

# HISTORY OF GRAND FORKS AIR FORCE BASE

AND THE  
319TH AIR REFUELING WING



Wing Command Section

319th Air Refueling Wing  
Grand Forks AFB, North Dakota

As of 21 February 2007

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**A BRIEF HISTORY OF  
GRAND FORKS AIR FORCE BASE 1954 – 2003**

***The 1950s, our beginning***

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, and 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 Air Force Base. 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). This sector became operational with the semi-automatic ground environment (SAGE) system on 15 December 1959 enabling the Grand Forks Air Defense Sector to cover 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.

### ***The 1960s, how it all began***

In 1960, the Air Force stationed the first flying units at Grand Forks AFB. Strategic Air Command organized the 905th Air Refueling Squadron (AREFS-Heavy) at Grand Forks on 1 February 1960. The 905 AREFS-H 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 Air Force Base North Dakota. 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 Air Force Base, North Dakota, 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 then assigned the 905 ARS and the 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 handed command and control of Grand Forks AFB to SAC. The Air Force also inactivated the Grand Forks Air Defense Sector and 478th Fighter Wing in 1963. Despite the change of operational control, the 18 FIS continued to operate from Grand Forks AFB. For a very brief period (1 July 1963 to 21 October 1964), the 319 BMW took over responsibilities as the host unit at Grand Forks AFB.

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 first of which included the inactivation of the 18 FIS on 15 April 1971. In its place, the command stationed the 460th Fighter-Interceptor Squadron at Grand Forks AFB on 30 July 1971. As part of its Air Defense mission, the command stationed a squadron of F-106 Delta Darts on alert at Grand Forks AFB. 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 later inactivated on 31 July 1972. During this period, construction began for the 321 SMW to upgrade to Minuteman IIIs, and completed the project on 8 March 1973.

### ***The 1970s, success and fond farewells***

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

### ***The 1980s, changes abound***

The 1980s brought further changes to Grand Forks AFB. In 1983, the 319 BMW upgraded its venerable B-52Hs for the re-engined B-52G bombers. This modification also included updated offensive avionics and a longer range. On 4 December 1986, the B-52Gs left Grand Forks AFB, and replaced by the newer and more capable B-1B Lancer in 1987. 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.

### ***The 1990s a new beginning***



In 1991, SAC again made significant organizational changes at Grand Forks AFB. 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 United States Air Force itself went through a serious transformation of its Major Commands. The service renamed Tactical Air Command Air Combat Command (ACC), and did the same for Military

Airlift Command, re-designating it Air Mobility Command (AMC). The change had direct impact for Grand Forks AFB. With the combination of Combat Air Forces, the service inactivated SAC and reassigned Grand Forks AFB to the newly established ACC. redesignated as the 319th Bomb Wing since its KC-135R tankers were reassigned to the 305th Air Refueling Wing, belonging to 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 (AFSC) on 1 July 1993 and re-designated 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 fields and inactivate the 321 MG as part of the Strategic Arms Reduction Treaty.

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--six in all--dumped a corresponding record amount of snow, over 100 inches, on Grand Forks AFB and the surrounding communities, culminating in the spring with the worst flood in geographic dimensions in recorded history. 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 over 6000 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 START.



#### ***The next century of Grand Forks AFB***

On 24 August 2001, the last missile silo implosion by the US, in accordance with START, 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 imploded, Grand Forks AFB became a Formerly Declared Facility under START in 2002.



### **CHRONOLOGY OF MAJOR EVENTS GRAND FORKS AFB 1954 – PRESENT**

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 4<sup>th</sup> 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-Present**

#### ***As part of the Greatest Generation--World War II***

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 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 Operation TORCH, the Allied invasion of North Africa. Once established, the 319 BG then set up operations 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 later moved to Maison Blanche Airdrome, Algeria, 24 November 1942 to conduct operations in support of Allied forces.



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 dispersed the 319 BG's few remaining B-26s to other units, and moved the group to Oujda Airdrome, French Morocco, for reorganization.

Finally built up to combat strength, the 319 BG returned to action in June 1943. The group stationed at Sadrata Airdrome, Algeria and flew missions against Pantelleria and Sardinia along with striking enemy shipping. On 26 June, the 319 BG moved to Djedeida Airdrome, Tunisia, where it conducted numerous strikes against docks on the island of Sicily and the Italian peninsula.

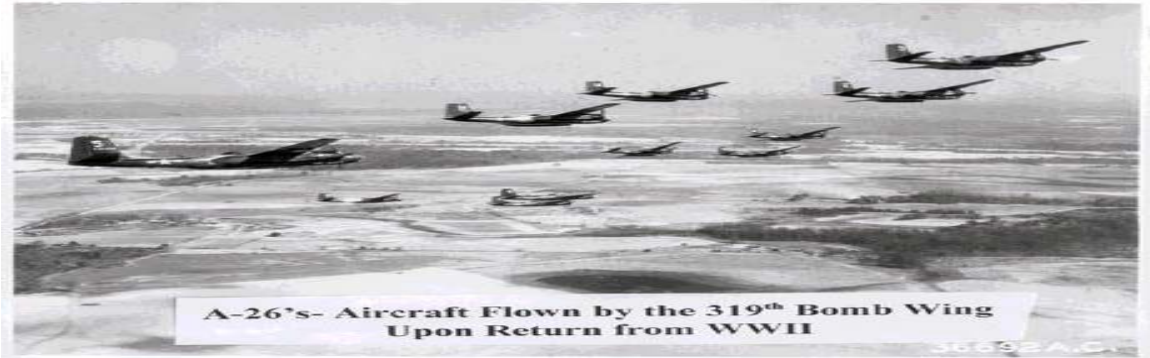
The 319 BG moved from North Africa to Decimomannu Airdrome, Sardinia, and became part of Fifteenth Air Force on 1 November 1943. From this location the group flew numerous bombing missions against targets in central Italy and southern France.

In early 1944, the group continued striking marshaling yards and bridges; however, the BG began flying more close air support missions to assist the Allied advance up the Italian peninsula. As part of this effort, it conducted missions against enemy targets near the Allied beachhead of 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 and 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. Strapped with the Marauder's limited range, Twelfth Air Force moved the group closer to the target area. This resulted in the 319 BG's relocation to Serragia, Corsica, on 21 September. The raids from Serragia concentrated on railroad bridges in the Po Valley. The group flew its last B-26 Marauder mission on 31 October. In all, the group flew 9,050 sorties on 417 missions, dropping over 12,600

tons of bombs, with the Martin B-26 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 2 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 a base of operations at Kadena Airdrome on the Japanese island of Okinawa in early July 1945.

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.

### ***The Interwar years***

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 reserves at Reading Municipal Airport on 27 June 1949. The 319 BG then became part of the 319 BMW. The wing was inactivated on 2 September 1949.

Then, on 10 October 1949, the Air Force reactivated the 319 BMW, equipped with Douglas A-26 Invaders and as a reserve unit at Birmingham Municipal Airport, Alabama. The

USAF ordered the wing to active duty service during the Korean Conflict, but inactivated it less than 3 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, SAC organized the 319 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 setup alert forces with Boeing B-52H Stratofortresses and Boeing KC-135A Stratotanker aircraft.



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

### ***The War in Southeast Asia and the Cold War***

From 1963 to 1974, during the war in Southeast Asia, the 319 BMW's mission expanded to include sending bomber and tanker aircrews on temporary duty assignments in support of B-52 and KC-135 operations. Tanker crews participated in refueling operations for Operation ROLLING THUNDER supplying fuel to both bombers and fighters. The bomber crews flew B-52Ds from bases in Guam, Okinawa and Thailand. The 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 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. SAC's intent behind the Strategic Projection Force was for use as a quick-response conventional force the President could turn to 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 power projection, 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 the joint Exercise Bright Star in 1981.



Excellent navigation and precision bombing made the 15,000-mile flight, the longest non-stop B52 bombing mission in SAC history...a resounding 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 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 coveted Dougherty SRAM and Davis Trophies in 1985 and the Bartsch ECM Trophy in 1986.

In 1987, the 319 BMW converted to the Rockwell International B-1B Lancer and Boeing KC-135R Stratotanker. The first B-1B landed at Grand Forks AFB on 19 September 1987 and 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.

In December of 1989, the wing flew combat air refueling missions in support of US forces during Operation JUST CAUSE, the invasion of Panama. The extensive use of this air refueling support enabled aero medical evacuation missions from Panama back to the United States. Later, the 319 BMW's tankers provided aerial-refueling support during the deployment of US forces to the Middle East during the US/Coalition forces build up, Operation DESERT SHIELD in 1990, followed by supporting Allied aircraft in combat during Operation DESERT STORM in 1991.

Immediately following the Persian Gulf War, the US Air Force began to make a series

of changes reflecting plans for a smaller, more efficient Air Force. The new direction came from lessons learned during Operation DESERT STORM. With the breakup of the Soviet Union and the subsequent end of the Cold War, the service saw a need to be expeditionary in nature. In its organizational restructuring of SAC, the Air Force inactivated the 42d Air Division and reassigned the 319 BMW directly to Eighth Air Force on 9 July 1991.

The wing became the host unit at Grand Forks AFB, 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 it was a composite wing, 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 H. Bush decided to reduce the US nuclear alert force under the auspice of the Strategic Arms Reduction Treaty. Thus, on 28 September 1991, the 319th Wing pulled its B-1B bombers and KC-135R tankers from quick-reaction alert force duty, ending nearly 30 years 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 ACC and redesignated the 319th Bomb Wing (BW). 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 BW'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 service planned to restructure Grand Forks AFB into one of three major KC-135 tanker bases in 1994, termed a "super tanker wing." Thusly, 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.

Air Mobility Command bolstered the capabilities of the 319 ARW by transferring the 906th Air Refueling Squadron from Minot AFB, North Dakota, on 1 February 1994 and by assigning the 911th and the 912th Air Refueling Squadrons to the wing in April of the same year.

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 aerial refueling capability, the 319 ARW continued its vital role in the Air Force's "Global Reach, Global Power" mission. Throughout 1996, the wing deployed its Airmen to RAF Mildenhall, England to support the European Task Force and did so again to Riyadh, Saudi Arabia to support Joint Task Force Southwest Asia. In March 1996, members of the 319 ARW then deployed to Istres, France, in support of Operation DECISIVE ENDEAVOR aiding in the effort to monitor flying in the airspace over Bosnia-Herzegovina.

In addition to supporting various missions in Europe and Southwest Asia, the wing's Airmen 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/refugees fleeing political strife and seeking political asylum. The wing did not stop there. In November, wing personnel deployed to Rwanda so support humanitarian efforts there.

As if real-world missions were not enough, the wing participated in several operational readiness exercises in preparation for an AMC Operational Readiness Inspection (ORI).

In May 1996, 319 ARW Airmen 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 once again deployed its Airmen to England to support the European Tanker Task Force, Saudi Arabia to support the Southwest Asia Tanker Task Force and to Turkey in support of Operation NORTHERN WATCH.

The spring of 1997 brought an organizational 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.

With the advent of better aircraft avionics systems and global positioning satellite technology, the wing's 48 assigned KC-135R aircraft went through a serious transformation. In June, the 319 ARW accepted its first Compass, Radar, and Global Positioning System (Pacer CRAG) modified aircraft. Pacer CRAG upgrades were the most significant cockpit upgrades for KC-135s in a decade. It alleviated the position of the navigator reducing the crew force. Later in 1998 the 321st Missile Group inactivated, ending more than 20 years of joint service between the 319th and 321st.

Two major deployments occurred toward the end of 1998. The 319 ARW deployed its Airmen to the Persian Gulf to support a force build up in response to Iraqi hostility 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.

In an effort to maintain operations at Grand Forks AFB, a \$9 million renovation of the Grand Forks AFB runway forced the wing to relocate its flying 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. 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.

On 11 September 2001, terrorists attacked the United States using hijacked civilian airliners, turning them into suicide missiles. They struck 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 wingtips, 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 - Present**

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 KC135A 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 the joint, 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.

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 905 ARS and 906 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.

Jun 2006 -- The 319 ARW received an Excellent rating during the AMC Operational Readiness Inspection.

**LINEAGE AND HONORS  
OF THE 319th AIR REFUELING  
WING  
LINEAGE**

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

October 1993 -- Redesignated as 319th Air Refueling Wing  
**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

### **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

### **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

### **319th Bombardment Wing/319th Wing 319th Bomb Wing/319th Air Refueling Wing**

Grand Forks AFB, North Dakota: 1 Feb 1963 - present

### **319 ARW Lineage and Honors Data (Continued) CURRENTLY ASSIGNED UNITS**

#### **319th Air Refueling Wing**

319th Comptroller Squadron 319th Operations Group 319th Operations Support Squadron 905th Air Refueling Squadron 906th Air Refueling Squadron 911th Air Refueling Squadron 912th Air Refueling Squadron 319th Maintenance Group 319th Maintenance Operations Squadron 319th Maintenance Squadron 319th Aircraft Maintenance Squadron 319th Mission Support Group 319th Communications Squadron 319th Mission Support Squadron 319th Services Squadron 319th Civil Engineer Squadron 319th Security Forces Squadron 319th Contracting Squadron 319th Logistics Readiness Squadron 319th Medical Group 319th Medical Support Squadron 319th Medical Operations Squadron 319th Aeromedical-Dental Squadron 1 Mar 1996 - present 1 Sep 1991 - present 1 Sep 1991 - present 1 Oct 1993 - present 1 Feb 1994 - present 29 Apr 1994 - present 1 Apr 1994 - present 1 Oct 2002 - present 1 Oct 2002 - present 1 Jun 1994 - present 1 Oct 2002 - present 1 Oct 2002 - present 1 Sep 1991 - present 1 Sep 1991 - present 1 Jan 1994 - present 1 Mar 1994 - present 1 Jul 1997 - present 31 Jan 1992 - present 1 Oct 2002 - present 1 Sep 1991 - present 1 Sep 1991 - present 1 Oct 1994 - present 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



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. McIlvoy 25 Nov 1991 - 13 Jul 1993 Col Douglas K. Mang 14 Jul 1993 - 30 Sep 1993

**319 ARW Lineage and Honors Data  
(Continued) COMMANDERS**

**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 - 29 Mar 2005 Col William J. Bender 30 Mar 2005 - 11 Jul 2006 Col Diane R. Hull 12 Jul 2006 - Present

**319 ARW Lineage and Honors Data (Continued) AWARDS  
AND DECORATIONS**

**Campaign Streamers:**

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

**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 Air Force Outstanding Unit Award: 1 July 2002 - 30 June 2004 Air Force Outstanding Unit Award: 1 July 2004 - 30 June 2005

**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

**319 ARW Lineage and Honors Data  
(Continued) AWARDS AND  
DECORATIONS**

**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 (911 ARS) 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 (905 ARS) 1998 - Air Force Vern Orr Award 1998 - Air Mobility Command Spaatz Trophy for Best Air Refueling Squadron 1998 - Air Mobility Command Rodeo - Best Aerial Refueling Team and Best KC-135 Aircrew 2003 - Air Mobility Command Spaatz Trophy for Best Air Refueling Squadron (906 ARS) 2005 - Air Mobility Command Rodeo for Best Tanker Air Refueling Crew and Best A/R team in general

**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 2000, 2001, 2005, 2007 - AMC Major General Eugene L. Eubank Award 2005 - Abilene Trophy

**Transportation Squadron Awards:**

1 Jul 98 -30 Jun 00 - Air Force Outstanding Unit Award for the 319th Logistics 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

**319 ARW Lineage and Honors Data  
(Continued) AWARDS AND  
DECORATIONS**

**World Records:**

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

**Weight Category (Pounds) Altitude Time-to-Climb**

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)**

**Weight Category (Pounds) Altitude Time-to-Climb**  
335,000 40,000 ft. 9 Minutes 42 Seconds



**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 KC135T, 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. KC-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 February 2007**

## 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)