

**A  
BRIEF  
HISTORY  
OF**



**THE 314TH AIRLIFT WING**

**THE CORNERSTONE OF C-130  
COMBAT AIRLIFT EXCELLENCE**

*(Current as of 15 January 2017)*



**Emblem:** Azure, on a pale or a sword palewise point to base argent, grip vert, between in dexter base a parachute and another in sinister chief white, all within a diminished bordure yellow.

**Significance:** The blue field and the yellow pale are the Air Force colors. The two parachutes represent the aerial delivery of combat troops and equipment, the end result of the wing's primary mission. The sword symbolizes both the wing's commitment to the defense of the United States and the wing's integral role in the application of aerospace power.

**Approved:** 13 February 1995

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## A BRIEF HISTORY OF THE 314TH AIRLIFT WING



**C-47 and C-53 tow aircraft (left) and CG-4A Assault Gliders (right) of the 314th Troop Carrier Wing's 62nd Troop Carrier Squadron in 1944-1945.**

### WWII-THE ROOTS OF COMBAT AIRLIFT (1942-1945)

The 314th Airlift Wing traces its lineage back to the early days of World War II with the activation of the 314th Transport Group on 2 March 1942. First formed at Drew Field, Florida, the group moved to numerous stateside locations learning to operate C-47 transport aircraft. The group was redesignated the 314th Troop Carrier Group in July 1942, and its chain of command changed frequently during this hectic time. After stops at Bowman Field, Kentucky and Sedalia Army Air Field, Missouri, the group moved to Lawson Field, Georgia, in February 1943 to complete its training. In the spring of 1943, the training began to focus on the dropping of paratroopers and included a trip to Pope Field, North Carolina, for training in glider operations. As the stateside training drew to a close, the 314 TCG solidified its structure with the 32d, 50th, 61st, and 62d Troop Carrier Squadrons assigned, each consisting of roughly 13 to 16 C-47 *Skytrain* or C-53 *Skytrooper* aircraft. This number fluctuated greatly throughout WW II, but a little more than a dozen aircraft was the norm. The group was assigned to the 52d Troop Carrier Wing



**Glider crews assigned to the 314 TCG flew Waco CG-4A gliders into combat. Loaded with up to 15 troops and supplies, the glider aircrews would become infantrymen on the ground until the area was secure and they could return home to prepare for another mission. When the gliders remained intact after a mission, which was by no means assured, some C-47s were equipped with hooks to snatch them from the ground.**

Glider pilots were also a part of the 314th, but there was so much shuffling done with gliders that they only rarely operated together with their parent unit C-47 and C-53

aircraft. When a combat mission was scheduled, troop carrier wings either towed gliders or transported paratroopers, never both. Since the 52 TCW did not happen to be assigned glider tows until later in the war, 314 TCG gliders were usually towed into battle by other wings. When gliders were not used, many of the glider pilots worked with what they called “power pilots,” serving as copilots aboard C-47 aircraft. Members of the glider community were part aviator and part combat infantryman.

In May 1943, the group transferred overseas and was assigned to 12th Air Force in the Mediterranean theater of operations. After spending about a month based at Berguent Field in French Morocco, the group moved to Kairouan, Tunisia, and prepared for its first combat mission.



**In Operation HUSKY, the Allied invasion of Nazi-occupied Sicily, the 314 TCG contributed 50 of the 226 C-47 and C-53 aircraft used in the successful nighttime airborne assault on 9-10 July 1943. In this photo, paratroopers of the 82nd Airborne Division are shown aboard a C-47 or C-53. HUSKY was the forerunner of Operation NEPTUNE in Normandy on 5-6 June 1944.**

Allied forces invaded Sicily on 10 July 1943, and the 314th was at the forefront. Lieutenant Colonel Clayton Stiles, 314 TCG Commander, led the group’s formation of 50 aircraft as they dropped airborne forces over the island in Operation HUSKY. Four ships failed to return that night, including Colonel Stiles’ plane, shot down over the Mediterranean on the way out. Fortunately, after spending some time in a rubber raft, his crew was picked up and returned. Overall, the mission consisted of 226 C-47 aircraft dropping about 3,400 paratroopers. It was viewed as a success, setting the table for the beach landings, and serving to validate airborne operations.

The following day, Allied forces were in a precarious situation, and HUSKY #2 was hastily organized and ordered. The 314 TCG was part of a force of 144 aircraft that were to drop about 2,000 more paratroopers into the battle area. This required the formation to fly over 35 miles of battle front in bad weather, but those were just the *known* hazards. What was unknown was how friendly naval forces in the area were going to react. Partly due to a lack of communication and partly due to an enemy air attack on naval vessels immediately before the C-47s flew by, many Allied ships opened fire on the formation. The group pressed on and

completed the mission, taking anti-aircraft fire from both friend and foe. Dropping more forces into the fight certainly had its positive effects, but the price was steep. In all, 23 aircraft were shot down (including four from the 314th), many more were heavily damaged, and there were 229 casualties. For actions on the night of 11-12 July 1943, the group received its first Distinguished Unit Citation.

As Allied forces worked their way across Sicily, the 314th moved personnel and equipment in support. In early September, the group was able to move to the island, setting up operations near the town of Castelvetro. From here, the group participated in the invasion of Italy.

Despite the fact that Fascist Italy surrendered on the same day, the invasion of Italy on 8 September 1943 was met by stiff German resistance.

Five days later, three successive airborne operations were ordered to provide reinforcements. Code named GIANT #1, #2, and #3; the 314th flew seven aircraft in the first operation on 13 September and 35 aircraft during the second and third missions the next night. Making troop and supply drops near Salerno, Italy, these operations greatly contributed to the overall success of the invasion, and all 314th aircraft returned safely.

In February 1944, the group packed up yet again and moved to Saltby Airfield in England. All eyes began to focus on France, and training intensified as D-Day approached. After literally years of preparation, the invasion of France finally occurred on 6 June 1944. The 314 TCG participated in Operation NEPTUNE, the airborne/amphibious phase of Operation OVERLORD, taking off at 2321 hours on 5 June 1944. Colonel Stiles once again led a formation of 60 aircraft of the 314th, all part of the much larger airborne delivery force. Despite difficult weather conditions and intense enemy anti-aircraft fire, all but one of the group's planes made it home. The airborne forces were successfully inserted and contributed immeasurably to the overall success of the invasion.



**Lt Col Clayton Stiles (driver), 314 TCG Commander, listens to a conversation between President Franklin D. Roosevelt, Gen Henry H. "Hap" Arnold (US Army Air Forces Commander), Gen Dwight D. Eisenhower (newly-named Supreme Allied Commander in Europe), and Lt General George S. Patton, Jr. during a visit to the 314 TCG's base at Castelvetro, Sicily on the afternoon of 8 December 1943.**



**In Operation HUSKY, the Allied invasion of Nazi-occupied Sicily, the 314 TCG contributed 50 of the 226 C-47 and C-53 aircraft used in the successful nighttime airborne assault on 9-10 July 1943. In this photo, paratroopers of the 82nd Airborne Division are shown aboard a C-47 or C-53. HUSKY was the forerunner of Operation NEPTUNE in Normandy on 5-6 June 1944.**

**Allied airborne troops pour from Allied C-47s and C-53s during the invasion of Nazi-occupied Holland in September 1944 during Operation MARKET.**



By the end of the day, a beach head had been well established, but reinforcements and resupply were needed. The second NEPTUNE mission (code named FREEPORT) was flown in the early morning hours of 7 June for the purpose of resupplying previously-dropped airborne forces. The 314th contributed 52 aircraft. The drop zones were said to be in Allied hands, and it was expected to be a much easier mission. It was anything but.

Flying at tree top level, the 314th aircraft received intense and accurate small arms fire that did significant damage to the unarmed and unarmored C-47s and C-53s. The mission was completed, but once again at a steep cost. Three aircraft were shot down, and 11 more were rendered unflyable due to heavy damage. There were numerous instances of individual heroism during FREEPORT, and the collective efforts of the group earned a second Distinguished Unit Citation. The Allies had seized a beachhead in France, and they would never let go.

In what eventually turned out to be an unsuccessful effort to end the war before Christmas, Operation MARKET, the airborne invasion of Holland, commenced on 17 September 1944. 314th crews conducted initial airborne operations, glider tows, and resupply drops. The airborne phase went extremely well, but the overall plan, Operation MARKET GARDEN, proved too ambitious. In three missions between 17 and 21 September, the 314th flew 204 sorties with a loss of four aircraft.



**On 24 March 1945, 80 314 TCG C-47s and C-53s towing 80 CG-4A gliders participated in Operation VARSITY, the airborne assault across the Rhine River into Nazi Germany. The Nazis surrendered unconditionally six weeks later after Allied ground units poured into Germany from east and west.**

The 314 TCG continued to move personnel and supplies to the continent until they were ready to move from England to the Continent themselves. On 28 February 1945, the group began to relocate to Airfield B-44 near Poix-en-Picardie, France. On 24 March, the group towed its own gliders in combat for the first time during Operation VARSITY, the airborne assault across the Rhine River and into the heart of Germany. All 80 powered aircraft of the 314th returned safely. The rout was on. After V-E (Victory in Europe) Day, the 314 TCG evacuated Allied prisoners from Germany before being transferred back to the United States in February 1946.

### POST-WWII YEARS (1946-1950)

Between WWII and the Korean War, the 314 TCG served in the Canal Zone in Panama, operating air terminals in Panama and the Antilles from October 1946 through October 1948. When the Soviet Union blockaded Berlin on 24 June 1948, the group provided personnel and aircraft to support Operation VITTLES (the Berlin Airlift) in Germany, although not in squadron strength. The group then moved to Smyrna AFB, Tennessee, and joined the 314th Troop Carrier Wing (TCW), which had been activated there on 1 November 1948. It is important to note that the 314 TCW was created *for* the group, essentially getting its numerical designation from the group.



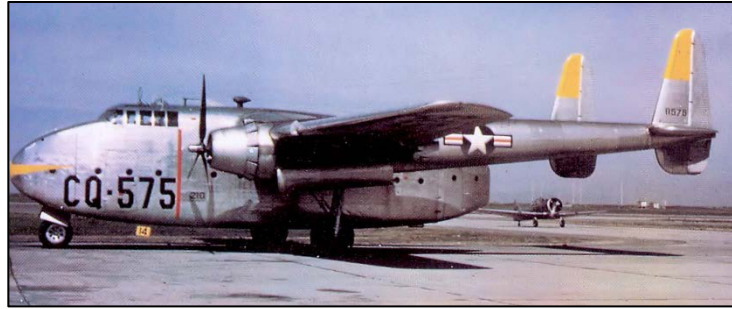
**The 314 TCW provided personnel and aircraft to support Operation VITTLES, the Berlin Airlift, in 1948.**

This was quite common at the time, because the wartime practice of assigning numerous operational flying groups to a single wing was not practical when those groups returned home from WWII. Generally speaking, each base needed its own support structure, under the same wing as the flying unit. Some groups went away, some wings were created, and they met in the middle. Because of this, the lineage and honors of a group was bestowed to its like-numbered wing, and the 314 TCW essentially inherited the accomplishments of its group. In 1948, the 314 TCW received the Fairchild C-82A *Packet*, its first aircraft designed to carry outsize cargo.



## THE KOREAN WAR YEARS (1950-54)

From August 1950 to November 1954, the 314 TCG was detached from the wing and stationed at Ashiya Air Base, Japan, for service in the Korean War. While there, the 314 TCG was attached to the Far East Air Forces and primarily operated C-119 aircraft, transporting troops and supplies from Japan to Korea and evacuating wounded personnel. During the Korean War, the group participated in numerous major combat operations.



**Fairchild C-82A Packet #48-575, circa 1950.**



**314 TCG crewmembers at the controls of a C-119 Flying Boxcar.**

November reversed them yet again. After being poised to completely overrun North Korea, UN forces were once again on the run.

After the initial successes for the North Koreans following their surprise invasion on 25 June 1950, the tide was quickly turned when UN forces successfully executed amphibious landings at Inchon in September. Shortly afterward, the 314 TCG was on the scene delivering fresh troops and supplies to the newly recaptured Kimpo Airport in Seoul. In October, the group dropped paratroopers over Suncheon in support of the United Nations' assault on Pyongyang. The tables had turned, but China's entry into the conflict in

**The Fairchild C-119 Flying Boxcar was the 314 TCG's workhorse during the Korean War. 314 TCG C-119B #49-102 is shown in the war zone supporting UN forces in Korea 1950-53.**





**Seventy-one 314 TCG C-119 Flying Boxcars dropped 3953 troops and 538 tons of supplies of the U.S. Army's 187th Airborne Regimental Combat Team over the villages of Sukchon and Sunchon from 20-25 October 1950, resulting in the capture of the north Korean capital, Pyongyang.**

In late November 1950, Chinese forces, estimated at about 70,000, completely surrounded the 10,000 UN troops in the vicinity of the Chosin Reservoir in North Korea. For about two weeks, the 314 TCG delivered ammunition, fuel, food, water, and medical supplies to the retreating UN troops. The nature of the situation required the group to fly its C-119s very low and slow to insure the supplies fell into friendly hands. The retreat was halted when the Chinese destroyed a bridge over a 1500-foot-deep gorge near Kotori, trapping the UN troops and 1000 vehicles on a narrow road surrounded by mountains. On 7 December, 314 TCG C-119s airdropped eight one-ton steel Treadway Bridge sections to the trapped UN troops, allowing them to replace the destroyed bridge and complete their orderly retreat to the port of Hungnam. These heroic efforts allowed the 10,000 UN troops to escape to safety with their wounded and equipment as the harsh Korean winter settled in.



**314th Troop Carrier Group C-119 *Flying Boxcars* dropped eight steel M-2 Treadway Bridge sections to UN troops trapped at Koto-ri, North Korea on 7 December 1950, allowing over 10,000 UN troops to escape from the Chosin Reservoir to safety.**

The retreat of U.N. forces continued, as the numerically superior Communist forces regained control of the situation and once again drove well south of the 38th parallel. These were very dark times for American soldiers on the battlefields.

By February 1951, the situation was extremely precarious for the UN forces, and they seemed on the brink of collapse. Communist forces had driven a wedge down Korea's central corridor and threatened to cut off and surround the UN forces on the eastern and western coasts. The frigid winter, lack of supplies, constant retreat, and endless battle-fatigue had Allied morale dangerously low. A victory was desperately needed. That victory would come at Chipyeong-ni, an area vital both in terms of its key terrain and the tactical situation at the time. In near full retreat, the Allied line was drawn there.

Chipyeong-ni was occupied by a group of about 5,000 UN soldiers, originally organized for a counterattack in January 1951. On 11 February, the Communists began an assault that pushed right through the region and around the forces at Chipyeong-ni, and once again UN forces were surrounded. Against all odds, they were ordered to stand and fight. When the Communists turned their full attention to capturing Chipyeong-Ni, these 5,000 men



**314th TCG C-119s delivered 87 loads of ammunition, fuel, and rations to the vastly outnumbered and surrounded 23rd Regimental Combat Team defending the strategic town of Chipyeong-ni, South Korea from 13-16 February 1951. The airdrops enabled the defenders to withstand the Chinese onslaught, continue to fight, and win the battle.**

faced 30,000 to 40,000 attackers. The battle raged for three days, and supplies were dangerously low. At times, the order was given to cease fire simply because ammunition was nearly exhausted.

314 TCG aircrews dropped 87 loads of ammunition, gasoline, and rations to help sustain the forces at Chipyeong-ni. The airdrops were just enough for them to hang on, keep fighting, and ultimately win. UN forces were finally able to break through and link up with Chipyeong-ni from the south, and the battle lines were eventually restored near the 38th parallel, the war's original starting point.

Remarkably, in the defense of Chipyeong-ni, U.N. forces suffered only 52 killed, 259 wounded, and 42 missing in action. Communist casualties numbered between 5,000 and 8,000, clear evidence of the value of the terrain defended. The Communist push was thwarted, and they were eventually forced to the negotiating table at Panmunjom.



**314th TCG C-119s, similar to these, airdropped the U.S. Army's 187th Regimental Combat Team near Munsan-ni, Korea in Operation TOMAHAWK on 23 March 1951.**

On 23 March 1951, the 314 TCG C-119s were in action over Korea again airdropping the U.S.

Army's 187th Airborne Regimental Combat Team over Munsan-ni during Operation TOMAHAWK to trap large numbers of Communist troops between the Han and Imjin Rivers north of Seoul.

The 314 TCG remained in Japan after the armistice in July 1953 to transport supplies to Korea and evacuate prisoners of war. The group rejoined the 314th Troop Carrier Wing in November of 1954, returning to Smyrna AFB, which had been renamed Sewart AFB.

#### **OPERATIONS WITH LIGHT ASSAULT AIRCRAFT AND HELICOPTERS AT SMYRNA/SEWART AFB (1950-61)**

While the 314th Operations Group was deployed to the Far East during the Korean War, the remainder of the 314th Troop Carrier Wing at Sewart AFB pioneered the use of a new type of aircraft, helicopters, to transport Army combat troops and their equipment. The types of helicopters used were the Bell YH-12B, Sikorski H-19A *Chickasaw*, and Piasecki H-21B *Work Horse*. When the Army decided to build its own assault helicopter force in



**A flight of 314th Troop Carrier Wing Piasecki H-21B *Work Horse* helicopters approach a landing zone, circa 1955.**



**The 314th Troop Carrier Wing operated the Tactical Air Command's small fleet of Chase YH-12B *Avitruc* light assault transports from 1950-1954.**

Chase YC-22B *Avitruc* (1950-1954) and the Fairchild C-123B *Provider* (1956-1961).

the mid-1950s, the 314th Troop Carrier Wing's H-21Bs were used for a wide variety of utility work until 1959. In addition to helicopters, the 314th Troop Carrier Wing pioneered the use of light, fixed-wing assault transport aircraft, such as the



**From 1956-1961, the 314th Troop Carrier Wing operated the Fairchild C-123B *Provider* light assault transport, similar to these, at Sewart AFB in squadron strength.**

## THE C-130 *HERCULES* ERA BEGAN (1957)

From the wing's activation in 1948 until December 1965, the 314 TCW served as a primary troop carrier unit in the eastern United States and was involved in joint airborne training with the US Army. On 19 May 1957, the wing received the first of its Lockheed C-130 *Hercules* aircraft, replacing the venerable Fairchild C-119 *Flying Boxcar*. Together with the US Army, the 314 TCW developed assault airlift operations and participated in aerial demonstrations, exercises, maneuvers, and joint operations.



**The 314th Troop Carrier Wing at Sewart AFB replaced its venerable C-119 *Flying Boxcar* aircraft with the new Lockheed C-130A *Hercules* in late 1957. The Wing's first operational mission with the C-130A was to support the Army's 101st Airborne Division during the Little Rock Central High School Desegregation Crisis in September-October 1957.**

## THE VIETNAM WAR ERA (1966-1971)

The 314 TCW's involvement in the Vietnam War can be traced back to the early 1960s, when C-130s were sent from Sewart AFB TN to Clark Air Base, Republic of the Philippines, on a rotational basis, to assist in the buildup of U.S. forces in Southeast Asia.

In January 1966, the wing moved to Kung Kuan (later renamed Ching Chuan Kang) Air Base, Taiwan. Here, the wing provided passenger and cargo airlift throughout the Far East as well as providing combat airlift in Southeast Asia. (In August 1967, the unit was redesignated the 314th Tactical Airlift Wing.)

The list of accomplishments by the wing during the Vietnam War is incredibly lengthy. The wing participated in numerous major operations, such as GREEN LIGHT, GARFIELD, JUNCTION CITY (the only large-scale personnel drop of the war), HORACE GREELEY, WOLLOVA (first operation using the Container Delivery System), DELAWARE, and INFERNO, to name just a few.



**Paratroopers of the U.S. Army's 173rd Airborne Brigade descend from C-130s during Operation JUNCTION CITY near Katum, South Vietnam on 22 February 1967. JUNCTION CITY was the only large-scale airborne operation of the Vietnam War and the first combat parachute assault since the Korean War.**

Perhaps the most commonly known event of the Vietnam War was the Tet Offensive in February 1968. This surprise attack by the North Vietnamese resulted in a month-long siege of US forces at Khe Sanh. 314 TAW C-130s routinely flew into the battle zone, landing at the Marine outpost to deliver badly needed supplies, often with mortars exploding beside them as they rolled down the runway. In the seven-month period between November 1967 and May 1968, 314 TAW crewmembers earned two Air Force Crosses, eight Silver Stars, and 30 Distinguished Flying Crosses for heroism and airmanship in Vietnam.

**The isolated USMC outpost at Khe Sanh, South Vietnam. After it became too dangerous to land at Khe Sanh, due to hostile ground fire and shelling, C-130s using the Low Altitude Parachute Extraction System kept the Marine defenders resupplied with rations, fuel, ammunition, and medical supplies.**







**Lt. Col. Howard M. Dallman of the 345th Tactical Airlift Squadron won the first Air Force Cross, the Nation's second highest award for valor, during a hazardous resupply mission at Khe Sanh. He was the first airlifter ever to win the prestigious award.**



**Kham Duc Special Forces Camp, South Vietnam. The airstrip at the Kham Duc Special Forces Camp prior to being overrun by the Viet Cong on 12 May 1968. Note damaged aircraft on the airstrip. Lt. Col William Boyd, Jr. won the Air Force Cross while airlifting nearly 100 South Vietnamese troops and civilians to safety under intense ground fire.**



**Lt. Col. William Boyd, Jr. of the 50th Tactical Airlift Squadron won the 314th TAW's second Air Force Cross for valor during an emergency evacuation mission at the Kham Duc Special Forces Camp on 12 May 1968. Lt. Col. Boyd's crew received Silver Stars.**

While serving in Southeast Asia, the 314 TAW earned its only Air Force Outstanding Unit Award with a combat "V" device. This important award was given in recognition of their "airlifting an average of 7.9 tons of passengers and cargo for each operational flying hour in Southeast Asia, in addition to performing a wide variety of tactical airlift missions under extremely difficult and hazardous conditions."

### **THE POST-VIETNAM ERA (1971-PRESENT)**

On 31 May 1971, the 314 TAW transferred without personnel or equipment from CCK AB, Taiwan to Little Rock AFB, Arkansas, and assuming the assets of the inactivating 64th Tactical Airlift Wing. On this date, the wing also became the host organization at Little Rock AFB for the next 37 years and shared the base facilities with the Strategic Air Command's 308th Strategic Missile Wing (Titan II ICBM).

The 314 TAW, under Military Airlift Command, served as a principal airlift unit involved with worldwide tactical airlift operations and, since August 1971, served as the primary C-130 training organization for all Department of Defense agencies as well as training aircrew members from selected foreign nations.

During the 1970s and 1980s, the wing conducted regular European rotations, providing the commander of the United States Air Forces Europe with a flexible theater airlift capability. The 314 TAW also began extensive training with the US Army. This training focused on training new personnel, both USAF and US Army, in the complexities of joint



**Ex-Panamanian *Maximum Leader*, Gen. Manuel Noriega, in the custody of U.S. Drug Enforcement Agency officials en route to pre-trial confinement in the U.S. in January 1990 after being deposed during Operation JUST CAUSE.**

drugs. The most visible anti-drug action was in Operation JUST CAUSE. The 314 TAW spearheaded the airborne assault on the key Panamanian Rio Hato military base, airdropping the U.S. Army's elite 75th Ranger Regiment and equipment in December 1989.

The political climate that characterized the 1970s and 1980s abruptly disappeared with the fall of the Berlin Wall in late 1989. President George H.W. Bush and the US Congress applauded the end of the Cold War, predicted the end of the need for a massive military, and anticipated a largely peaceful world. However, the end of East-West tensions resulted in the emergence of numerous local wars.

### **THE GULF WAR (1990-1991)**

The first post-Cold War clash to involve the 314 TAW was the invasion of Kuwait by Saddam Hussein's Iraqi Army in August 1990. President George H.W. Bush vowed to remove Hussein's occupation forces, and after a five-month build-up called Operation DESERT SHIELD, coalition forces unleashed their fury in a 40-day war that devastated Iraq. Operation DESERT STORM was primarily won through the judicious use of air power, and was a complete, if somewhat tardy, vindication of the concepts advocated by Billy Mitchell, Giulio Douhet, and numerous other early supporters of airpower. The wing

service airdrop procedures. The wing regularly participated in the annual TEAM SPIRIT exercise on the Korean peninsula and the annual REFORGER exercise in Western Europe. Such exercises helped the wing maintain its combat readiness, while sending a clear political message to potential aggressors that the United States would act decisively to repel aggression.

While the wing still prepared for typical war scenarios in Europe and Korea, the 1980s also saw the beginning of many humanitarian relief operations in Africa and elsewhere. Additionally, the wing started performing missions in Central America and the Caribbean in support of American foreign policy, specifically in Honduras, Nicaragua, El Salvador and Grenada, and other missions in support of the declared war on



**314 AW C-130Es flying over burning oil wells in Kuwait during the First Gulf War in 1990-1991.**

began its participation in Operation DESERT SHIELD on 7 August 1990, deploying over 1,000 personnel and maintaining a constant level of 16 aircraft in the Persian Gulf. By the time the wing had redeployed to Little Rock AFB in March 1991, they had transported over 27,000 passengers and more than 25,000 tons of cargo.

On 1 December 1991, the 314 TAW was redesignated the 314th Airlift Wing and was restructured from a quad-deputate to a quad-group structure. These changes were made throughout the Air Force to bring all wings in line with the concept of the objective wing structure. The advantages of the new system were readily apparent, with a clearer chain of command and a logical, functional assignment of squadrons to groups.



**Little Rock AFB has been home to the 314th TAW/AW since 1971.**

Six months later, the Air Force reorganized in a similar way, with fewer major commands and units aligned on a more logical basis. On 1 June 1992, the 314 AW was assigned to the newly formed Air Mobility Command, the successor to MAC. While under AMC, the 314 AW participated in humanitarian airlift operations in Turkey and Somalia. From 17 August 1992 until early December 1992, all food and medicine flown into Somalia by the US Air Force were carried on 314 AW C-130s.

On 1 October 1993, the 314 AW experienced many more changes. The largest was the consolidation of all C-130 aircraft under Air Combat Command. Accordingly, the operational chain of command for the 314 AW changed on this date. Under the new structure, the wing reported directly to the HQ 8th Air Force, Barksdale AFB, Louisiana, and then to HQ Air Combat Command, Langley AFB, Virginia. This move consolidated all theater combat forces under one command, resulting in more streamlined operations. Also on this day the 314th Ground Combat Readiness Evaluation Squadron became a tenant unit at Little Rock AFB until its inactivation one year later. Finally on this date, the 16th Airlift Squadron moved without personnel or equipment to Charleston AFB, South Carolina. Concurrently, the 53 AS moved from Norton AFB, California, to Little Rock AFB and assumed the assets previously belonging to the 16 AS.

Throughout the following four years, the USAF continued to refine itself. One of the more notable changes occurred on 1 April 1997 and involved bringing operational units back under control of the AMC and placing training units under the Air Education and Training Command. This approach split the 314 AW into many separate entities, though they all remained at Little Rock AFB. The 50 AS and 61 AS were assigned under the recently reactivated 463rd Airlift Group under AMC, while the 314 AW was assigned to AETC. In addition, the Combat Aerial Delivery School was reassigned to AMC's Air Mobility Warfare Center and was redesignated the AMWC/CADS.

The decade of the 1990s was one of change, but the operational and training missions continued. After the wing's participation in the First Gulf War, there were many more humanitarian missions, including Operation PROVIDE COMFORT in Iraq, Hurricane Andrew Relief in Florida, and Operations PROVIDE RELIEF and RESTORE



**The 314th AW deployed eight C-130s and over 200 personnel to Mombasa, Kenya to deliver famine relief to Somalia during Operation PROVIDE RELIEF in August 1992.**



**The 314 AW trains C-130J combat airlifters for the Department of Defense and 47 allied nations.**

HOPE in Somalia. The wing also supported many peacekeeping missions, including Operation NORTHERN WATCH in Turkey, Operation SOUTHERN WATCH in Saudi Arabia, Operation UPHOLD DEMOCRACY in Haiti, and Operation JOINT ENDEAVOR in Bosnia-Herzegovina. Finally, the 314 AW participated in numerous training exercises with the US Army, US Navy, and foreign forces.

Further changes were made to the wing structure and programmed for implementation on 1 October 2002. These included renaming the Logistics Group to the Maintenance Group, renaming the Support Group to the Mission Support Group, and renaming and realigning several of the squadrons beneath them.

On the morning of Monday, 29 August 2005, Hurricane Katrina made landfall in the Gulf Coast region, bringing sustained winds of 125 miles per hour (MPH), 8-10 inches of rain, and a devastating storm surge. On 30 August, as the severity of the damage became clear, the 314 AW stood up the Crisis Action Team (CAT). The CAT quickly moved into 24-hour operations with a minimum of two people present at all times during the crisis. Numerous flying training lines planned for the following days were rescheduled as hurricane relief missions, and wing personnel turned the focus toward handling the numerous requirements that would be asked of them. For the next two weeks, the CAT was the hub for assistance requests and the center of activity on base. The 314 AW was responsible for 62 sorties, 132.6 flying hours, 810 passengers, and 151,820 pounds of cargo.

When the extent of the devastation of Hurricane Katrina became widely known, the international community began to offer aid. The United States had a much-deserved reputation for providing humanitarian assistance wherever it was needed in the world, but at this point in time, it was the U.S. in need. More than 130 countries and more than a dozen international organizations offered assistance. All supplies donated by foreign countries and delivered by aircraft to the United States were designated to go through Little Rock AFB. Ground crew workers labored around the clock to offload and re-distribute the aid in rapid and orderly fashion.



**The 314th Airlift Wing's mission is to provide the World's best C-130J combat airlift training.**

On 1 October 2008, the 314th's 37-year history as the base host unit at Little Rock Air Force base came to an end. Base Realignment and Closure (BRAC)-directed actions led to numerous aircraft and unit realignments at Little Rock AFB. These realignments created a notable shift in the preponderance of aircraft from the 314th AW to the 463rd Airlift Group. Also, as part of the BRAC realignment, the 53 AS realigned under the 463 AG. Senior leaders concluded an AMC Airlift Wing at Little Rock was in the best interest of the Air Force following BRAC. The 314th remained on base as a tenant wing and turned over base support functions and maintenance backshop functions to the 19th Airlift Wing, a newly-activated Air Mobility Command (AMC) Airlift Wing.

Since 1997, the 314 AW has focused squarely on the C-130 training mission. The wing works tirelessly to replenish the C-130J force with highly-qualified aircrews with tremendous support from its local community. From WW II to the present, the 314th has been well-led and has worked as a team, for which the wing has been recognized consistently. With a constant eye toward improvement, this proud tradition continues.

**THE 314 TCG/TCW/TAW/AW EMBLEMS**  
(TOP TO BOTTOM: 1942-1954, 1954-1995, AND 1995-PRESENT)

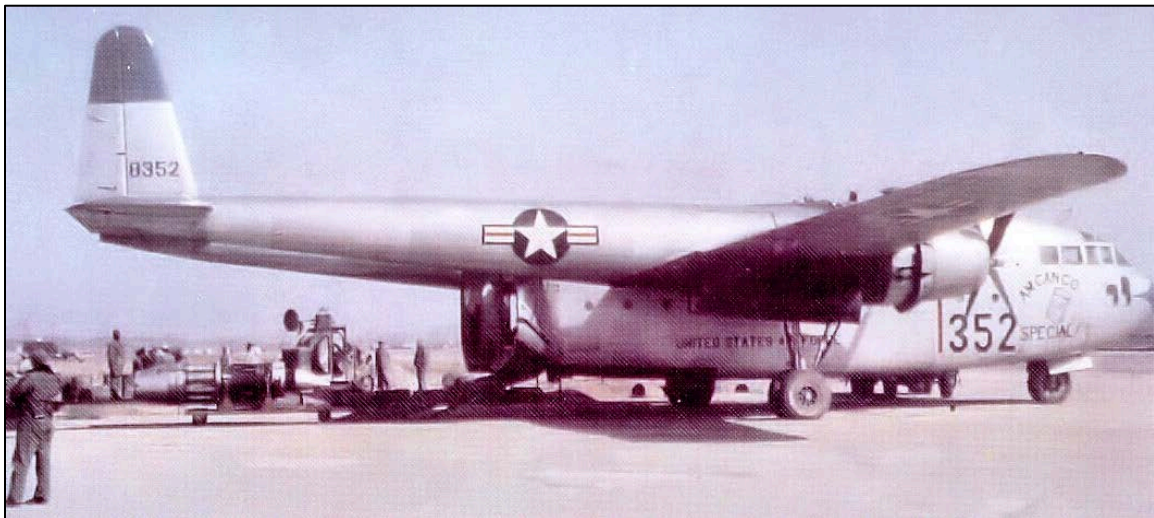




## PRESERVED 314 AW AIRCRAFT



WWII 314th Troop Carrier Group C-47A #42-92841, “Turf and Sport Special,” a veteran of D-Day, Operation MARKET, and Operation VARSITY, was beautifully restored at the Air Mobility Command Museum, Dover AFB, Delaware.



This Historic 314th Operations Group Korean War combat veteran C-119B *Flying Boxcar* #48-0352 “Am Can Co Special” (seen in action during the Korean War, circa 1951), was recently recovered by the Air Mobility Command Museum at Dover AFB, Delaware for restoration and display. This aircraft is believed to be the sole survivor of the eight 314 Operations Group C-119s that dropped M2 Treadway Bridge sections to isolated UN troops during the Battle of the Chosin Reservoir on 7 December 1950.



**Ex-314th Troop Carrier Wing Piasecki H-21B *Work Horse* assault helicopter #52-8076 was recovered from Kirtland AFB, New Mexico in April 2016 and restored in its original 1956 colors for display at the Little Rock AFB Heritage Park.**



**Ex-314th Troop Carrier Wing C-130A *Hercules* #56-0518 has been dramatically displayed at the Little Rock AFB Main Gate since 1989. Although an original C-130A aircraft delivered to the 314th Troop Carrier Wing at Sewart AFB in August 1957, the aircraft is best known as the last C-130 to depart Saigon in April 1975, carrying a record 452 passengers to freedom.**

## 314TH GROUP/WING COMMANDERS

### 314th Transport Group

2 Lt L. C. Lillie ..... 2 Mar 1942  
2 Lt J. W. Blakeslee ..... 14 May 1942  
Maj Leonard M. Rohrbough ..... 26 Jun 1942

### 314th Troop Carrier Group

Col Clayton Stiles ..... 9 Apr 1943  
Lt Col Halac G. Wilson ..... 22 Aug 1945  
Col Charles W. Steinmetz ..... 29 Nov 1945

### 314th Troop Carrier Wing (Medium)

Col Hoyt L. Prindle ..... 1 Nov 1948  
Col Norton H. Van Sicklen ..... 31 Aug 1950  
Col Hoyt L. Prindle ..... 28 Dec 1950  
Col Norton H. Van Sicklen ..... 1 Jun 1952  
Col William H. DeLacey ..... 2 Jul 1952  
Col Hoyt L. Prindle ..... 23 Aug 1952  
Col Marvin L. McNickle ..... 6 Jul 1954  
Col William Lewis, Jr. .... 1 Jul 1956  
Col Adriel N. Williams ..... 21 Jul 1956  
Col Charles W. Howe ..... 1 Aug 1957  
Col John T. Hylton, Jr. .... 8 Oct 1957  
Lt Col William F. Kelleher ..... 30 May 1958  
Col Daniel F. Tatum ..... 16 Jul 1958  
Col George M. Foster ..... 16 Jul 1960  
Col William H. DeLacey ..... 17 Aug 1960  
Col William G. Moore, Jr. .... 13 Aug 1962  
Col Arthur C. Rush ..... 1 Sep 1963

### 314th Troop Carrier Wing

Col Arthur C. Rush ..... 1 Jan 1967  
Col Paul A. Jones ..... 14 Feb 1967

### 314th Tactical Airlift Wing

Col Paul A. Jones ..... 1 Aug 1967  
Col Lyle D. Lutton ..... 12 Mar 1968  
Col Albert W. Jones ..... 12 Oct 1968  
Col William T. Phillips ..... 15 Jul 1970  
Col Roy C. Staley ..... 22 Jan 1971  
Col Andrew P. Iosue ..... 15 May 1971  
Col Richard J. Gibney ..... 31 May 1971  
Col Richard T. Drury ..... 31 Jul 1972  
Col Frank W. Janssen ..... 14 May 1973  
Brig Gen Eugene W. Gauch, Jr. .... 18 Oct 1973  
Col Robert F. Coverdale ..... 3 Nov 1973  
Col John E. Davis ..... 16 Jul 1974



Brig Gen Russell E. Mohney ..... 19 Jan 1976  
 Col Donald M. Nagel ..... 1 Aug 1977  
 Brig Gen Alfred G. Hansen ..... 16 Oct 1978  
 Col Dan W. Freeman ..... 17 Jul 1981  
 Col William A. Kehler ..... 25 Jul 1983  
 Col Floyd E. Hargrove ..... 11 Apr 1985  
 Col Charles C. Barnhill, Jr. .... 26 Mar 1986  
 Col Donald E. Loranger, Jr. .... 4 May 1988  
 Col Albert R. Hart ..... 3 Nov 1989

**314th Airlift Wing**

Col Charles J. Wax ..... 30 Sep 1991  
 Brig Gen Fredric N. Buckingham ..... 18 Jun 1993  
 Brig Gen Donald A. Streater ..... 20 May 1994  
 Brig Gen Jack R. Holbein, Jr. .... 15 Jul 1996  
 Brig Gen Paul J. Fletcher ..... 24 Sep 1998  
 Brig Gen David J. Scott ..... 18 Jul 2001  
 Brig Gen Joseph M. Reheiser ..... 15 Sep 2003  
 Brig Gen Kip L. Self ..... 9 Sep 2005  
 Brig Gen Rowayne A. Schatz ..... 16 May 2007  
 Colonel Charles K. Hyde ..... 1 Oct 2008  
 Colonel Mark G. Czelusta ..... 20 Aug 2010  
 Colonel Edward S. Brewer ..... 12 Jun 2012  
 Colonel James D. Dryjanski ..... 31 Jul 2014  
 Colonel Daniel A. DeVoe ..... 18 Jul 2016

## 314TH AIRLIFT WING HONORS

### Armed Forces Expeditionary Streamers



















- (1)  Grenada, 23 Oct - 21 Nov 1983
- (2)  Panama, 20 Dec 1989 - 31 Jan 1990

### Decorations

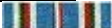
Air Force Outstanding Unit Award with Combat "V" Device

- (1)  1 Nov 1967 - 31 Dec 1969

Air Force Outstanding Unit Awards








- (1)  11 Jan - 14 Feb 1955
- (2)  1 Jan 1960 - 31 Dec 1961
- (3)  1 Jan 1975 - 30 Jun 1976
- (4)  1 Jun 1985 - 31 May 1986
- (5)  1 Jul 1991 - 30 Jun 1993
- (6)  1 Jul 1993 - 30 Jun 1995
- (7)  1 Jul 1995 - 31 Mar 1997
- (8)  1 Jul 1997 - 30 Jun 1999
- (9)  1 Jul 1999 - 30 Jun 2001
- (10)  1 Jul 2001 - 30 Jun 2003
- (11)  1 Jul 2003 - 30 Jun 2004
- (12)  1 Jul 2006 - 30 Jun 2007
- (13)  1 Jul 2007 - 30 Jun 2008
- (14)  1 Jul 2008 - 30 Jun 2009
- (15)  1 Jul 2009 - 30 Jun 2010
- (16)  1 Jul 2010 - 30 Jun 2011
- (17)  1 Jul 2011 - 30 Jun 2012
- (18)  1 Jul 2012 - 30 Jun 2014

### Service Streamers

- (1)  World War II American Theater

### Campaign Streamers

World War II

- (1)  Sicily
- (2)  Naples-Foggia
- (3)  Rome-Arno
- (4)  Normandy
- (5)  Northern France
- (6)  Rhineland
- (7)  Central Europe

### Decorations

Distinguished Unit Citations

- (1)  Sicily, 11 Jul 1943
- (2)  France, 6-7 Jun 1944

*NOTE: All World War II honors were bestowed to the wing from the 314th Troop Carrier Group (forerunner of today's Operations Group).*

## GROUP/WING STATIONS ASSIGNED

Drew Field, Tampa FL	3 February 1942-June 1942)
Bowman Field, Louisville KY	24 June 1942-3 November 1942
Sedalia Army Airfield, Warrensburg MO	November 1942-22 February 1943
Lawson Field, Ft. Benning GA	24 February 1943-12 May 1943
Berguent Airdrome, French Morocco	May 1943-26 June 1943
Kairouan Airdrome, Tunisia	26 June 1943-September 1943
Castelvetrano Airdrome , Sicily	September 1943-February 1944
Station 538, Saltby, Liecester, England	February 1944-February 1945
Airfield B-44, Pois, France	February 1945-15 October 1945
Villacoublay Airdrome, France	15 October 1945-15 February 1946
Bolling Field, Washington DC	15 February 1946-9 September 1946
Albrook Field, Canal Zone, Panama	9 September 1946-10 March 1948
Curundu Heights, Canal Zone, Panama	10 March 1948-September 1948
Smyrna (later Sewart) AFB TN	1 November 1948-ca. 15 January 1966
Kung Kuan (later Ching Chuan Kang) Air Base, Taiwan	22 January 1966-31 May 1971
Little Rock AFB AR	31 May 1971-Present

## 314TH AIRLIFT WING LIST OF ASSIGNED UNITS

### 314th Operations Group

62d Airlift Squadron  
714th Training Squadron

### 314th Maintenance Group

314th Aircraft Maintenance Squadron

## AIRCRAFT FLOWN BY THE 314 AW (1942-PRESENT)

### Transport Aircraft

Douglas C-47 <i>Skytrain</i>	(1942-53)
Douglas C-53 <i>Skytrooper</i>	(1942-48)
Fairchild C-82A <i>Packet</i>	(1948-51)
Fairchild C-119 <i>Packet/Flying Boxcar</i>	(1949-1956)
Curtiss C-46/TC-46 <i>Commando</i>	(1952, 1950 respectively)
Chase YC-122B <i>Avitruc*</i>	(1950-54)
Fairchild C-123B <i>Provider</i>	(1956-61)
Lockheed C-130A/B/D/E/H/J <i>Hercules</i>	(1957-Present)
Lockheed DC-130 <i>Hercules</i>	(1979-81)

### Assault/Cargo Gliders

Waco CG-4A	(1943-45)
Waco CG-15A	(1949-51)
Chase XG-18A*	(1949-51)

### Helicopters

Bell YH-12B*	(1951)
Sikorsky H-19A	(1952-55)
Piaskecki H-21B	(1955-59)

### Utility Aircraft

Beechcraft C-45 <i>Expeditor</i>	(1949-51/1954-55)
Stinson L-5 <i>Sentinel</i>	(1952-53)
Aeronca L-16 <i>Grasshopper</i>	(1952-53)
DeHavilland Canada L-20 <i>Beaver</i>	(1952-54)

\* denotes few aircraft only for testing and evaluation.