

**A
BRIEF
HISTORY
OF**



THE 314th AIRLIFT WING

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

(Current as of 03 January 2024)



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.

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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 314th TCG solidified its structure with the 32nd, 50th, 61st, and 62nd 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 52nd Troop Carrier Wing

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



Glider crews assigned to the 314th 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.

aircraft. When a combat mission was scheduled, troop carrier wings either towed gliders or transported paratroopers, never both. Since the 52nd TCW did not happen to be assigned glider tows until later in the war, 314th 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 314th 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, 314th 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 314th 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.



Lt Col Clayton Stiles (driver), 314th 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 314th TCG’s base at Castelvetro, Sicily on the afternoon of 8 December 1943.

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 314th 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.



Soldiers Disembarking Landing Craft, Vehicle, Personnel (LCVP - also known as Higgins Boat) assaulting the Normandy Beachhead as part of Operation OVERLORD 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 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. This proved not to be the case.

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 314th 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.

The 314th 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 314th 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 314th 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 314th TCW was created *for* the group, essentially getting its numerical designation from the group.

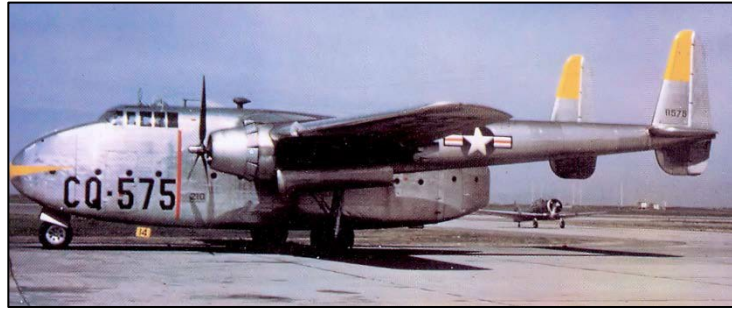


The 314th TCW provided personnel and aircraft to support Operation VITTLES, the Berlin Airlift, in 1948.

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 314th TCW essentially inherited the accomplishments of its group. In 1948, the 314th TCW received the Fairchild C-82A *Packet*, its first aircraft designed to carry outsize cargo.

THE KOREAN WAR YEARS (1950-1954)

From August 1950 to November 1954, the 314th TCG was detached from the wing and stationed at Ashiya Air Base, Japan, for service in the Korean War. While there, the 314th 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.



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

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 314th 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 Sunchon in support of the United Nations' assault on Pyongyang. The tables had turned, but China's entry into the conflict in

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

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





Seventy-one 314th 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 314th 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 ensure the supplies fell into friendly hands. The retreat was halted when the Chinese destroyed a bridge over a 1500-foot-deep gorge near Koto-ri, trapping the UN troops and 1000 vehicles on a narrow road surrounded by mountains. On 7 December 1950, 314th 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.

314th 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 314th 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 314th 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 314th 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 314th 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 314th 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, WOLLOWA (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. 314th 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, 314th 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 314th 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 (1971-1989)

On 31 May 1971, the 314th 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 314th 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 314th 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.

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

drugs. The most visible anti-drug action was in Operation JUST CAUSE. The 314th 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 314th 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



314th 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.

REORGANIZATION, BASE REALIGNMENT & CLOSURE, HUMANITARIAN, AND PEACEKEEPING OPERATIONS (1991-2001)



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

On 1 December 1991, the 314th 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.

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 314th AW was assigned to the newly formed Air Mobility Command, the successor to MAC. While under AMC, the 314th 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 314th AW C-130s.

On 1 October 1993, the 314th 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 314th 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 53rd AS moved from Norton AFB, California, to Little Rock AFB and assumed the assets previously belonging to the 16th 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 314th AW into many separate entities, though they all remained at Little Rock AFB. The 50th AS and 61st AS were assigned under the recently reactivated 463rd Airlift Group under AMC, while the 314th 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 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 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 HOPE in Somalia.



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

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 314th AW participated in numerous training exercises with the US Army, US Navy, and foreign forces.

GLOBAL WAR ON TERRORISM (2001-2021)

2001 - 2010

The entry into the 21st Century in 2000 saw another innovation of organizational change within the 314th Airlift Wing. This was thanks to the implementation of the FTU 2000 concept of C-130 training being conducted at Little Rock Air Force Base. This process streamlined the manner in which the training of C-130 air crews would be executed between the two training squadrons of the 314th Airlift Wing. While redefining how C-130 flight training was being conducted, the wing continued its dedicated work to support worldwide contingency operations as part of operations NORTHERN WATCH and SOUTHERN WATCH in Iraq as well as JOINT FORGE in Bosnia and Herzegovina.

The events of September 11, 2001, impacted all aspects of the American society. The Air Force and the 314th Airlift Wing would face challenges and adjustments as the nation moved forward into a period of armed conflict with the nations and organizations that supported terrorism. Among these challenges and adjustments was another massive Air Force wide reorganization that was designed to enhance the Air Force expeditionary capabilities by organizing and aligning the force structure on four essential core competencies. For the 314th Airlift Wing, 2001 and 2002 brought changes that 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. In addition to organizational changes and challenges there was the creation of the new C-130J FTU at Little Rock Air Force Base with the 314th Airlift Wing at the wheel of transition in C-130 flight crew training programs. The deployment cycles for the wing increased dramatically following the initial terror attacks of September 11, 2001. The wing continued its primary mission of training C-130 flight crews but also met the call for the continued support to operations NORTHERN WATCH, SOUTHERN WATCH, JOINT FORGE, BRIGHT STAR, and now ENDURING FREEDOM and NOBLE EAGLE.

In 2003, due to the nature of the Combat Wing Reorganization and the complexities that the 314th Airlift Wing faced with managing a large Group echelon structure such as the Mission Support Group, Colonel Roger A. Bick, 314th Mission Support Group Commander, deployed forward with a small team from Little Rock Air Force Base to Iraq as support of Operation IRAQI FREEDOM. This team deployed forward to assume the administrative control of the newly recaptured Baghdad Airport. This team utilized the widest scope of expertise that included large scale diversified logistical issues derived from newly acquired experience with the massively expanded Mission Support Group back at Little Rock Air Force Base. The



(Left to Right) CMSgt Jewell, Colonel Bick, SSgt Angela Fitting, and Lt Col Moriarty in Iraq, April 2003

MSG had swollen from three squadrons to seven during the recent reorganizations required a change in school of thought to leadership, administration, and management of a large, diversified echelon as well as the broader grasp of infrastructure requirements necessary to support a forward base. This was just one of a multitude of deployments for members of the wing in 2003 to provide support to the Air Expeditionary Forces in operations IRAQI FREEDOM, ENDURING FREEDOM, and SOUTHERN WATCH.

The year 2005 started off with a momentous event in 314th Airlift Wing history as the 314th Airlift Wing was allowed to demonstrate the mettle of which it was built upon and the unbreakable dedication to mission excellence that is at the very core of the 314th

Airlift Wing. That event was the Air Mobility Rodeo, which in 2005 was a special event because it was the first Air Mobility Rodeo to be held since 2000 due to the Global War on Terror. The Rodeo was held at McChord AFB in Washington State with the Rodeo Team winning a total of six awards that included the “Best C-130/C-160 Wing”, “Best Air Drop Wing”, “Best C-130 Post-Flight Team”, Best C-130 Maintenance Team”, “Best C-130 Airdrop Crew”, and Best C-130 Aircrew.”



A 314th AW C-130J Hercules drops a CDS bundle over Brahma DZ in central Washington during Air Mobility Rodeo, 21 June 2005.

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 2005, as the severity of the damage became clear, the 314th 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. 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 served as the hub for assistance requests as well as the center of activity on Little Rock Air Force Base. The 314th AW was responsible for 62 sorties, 132.6 flying hours, 810 passengers, and 151,820 pounds of cargo for the hurricane relief response.

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. that was in need. More than 130 countries and more than a dozen international organizations helped. All supplies donated by foreign countries and delivered by aircraft to the United States transited through Little Rock Air Force Base and the 314th AW. Ground crews labored around the clock to offload and re-

distribute the aid materials in a rapid and orderly fashion.

Even with the strong response to Hurricane Katrina, the 314th AW still met its mission of training C-130 Flight Crews as well as its contingency operations requirements. The 314th AW deployed required personnel and equipment at a significantly higher average rate than in previous years in support of operations ENDURING FREEDOM and IRAQI FREEDOM. The 314th AW closed out 2005 with the receipt of the Maintenance Effectiveness Award (MEA) for FY 2005 due to their meeting of the constant issues involving the aging C-130E fleet and other maintenance requirements that were thrust upon the maintenance community on Little Rock Air Force Base.

The period from 2006 through 2008 was business as usual for the 314th AW. During one of the operation IRAQI FREEDOM deployments in 2006, one of the 314th AW air crews on temporary assignment to the 777th Expeditionary Airlift Squadron received the Mackay Trophy for the most meritorious flight of the year. This particular flight was while serving as the de facto “Iraqi Air Force One” in transporting the Iraqi Prime Minister to a new airfield that was being constructed during this air crew’s mission of “Train 60” which was the training and certification of the first Iraqi Air Force C-130 squadron. In 2007, with the writing on the wall, the Base Realignment and Closure (BRAC) preparatory work began for the potential Base Host to Tenet turnover between the 314th AW and the 19th AW as well as the transfer from Air Mobility Command (AMC) and Air Education and Training Command (AETC) began. During this time in September 2008 the first two major hurricane storm systems to impact the Gulf Coast since Hurricane Katrina made back-to-back landfalls. These two hurricanes were Hurricanes Gustav and Ike. The 314th AW and the Little Rock Air Force Base responded with the same fervor and excellence as it had with Hurricane Katrina limiting the fallout from the storms. Limited contingency deployments to operations ENDURING FREEDOM and IRAQI FREEDOM continued mostly in the way of engineers for explosive ordinance disposal (EOD) and Iraqi National Police (INP) training support.

On 1 October 2008, the 314th AW’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 53rd AS realigned under the 463rd AG. Senior leaders concluded an AMC Airlift Wing at Little Rock was in the best interest of the Air Force following BRAC. The 314th AW remained on base as a tenant wing and turned over base support functions and maintenance back shop functions to the 19th Airlift Wing, a newly activated Air Mobility Command (AMC) Airlift Wing.

The remainder of the first decade of the 21st Century (2000 – 2010) was business as usual for the 314th AW as it assumed its role as a tenet unit at Little Rock Air Force Base and the single C-130 schoolhouse for all air crew functions related to C-130 airlift operations in the United States Air Force. During the remainder of 2008 and into 2010, aside from CONUS operations of C-130 training, the 314th AW continued its contingency operational support to operations ENDURING FREEDOM in Afghanistan and IRAQI FREEDOM in Iraq. Two of the more significant support roles in these operations conducted by members of the 314th AW was that of training the Iraqi Air Force in the use

of the three newly acquired C-130Es by the Iraqi Air Force as well as the C-130 resupply missions to the hotly contested and isolated Forward Operating Bases (FOBs) in the Korengal Valley in Afghanistan.

2010 – 2021

The second decade of the 21st Century began with a continuation of the primary mission of the 314th AW, the production of highly qualified C-130 air crews for the active-duty Air Force as well as international allied powers. The continuation of support to contingency operations ENDURING FREEDOM and IRAQI FREEDOM continued however support to IRAQI FREEDOM was drastically reduced due to the pending Coalition Forces withdrawal from Iraq. Mother Nature yet again dealt the 314th AW with another crisis to survive and handle in 2011. On 25 April 2011 at 1955 hours local time on Little Rock Air Force Base a tornado struck the base. This tornado was a Category 2 tornado on the Enhanced Fujita (EF) scale with winds that ranged 111 to 135 miles per hour. The tornado struck base in the on base housing area destroying 11 homes and damaging a total of 118 homes. The majority of the damage was to the base itself, aircraft and facilities belonging to the 19th AW. 314th AW pitched in and provided superb support to the base as a tenet unit helping the families impacted by the destruction in the base housing area as well as providing support to the 19th AW as that unit began the cleanup and repair processes as part of the recovery process. Personnel of the 314th AW demonstrated the American military ethos of selfless service by volunteering personal time to assist the local communities in their efforts to recover from the tornado. Among these individuals was Technical Sergeants James Cope and Paul J. Shumway who aside from being NCOs in the 314th AW were also volunteer firemen for the City of Vilonia and was critical in spotting a second EF 2 tornado prior to it touching down in Vilonia allowing for critical time for local citizens to gain cover from the incoming tornado.

Aside from the exceptional performance in the recovery of both military and civilian personnel and infrastructure due to the two EF2 tornados, 2011/2011 saw yet another outstanding performance by the 314th AW in the AMC Rodeo in July 2011. 314th AW brought home to Little Rock Air Force Base seven trophies for victories in the AMC Rodeo. Those seven trophies include the: General William G. Moore Jr. Trophy for Best Air Mobility Wing; Lt General Harold L. George Trophy for Best Airdrop Team; General Joe W. Kelley Trophy for Best C-130 Team; Colonel Joe M. Jackson Trophy for Best C-130 Aircrew; Best Maintenance Skills Team; Best C-130 Maintenance Skills Team; and Best C-130 Maintenance Team.

Contingency operational support continued as in previous years, however at a decreased rate. One significant deployment was that of Major Samuel J. Kraemer who was deployed to Afghanistan to assist in the creation and running of the Afghanistan Air Force's first Undergraduate Pilot Training course to provide an in-country continual source for professional well-trained pilots to foster the Afghanistan nature of autonomy and building of esprit de corps.

The primary mission of training world class C-130 air crews continued throughout the years of 2012 through 2021 with little disruption to mission accomplishment in CONUS at Little Rock Air Force Base. Over the course of several years during this

period there was a continual decrease in authorized personnel assigned to the 314th AW. The decreases were minimal but steady presenting challenges to mission accomplishment but did not present a major hinderance to mission accomplishment. However, the 314th AW continued to demonstrate their dedication to the American mission via continued contingency operational support to operation ENDURING FREEDOM in Afghanistan. The primary contingency operational support that 314th AW personnel participated in was as that of advisory personnel in assisting the Afghanistan Air Force (AAF) in the standing up of the first AAF C-130H squadron as well as to advise and train AAF C-130H maintainers.

January 2015 saw the end of Operation ENDURING FREEDOM (being the end of combat operations by the U.S. led NATO mission in Afghanistan) and the beginning of NATO operation RESOLUTE SUPPORT with the American operation FREEDOM'S SENTINEL (being a purely support/training/advisory mission to the Afghanistan Army and Police entities). C-130 air crew personnel and maintainers continued to deploy to Afghanistan to support the creation of and training of the AAF first C-130 squadron. Even though operation IRAQI FREEDOM had been over for several years at this point, a seven-member team of 314th AW personnel deployed to Iraq to assist the Iraqi Air Force in the creation or/training of/and certification of members of the Iraqi Air Force as riggers, Joint Airdrop Inspectors, loadmasters, and pilots to create a self-sustainable airdrop capability in the Iraqi Air Force. With the Global War on Terrorism beginning to come to an end, deployments for the 314th AW did not decrease as deployment opportunities for members of the 314th AW began to open in other areas of the Middle East area of responsibility and on the African continent. One of the first non-Global War on Terror deployments to occur at this point was a deployment of 314th AW personnel to Israel to train the Israeli Air Force on the employment of the Coordinated Aircraft Positioning System/Station Keeping Equipment (CAP/SKE) operating systems.

As years progressed 314th AW support to contingency operations continued as the 314th AW continued to train C-130 air crews as their primary mission at their CONUS home base of Little Rock Air Force Base. Contingency operations continued to morph and develop as other decreased and ended. In 2016, the major contingency operations 314th AW supported were that of operations ENDURING FREEDOM, INHERENT RESOLVE, and FREEDOM'S SENTINEL as well as antiterrorist operations in the Horn of Africa and in the Republic of The Niger.

Mother Nature yet again showed her temper with Hurricane Maria devastating the US Virgin Islands, Dominica, and Puerto Rico. The 314th AW responded as part of the humanitarian response in its truest fashion providing three C-130J aircraft to ferry relief missions from Joint Base Charleston, South Carolina to Aguadilla Airport in Puerto Rico. These relief missions provided over 22.5 tons of medical supplies and subsistence to the victims of Hurricane Maria.

Localized to the units assigned to Little Rock Air Force Base participated in the Turkey Shoot in 2017. Turkey Shoot is a tactical airlift competition where participating units compete for points in five major graded areas which included Engine Running Onload & Offload, High-Low for High Velocity Container Delivery System Airdrop, Day Visual Low-Level flyover to the Search and Rescue Area, Search and Rescue and

Supply Drop, and Recovery & Assault Landing. The 314th AW entered the 62nd AS in this first Turkey Shoot. The June 2018 Turkey Shoot was conducted only with air crews from the 314th AW with competing teams coming from the 62nd AS, 714th TRS, 314th OG, and 314th AW. The 2018 Turkey Shoot was designed as a training competition in which the teams were providing critical support of food, water, and ammunition airdrops to embedded coalition forces in an occupied locale. 62nd AS of the 314th AW received the highest score winning the 2018 Turkey Shoot.

Over the course of 2018 to 2019, the civilian contract maintenance company was notified that their service to the 314th AW as the prime maintenance function would end. This resulted in the activation of the 314th Aircraft Maintenance Squadron (AMXS) to resume active-duty uniformed maintenance of the 314th AW C-130 fleet. The headaches of transition from civilian contract maintenance back to uniformed maintenance personnel of the 314th AMXS would be a challenging transitional period between 2019 to 2021. The COVID-19 pandemic did nothing to ease the challenges but did not stop the transition or the degree of excellence that the 314th AW demonstrated in this transitional period.

The end of the 2nd decade of the 21st Century (2010 – 2021) saw the focused and determined use of innovative technological advancements being used to meet the primary mission of the 314th AW which is to produce highly qualified C-130 air crews to the greater Air Force C-130 community. One of these innovative technological advancements was the use of virtual reality training tools. This innovative use of technology by the 314th AW showed a 45% reduction in aircraft downtime for training, 60% reduction in classroom hours, and a 35% increase in student retention ushering in a new era in a highly technical career field allowing the 314th AW to continue to demonstrate the excellence in which the wing tackles its mission.

CONTINUING THE MISSION AS THE CORNERSTONE OF C-130 COMBAT AIRLIFT EXCELLENCE (2022-PRESENT)



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

Since 1997, the 314th AW has focused squarely on accomplishing the C-130 training mission during these incredibly challenging times with multiple history-shaping events occurring. These events have included everything from the COVID-19 pandemic and the call for social justice and police reforms in America (which included riots across parts of the country) to the riot in the Capitol on 6 January 2021 (attempting to overturn the results of a presidential election, which required the deployment of the National Guard). The end of the twenty-year war in Afghanistan with the U.S. withdrawing from Afghanistan as it fell to the Taliban, the various upgrades and changes occurring within the wing, and ongoing calls for social and cultural changes across all demographics of American society.

The wing works tirelessly to replenish the C-130J force with highly qualified air crews with tremendous support from its local community. From WWII to the present, the 314th AW 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 314th AW has developed a culture of excellence, compliance, and a strong sense of duty, focused on mission accomplishment. The core of our strength remains the men, women, and families of the wing. The wing continues to innovate with use of new technological developments, effective management of the fleet and resources available, and training of the next generation of outstanding, combat-minded tactical airlifters.

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



PRESERVED 314th HISTORIC 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 314th 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. Mohny	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
Col Charles K. Hyde	1 Oct 2008
Col Mark Czelusta.....	20 Aug 2010
Col Edward S. Brewer.....	12 Jun 2012
Col James D. Dryjanski.....	31 Jul 2014
Col Daniel A. DeVoe	18 Jul 2016
Col Stephen L. Hodge.....	25 Jul 2018
Col Joseph C. Miller	16 Jun 2020
Col Jonathan E. Tucker	03 Jun 2022

314th AIRLIFT WING HONORS

Armed Forces Expeditionary Streamers























	Grenada	23 Oct - 21 Nov 1983
	Panama	20 Dec 1989 - 31 Jan 1990

Decorations

Air Force Outstanding Unit Award with Combat “V” Device

	1 Nov 1967 - 31 Dec 1969
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Air Force Outstanding Unit Awards



	11 Jan - 14 Feb 1955
	1 Jan 1960 - 31 Dec 1961
	1 Jan 1975 - 30 Jun 1976
	.....	1 Jun 1985 - 31 May 1986
	.....	1 Jul 1991 - 30 Jun 1993
	.....	1 Jul 1993 - 30 Jun 1995
	.....	1 Jul 1995 - 31 Mar 1997
	.....	1 Jul 1997 - 30 Jun 1999
	.....	1 Jul 1999 - 30 Jun 2001
	.....	1 Jul 2001 - 30 Jun 2003
	.....	1 Jul 2003 - 30 Jun 2004
	.....	1 Jul 2004 - 30 Jun 2005
	.....	1 Jul 2005 - 30 Jun 2006
	.....	1 Jul 2006 - 30 Jun 2007
	.....	1 Jul 2007 - 30 Jun 2008
	.....	1 Jul 2008 - 30 Jun 2009
	.....	1 Jul 2009 - 30 Jun 2010
	.....	1 Jul 2010 - 30 Jun 2011
	.....	1 Jul 2011 - 30 Jun 2012
	.....	1 Jul 2012 - 30 Jun 2014
	1 Jul 2018 - 30 Jun 2020
	1 Jul 2020 - 30 Jun 2022

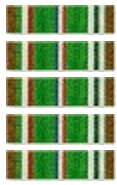
Service Streamers

	World War II American Theater
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Campaign Streamers

World War II

	Sicily
	Naples-Foggia



Rome-Arno
Normandy
Northern France
Rhineland
Central Europe

Decorations

Distinguished Unit Citations



Sicily11 Jul 1943
France6-7 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).

314th GROUP/WING STATIONS ASSIGNED

Drew Field, Tampa FL	February 1942 – June 1942
Bowman Field, Louisville KY	June 1942 – November 1942
Sedalia Army Airfield, Warrensburg MO	November 1942 – February 1943
Lawson Field, Ft. Benning GA	February 1943 – May 1943
Berguent Airdrome, French Morocco	May 1943 – June 1943
Kairouan Airdrome, Tunisia	June 1943 – September 1943
Castelvetro Airdrome, Sicily	September 1943 – February 1944
Station 538, Saltby, Liecester, England	February 1944 – February 1945
Airfield B-44, Pois, France	February 1945 – October 1945
Villacoublay Airdrome, France	October 1945 – February 1946
Bolling Field, Washington DC	February 1946 – September 1946
Albrook Field, Canal Zone, Panama	September 1946 – March 1948
Curundu Heights, Canal Zone, Panama	March 1948 – September 1948
Smyrna (later Sewart) Air Force Base, Smyrna, TN	November 1948 – January 1966
Ashiya Air Base, Kyushu, Japan	August 1950 – November 1954
Kung Kuan (later Ching Chuan Kang) Air Base, Taiwan	January 1966 – May 1971
Little Rock Air Force Base, Jacksonville AR	May 1971 - Present

314th AIRLIFT WING LIST OF ASSIGNED UNITS

314th Operations Group

62nd Airlift Squadron
714th Training Squadron

314th Maintenance Group

314th Aircraft Maintenance Squadron

AIRCRAFT FLOWN BY THE 314th (1942-PRESENT)

Transport Aircraft

Douglas C-47 <i>Skytrain</i>	1942 - 1953
Douglas C-53 <i>Skytrooper</i>	1942 - 1948
Fairchild C-82A <i>Packet</i>	1948 - 1951
Fairchild C-119 <i>Packet/Flying Boxcar</i>	1949 - 1956
Curtiss TC-46 <i>Commando</i>	1950
Curtiss C-46 <i>Commando</i>	1952
Chase YC-122B <i>Avitruc</i> *	1950 - 1954
Fairchild C-123B <i>Provider</i>	1956 – 1961
Lockheed C-130A/B/D/E/H/J <i>Hercules</i>	1957 - Present
Lockheed DC-130 <i>Hercules</i>	1979 - 1981

Assault / Cargo Gliders

Waco CG-4A <i>Hadrian</i>	1943 - 1945
Waco CG-15A	1949 - 1951
Chase XG-18A*	1949 - 1951

Helicopters

Bell YH-12B*	1951
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Sikorsky H-19A *Chickasaw*1952 - 1955
 Piaskecki H-21B *Workhorse / Shawnee*1955 - 1959

Utility Aircraft

Beechcraft C-45 *Expeditor*1949 – 1951 & 1954 - 1955
 Stinson L-5 *Sentinel*1952 - 1953
 Aeronca L-16 *Grasshopper*1952 - 1953
 DeHavilland Canada L-20 *Beaver*1952 – 1954
 Learjet C-211999 - 2011

**Denotes Few Aircraft Only for Testing and Evaluation*

**Office of History
 HQ 314th Airlift Wing
 Little Rock AFB, Arkansas**



United States Air Force Lineage and Honors History

314 Airlift Wing (AETC)

Lineage. Established as 314 Troop Carrier Wing, Medium, on 4 Oct 1948. Activated on 1 Nov 1948.

Redesignated as: 314 Troop Carrier Wing on 1 Jan 1967; 314 Tactical Airlift Wing on 1 Aug 1967; 314 Airlift Wing on 1 Dec 1991.

Assignments. Ninth Air Force, 1 Nov 1948; Fourteenth Air Force, 1 Feb 1949; Tactical Air Command, 1 Aug 1950; Eighteenth Air Force (Troop Carrier) (later, Eighteenth Air Force), 1 Jun 1951; Ninth Air Force, 1 Sep 1957; 839 Air Division, 8 Oct 1957 (attached to 315 Air Division [Combat Cargo], 22-26 Jan 1966); 315 Air Division (Combat Cargo) (later, 315 Air Division), 27 Jan 1966; 327 Air Division, 1 Nov 1968; Twelfth Air Force, 31 May 1971; 834 Air Division, 15 Mar 1972; Twenty-Second Air Force, 31 Dec 1974; Fifteenth Air Force, 1 Jul 1993; Eighth Air Force, 1 Oct 1993; Nineteenth Air Force, 1 Apr 1997; Air Education and Training Command, 12 Jul 2012; Nineteenth Air Force, 1 Oct 2014-.

Components. Groups. 34 Tactical Airlift Training: 15 Sep 1978-1 Dec 1991. 309 Troop Carrier: attached 26 Jun 1949-20 Feb 1951. 313 Troop Carrier: attached 1 Oct 1953-8 Jun 1955. 314 Troop Carrier (later, 314 Tactical Airlift; 314 Operations): 1 Nov 1948-8 Oct 1957 (detached 27 Aug 1950-14 Nov 1954); 15 Sep 1978-15 Jun 1980; 1 Dec 1991-. 316 Troop Carrier: attached 4 Nov 1949-14 Nov 1954. 513 Troop Carrier: attached 8 Nov 1955-8 Oct 1957. 516 Troop Carrier: attached 8 Mar 1955-9 Jul 1956. Squadrons. 5 Liaison: attached 8 Sep 1952-22 Mar 1953. 16 Tactical Airlift Training: 1 Aug 1971-1 Nov 1978. 18 Troop Carrier: 1 Jul 1963-1 Apr 1965 (detached Oct 1964-Jan 1965). 20 Helicopter: attached 9 Jul 1956-17 Jul 1959. 21 Helicopter: attached 30 Jun-c. 8 Oct 1957. 23 Helicopter: attached 9 Jul-c. 12 Oct 1956. 24 Helicopter: attached 9 Jul-c. 25 Sep 1956. 32 Tactical Airlift: 1 Sep 1973-1 Nov 1978 (detached 5 Nov 1973-16 Jan 1974; 3 Feb-16 Apr 1975; 3 Sep-14 Nov 1975; 3 Jun-14 Aug 1976; 13 Feb-13 Apr 1977; 9 Sep-14 Nov 1977). 48 Tactical Airlift: 6 Aug-1 Sep

1973. 50 Troop Carrier (later, 50 Tactical Airlift): 8 Oct 1957- 26 Dec 1965 (detached 29 Aug-c. 20 Dec 1958; 27 Mar-c. 15 Aug 1961; May-Jul 1965); assigned, 23 Feb 1966-31 May 1971; 15 Aug 1973-1 Nov 1978 (detached 1 Jun-18 Aug 1974; 25 Apr-7 Jun 1975; 3 Dec 1975-18 Feb 1976; 4 Sep-13 Nov 1976; 4 Apr-14 Jun 1977; 14 Jan-14 Mar 1978); assigned, 15 Jun 1980-1 Dec 1991 (detached 5 Dec 1980-12 Feb 1981; 5 Jun-14 Aug 1982; 4 Oct-14 Dec 1983; 2 Jun-14 Aug 1985; 3 Aug-16 Oct 1986; 5 Oct-16 Dec 1987; 3 Dec 1988-15 Feb 1989). 61 Troop Carrier (later, 61 Tactical Airlift): 8 Oct 1957-1 Dec 1965 (detached 19 Mar-5 Oct 1959; 7 Jan-20 Feb 1960; Jan-Mar 1965); assigned, 31 May 1971-1 Nov 1978 (detached 13 May-8 Sep 1972; 3 Jan-17 Mar 1973; 12 Jun-16 Aug 1973; 3 Oct-16 Dec 1974; 4 Jun-17 Aug 1975; 5 Mar-17 May 1976; 3 Dec 1976-13 Feb 1977; 5 Jul-9 Sep 1977; 13 Jul-13 Sep 1978); assigned, 15 Jun 1980-1 Dec 1991 (detached 5 Apr-12 Jun 1980; 4 Dec 1982-15 Feb 1983; 8 Aug-10 Oct 1984; 1 Dec 1985-12 Feb 1986; 1 Feb-15 Apr 1987; 3 Apr-15 Jun 1988; 27 Dec 1990-12 May 1991). 62 Troop Carrier (later, 62 Tactical Airlift): 8 Oct 1957-1 Dec 1965 (detached 6 Jun-Aug 1961; 19 May-29 Jul 1962; 5 Aug-Oct 1964; Mar-May 1965); assigned, 31 May 1971-1 Nov 1978 (detached 31 May-13 Jun 1971). 345 Troop Carrier (later, 345 Tactical Airlift): attached 12 Nov 1958-1 Jun 1962; assigned 25 Mar 1966-31 May 1971. 346 Tactical Airlift: 15 Mar 1969-31 May 1971. 664 Troop Carrier: attached 16 Dec 1952-8 Mar 1955. 776 Troop Carrier (later, 776 Tactical Airlift): 25 Mar 1966-31 May 1971. 2601 Assault: attached 1 Oct-12 Dec 1949. Troop Carrier Squadron Provisional, 4418: attached 15 May-1 Jul 1963.

Stations. Smyrna (later, Sewart) AFB, TN, 1 Nov 1948-c. 15 Jan 1966; Kund Kuan (later, Ching Chuan Kang) AB, Taiwan, 22 Jan 1966-31 May 1971; Little Rock AFB, AR, 31 May 1971-.

Service Streamers. None.

Campaign Streamers. None.

Armed Forces Expeditionary Streamers. Grenada, 1983; Panama, 1989-1990.

Decorations. Air Force Outstanding Unit Award with Combat "V" Device: 1 Nov 1967-31 Dec 1969. Air Force Outstanding Unit Awards: 11 Jan-14 Feb 1955; 1 Jan 1960-31 Dec 1961; 1 Jan 1975-30 Jun 1976; 1 Jun 1985-31 May 1986; 1 Jul 1991-30 Jun 1993; 1 Jul 1993-30 Jun 1995; 1 Jul 1995-31 Mar 1997; 1 Jul 1997-30 Jun 1999; 1 Jul 1999-30 Jun 2001; 1 Jul 2001-30 Jun 2003; 1 Jul 2003-30 Jun 2004; 1 Jul 2004-30 Jun 2005; 1 Jul 2005-30 Jun 2006; 1 Jul 2006-30 Jun 2007; 1 Jul 2007-30 Jun 2008; 1 Jul

2008-30 Jun 2009; 1 Jul 2009-30 Jun 2010; 1 Jul 2010-30 Jun 2011; 1 Jul 2011-30 Jun 2012; 1 Jul 2012-30 Jun 2014; 1 Jul 2018-30 Jun 2020. Air and Space Outstanding Unit Award: 1 Jul 2020-30 Jun 2022.

Bestowed Honors. Authorized to display the honors earned by the 314 Operations Group prior to 1 Nov 1948. *Service Streamers.* World War II: American Theater. *Campaign Streamers.* *World War II:* Sicily; Naples-Foggia; Rome-Arno; Normandy; Northern France; Rhineland; Central Europe.

Decorations. Distinguished Unit Citations: Sicily, 11 Jul 1943; France, [6-7] Jun 1944.

Lineage, Assignments, Components, Stations, and Honors through 8 Jan 2024.


Supersedes statement prepared in Dec 2014.

Emblem. Approved on 13 Feb 1995.

Prepared by Kevin Mobley.

Reviewed by Margaret Ream.




Timothy M. Brown

Director, Air Force Historical Research Agency



United States Air Force **Lineage and Honors History**

314 Operations Group (AETC)

Lineage. Established as 314 Transport Group on 28 Jan 1942. Activated on 2 Mar 1942.

Redesignated as: 314 Troop Carrier Group on 4 Jul 1942; 314 Troop Carrier Group, Heavy, on 26 Jul 1948; 314 Troop Carrier Group, Medium, on 19 Nov 1948. Inactivated on 8 Oct 1957.

Redesignated as 314 Tactical Airlift Group on 24 Aug 1978. Activated on 15 Sep 1978.

Inactivated on 15 Jun 1980. Redesignated as 314 Operations Group, and activated, on 1 Dec 1991.

Assignments. 50 Transport Wing, 2 Mar 1942; 52 Transport Wing, 15 Jun 1942; 53 Troop Carrier Wing, 30 Aug 1942; 50 Troop Carrier Wing, 3 Nov 1942; 52 Troop Carrier Wing, 20 Feb 1943; IX Air Force Service Command, 20 May 1945; 302 Transport Wing, 11 Aug 1945; European Air Transport Service (Provisional), 3 Sep 1945; United States Air Force European Theater, 31 Dec 1945; Eighteenth Air Force, 15 Feb 1946; Strategic Air Command, 21 Mar 1946; Third Air Force, 25 Jul 1946; Caribbean Air Command, 9 Sep 1946; Panama Air Depot, 10 Mar 1948; 5700 Wing, Caribbean Air Command, 26 Jul 1948; Ninth Air Force, 21 Oct 1948; 314 Troop Carrier Wing, 1 Nov 1948-8 Oct 1957 (attached to: Far East Air Forces [FEAF], 7-9 Sep 1950; FEAF Combat Cargo Command, 10 Sep-30 Nov 1950; 314 Air Division, 1 Dec 1950-25 Jan 1951; 315 Air Division [Combat Cargo], 25 Jan 1951-c. 1 Nov 1952; 483 Troop Carrier Wing, 1 Jan 1953-15 Nov 1954). 314 Tactical Airlift Wing, 15 Sep 1978-15 Jun 1980. 314 Airlift Wing, 1 Dec 1991-.

Components. Squadrons: 16 Airlift: 1 Dec 1991-1 Oct 1993. 20 Troop Carrier: 17 Jun 1948-20 Oct 1949. 30 Transport: 2 Mar-14 Jun 1942. 31 Transport: 2 Mar-16 Jun 1942. 32 Transport (later, 32 Troop Carrier; 32 Tactical Airlift): 2 Mar 1942-18 Sep 1945; 1 Nov 1978-30 Jun 1979. 34 Combat Airlift Training (later, Combat Aerial Delivery School; USAF Combat Aerial Delivery School): 1 Dec 1991-1 Apr 1997. 45 Airlift: See Flights. 48 Airlift: 1 Dec 2003-4 Nov 2016. 50 Troop Carrier (later, 50 Tactical Airlift; 50 Airlift): 15 Jun 1942-27 May 1946; 17 Oct 1949-8 Oct 1957; 1 Nov 1978-15 Jun 1980; 1 Dec 1991-1 Apr 1997. 53 Airlift: 1 Oct 1993-11 Jan 2008. 61 Troop Carrier (later, 61 Tactical Airlift; 61 Airlift): attached, 26 Oct 1942, assigned 15 Mar 1942-c. Dec 1945 (detached Oct-Dec 1945); assigned 17 Oct 1949-8 Oct 1957 (detached 1 Oct 1951-c. 1 Nov 1954); assigned 1 Nov 1978-15 Jun 1980; 1 Dec 1991-1 Apr 1997. 62 Troop Carrier (later, 62 Tactical Airlift, 62 Airlift): 15 Mar 1943-c. Oct 1946; 6 Dec 1945-15 Feb 1946; 17 Oct 1949-8 Oct 1957; 1 Dec 1991-. 301 Troop Carrier: attached 15 Feb-27 May 1946. 302 Troop Carrier: 15 May-7 Aug 1945; 15 Oct 1945-27 May 1946. 321 Troop Carrier: attached 16 Oct 1945-5 Dec 1945; assigned 6 Dec 1945-27 Aug 1946; 8 Jun 1955-1 Aug 1957. 323 Troop Carrier: 16 Oct 1945-30 Sep 1946. 334 Troop Carrier: 15 Oct 1946-20 Oct 1949. Flights: 45 Airlift (later, 45 Airlift Squadron): 1 Oct 1999-15 Jul 2011.

Stations. Drew Field, FL, 2 Mar 1942; Bowman Field, KY, 24 Jun 1942; Sedalia AAFld, MO, 4 Nov 1942; Lawson Field, GA, 19 Feb-4 May 1943; Berguent, French Morocco, 20 May 1943; Kairouan, Tunisia, 26 Jun 1943; Castelvetro, Sicily, 1 Sep 1943-13 Feb 1944; Saltby, England, 20 Feb 1944-28 Feb 1945; Poix, France, 4 Mar 1945; Villacoublay, France, 15 Oct 1945-15 Feb 1946; Bolling Field, DC, 15 Feb-9 Sep 1946; Albrook Field, Canal Zone, 9 Sep 1946; Curundu Heights, Canal Zone, 10 Mar-Oct 1948; Smyrna (later, Sewart) AFB, TN, 21 Oct 1948; Laurenburg-Maxton Air Field, NC, 19 Apr 1950; Sewart AFB, TN, 5 May-1 Sep 1950; Ashiya AB, Japan, 7 Sep 1950-15 Nov 1954; Sewart AFB, TN, 15 Nov 1954-8 Oct 1957. Little Rock AFB, AR, 15 Sep 1978-15 Jun 1980. Little Rock AFB, AR, 1 Dec 1991-.

Service Streamers. World War II: American Theater.

Campaign Streamers. *World War II:* Sicily; Naples-Foggia; Rome-Arno; Normandy; Northern France; Rhineland; Central Europe. *Korea:* UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea, Summer-Fall 1952; Third Korean Winter; Korea, Summer-Fall 1953.

Armed Forces Expeditionary Streamers. None.

Decorations. Distinguished Unit Citations: Sicily, 11 Jul 1943; France, [6-7] Jun 1944; Korea, 28 Nov-10 Dec 1950. Air Force Outstanding Unit Awards: 6 May 1953-10 Sep 1954; 11 Jan-14 Feb 1955; [1 Dec] 1991-30 Jun 1993; 1 Jul 1993-30 Jun 1995; 1 Jul 1995-31 Mar 1997; 1 Jul 1997-30 Jun 1999; 1 Jul 1999-30 Jun 2001; 1 Jul 2001-30 Jun 2003; 1 Jul 2003-30 Jun 2004; 1 Jul 2004-30 Jun 2005; 1 Jul 2005-30 Jun 2006; 1 Jul 2006-30 Jun 2007; 1 Jul 2007-30 Jun 2008; 1 Jul 2008-30 June 2009; 1 Jul 2009-30 Jun 2010; 1 Jul 2010-30 Jun 2011; 1 Jul 2011-30 Jun 2012; 1 Jul 2012-30 Jun 2014; 1 Jul 2018-30 Jun 2020. Air and Space Outstanding Unit Award: 1 Jul 2020-30 Jun 2022. Republic of Korea Presidential Unit Citation: 1 Jul 1951-27 Jul 1953.


Lineage, Assignments, Components, Stations, and Honors through 10 Jan 2024.

Supersedes statement prepared in Oct 2010.

Emblem. Approved on 29 Dec 2015.

Prepared by Kevin Mobley.

Reviewed by Margaret Ream.


Timothy M. Brown
Director, Air Force Historical Research Agency



United States Air Force **Lineage and Honors History**

62 Airlift Squadron (AETC)

Lineage. Constituted as 62 Troop Carrier Squadron on 27 Nov 1942. Activated on 5 Dec 1942.

Inactivated on 27 Aug 1946. Redesignated as 62 Troop Carrier Squadron, Medium, on 20 Sep 1949.

Activated on 17 Oct 1949. Redesignated as: 62 Troop Carrier Squadron on 1 Mar 1966; 62 Tactical Airlift Squadron on 1 May 1967; 62 Airlift Squadron on 1 Dec 1991.

Assignments. 315 Troop Carrier Group (attached to 89 Troop Carrier Group, 14 Dec 1942-9 Jan 1943), 5 Dec 1942; 314 Troop Carrier Group, 15 Mar 1943; Third Air Force, c. Aug-27 Aug 1946. 314 Troop Carrier Group, 17 Oct 1949; 314 Troop Carrier Wing, 8 Oct 1957 (attached to: 322 Air Division, 6 Jun-Aug 1961; Det 3, 315 Air Division, 19 May-29 Jul 1962 and 5 Aug-Oct 1964; 315 Air Division, Mar-May 1965); 839 Air Division, 1 Dec 1965 (attached to Troop Carrier Wing Provisional, 4413, 1 Dec 1965-30 Jun 1966); 64 Troop Carrier (later, 64 Tactical Airlift) Wing, 1 Jul 1966 (attached to: 513 Tactical Airlift Wing, 15 Dec 1967-8 Apr 1968, 29 Jun-2 Oct 1968, 16 Nov 1969-11 Jan 1970, and 3 Jul-30 Aug 1970; 322 Tactical Airlift Wing, 10 Apr-12 Jun 1971); 314 Tactical Airlift Wing, 31 May 1971; 34 Tactical Airlift Training Group, 1 Nov 1978; 314 Operations Group, 1 Dec 1991-.

Stations. Sedalia AAFld, MO, 5 Dec 1942; Del Valle, TX, 12 Dec 1942; Pope Field, NC, 12 Jan 1943; Lawson Field, GA, 25 Feb-3 May 1943; Berguent, French Morocco, 29 May 1943; Kairouan, Tunisia, 24 Jun 1943; Castelvetrano, Sicily, 3 Sep 1943-15 Feb 1944; Saltby, England, 24 Feb 1944; Poix, France, Mar 1945; Villacoublay, France, 15 Oct 1945-15 Feb 1946; Bolling Field, DC, 15 Feb 1946; Greenville AAB, SC, c. Aug-27 Aug 1946. Smyrna (later, Sewart) AFB, TN, 17 Oct 1949-27 Aug 1950; Ashiya AB, Japan, 4 Sep 1950-15 Nov 1954; Sewart AFB, TN, 15 Nov 1954 (deployed at Evruex AB, France, 6 Jun-Aug 1961; Clark AB, Phillipines, 19 May-29 Jul 1962, 5 Aug-Oct 1964, and Mar-May 1965; RAF Mildenhall, England, 15 Dec 1967-c. 28 Mar 1968, 1 Jul-2 Oct 1968, and 16 Nov 1969-11 Jan 1970);

Little Rock AFB, AR, 9 Mar 1970- (deployed at RAF Mildenhall, England, 3 Jul-30 Aug 1970; Rhein-Main AB, Germany, 2 Apr-31 May 1971).

Service Streamers. None.

Campaign Streamers. *World War II:* Sicily; Naples-Foggia; Rome-Arno; Normandy; Northern France; Rhineland; Central Europe. *Korea:* UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea, Summer, 1953. *Vietnam:* Vietnam Defensive; Vietnam Air.

Armed Forces Expeditionary Streamers. None.

Decorations. Distinguished Unit Citations: Sicily, 11 Jul 1943; France, [6-7] Jun 1944; Korea, 28 Nov-10 Dec 1950. Air Force Outstanding Unit Awards: 6 May 1953-10 Sep 1954; 11 Jan-14 Feb 1955; 1 Jan 1960-31 Dec 1961; 1 Sep 1962-15 Apr 1963; 1 Dec 1965-30 Jun 1967; 1 Jun 1969-31 May 1971; 1 Jan 1975-30 Jun 1976; 1 Jun 1985-31 May 1986; 1 Jul 1991-30 Jun 1993; 1 Jul 1993-30 Jun 1995; 1 Jul 1995-31 Mar 1997; 1 Jul 1997-30 Jun 1999; 1 Jul 1999-30 Jun 2001; 1 Jul 2001-30 Jun 2003; 1 Jul 2003-30 Jun 2004; 1 Jul 2005-30 Jun 2006; 1 Jul 2006-30 Jun 2007; 1 Jul 2007-30 Jun 2008; 1 Jul 2008-30 Jun 2009; 1 Jul 2009-30 Jun 2010; 1 Jul 2010-30 Jun 2011; 1 Jul 2011-30 Jun 2012; 1 Jul 2012-30 Jun 2014; 1 Jul 2018-30 Jun 2020. Air and Space Outstanding Unit Award: 1 Jul 2020-30 Jun 2022. Republic of Korea Presidential Unit Citation: 1 Jul 1951-27 Jul 1953.



Lineage, Assignments, Components, Stations, and Honors through 12 Jan 2024.

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Emblem. Approved on 9 Dec 1994; latest rendering, 15 Feb 2019.

Prepared by Kevin Mobley.

Reviewed by Margaret Ream.

 
Timothy M. Brown
Director, Air Force Historical Research Agency

USAF and USSF Lineage and Honors statements from sources other than AFHRA are not official and subject to error.



United States Air Force **Lineage and Honors History**

714 Training Squadron (AETC)

Lineage. Constituted as 714 Training Squadron on 23 May 2006. Activated on 5 Jun 2006.

Assignments. 314 Operations Group, 5 Jun 2006-.

Stations. Little Rock AFB, AR, 5 Jun 2006-.

Service Streamers. None.

Campaign Streamers. None.

Armed Forces Expeditionary Streamers. None.

Decorations. Air Force Outstanding Unit Awards: [5 Jun]-30 Jun 2006; 1 Jul 2006-30 Jun 2007; 1 Jul 2007-30 Jun 2008; 1 Jul 2008-30 Jun 2009; 1 Jul 2009-30 Jun 2010; 1 Jul 2010-30 Jun 2011; 1 Jul 2011-30 Jun 2012; 1 Jul 2012-30 Jun 2014; 1 Jul 2018-30 Jun 2020. Air and Space Outstanding Unit Award: 1 Jul 2020-30 Jun 2022.

Lineage, Assignments, Components, Stations, and Honors through 12 Jan 2024.


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Reviewed by Margaret Ream.




Timothy M. Brown

Director, Air Force Historical Research Agency



United States Air Force **Lineage and Honors History**

314 Maintenance Group (AETC)

Lineage. Established as 314 Maintenance and Supply Group on 4 Oct 1948. Activated on 1 Nov 1948.

Inactivated on 8 Oct 1957. Disestablished on 27 Sep 1984. Reestablished, redesignated as 314 Logistics Group, and activated on 1 Dec 1991. Redesignated as 314 Maintenance Group on 13 Sep 2002.

Assignments. 314 Troop Carrier Wing, 1 Nov 1948-8 Oct 1957. 314 Airlift Wing, 1 Dec 1991-.

Stations. Smyrna (later, Seward) AFB, TN, 1 Nov 1948-8 Oct 1957. Little Rock AFB, AR, 1 Dec 1991-.

Service Streamers. None.

Campaign Streamers. None.

Armed Forces Expeditionary Streamers. None.

Decorations. Air Force Outstanding Unit Awards: 11 Jan-14 Feb 1955; [1 Dec] 1991-30 June 1993; 1 Jul 1993-30 Jun 1995; 1 Jul 1995-31 Mar 1997; 1 Jul 1997-30 Jun 1999; 1 Jul 1999-30 Jun 2001; 1 Jul 2001-30 Jun 2003; 1 Jul 2003-30 Jun 2004; 1 Jul 2004-30 Jun 2005; 1 Jul 2005-30 Jun 2006; 1 Jul 2006-30 Jun 2007; 1 Jul 2007-30 Jun 2008; 1 Jul 2008-30 Jun 2009; 1 Jul 2009-30 Jun 2010; 1 Jul 2010-30 Jun 2011; 1 Jul 2011-30 Jun 2012; 1 Jul 2012-30 Jun 2014; 1 Jul 2018-30 Jun 2020. Air and Space Outstanding Unit Award: 1 July 2020-30 Jun 2022.

Lineage, Assignments, Stations, and Honors through 8 Jan 2024.


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Reviewed by Margaret Ream.




Timothy M. Brown

Director, Air Force Historical Research Agency



United States Air Force **Lineage and Honors History**

314 Aircraft Maintenance Squadron (AETC)

Lineage. Constituted as 314 Organizational Maintenance Squadron, and activated, on 20 Sep 1962.

Organized on 1 Oct 1962. Discontinued, and inactivated, on 18 Sep 1966. Activated on 1 Jun 1969.

Inactivated on 31 May 1971. Activated on 1 Apr 1972. Redesignated as 314 Aircraft Generation

Squadron on 1 Aug 1990. Inactivated on 1 Dec 1991. Redesignated as 314 Aircraft Maintenance

Squadron on 13 Aug 2002. Activated on 13 Sep 2002.

Assignments. 314 Troop Carrier Wing, 1 Oct 1962-18 Sep 1966. 314 Tactical Airlift Wing, 1 Jun 1969-

31 May 1971. 314 Tactical Airlift Wing, 1 Apr 1972; 314 Tactical Airlift Group, 1 Nov 1978; 314

Tactical Airlift Wing, 15 Jun 1980-1 Dec 1991. 314 Maintenance Group, 13 Sep 2002-.

Stations. Sewart AFB, TN, 1 Oct 1962; Kung Kuan AB, Taiwan, 27 Jan-18 Sep 1966. Ching Chuan

Kang AB, Taiwan, 1 Jun 1969-31 May 1971. Little Rock AFB, AR, 1 Apr 1972-1 Dec 1991. Little Rock

AFB, AR, 13 Sep 2002-.

Service Streamers. None.

Campaign Streamers. None.

Armed Forces Expeditionary Streamers. None.

Decorations. Air Force Outstanding Unit Award with Combat "V" Device: [1 Jun]-31 Dec 1969. Air

Force Outstanding Unit Awards: 1 Jan 1975-30 Jun 1976; 1 Jun 1985-31 May 1986; 1 Jul 2001-30 Jun

2003; 1 Jul 2003-30 Jun 2004; 1 Jul 2005-30 Jun 2006; 1 Jul 2006-30 Jun 2007; 1 Jul 2007-30 Jun 2008;

1 Jul 2008-30 Jun 2009; 1 Jul 2009-31 Jun 2010; 1 Jul 2010-30 Jun 2011; 1 Jul 2011-30 Jun 2012; 1 Jul

2012-30 Jun 2014; 1 Jul 2018-30 Jun 2020. Air and Space Outstanding Unit Award: 1 Jul 2020-30 Jun

2022.

Lineage, Assignments, Stations, and Honors through 8 Jan 2024.


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Reviewed by Margaret Ream.




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