

8th AIRLIFT SQUADRON



LINEAGE

8th Transport Squadron constituted, 1 Oct 1933
Activated, 1 Feb 1940
Redesignated 8th Troop Carrier Squadron, 4 Jul 1942
Inactivated, 11 Nov 1945
Activated, 7 Sep 1946
Redesignated 8th Troop Carrier Squadron, Medium, 23 Jun 1948
Redesignated 8th Troop Carrier Squadron, Heavy, 12 Oct 1949
Redesignated 8th Air Transport Squadron, Heavy, 1 Jan 1965
Redesignated 8th Military Airlift Squadron, 8 Jan 1966
Redesignated 8th Airlift Squadron, 1 Dec 1991

STATIONS

Brooks Field, TX, 1 Feb 1940
Duncan Field, TX, 5 Nov 1940
Hill Field, UT, 29 Jun 1941
Kellogg Field, MI, 26 May 1942
Florence, SC, 30 Jun–14 Aug 1942
Keevil, England, 25 Sep 1942
Tafaraoui, Algeria, 16 Nov 1942
Nouvion, Algeria, 22 Dec 1942
Matemore, Algeria, 17 May 1943
El Djem, Tunisia, 1 Jul 1943
Goubrine, Tunisia, 28 Jul 1943
Gela, Sicily, 7 Sep 1943
Ponte Olivo, Sicily, 30 Sep 1943
Gaudo Airfield, Italy, 8 May 1944

Galera Airfield, Italy, 30 Jun 1944
Malignano Airfield, Italy, 5 Oct 1944
Tarquinia, Italy, 9 Jan 1945
Rosignano, Italy, 26 May 1945
Naples, Italy, Oct–11 Nov 1945
Bergstrom Field, TX, 7 Sep 1946
McChord Field (later, AFB), WA, 14 Jul 1947
Kelly AFB, TX, 9 May 1950
McChord AFB, WA, 27 Jul 1950
Larson AFB, WA, 9 May 1952
McChord AFB, WA, 13 Jun 1960

DEPLOYED STATIONS

Elmendorf Field, AK, 2 Sep–1 Dec 1948

ASSIGNMENTS

10th Transport Group, 1 Feb 1940
62nd Transport (later, 62nd Troop Carrier) Group, 11 Dec 1940–11 Nov 1945
62nd Troop Carrier Group, 7 Sep 1946
62nd Troop Carrier (later, 62nd Military Airlift) Wing, 15 Jan 1960
62nd Operations Group, 1 Dec 1991

ATTACHMENTS

Alaskan Air Command, 2 Sep–1 Dec 1948
62nd Troop Carrier Wing, 8–14 Jan 1960

WEAPON SYSTEMS

C-39, 1940–1942
C-47A, 1942
C-47B
C-46D, 1946–1947
C-82A, 1947–1949
C-49G
C-54D, 1949–1951
C-124A, 1951
C-141, 1966
C-17

ASSIGNED AIRCRAFT SERIAL NUMBERS

C-33
36-80
36-79
36-082
36-80

C-46D

44-78076

C-47A

42-23511

42-24388

43-15117

42-93254

C-47B

43-79788

C-49G

42-56615

C-54D

42-72480

C-82A

44-23028

44-23041

44-23018

C-124A

50-0106

51-099

UC-61

43-14573

43-14573

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

C-82: squadron color Blue was applied as a design on the nose and a section of both tails

C-124A: nose markings were black bordered by white

COMMANDERS

Maj Edward Sullivan, 1 Feb 1940

Cpt Ernest S. Holmes Jr., 5 Nov 1940

Cpt Charles A. Cowing, 10 Jun 1942

Maj Alexander P. Couch, 1 Jul 1942

Maj C. A. Gibson, 16 Mar 1943

LTC Raymond A. Nowotny, 5 Apr 1943

Maj Wateman J. Webb, 16 Jan 1944

Maj Calvin E. Logan, 9 Jul 1944 (temporary), 2 Oct 1944 (permanent)

Maj Joseph H. Griffith Jr., 3 Jun 1945
Cpt Allen W. Carver, 5 Jun 1945
None, not manned, 1 Sep-11 Nov 1945
LTC Wright J. Sherrard, 30 Sep 1946
Maj Lionel F. Johnson, 12 May 1947
LTC Curtis L. Frisbie, 3 Jun 1947
LTC William R. Cooper, by 14 Aug 1947
LTC George M. Johnson Jr., by Mar 1948
Cpt William E. Barnett, Dec 1949
Maj Theodore R. Wright, Feb 1950
Maj Courtney L. Faught, Apr 1950
LTC Lionel F. Johnson, Dec 1951
Maj Michael F. Robinson, 4 Aug 1953
Maj George M. Rubald, 13 Jul 1954
LTC John P. Remaklus Jr., by Dec 1955
LTC Kent J. Richens, Jun 1958
Maj Jacob S. Dreyer, Dec 1958
Maj Jesse W. Perry, Jun 1960
LTC Edward J. Maloney, Dec 1960
LTC Jesse W. Perry, 12 Mar 1961
LTC Blaine J. Felt, Dec 1961
LTC Robert Cooke Jr., Jun 1965
LTC James D. Robinson, Dec 1966
LTC John J. Ryan, 21 Mar 1968
LTC Robert E. Englebretson, 1 May 1970
LTC Lawrence D. Johnson, 1 Mar 1971
LTC Duane H. Cassidy, 21 Sep 1972
LTC Rodney P. Williams, 25 Jun 1974
LTC Henry J. DiAngelo, 14 Jun 1976
LTC Vernon J. Kondra, 17 Apr 1978
LTC Edward R. Maney, 3 May 1979
LTC Bryan D. Strickland, 6 Jun 1980
LTC Augustus C. Moran, 16 Jan 1981
LTC David B. Marcrander, by Mar 1983
LTC Donald G. Murdoch, 28 Jun 1984
LTC William L. Calhoun, 9 Jun 1986
LTC Joseph P. Conant, 23 Jun 1988
LTC Julian D. Allen, 27 Apr 1990
LTC Edward N. Pugh, 8 Jun 1992
LTC Norman A. Weinberg, 21 May 1993
LTC David M. Snyder, 8 Jun 1994
LTC Michael C. Strouse, 15 Jun 1995
LTC John I. Pray Jr., 10 Jun 1997
LTC Timothy G. Grosz, 6 Jul 1998
LTC Angelique L. Paulise, 10 Apr 2000
LTC Jon T. Thomas, 16 Jul 2003

LTC Gregory J. Schwartz, 22 Apr 2005

HONORS

Service Streamers

None

Campaign Streamers

World War II

Tunisia

Sicily

Naples Foggia

Rome-Arno

Southern France

North Apennines

Po Valley

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Panama, 1989–1990

Decorations

Air Force Outstanding Unit Awards

19 Apr–5 May 1954

1 Jan 1961–1 Nov 1962

1 Jul 1965–15 Jul 1966

1 Jul 1969–30 Jun 1970

1 Jul 1973–30 Jun 1974

1 Jul 1981–30 Jun 1983

1 Jul 1983–30 Jun 1985

14 Jun–3 Jul 1991

1 Jul 1994–30 Jun 1996

1 Jul 1996–30 Jun 1997

1 Jul 1997–30 Jun 1999

1 Jul 2000–30 Jun 2001

11 Sep 2005–10 Sep 2006

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966–28 Jan 1973

EMBLEM

On a disc Azure, a caricatured winged work horse Or, outlined Sable, beard and mane Brown, and wearing a revolver in holster fastened to a cartridge belt, and having a machine gun of the same, packing a box Vert highlighted of the third strapped to his back, branded on its hip with a cross Gules, galloping at full speed, all over, a silhouette figure of the third descending by parachute in sinister base toward a large cloud formation Argent, detailed of the third in base, all within a narrow Black border. Attached below the disc, a White scroll edged with a narrow Black border and inscribed "8TH AIRLIFT SQ" in Black letters. Ultramarine blue and Air Force

yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The flying work horse charged with a cross, armed with weapons and supplies, depicts the unit's multi-talents in airborne transportation, armament carriers and air evacuation of wounded. The silhouetted airborne trooper symbolizes the unit's dedication to airborne transportation. (Approved, 12 Jun 1943 and modified, 1994)

MOTTO

NICKNAME

OPERATIONS

The first detachment of the 8th Transport Squadron arrived at Hill on 5 April 1941. By 29 June 1941 the last arrived from San Antonio Air Depot making the complement four officers and 32 enlisted men. Equipped with one C-33 the squadron moved men and material between Air Corps stations in the western states and maintained the planes it used. As the first military carrying organization on the field, the 8th handled administrative, rations and quarters matters for military personnel formerly attached to the Ogden. The Squadron's total strength on this date was four officers and 32 enlisted men. After it departed for Kellogg Field, Michigan on 23 May 1942, the 880th Guard Squadron and the 31st Air Depot Group assumed support functions., 29 Jun 1941

The squadron's mission included airborne assaults on Sicily and Southern France, support of partisans in Northern Italy and the Balkans, and transportation of personnel and supplies in the MTO, during World War II.

Airlift from US to Japan during the Korean War.

Even more significant was the new record airdrop set in November by the 8th Troop Carrier Squadron when it "dropped 360,000 pounds of equipment in less than ten seconds at Fort Bragg, North Carolina." 1952

Airdropped equipment and personnel during the invasion of Panama on 20 Dec 1989

On 8 Jan 2002, at 1935L, C-17A, S/N 00-174, impacted the ground approximately 2,000 feet short of runway 05, Kandahar, Afghanistan. There were no injuries to personnel, but the aircraft sustained significant damage. The C-17A was assigned to the 8th Airlift Squadron, 62nd Airlift Wing, McChord Air Force Base, Washington and was delivering cargo from Incirlik Air Base (AB) Turkey to Kandahar in support of Operation ENDURING FREEDOM. The mishap aircraft departed Incirlik AB on a high priority channel mission. The mishap aircrew was qualified and current in C-17A operations, and had received intelligence and tactics briefings prior to departing Incirlik AB. There were no significant intelligence inputs received at this briefing, however the tactics officer failed to correctly identify Kandahar's active runway and anticipated landing zone. This failure led to cockpit confusion when the mishap aircraft arrived overhead the Kandahar airport. Additionally, the mishap pilot elected to perform a night assault landing in order to minimize aircraft ground/taxi speed near some recently repaired craters. Although current in C-17A operations, the mishap pilot had not performed a night assault landing at this gross weight in several months, and had minimal short field/tactical experience. Despite the initial confusion

over the active runway touchdown zone, the mishap aircraft commander maneuvered the aircraft to a descent point of 1,000 feet above ground level (AGL), approximately 2.2 nautical miles (NM) from the runway threshold. The pilot began his descent approximately 34 knots faster than computed approach speed and pulled power to idle to establish a downward vector towards the runway and reduce airspeed. At approximately 1 NM from the runway threshold, the pilot's airspeed was approximately 5 knots too fast, but he had corrected to proper glide slope while his descent rate exceeded 1,500 feet per minute. The pilot ultimately reduced the mishap aircraft's airspeed to 8 knots below computed approach speed while still maintaining a high sink rate in excess of 1,300 feet per minute. Despite automated tools in the C-17A, the pilot allowed the flight path vector to fall below the visual intersection of the computed Approach Path Indicator (API) and the desired landing point by raising the nose approximately 2 degrees at 100 feet AGL with excessively low power settings. Lateral alignment throughout final approach (at least 5 NM) was never greater than 10 degrees off of runway heading, although the pilot made several roll inputs, including a significant input to the left (roll of 7 degrees) followed by right stick deflection (4 degrees) at approximately 100 feet AGL. Prior to impacting the ground, the copilot directed a go-around and the impact occurred during this procedure, approximately 2,000 feet short of runway 05's threshold. The aircraft impacted the ground in excess of 1,300 feet per minute and the mission computer registered a "hard landing" message.



Air Force Order of Battle
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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.
USAF Accident Investigation Board Reports.