

## 746 EXPEDITIONARY AIRLIFT SQUADRON



### MISSION

#### LINEAGE

746 Bombardment Squadron (Heavy) constituted, 14 May 1943  
Activated, 1 Jun 1943  
Redesignated 746 Bombardment Squadron, Very Heavy, 5 Aug 1945  
Inactivated, 17 Oct 1945  
Activated in the reserve, 12 Jul 1947  
Inactivated, 27 Jun 1949  
Redesignated 746 Troop Carrier Squadron, Medium, 15 Oct 1952  
Activated, 1 Dec 1952  
Inactivated, 9 Jul 1956

#### STATIONS

Wendover Field, UT, 1 Jun 1943  
Gowen Field, ID, 14 Jul 1943  
Bruning AAFld, NE, 2 Aug 1943  
Kearns, UT, 9 Sep 1943  
Muroc AAB, CA, 2 Oct-4 Dec 1943  
Italy, 11 Jan 1944  
Stornara, Italy, 25 Jan 1944-19 Jul 1945  
Sioux Falls AAFld, SD, 1 Aug 1945  
Smoky Hill AAFld, KS 17 Aug-17 Oct 1945  
McChord Field, WA, 12 Jul 1947-27 Jun 1949  
Miami Intl Aprt, FL, 1 Dec 1949  
Charleston AFB, SC, 15 Aug 1953  
Shiroi, Japan, 10 Nov 1955

Ardmore AFB, OK, 17 May-3 Jul 1956  
Al Udeid AB, Qatar

### **ASSIGNMENTS**

456 Bombardment Group, 1 Jun 1943-17 Oct 1945  
456 Bombardment Group, 12 Jul 1947-27 Jun 1949  
456 Troop Carrier Group, 1 Dec 1952  
456 Troop Carrier Wing, 1 Mar 1955-9 Jul 1956

### **WEAPON SYSTEMS**

B-24, 1943-1945  
C-119, 1952-1956

### **COMMANDERS**

#### **HONORS**

##### **Service Streamers**

None

##### **Campaign Streamers**

Air Offensive, Europe  
Naples-Foggia  
Anzio  
Rome-Arno  
Normandy  
Northern France  
Southern France  
North Apennines  
Rhineland  
Central Europe  
Po Valley  
Air Combat, EAME Theater

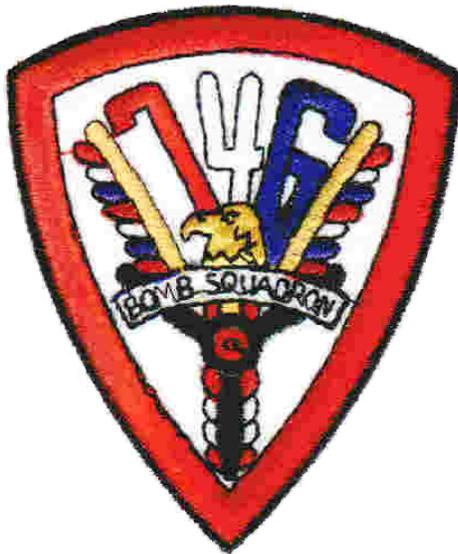
##### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citations  
Wiener Neustadt, Austria, 10 May 1944  
Budapest, Hungary, 2 Jul 1944

Air Force Outstanding Unit Award  
1 Apr 1955-20 Mar 1956

### **EMBLEM**



746 Bombardment Squadron, Heavy emblem



746 Troop Carrier Squadron, Medium emblem: On a sky blue disc, bordered white, edged of the first, over a white ellipse, a caricatured mule, shades of light brown, highlighted white; muzzle light blue; nostril, eye, hoofs black; teeth, eyeball, highlights on hoofs white; gums light red; with snorting mad facial expression; the mule in racing position, with white air clouds from his snorting nostrils and running hoofs. (Approved, 5 Sep 1956)

#### **EMBLEM SIGNIFICANCE**

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

Combat in MTO and ETO, 10Feb 1944-26 Apr 1945. Special reconnaissance, conducted by 1st

Air Division, Strategic Air Command, 1955-1956.

---

Air Force Order of Battle

Created: 19 Feb 2011

Updated:

Sources

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

2006 The 120-degree heat, dusty wind and 4,500-foot dirt runway seemed worlds away from snowy Pennsylvania, the home of Capt. Pat Stafy. The Air Force Reserve pilot, activated to fly with the 746<sup>th</sup> Expeditionary Airlift Squadron in Southwest Asia, was flying his third mission to Bilate, Ethiopia. From nearby trees, monkeys watched Captain Stafy and the rest of the C-130 crew members on the barren runway. More than 50 hungry children anxiously waited in the bushes for the loadmasters to hand out candy and snacks. When the treats were thrown, they rushed forward, grabbing anything they could get their hands on. "This part of the mission doesn't fall under any operational order," said Lt. Col. Brian Kraemer, a 746th EAS navigator.

"But, it still fits in nicely with the overall concept of the HOA (Horn of Africa) 'flex' mission, because it focuses on winning the hearts and minds of the people through goodwill gestures and humanitarian work." The C-130 crew is deployed from the 913th Airlift Wing based at Willow Grove Air Reserve Station, Pa., one of three different Reserve units flying weekly channel missions in support of Combined Joint Task Force — Horn of Africa. Based at Camp Lemonier, Djibouti, CJTF-HOA relies on the support of C-130s assigned to the 379th Air Expeditionary Wing based in Southwest Asia. Crews deploy from Southwest Asia for several days, flying a variety of missions out of Djibouti. Most of the missions involve humanitarian airlift and transport of military personnel and senior government leaders.

They are known as "flex" missions because of their flexibility. "It's all about planting the seeds of goodwill," said 1st Lt. Justin Botts, a co-pilot serving in the area of responsibility for the first time. "Our missions are much more than carrying food and water. Humanitarian assistance operations deepen trust and cooperation between U.S. forces and citizens in the region." Each C-130 carries up to 42,000 pounds of cargo or 92 passengers. Typically, it's a mix of both as the flights meet the needs of multiple missions throughout Africa, ranging from Kenya to Ethiopia. Lieutenant Botts explained the simple act of carrying cargo on a C-130 aircraft affects thousands of people.

"On our last mission, we carried thousands of pounds of equipment needed to dig a well in a small Ethiopian community," he said. "Once the well is built, it will do more than bring fresh water to the people. It will become a gathering spot, and the whole area will become a location that encourages education and positive community growth." The well mission in Gode, Ethiopia, required three days of multiple C-130 flights to deliver the equipment. On each flight, the aircrew members were greeted by the same airport manager. By the third trip, he could no longer contain his gratitude.

The 379th Air Expeditionary Wing in Southwest Asia combined its active-duty and Air Force Reserve C-130 assets in February to form a new squadron. Active-duty C-130J models from the 41st Airlift Squadron and C-130Es from the 61st AS and 2nd AS combined with Reserve C-130Hs from the 357th AS to form the new 746<sup>th</sup> AS. The 41st and 61st are deployed from Little Rock Air Force Base, Ark., while the 2nd AS is from Pope AFB, N.C. The 357th hails from Maxwell AFB, Ala. Combining the Reserve and active-duty squadrons into one cohesive unit creates a unique opportunity for the crews to learn from one another, said Lt. Col. Dan Tulley, 41st AS commander. Taking four distinct squadrons that don't normally work together at their home stations and uniting them in a deployed environment may seem like a daunting task, he said. But the strengths each of them bring to the fight far surpass any challenges they will have to overcome. "We get to play off of the strengths of each other," Colonel Tulley said. "AFRC brings a lot of experience, and working together should be a great opportunity to share knowledge and expertise on handling a C-130 in combat."

On 27 June 2008, at 1235 local time, a C-130H2 aircraft, tail number (T/N) 86-0412, took off from Baghdad International Airport (EHAP), Baghdad, Iraq, to execute an operational wartime mission in support of United States and Coalition Forces' interests. The mishap aircraft (MA) was assigned to the 746th Expeditionary Airlift Squadron, 379th Air Expeditionary Wing, Al Udeid Air Base, Qatar.

Sixty seconds after the aircraft began its takeoff roll, at approximately 313 feet above the ground and 163 knots indicated airspeed, the MA's defensive system activated. The mishap pilot (MP) reacted in accordance with applicable directives. After reacting to the defensive alert the crew realized that RPM on engine numbers 1, 3, and 4 had decayed to 60% where it remained for the rest of the flight. After initial analysis, the mishap crew (MC) initiated the multiple engine power loss/RPM rollback checklist to regain power on the stalled engines. Due to the MA's low altitude and airspeed at the time of the defensive alert/reaction and the unexpected three engine power loss the MC was unable to complete the checklist and recover the malfunctioning engines. The MC initiated landing gear and flap extension but landed, partially gear down, in a field 3.98 nautical miles north of BIAP.

All 38 occupants safely exited the aircraft with only minor injuries. The MC consisted of a pilot, copilot, navigator, flight engineer, and two loadmasters. The MA caused minimal damage to the field where it landed and the government of Iraq stated no damage claims would be filed. The MA was a total loss, estimated at \$39,899,645.17.

The Board President could not find clear and convincing evidence to determine the exact cause of the engine power loss. He did find evidence to conclude that several factors combined to significantly contribute to the MA landing partially gear down. Specifically, a defensive system alert, the aircraft's low altitude and airspeed at the time of the malfunction, and the decision to respond to the alert at low altitude and airspeed combined to result in the MA landing partially gear down.

All MA systems and performance were normal prior to the defensive system alert. An undetermined malfunction occurred during the defensive reaction that caused three of the MA's four engines to stabilize at an RPM (60%) which was not sufficient to maintain flight and the low altitude and airspeed at the time of the malfunction limited the time available for

situation analysis and recovery. The MC had never been exposed to a loss of three or four engines on takeoff in the C-130H2 simulator which resulted in an emergency situation the MC had not seen before at a low altitude and airspeed. Checklist actions taken by the MC did not recover the engines and the MP appropriately performed a limited power, controlled descent, and forced landing resulting in only minor injuries.

Airmen deployed to the 746th Expeditionary Airlift Squadron and the 379th Expeditionary Aircraft Maintenance Squadron in Southwest Asia learned their home units at Keesler AFB, Miss., would inactivate this fiscal year. "The 815th Airlift Squadron, which is a Reserve unit, and their Active Duty counterpart, the 345th [AS], have been the subject of force restructuring for quite some time now," said Lt. Col. Brian Freeman, commander of the 746th EAS, who is deployed from Keesler. "We have been living under a cloud of uncertainty for a number of years. For many people, the decision to shut down the units gave a sense of closure." The four C-130J Super Hercules assigned to the 746th EAS will continue to provide intra-theater tactical airlift and aeromedical evacuation support for Operation Enduring Freedom. One of the four Super Hercs will remain on standby 24/7, states the release. "The airmen here, both in maintenance and ops, are putting in hard work and are performing at a 100 percent effectiveness rate," said Freeman. "We will do everything we can to take care of one another during this deployment and in the future." 2014

---

Air Force Lineage and Honors

Created: 16 Jun 2020

Updated:

Sources

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

Air Force News. Air Force Public Affairs Agency.