "Cougar Paw" emblem design established in 1941.

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 had, 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. Once the unit completed training and qualification, the 22d's primary mission on the east coast was anti-submarine surveillance. A strong concern existed at the time that large numbers of U-boats patrolled with relative impunity off the America's Atlantic coastline. Most reported

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[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 what ever 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.

accounts of German submarine sightings were erroneous. Not only was the United States a "neutral" country but Nazi Germany dedicated the vast majority of the U-boat fleet to prey on shipping in the convoy sea lanes. By the time the United States formally entered the war, only six German U-boats were equipped and ready to patrol American coastal waters.[3]
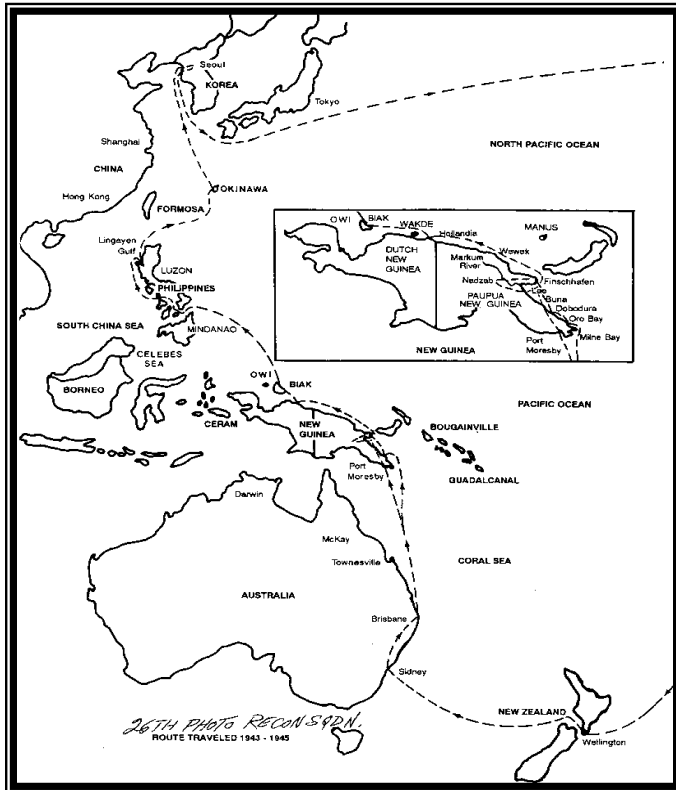

Figure 2. Map of the South Pacific and Australia ca. 1943. The 22d flew out of Darwin and Townsville, Australia and staged raids from Port Moresby. The Japanese controlled Lae, a frequent 5 AF target. Moresby and Lae were separated by only 400 miles (Marauder Photo Archive).

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

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[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.

the largest mass deployment in Army Air Force history.[4]

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.[5]

Figure 3. Lt Cmdr Lyndon Johnson shakes hands with Brig Gen Martin Scanlon before his flight with the 22d Bomb Group, 9 June 1942.

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] 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. Though 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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[6] Numerous Johnson biographers have written about Johnson's activities during the early days of World War II. Several congressmen including Lyndon Johnson volunteered for service in the wake of Pearl Harbor. Both Robert Dallek and Doris Kearns Goodwin provided balanced looks at the TOW 9 mission. See, Dallek, Robert, *Lone Star Rising: Lyndon Johnson and His Times, 1908 – 1960,* (NY: Oxford University Press), 1992 and Goodwin, Doris Kearns, *Lyndon Johnson and the American Dream,* (NY: St. Martin's Press), 1991.

Robinson and the name of his, first B-24. The Red Viking logo, while used by the 22d and executed in patch form, was never 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]

Figure 4. Col Richard W. Robinson, 22 BG Commander and Red Cross worker Mary Corken relaxing. (David Ghen Collection, 22d Bomb Group Association).

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

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[9] Corken, Mary Elizabeth to Ruth Robinson, January 26, 1945, 22 Bomb Group Association (David Ghen Collection), www.klimesh.com/redraiders, accessed, 26 January 2005. The letter gives an account of circumstances regarding Robinson's death and subsequent funeral.
[10] Maurer, Maurer, *Combat Squadrons of the Air Force World War II,* (Washington, D.C.: Office of Air Force History, 1982), 12, 101,160, 499; Maurer, *Air Force Combat Units of World War II,* (Washington, D. C.: Office of Air Force History, 1983), 72.

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.[11]

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

Figure 6. Remains of North Korea's largest ore smelting facility in Chinnampo, North Korea following a visit by the 22d's B-29s in 1950.

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[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.[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.[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

Figure 7. B-52 alert aircrewmembers respond to their jet. (U. S. Air Force)

replaced their propeller-driven KC-97s with the KC-135 Stratotanker, an air refueling platform based on the Boeing 707 airframe.[14]

[12] Futrell, Robert R., *The United States Air Force in Korea,* (Washington, DC: Office of Air Force History, 1983), 74, 91.

[13] Ibid.; Carson, *Brief History*, 8-10.

[14] Price, Jay M., *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.[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."[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 re-designation 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 of Inflight Refueling: Highlights, 1923 – 1998, (Washington, DC: Air Force History and Museum Program, 1998), 45.

[15] Tagg, Lori S., *Development of the B-52: The Wright Field Story,* (Dayton, OH: History Office, Aeronautical Systems Center, 2004), 88.

years led one historian to describe the air refueling component as, "practically an air force unto itself…"[17]

Figure 8. A KC-10 Extender conducts refueling operations for an F-15 Eagle (U. S. Air Force)

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.[18]

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[16] Smith, *75 Years*, 52.

[17] Giroux, Vincent A., *Seventy Years of Strategic Air Refueling, 1918 – 1988, A Chronology,* (Omaha, NE: Office of the Historian, Headquarters Strategic Air Command, 1990), 58; Smith, *Inflight Refueling*, 75.

[18] Matthews, James K. and Holt, Cora, *So Many, So Much, So Far, So Fast: United States Transportation Command and Strategic Deployment for Operation Desert Shield/Desert Storm,* (Washington, DC: Joint History Office, Office of the Chairman of the Joint Chiefs of Staff, 1996), 49 – 50. To get a compliment of Extender aircraft turned over to MAC for mobility missions took the direct involvement of MAC/CC General Hansford T. Johnson. SAC for its part was highly focused on refueling deploying fighter aircraft.

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

Figure 9. Brig Gen Charles Coolidge accepts command of the 22d Air Refueling Wing from Lt Gen Walter Cross, 15th Air Force Commander, 3 January 1994. To the right stands the outgoing 22 ARW Commander Col (later Brig. Gen.) Stephen Lorenz. Coolidge would "win and pin" a second star while commanding the 22d.

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]

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[19] "Air Combat Command Activates," Air Combat Command News Service, reprinted in *Contrails,* June 5, 1992; Gen McPeak, Merrill A., memorandum reprinted as, "McPeak Welcomes New Commands," *Contrails,* Jun 5 1992, OHR. From 1992 until early 1994 several issues of this base publication carried articles related to the restructure and subsequent move of the 22d Air Refueling Wing to McConnell Air Force Base.

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.[20]

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

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[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.[21]

Most recently, the wing provided air refueling to fighter planes patrolling American air space during Operation NOBLE EAGLE, and deployed 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. The present operational environment of the wing is from a decidedly joint approach with the focus clearly on "Team McConnell," more so than each unit individually. The Air Force doctrinal approach of "Mirror Force" remained evident in all of the wing's operations.[22]

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[21] Rockwell Industries, "Pacer CRAG Program Review," 13 – 14 November 1996, OHR
[22] Air Force Outstanding Award Citations, August 1, 2002 – July 31 2004 and August 1 2004 – July 31, 2005, OHR.

Chronology of McConnell AFB

Fall 1908	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.
11 - 12 October 1924	The National Air Congress met six miles southeast of Wichita, in a field known as "the California Section," the future home of McConnell Air Force Base.
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	Building 1218 is constructed on the southeast end of the airstrip to serve as home to the 127th.
6 October 1941	The 127th was ordered to active duty in Tennessee and Okinawa as part of the Army Air Forces.
1 March 1942	The Army Air Field Materiel 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 reorganized and was redesignated as the 127th Fighter Squadron after gaining the F-51 Mustang.
11 October 1946	The last military personnel departed Wichita Municipal Airport.

February 1951	Public hearings began to consider locating an Air Force base near the 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 B-47 aircrews for Strategic Air Command.
12 June 1952	The US 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 April 1954	Message arrived officially designating Wichita AFB as McConnell AFB
15 May 1954	During a public ceremony, Wichita AFB became McConnell AFB, in honor of Fred and Tom McConnell, deceased members of the "Flying McConnell Brothers" of World War II.
21 April 1955	The 1,000th B-47 crew graduated from training at McConnell AFB.
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.
1 October 1962	The Air National Guard unit reorganized, forming the 184th Tactical Fighter group as the 127th's parent unit.
October 1962	The 388th Tactical Fighter Wing (TFW) activated at McConnell.

1 July 1963	The Tactical Air Command became responsible for the base with the 388 TFW as host unit.
1 July 1963	The 42d Strategic Aerospace Division inactivated.
8 February 1964	The 23 TFW replaced the 388th.
June 1964	The 835th Air Division activated.
July 1964	The 355 TFW moved from George AFB, California, and joined the 23 TFW at McConnell.
16 January 1965	A KC-135 from Clinton-Sherman AFB, Oklahoma, crashed into a Wichita residential area shortly after takeoff. Thirty people died in the crash including the seven crew members.
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 AFB, Georgia, arrived at McConnell.
1 July 1972	The 23 TFW moved to England AFB, Louisiana, turning the base back over to SAC and making the 381 SMW the host unit.
December 1972	The 384th Air Refueling Wing (ARW) arrived at McConnell with the KC-135A Stratotankers and took command of the 91 ARS.
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 crew members.
23 August 1976	A 184 TFW (McConnell's Kansas Air National Guard unit) F-105 crash-landed, hitting an automobile and injuring two people.
2 October 1977	The 2155th Communications Squadron, an Air Force Communications Command tenant unit, activated at

McConnell.

24 August 1978	An oxidizer leak at Titan II Missile Complex 533-07 killed two maintenance personnel and injured several others.
October 1979	The 184 TFW began transitioning from the F-105 to the F-4D.
May 1981	International attention focused on the base when a missile crew officer was accused of 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 bomber.
2 July 1984	The first Titan missile, located at Complex 533-08, removed from alert status for deactivation.
2 July 1984	The 384 ARW received the first KC-135R tanker from Boeing Aircraft Company.
4 June 1985	The 384 ARW assumed host unit responsibilities from the 381 SMW.
1 November 1985	The 533rd Strategic Missile Squadron (SMS), assigned to the 381 SMW, inactivated. All of its personnel and equipment transferred to the 532 SMS.
5 August 1986	The 384 ARW transferred its last KC-135A aircraft to Boeing for "R" model modifications.
8 August 1986	The 381 SMW, along with its subordinate units 381st Missile Maintenance Squadron, and the 381st Headquarters Squadron, inactivated.
1 July 1987	The 384th Air Refueling Wing redesignated to the 384th Bombardment Wing (Heavy).
1 October 1987	The 91 ARS inactivated and left the 384 ARS as the bomb wing's sole tanker squadron.

4 January 1988	The first B-1B Lancer bomber landed at McConnell.
26 April 1991	A tornado devastated McConnell. The funnel destroyed 102 base houses and 9 major facilities, including the base hospital and Foster Lanes bowling alley. There were 16 reported injuries and no deaths.
1 June 1992	The 384th redesignated as the 384th Bomb Wing. On the same day, the Air Force inactivated the Strategic Air Command. The 384th and other bomb wings joined Air Combat Command, redesignated from Tactical Air Command. At the same time, the 384 ARS, along with all other tanker units, transferred from SAC to Air Mobility Command, the former Military Airlift Command. This left the 28th Bomb Squadron as the 384th's only flying squadron, remaining at McConnell as a tenant unit.
1 January 1994	The 22d Air Refueling Wing replaced the 384 BW as the base's host unit. Headquarters USAF redesignated the bomb wing to the 384th Bomb Group.
July 1994	The 184th became the 184th Bomb Wing and became 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 384 BG inactivated.
1 January 1995	The 931st Air Refueling Group (Reserve) joined the base. As an associate reserve unit, the 931st provides aircrews to augment the 22d's, while the active duty wing provides 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 for flight and maintenance training for their nation's newly acquired KC-135Rs.
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 Sgt. 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 Tokyo raid in 1942, his plane landed in Manchuria where he and the rest of his crew were taken prisoner by Japanese forces. He was one of two prisoners executed in Shanghai, China.
May 2002	Headquarters Air Force decided to concentrate all of the B-1 bombers in two active duty bases. As part of this plan, the 184th Bomb Wing began receiving its own fleet of KC-135R tankers to replace the bombers.
4 August 2002	McConnell's B-1B fleet left the base for their new assignments. Headquarters Air Force redesignated the 184th Bomb Wing as the 184th Air Refueling Wing.

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."[23] 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.

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

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

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[23] Thompson, Susan, *Prairie Runways: The History of Wichita's Original Municipal Airport,* (Wichita, KS: Air Capital Press, 2000), 9.

Corporation in the city.[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 100,000 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.[25]

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

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

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[24] Phillips, Edward H., "General Aviation Visionary Walter Beech," *Aviation Weekly,"* (November, 2001), 24.

[25] Thompson, *Prairie Runways*, 17-21.

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.[26]

Figure 12. The East Gate as seen from Rock Road, 1954.

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,

Figure 13 Airman Second Class Richard J. Schock (L) of the 3520th Motor Vehicle Squadron and another unidentified Airman stand outside the enlisted tent city, winter 1951. (Richard J. Schock Family)

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[26] Rowe, Frank Joseph and Miner, Craig, *Borne on the South Wind,* (Wichita, KS: Wichita Eagle and Beacon Publishing, 1994), 129 – 35, See also Price, *Air Legacy*, 58. The AAF stationed over forty officers in Wichita to oversee War Department acquisition projects for the Material Command.

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]

Figure 14 Anna McConnell pins pilot's wings on her sons, from left, Fred, Edwin and Thomas.

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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[27] "500 Witness Chapel Opening by Dignitaries," *Sweepback,* August 7, 1952, OHR. The Capehart housing units were finished in August of 1959. See also, TSgt Johnston, Gary, *Red Raiders Still Leading the Way,* (Wichita, KS: Office of History, 22d Air Refueling Wing, 2003), 20.

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.[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

Figure 15 The first KC-135R rolls out at Boeing Wichita, 1984.

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 George AFB, California, in July 1964. Both squadrons served in the 835th Air Division. The stay was brief for the

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28 "Dedication Day Highlights Armed Forces Day at McConnell AFB," *Sweepback,* May 14, 1954, and "Base is Renamed McConnell AFB," *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.

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

Figure 16. Tornado of 26 April 1991 rips through McConnell.

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[29] *Wichita Salutes McConnell Air Force Base,*(Lubbock, TX: Boone Publications, 1966), 5, and *Wichita – The Air Capital Salutes McConnell Air Force Base,* (Lubbock TX: Boone Publications, 1966), 1. Both of these works are standard base information booklets typical of those still in use today.

[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.[31]

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.

Figure 17. Emerald City (now the Robert J. Dole Community Center) under construction sometime in 1993.

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.

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[31] Lt Garcia, Mike, "Military Representative Briefs Wichita Leaders on Effect of Iraqi Crisis," *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.

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.

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[32] Johnston, *Red Raiders,* 22 – 23.

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.

Awards

Decorations
(Earned by 22d Bombardment Group and bestowed to the 22d Air Refueling Wing)

Philippine Presidential Unit Citation

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

Campaign Streamers
(Earned by 22d Bombardment Group and bestowed to the 22d Air Refueling Wing)

World War II
Anti-Submarine, American Theater
Anti-Submarine, East Indies
Air Offensive, Japan
China Defensive
China Offensive
Air Offensive, Papua
Air Offensive, New Guinea
Air Offensive, Bismarck Archipelago
Air Offensive, Western Pacific
Air Offensive, Leyte
Air Offensive, Luzon

Armed Forces Expeditionary Streamers
(Earned by the 22d Air Refueling Wing)

Grenada

Outstanding Unit Awards
(Earned by the 22d Bombardment/Air Refueling Wing)

1 April – 1 October 1967	1 July 1987 – 30 June 1989
1 February – 1 March 1968	1 July 1989 – 30 June 1991
25 March – 1 May 1968	1 July 1994 – 31 May 1996
1 July 1969 – 30 June 1970	1 August 1999 – 31 July 2000
1 September 1970 – 30 June 1972	1 August 2000 – 31 July 2001
1 July 1978 – 30 June 1980	1 August 2002 – 31 July 2004
1 July 1981 – 30 June 1983	1 August 2004 – 31 July 2005

<u>Lineage</u>*

<u>Group</u>
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

<u>Wing</u>
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

Lt Col Ross F. Cole --- February 1940

Lt Col John L. Moore -- April 1940

Maj Lewis M. Merrick ---20 February 1941

Maj Mark L. Lewis*-- October 1941

Lt Col Millard L. Haskin-- 10 December 1941

Lt Col Dwight Divine II--- 19 May 1942

Lt Col George R. Anderson-- March 1943

Lt Col Roger E. Phelan---June 1943

Col Richard W. Robinson* -- February 1944

Col Leonard T. Nicholson --- 21 January 1945

Lt Col James E. Sweeney ---24 September 1945

Lt Col Charles W. Johnson --- 7 October 1945

Maj John E. Pryor--17 October 1945

Col Joseph F. Carroll --June 1946

Lt Col Alvin J. H. Mueller--January 1947

Col Francis L. Rivard-- October 1947

Col Walter E. Arnold -- 19 December 1947

Lt Col Paul L. Barton-- 7 June 1948

Lt Col Jack J. Catton --- July 1950

Col Francis W. Nye-- February 1951

Col Ernest C. Eddy --- March 1952

* 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

Appendix 4

Wing Senior Enlisted Advisors and Command Chief Master Sergeants

CMSgt Ocie L. Snider. --- January 1976 – January 1978

CMSgt Austin G. Kerin ---January 1978 – September 1978

CMSgt Donald C. Malcolm --- September 1978 – March 1980

CMSgt James E. Ames --- March 1980 – September 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 John A. Snoddy --- September 1993 –January 1994

CMSgt Benny P. Heald ---January 1994 – October 1995

CMSgt Herb V. Williams, Jr.--- January 1996 – May 2000

CMSgt Kirk Whitman --- May 2000 – December 2002

CMSgt John R. Harris --- December 2002 – June 2005

CMSgt Michael Edwards*---June 2005 – August 2005

CMSgt Todd Salzman --- August 2005 – Present

*Served as interim Command Chief

Appendix 5
Group/Wing Assignments

Group

Mitchell Field, New York-- 1 February 1940

Langley Field, Virginia ---14 November 1940

Muroc, California ---9 December 1941

Brisbane, Australia--25 February 1942

Ipswich, Australia-- 7 March 1942

Townsville, Australia---7 April 1942

Woodstock, Australia--- 5 July 1942

Iron Range, Australia---29 September 1942

Woodstock, Australia-- 4 February 1943

Dobodura, New Guinea --October 1943

Nadzab, New Guinea ---January 1944

Owi, Schouten Islands-- 17 August 1944

Leyte, Philippines-- 15 November 1944

Anguar, Philippines--26 November 1944

Samar, Philippines --- 21 January 1945

Clark Field, Philippines -- March 1945

Motobu, Okinawa--- 15 August 1945

Clark Field, Philippines --November 1945

Kadena AB, Okinawa --- 15 May 1946

Smoky Hill (Schilling AFB), Kansas---May 1948

March AFB, California--May 1949

Inactive -- 16 June 1952 – 1 September 1991

March AFB, California-- 1 September 1991

McConnell AFB, Kansas ---1 January 1994

Wing

Smoky Hill (Schilling AFB), Kansas-- 1 August 1948

March AFB, California-- 10 May 1949

McConnell AFB, Kansas ---1 January 1994

Appendix 6
Group Designations

Pre-1952	Cold War Era	Present
Combat Group	Operations Group	
Air Base Group	Support Group	Mission Support Group
Supply & Maintenance Group	Logistics Group	Maintenance Group
USAF Hospital/Clinic		Medical Group*

     * 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

Colonel Charles W. Bagstad--- 25 May 1962 – 15 June 1963

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. Carenas--- 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 Eugene J. Shattuck, Jr. -- 18 June 1973 - 19 July 1974

Colonel Jimmy F. Scott --- 19 July 1974 - 7 May 1976

Colonel Donald F. Gaylor -- 7 May 1976 - 12 May 1978

Colonel John F. Hampton-- 12 May 1978 - 19 January 1979

Brigadier General Elmer T. Brooks --------------------------------- 19 January 1979 - 30 October 1981

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. Vanbury ------------------------------------- 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 Wing (Strategic Air Command)

Colonel Harold R Austin--1 December 1971 - 11 May 1973

Colonel Ray C. O'Nea ---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 James C. Hughes---27 June 1978 - 16 June 1980

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 May1986

Colonel Patrick P. Caruanaq-- 5 May 1986 - 18 June 1987

Colonel Phillip J. Ford --18 June 1987 – 23 January 1989

Colonel Charles T. Robertson--- 23 January 1989 – 13 February 1990

Colonel John C. Mangels ---13 February 1990 – 16 July 1992

Colonel Edgar A. Ott -- 16 July 1992 – 4 August 1993

Brigadier General Charles R. Henderson --------------------------------4 August 1993 – 31 December 1993

22d Air Refueling Wing (Air Mobility Command)

Major General Charles H. Coolidge, Jr. --------------------------------- January 1994 – 12 August 1996

Colonel Lawrence H. Stevenson -- 12 August 1996 – 16 April 1998

Colonel Michael Gould --16 April 1998 – 29 January 1999

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 – Present

Appendix 8
Team McConnell Weapons Systems

McConnell's Active Duty Aircraft/Missiles*			
Model	**Popular Name**	**Manufacturer**	**Dates**
B-47	Stratojet	Boeing	5 Jun 1951 - 1963
LGM-25C	Titan II	Martin-Marietta	1 March 1962 - 8 Aug19 86
F-100C	Super Sabre	North American	1 Oct 62 - Nov 1963
F-105D	Thunderchief	Republic	Nov 1963 - 30 Jun 1972
U-6A	Beaver	DeHavilland	Dec 1963 - Sep 1966
AT-33	Shooting Star	Lockheed	Dec 1965 - 1969
T-39	Saberliner	North American	1 Dec 1965 - 1973
UH-1F	Iroquois	Bell Helicopter	Apr 1971 - Dec 1975
KC-135A	Stratotanker	Boeing	Apr 1971 - 5 Aug 1985
HH-1H	Iroquois	Bell Helicopter	Jan 1976 - Jul 1986
T-37	Tweet	Cessna	1 Oct 1979 - Jul 1982
T-38	Talon	Northrop	1975 - 1 Oct 1979 1986 - 1991
KC-135R	Stratotanker	Boeing	2 Jul 1984 - Present
B-1B	Lancer	Rockwell	4 Jan 1988 - 1 Jan 1994

McConnell's Air National Guard Aircraft			
Model	**Popular Name**	**Manufacturer**	**Dates**
BC-1A	Texan*I	North American	4 Aug 1941 – Sep 1946
C-47	Skytrain	Douglas	4 Aug 1941 – Sep 1946
L-1	Vigilant	Vultee	4 Aug 1941 – Sep 1946
P/F-51	Mustang	North American	Sep 1946 – Dec 1951 1953 – Jun 1954
F-84	Thunder Jet	Republic	Dec 1949 - 1954
F-86	Sabre Jet	North American	Jan 1958 - 1961
F-80	Shooting Star	Lockheed	Jun 1954 – Jan 1958
F-100	Super Sabre	North American	Apr 1961 – March 1971
F-105	Thunder Chief	Republic	March 1971 – 1980
F-4D	Phantom	McDonnell Douglas	Aug 1979 –March 1990
F-16	Fighting Falcon	General Dynamics	Jan 1987 – Jul 1994
B-1B	Lancer	Rockwell	Jul 1994 - Aug 2002
KC-135	Stratotanker	Boeing	May 2002 - present

* 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

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

Appendix 10
Glossary of Recent Operations

NORTHERN WATCH	The combined task force, operating out of Incirlik AB, Turkey, enforcing the northern no fly zone over Iraq.
SOUTHERN WATCH	The combined task force, operating out of Price Sultan AB, Saudi Arabia, enforcing the southern no fly zone over Iraq.
JOINT ENDEAVOR	On going support for North American Treaty Organization's (NATO) peace keeping forces in Bosnia.
PHOENIX SCORPION	Provided air refueling and airlift for CONUS based fighter and bomber aircraft to reinforce Central Command's deployed forces in the Persian Gulf region.
ENDURING FREEDOM	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.
NOBLE EAGLE	Combat air patrols over major cities and cultural events as an aspect of homeland defense.
IRAQI FREEDOM	Invasion and liberation of Iraq beginning in 2003.