

118 WING



MISSION

118 Wing mission is to enable global delivery of kinetic and non-kinetic effects through multidisciplinary Intelligence, Surveillance, and Reconnaissance (ISR) mission execution, sustained by organic Mission Support and Medical personnel. Additionally, provide capabilities and resources to support state and domestic emergency response and recovery operations.

LINEAGE

118 Composite Wing activated, 1 Nov 1950
Redesignated 118 Tactical Reconnaissance Wing, 1 Feb 1951
Redesignated 118 Air Transport Wing, 1 Apr 1961
Redesignated 118 Military Airlift Wing, 1 Jan 1966
Redesignated 118 Tactical Airlift Wing, 1971
Redesignated 118 Airlift Wing, 1992

STATIONS

Berry Field, Nashville, TN

ASSIGNMENTS

WEAPON SYSTEMS

C-130

COMMANDERS

Col Alexander W. Cortner, Nov 1950
Col Jacob W. Dixon, Apr 1952
Col Howard F. Butler, Jan 1953
BG John H. Gibson, Dec 1954

BG John P. Gifford, Apr 1956
BG Enoch B. Stephenson, Mar 1961
BG John P. Gifford, May 1965
BG William C. Smith, Aug 1967
BG Joseph H. Johnson, Jun 1971
BG Paul N. Rogers, Jan 1974
BG Oscar T. Ridley, Apr 1975
BG Robert A. Neal, Mar 1977
BG Charles K. Evers, Mar 1979
BG Alfred If Cole, Jul 1981
BG James R. Roberts, Jan 1983
Col Guy S. Tallent, 1993
Col Todd A. Wiles
Col Doug Delozier, #2011

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



118 Tactical Reconnaissance Wing emblem: On a light blue oval with a yellow border an aerial camera supporting binoculars and a torch, the whole group winged, all yellow with flame proper and lenses blue and white, above the torch and between the tips of the wings three white stars. (Approved, 5 Jan 1954)



118 Air Transport Wing emblem: Azure, in fess throughout, the front view of a cargo aircraft argent, between in base a demi-globe dark blue with land areas azure and grid lines of the second, and issuant from dexter and sinister chief towards honor point two lightning flashes, or all within a diminished bordure of the last. **SIGNIFICANCE** The three white stars, in combination with the colors red and blue, are symbolic of the flag of the State of Tennessee. The binoculars and aerial camera upon which the numerals 118 are superimposed, depict the primary mission of this organization, which is visual and photographic reconnaissance for tactical units of the Armed Forces. The torch, in combination with the stars, depict the night photo aspects of the mission of this organization.

The emblem is symbolic of the Wing and its mission. Against a background of blue to represent the sky, the primary theater of this Wing's operations, a stylized heavy global aircraft spanning the globe indicates the worldwide mission of air transportation assigned. The lightning flashes indicate the speed and efficiency with which we operate. The emblem bears the Air Force colors, ultramarine blue and golden yellow.



118 Tactical Airlift Wing emblem: On 1 July 1982, the new organizational emblem for the 118 Tactical Airlift Wing was approved. The new wing emblem consists of the Air Force Shield design with a basic background of ultramarine blue representing the blue sky in which our mission is performed. The shield is edged in Air Force yellow. The focus of the design is that of the head of a guitar, symbolic of the unit location in "Music City, USA," which are the commercial catchwords most commonly associated with Nashville TN. The guitar strings are platinum, the uppermost of which vault into the sky as pedestals for the aircraft shown as representative of our mission. The platinum alludes to the highest achievement of the music which is so prominent in Nashville; hence depicts the high standards for which the unit strives. The three stars are taken from the flag of the State of Tennessee, and are indicative of the State role which the unit must assume. The stars themselves represent the three geographical divisions of Tennessee and are so arranged that a point of each converges on an imaginary center that symbolizes unity.



118 Airlift Wing emblem

MOTTO

NICKNAME

OPERATIONS

The 118 TRW was activated for federal service again in 1950. While on active duty, it operated Detachment 1 flying P-47, from McGhee-Tyson Airport at Knoxville, TN, providing air defense for the Atomic Energy Commission at Oak Ridge

Cadre for the wing was obtained from inactivated units of the Headquarters Detachment, 218 Air Service Group, Detachment A, and the 118 Fighter Group, units which were stationed at Berry Field prior to the activation of the wing. An intensive recruiting program was immediately formulated and put into effect, in order to obtain the most qualified personnel possible from civilian sources to fill existing vacancies.

February 1951, the first personnel of the advance detachment were ordered to extended active duty by Special Order Number 30, Headquarters, Fourteenth Air Force, Robins A Force Base, Georgia, dated 12 February 1951. This advance detachment, which was composed of personnel with administrative experience acquired through prior service, was gradually increased as personnel became available, up until April 1951, when the entire wing (less the 105th squadron) was ordered to extended active duty. During this period valuable assistance was received from personnel of nearby Sewart Air Force Base, Smyrna, Tennessee, who were very cooperative in furnishing instructions regarding such subjects as; Morning Reports, Service and Qualification Records, and classification procedures.

Although the 118 Tactical Reconnaissance Wing never participated as a unit in any overseas theater during its tour of extended active duty, numerous personnel were reassigned as replacements to units which were already operating in Far Eastern Air Force, as well as the United States Air Force in Europe. The Wing did, however, participate in Operations Bullseye, a joint tactical training maneuver between air and ground units, which was conducted at Eglin Field, Florida, during the months of June and July 1951. The headquarters during this maneuver was located at Municipal Airport, Temple, Texas.

In late 1952, the Wing was released from active duty and early 1953 reformed in Nashville as Headquarters, 118 Tactical Reconnaissance Wing and consisted of the 105th Squadron, and units at Memphis, Little Rock and Fort Smith.

The 118 Tactical Reconnaissance Wing was relieved from extended active duty on 31 December 1952 and was returned to State control effective 1 January 1953. All equipment which was assigned to the 118 Wing at the time of its order to active duty, remained with the 66th Wing.

The wing at this time consisted of the Headquarters, 118 Tactical Reconnaissance Group and the 105 Tactical Reconnaissance Squadron, the Headquarters Maintenance and Supply Group, 118 Supply Squadron, 118 Motor Vehicle Squadron, and the 118 Maintenance Squadron, stationed at Berry Field, Nashville, Tennessee. The 155 Tactical Reconnaissance Squadron (Night-Photo), at Municipal Airport, Memphis, Tennessee, and the 154 Tactical Reconnaissance Squadron at Adams Field, Little Rock, Arkansas, were also assigned at this time. On 12 January 1953, the Headquarters 118 Air Base Group, 118 Communications Squadron, 118 Installations Squadron, 118 Air Police Squadron, and 118 Food Service Squadron, Air National Guard units at Adams Field, Little Rock, Arkansas, were also assigned to the wing. The assignments were followed on 22 February 1953 by the assignment of another Arkansas Air National Guard unit, the 118 Reconnaissance Technical Squadron, which was also stationed at Adams Field. The 154 Limited Forecasting Flight at Adams Field, Little Rock, Arkansas, the 155 Limited Forecasting Flight at Municipal Airport, Memphis, Tennessee, and the 105 Forecasting Flight at Berry Field, Nashville, Tennessee were assigned to the wing on 1 May 1953, and 20 May 1953 respectively, and on 15 October 1953, the wing gained an additional Tactical Reconnaissance Squadron, the 184 Tactical Reconnaissance Squadron (Night-Photo), stationed at Municipal Airport, Fort Smith, Arkansas. The 118 Tactical Reconnaissance Wing was now designated a full wing.

The wing and all of its assigned units participated in a successful Field Training exercise at Travis Field, Savannah, Georgia, during the period from 16 August through 30 August 1953. The Annual General Inspection, conducted by Headquarters Fourteenth Air Force during the month of November 1953, indicated satisfactory mission accomplishment in efficiency, effectiveness and economy of operation throughout the wing.

118 Tactical Reconnaissance Wg and 118 Tactical Reconnaissance Gp were released from extended active duty and returned to state control on 1 January 1953.

118 Tactical Reconnaissance Wg returned to Berry Field with the following units: 118 Tactical Reconnaissance Gp, 111 Tactical Reconnaissance Sq, Headquarters, Maintenance and Supply Gp, 118 Supply Sq, 118 Motor Vehicle Squad 118 Maintenance Sq. The 155th Tactical Reconnaissance Sq (Night-Photo) at Memphis and the 154th Tactical Reconnaissance S at Little Rock, Arkansas, were assigned to the 118 Wing at this time. 1 JAN 1953

The 118 Air Base Gp, 118 Communication Sq, 118 Installation Sq, 118 Air Police Sq, and 118 Food Service Sq at Little Rock were assigned to the 118 Wing. 12 JAN 1953

118 Reconnaissance Technical Sq stationed at Little Rock was assigned to the 118 Tactical Reconnaissance Wing. 22 FEB 1953

184th Tactical Reconnaissance Sq at Fort Smith, Arkansas was assigned to the 118 Tactical Reconnaissance Wing, thus enabling the 118 Tactical Reconnaissance Wing to be considered a full wing. 15 OCT 1953

The 118 Air Transport Wing (Heavy) came under Eastern Transport Air Force Command on 12 May 1961. On 17 February 1964 this Wing transferred from Eastern Transport Air Force Command to Western Transport Air Force Command.

118 Air Transport Wg (H) reassigned to the Eastern Transport Air Force (MATS). 12 MAY 1961

118 Air Transport Wg received its first C-97. The 164th Air Transport Gp at Memphis and the 111th Air Transport Gp at Philadelphia replaced the Sioux City, Iowa and St. Joseph, Missouri Groups. 23 MAY 1961

On 1 March 1961 Brig. Gen. Enoch B. Stephenson became commander of the 118 Tactical Reconnaissance Wing. One month later the entire mission of the 118 Wing was changed from a tactical reconnaissance mission to Air Transport mission under the Military Air Transport Service and was designated 118 Air Transport Wing (Heavy). Units on that date changed from RF-84F jet aircraft to the huge four-engine C-97 transports, with the squadrons at Nashville and Memphis respectively retaining their 105th and 155th numerical designation.

The 118 Air Transport Wing received its first C-97s on 23 May 1961, with the rating of C-4, and in the following year obtained the rating of C-3; on 27 March 1963 the rating of C-2, and on the

25th of December 1963, the rating of C-1. At this time the 118 Wing consisted of the 111th Group at Philadelphia, Pennsylvania, replacing the Sioux City, Iowa, and St. Joseph, Missouri, groups, and the 164th Group at Memphis, Tennessee.

The 118 Air Transport Wing (Heavy) came under Eastern Transport Air Force Command on 12 May 1961 under Special Order G-48 Headquarters MATS and Special Order G-98 Headquarters MATS dated 17 July 1961, On 17 February 1964 Special Order G-19 transferred this Wing from Eastern Transport Air Force Command to Western Transport Air Force Command.

Effective 1 July 1962 the 118 Air Transport Wing (H) and the subordinate units began annual training under the "Texas Plan." This meant that personnel would be scheduled for their annual training throughout the entire year. There would be no more consolidated two weeks training periods.

On 25 July 1962, the 118 Air Transport Wing (H) surpassed 1,000,000 cargo ton miles. Lt Col Earl G. Pate reported the accomplishments at a briefing before members of a EASTAF team. The Director of Operations further announced that the 118 had flown over 1,300 passengers since assuming a transport mission.

In January 1964, the 118 Air Transport Wing began preparations to transfer from EASTAF to WESTAF. The organizational change would mean the 118 Air Transport Wing (H) would fly more Pacific routes more often, but cargo and training flights to Europe would continue. Brig Gen Enoch B. Stephenson, Wing Commander and other staff members went to Travis AFB, California for briefings on Pacific Operations. They learned that Japan and other Pacific Islands would be destinations scheduled more often in the future.

118 Air Transport Wg (H) was transferred from Eastern Transport Air Force (MATS) to Western Transport Air Force (MATS). 17 FEB 1964

In May 1964, the 118 Air Transport Wing played a role in the nation's largest 1964 military training exercise. A Nashville C-97 flew troops and equipment from Byrd Field VA to Edwards AFB while another Nashville C-97 flew troops and equipment from Andrews AFB in Washington DC to Le Moore, California. This exercise was held at Kingman, Arizona and was called "Desert Strike."

In August 1964, C-97 from Nashville returned 1400 Tennessee Army National Guardsmen to their home state from New York in the state's largest troop airlift after they completed their annual field training. The lift was directed by 118 Air Transport Wing Headquarters for members of the 2d Brigade, 30th Armored Division, who trained at Camp Drum. The 118 Air Transport Wing had participated in a number of other airlifts that summer in the operation called "Guardlift I". "Guardlift I" was designed to provide training to both Army and Air National Guardsmen in the transportability of units, in deployment and in the training of troops in new climates.



118 Air Transport Wing flightline, 1965. (TN ANG photo)

March 1971, brought a major redesignation and a rapid series of repercussions to most Air Guardsmen in Tennessee. The mission of the 118 Military Airlift Wing, which had responsibility for three airlift groups in Nashville, Memphis, and Jackson, Mississippi, was converted from the Military Airlift Command to the Tactical Air Command on 26 March 1971.

Responsibility for the Memphis and Jackson organizations was lost when the conversions were completed and new TAG units were activated at Nashville. Under mobilization, the wing now would be activated under the Ninth Air Force, rather than the 22 Air Force, which was the parent Air Force unit of the 118 Military Airlift Wing. Also in the event of mobilization, the 109 Tactical Airlift Group, headquartered at Schenectady County Airport, New York, would now have as its parent unit the 118 Tactical Airlift Wing at Nashville. In general, military manpower authorizations for the new tactical wing were sharply reduced from that which had been prescribed for the 118 Military Airlift Wing.

The 118 Tactical Airlift Wing was placed under a different intermediate gaining command during the second quarter of 1972. On 5 April, headquarters and its assigned groups were reassigned to the 839 Air Division, headquartered at Pope AFB NC. Until that date, the 118 TAW was assigned directly to Hq 9 Air Force.

The 118 TAW, headquartered at Metro Airport in Nashville TN, gained a fourth Group under its command during this quarter, and very quickly the 167 TAG at Martinsburg WV, established itself as an asset to the Wing.

By 1 July 1972, a total of four aeromedical evacuation units were assigned to the Wing. The latest addition, the 167 AEF in Martinsburg, officially joined the 118 AES in Nashville, the 142 AEF in New Castle and the 156 AEF in Charlotte in June. All of the units were reassigned to the Tactical Airlift Command on 14 Feb 1972, after previously serving under the Military Airlift Command. Upon mobilization, they would become part of the 1st Aeromedical Evacuation Group of TAC.

The 118 TAW gained a fifth group during this period when the 170 TAG at McGuire AFB, NJ was assigned to the unit on 9 June 1973

On 1 December 1974 all four Groups assigned to the 118 Tactical Airlift Wing were assigned the Military Airlift Command as their gaining command.

The 118 Tactical Airlift Wing was further assigned to the 839 Air Division which was then the Wing's intermediate gaining command.

During the early part of 1975, the Wing gained the 164 TAG in Memphis, Tennessee and the 165 TAG in Savannah, Georgia. The 166 TAG and the 167 TAG were no longer assigned to the 118 TAW. (The 166 TAG would later be reassigned to the 118 TAW on 1 November 1980).

The four groups in the 118 Tactical Airlift Wing possessed 36 aircraft during the early part of 1976. The 118 TAG possessed C-130A; the 145 TAG possessed 9 C-130B; the 164th TAG possessed 10 C-130A; the 165 TAG possessed 8 C-130E.

The 118 Tactical Airlift Wing was further assigned to the 839 Air Division which was then the Wing's intermediate gaining command.

In early January 1978, the Wing Commander, in coordination with MAC headquarters, initiated the development of plans for the 118 TAW in conjunction with the 164 TAG, Memphis IAP TN, to deploy to Fort Campbell for a three day period. The plans included the involvement of the MAC IG. The operation was to be evaluated under ORI criteria. During the first three months of 78, agreements were drawn up with Fort Campbell for the support required by the deployed force which consisted of 16 aircraft and 400 personnel. The deployment was scheduled for June 1978.

In October 1978 marked the realignment of the 118 Tactical Airlift Wing to the Tri-Deputy system in conformance with MAC organizational standards. The new system separates Maintenance from Logistics and creates a Resources Management function that includes Supply, Comptroller, Transportation and Procurement. This organizational structure provides the same functional flow as active forces if reserve forces are called to active duty.

Effective 1 November 1980, the 118 TAW was realigned by the National Guard. Two Groups, the 145 TAG (Charlotte NC) and the 165 TAG (Savannah GA) were reassigned to Texas and Minnesota based units.

The newly assigned Groups to the 118 TAW were: 139 TAS(St Joseph MO) 143 TAG (N. Kingstown RI) 166 TAG (New Castle DE)

Both the 164 TAG (Memphis) and 105 TAS (Nashville) remained under the Wing. The 118 TAW went because of the newly assigned Groups, from forty-five C-130s assigned to fifty-three.

On 28 October 1982, the Twenty-first Air Force was designated Intermediate Gaining Command for the 118 Tactical Airlift Wing.

In 1992, Military Airlift Command (MAC) reorganized as Air Mobility Command (AMC). The 118 Tactical Airlift Wing became the 118 Airlift Wing. With sixteen C-130H and 1406 authorized personnel at Nashville

2005 30 Aug A C-130 and crew assigned to the 118 Airlift Wing, Tennessee ANG, and an air-medical evacuation crew assigned to the 183^d Air Evacuation Squadron, Mississippi ANG, evacuated sixty-two US military retirees from the Gulfport Combat Readiness Training Center (CRTC), Mississippi to Andrews AFB, Maryland.

31 AUG

Two C-130 assigned to the 118 Airlift Wing, Tennessee ANG, transported ANG Security Forces personnel to Gulfport CRTC. Gulfport CRTC was the main operating base for ANG sustainment, patient staging and air evacuation. An In-Flight kit consists of a series of litters (stretchers) and medical supplies and equipment used to sustain life while transporting sick or wounded patients onboard an aircraft. In-Flight kits are universally configured to allow easy installation in any type of airlift aircraft. One C-130 assigned to the 118 Airlift Wing, Tennessee ANG, air evacuated approximately forty Veterans Hospital medical patients from NAS New Orleans and delivered them to Ellington Field, Texas. One C-130 assigned to the 127th Wing, Michigan ANG, flew to Nashville, Tennessee to pick-up an air evacuation crew assigned to the 118 Airlift Wing, to evacuate approximately sixty-eight medical patients from NAS New Orleans. the mission was delayed because of an in-flight emergency caused by an engine problem. The aircraft diverted back to Nashville, Tennessee.

1 SEP Two C-130 assigned to the 118 Airlift Wing, Tennessee ANG, flew an Aeromedical evacuation mission to New Orleans IAP.

2 Sep The ANG CAT reported that a Contingency Response Group-Element (CRGE) and an Aerial Port Squadron (APS) from the 137th Airlift Wing, Oklahoma ANG, and the 136th Airlift Wing, Texas ANG, became operational at Gulfport CRTC. The 118 CRGE, Tennessee ANG,

became operational at Stennis IAP in Mississippi to support hurricane relief efforts. Stennis IAP was an airlift off-load and receiving center for hurricane relief operations

8 SEP Eight Aeromedical Evacuation members assigned to the 118 Airlift Wing, Tennessee ANG, and the 145th Airlift Wing, North Carolina ANG, returned to their respective home stations at Nashville Airport, Tennessee and Charlotte-Douglas Airport, North Carolina. The Aeromedical Evacuation personnel had deployed to New Orleans IAP to support an Aeromedical Evacuation Liaison Team.

12 Sep Sixteen Aerial Port Squadron personnel from the 118 Airlift Wing, Tennessee ANG, and the 143rd Airlift Wing, Rhode Island ANG, deployed in Title 32 status to Stennis IAP, Mississippi.

22 SEP

The 118 Contingency Response Group-Element, Tennessee ANG, returned to home station at Nashville Airport. They had deployed to Stennis IAP, Mississippi.

An All-Volunteer Guard Mission: The Tennessee Air National Guard's 118 Airlift Wing in Nashville used four of its C-130 transports to airlift 16 High Mobility Artillery Rocket Systems to Fort Chaffee, Ark., so that its state Guard brethren in the Chattanooga-based 1/181st Field Artillery Battalion could train. "Overall, this was a phenomenal effort by the Tennessee Air and Army Guard," said Lt. Col. Jay Jackson, chief of the 118 AW's Operational Support Flight. "The Army was very pleased with the efficiency and the training they received by airlifting these systems, and our air folks received very valuable training as well." The Air Guardsmen made multiple trips June 3-4 to deliver all of the HIMARS. Jackson said this operation was the first time that the wing conducted this type of airlift "in such a massive way." 2011

Air Force Lineage and Honors

Created: 7 Sep 2010

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *118 Air Transport Wing, 1964-1965*. Delman Printing Co. Charlotte, NC. 1965.