



America's First Choice:

A Brief History of the 60th Air Mobility Wing  
and  
Travis Air Force Base

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**60th Air Mobility Wing**

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## **Preface**

This booklet provides a brief survey on the history of the 60th Air Mobility Wing and Travis Air Force Base. A monograph such as this plays an integral role in telling the story of where we have come from, where we have been and the part that we play in future events. Travis, its personnel and the units assigned to it are “America’s First Choice” whenever our country calls. This installation has been a key player in every major contingency from World War II to the present.

I would like to thank Dr. Gary Leiser, the former curator of the Travis Air Museum, for his detailed account on the history of Travis Air Force Base and the units that have been assigned to it since its inception. Without his detailed research, the history of this installation would have disappeared a long time ago.

This compilation of 60th Air Mobility Wing and Travis Air Force Base facts were gathered from numerous sources including the units’ archives, its collection of books, base newspapers, and previous heritage pamphlets.

Mr. Mark Wilderman  
60th Air Mobility Wing Historian

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## History of the 60th Air Mobility Wing

The origins of the unit began when the 60th Transport Group was activated on December 1, 1940 at Olmstead Field, PA. Prior to America's entry in the Second World War, the 60th received training for operations in the Mediterranean theater in anticipation of being shipped overseas. Once America entered the war, the 60th was well on its way of completing training with the C-47 "Skytrain" aircraft. On June 12, 1942, the 60th deployed to Chelveston, England where it was assigned to 12th Air Force. On July 7, 1942, the unit was re-designated as a Troop Carrier Group. Within two months of their arrival, the unit was re-assigned to Aldermaston. The unit flew its first mission on November 8, 1942 transporting paratroopers from England and dropping them at Oran, Algeria during the early hours of the invasion of North Africa.

While stationed in North Africa, the 60th also participated in the battle for Tunisia, dropping paratroopers near the combat area on two occasions. The unit also trained with gliders and in June 1943, towed gliders to Syracuse and dropped paratroopers behind enemy lines at Catania when the allies invaded Sicily in July 1943. When not engaged in airborne operations, the group transported men and supplies and evacuated wounded personnel. The 60th flew to northern Italy in October 1943 to drop supplies to men who had escaped from prisoner-of-war camps and dropped paratroopers at Megara during the airborne invasion of Greece in October 1944. During World War II, the 60th operated from bases in Algeria, Tunisia, Sicily, and Italy until after V-E Day. The unit's C-47 "Skytrain" aircraft played an integral role in transporting troops, supplies and equipment during the Allied Invasion of Europe. On July 31, 1945 the 60 TCG was formally inactivated as the war in Europe ended.



Figure 1: 60<sup>th</sup> TCG C-47 "Skytrains" over the Mediterranean in WWII.

With the start of the Cold War between the United States and the Soviet Union, the 60 TCG was re-activated on September 30, 1946, at Munich Air Force Base Germany. The unit was re-assigned again to Kaufbeuren Air Base, Germany on May 14, 1948.

In June 1948, the Soviet Union blockaded West Berlin, which cut off the city from the rest of Europe. On June 24, 1948, Operation VITTLES (known as the Berlin Airlift) started, providing airlift support and bringing relief to the citizens of West Berlin. In support of this new

operation, the 60th Troop Carrier Wing (TCW) was activated on July 1, 1948 at Kaufbeuren Air Base Germany flying the C-54 "Skymaster". Initially flying the C-47, the 60th converted to the C-54 "Skymaster" and the unit was re-designated as the 60th Troop Carrier Wing (Heavy) on November 5, 1948. At the time that the 60th became a subordinate unit assigned to the wing, it managed three flying squadrons: the 10th, 11th, and 12th Troop Carrier Squadrons. The 60 TCW operated C-54s and a few C-82 "Packet" aircraft during the Berlin Airlift.

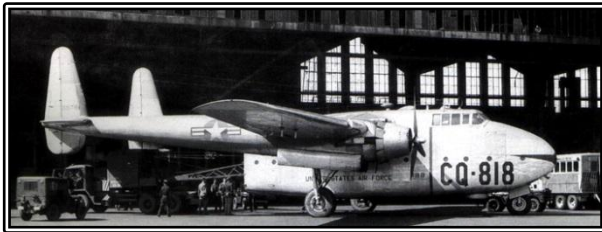


Figure 2: 60 TCG Fairchild C-82 "Packet" at Tempelhof Air Port during the Berlin Airlift

On January 29, 1949, the wing's headquarters element moved to Fassberg Royal Air Force Station, West Germany, and fell under operational control of the 1st Airlift Task Force.

With its own aircraft and support units detached to other locations, the 60th gained operational control of the 313rd Troop Carrier Group, the 513th Air Base Group, the 513th Maintenance and Supply Group, and the 513th Medical Group. Aircraft assigned to the wing primarily carried coal into West Berlin. When the Berlin Airlift ended on September 26, 1949, the 60th began moving without its personnel and equipment to Wiesbaden Air Base, West Germany, where it assumed the resources of the inactivated 7150th Air Force Composite Wing. The 60th Troop Carrier Wing became operational at Wiesbaden on October 1, 1949, and United States Air Forces Europe re-designated the wing again as the 60 TCW (Medium) on November 16, 1949. On January 21, 1951, Twelfth Air Force became the 60th's new higher headquarters. At this time, the wing had no tactical mission.

On June 2, 1951, the wing replaced the 61st Troop Carrier Wing at Rhein-Main Air Base, where the 60th had been stationed on detached service. At this time, the 60 TCW resumed a tactical role and assumed responsibility for controlling all US tactical airlift resources in Europe. The 60 TCW provided logistic airlift services to US and Allied forces in Europe while maintaining host unit responsibilities at Rhein-Main. Operating the C-82 "Packet", C-119 "Flying Boxcar", and C-47



Figure 3. A C-119 Flying Boxcar from the 60th Troop Carrier Wing flies a mission over Europe, circa 1955.

"Skytrain" aircraft, the wing participated in countless exercises and provided air transportability training to US Army units.

On August 1, 1955 the wing was assigned to the 322nd Air Division and moved to Dreux Air Base in France. Later that month, the 62nd Troop Carrier Squadron, a Tactical Air Command rotational unit from Stewart Air Force Base, Tennessee, arrived and entered attached status with the 60th. From March 22 thru June 2, 1956, the 309th Troop Carrier Group, Assault (Fixed Wing), from Ardmore Air Force Base, Oklahoma deployed to Dreux. Initially, attached to the 60th for logistical support and operational control, the 309th was officially assigned to the wing on August 8, 1956. The 309th introduced the C-123 "Provider" to the European theater. (It is noteworthy to mention, the unit emblem used today was created from its time while assigned at Dreux AB)



**Figure 4. Original emblem from the 60th Troop Carrier Wing - 1955.**

In a major reorganization, the 322nd reduced the headquarters elements of the 60th, 309th, and the 60th Mission and Support Group to one officer and one airman each on November 15, 1956. In conjunction with this, the 60th's chief of operations gained control of the flying squadrons. All three groups inactivated on March 12, 1957. In mid-1958, the 376th, 377th, and 378th Troop Carrier Squadrons, formerly assigned to the 309th, transitioned from the C-123 to the C-119 aircraft.

Then on September 25, 1958, the 60th Troop Carrier Wing was inactivated, ending its first period of service. With the exception of the 10th, 11th, and 12th Troop Carrier Squadrons (which now reported directly to the 322nd Air Division) all other units that were assigned to the 60th were also inactivated.

Headquarters Military Airlift Command (MAC) re-designated the 60th Troop Carrier Wing as the 60th Military Airlift Wing and activated the unit on December 27, 1965. The 60th, organized on January 8, 1966, assumed the mission, personnel, and equipment of the 1501st Air Transport Wing at Travis Air Force Base and became the new host unit at the base. The newly-activated 22nd Air Force (successor to the Western Transport Air Force of the Military Air Transport Service) at Travis became the new parent organization for the 60th.

Flying the C-124 "Globemaster," the C-130 "Hercules," the C-141A "Starlifter," and the C-133 "Cargomaster," the 60th entered service while the US was beginning a major buildup of



its military forces in Southeast Asia. The 60th quickly established a strategic aerial pipeline to the region, whose support of US forces in Vietnam earned the unit three Air Force Outstanding Unit Awards. In 1966, the wing became the first recipient of the Air Force Logistic Systems Award. Assigned to the wing on January 8, 1966, the C-141-equipped 75th Military Airlift Squadron transitioned to the C-5 "Galaxy," becoming the Military Air Command's first operational squadron to fly the new transport aircraft. On February 6, 1972, the wing added a second C-5 squadron, when the 22nd Military Airlift Squadron activated at Travis.

In the spring of 1973, the 60th Military Airlift Wing became a major participant in Operation HOMECOMING, the repatriation of American prisoners of war from North Vietnam. As the C-141s arrived with the former POWs, the David Grant Medical Center at Travis became a major processing facility for the returnees. HOMECOMING marked the official termination of US involvement in the Vietnam War.

During the fall of 1973, the 60th supported Operation NICKEL GRASS, the support of Israel during the Yom Kippur War in the Middle East. As the Military Air Command's prime representative in this operation, the 60th flew 36 C-5 and C-141 missions and delivered over 22,000 tons of supplies and equipment.

With the Communist takeover of Cambodia and South Vietnam imminent, MAC diverted a C-5, flown by the 22nd Military Airlift Squadron, from Clark Air Base in the Philippines to Tan Son Nhut Air Base near Saigon to fly the first Operation BABYLIFT mission. Both BABYLIFT and Operation NEW LIFE missions transported thousands of refugees to the United States during April-May of 1975. By the end of Operation BABYLIFT, MAC carriers airlifted 1,794 Southeast Asian orphans to their new American families. Military Air Command C-141s carried 949 of those babies.

In October 1974, the 60th began supporting Operation DEEP FREEZE missions, the annual resupply of scientific research teams in the Antarctic. Flying from Christchurch, New Zealand,



Figure 5. A former POW returns to his family on the Travis AFB flightline in February 1973 as part of Operation HOMECOMING.



Figure 6. On 14 November 1966, the 60 MAW landed the first C-141 "Starlifter" at McMurdo Station, Antarctica as part of Operation DEEP FREEZE.

the wing had logged a near perfect record for reliability. On October 4, 1989, a 60th Military Airlift Wing C-5 became the first "Galaxy" to land on the Antarctic continent. For airlift achievements during the 1970s, the wing earned two more Air Force Outstanding Unit Awards (AFOUA).

To upgrade cargo carrying capacity, MAC initiated a major upgrade program for its C-141A fleet beginning in 1979. The project added an in-flight refueling system and 23 feet in length to the fuselage. The stretched "Starlifter" was designated the C-141B. The 60th sent its first C-141A to the Lockheed-Georgia Company on August 13, 1979. The wing received its last "B" model on May 10, 1982.

A highly visible instrument of US foreign policy, the 60th played an important role in maintaining the balance of power in the world during the 1980s. Supporting US naval forces in the Indian Ocean and Gulf of Arabia, the wing flew frequent missions to Diego Garcia and other installations in the region. When underwater mines, suspected to have been placed by Iran, threatened the Red Sea shipping lanes in 1984, the 60th airlifted minesweeping helicopters from Naval Air Station Norfolk, VA, to Rota, Spain, where the Navy assembled and carried them into action via surface vessel. In 1987, a similar situation in the Arabian Gulf resulted in the deployment of the same helicopter minesweepers.

Throughout the 1980s and into the 1990s, the wing supported several important troop deployments to Central America. The deployments demonstrated US resolve to oppose corrupt dictatorships and Soviet-backed governments. Operation URGENT FURY in 1983 took the Caribbean island-nation of Grenada out of the hands of Soviet-backed Cubans. Operation GOLDEN PHEASANT in 1988 projected US strength to counter Nicaraguan incursions into Honduras; Operation NIMROD DANCER in May 1989 showed US opposition to Panamanian dictator Manuel Noriega; and Operation JUST CAUSE in December 1989 and January 1990 toppled Noriega from power and led to his arrest and trial in the US. For its participation in JUST CAUSE, the 60th earned another AFOUA.

Members of the 60th have participated in countless humanitarian airlift missions over the years. When earthquakes devastated Mexico City in 1985, a 60th Military Airlift Wing C-5 was one of MAC's first aircraft to deliver relief equipment. In December 1988 and early 1989, personnel assigned to the 60th Aerial Port Squadron helped load Soviet IL-62 aircraft with medical supplies and relief equipment for shipment to earthquake victims in Armenia. In 1989,

the wing carried relief supplies to Charleston, South Carolina and the US Virgin Islands to assist victims of Hurricane Hugo. Later that year, crews also flew relief equipment and personnel to San Francisco's south bay area to assist victims of the October 13th Loma Prieta earthquake. The 60th played a key role in Operation FIERY VIGIL. During June and July 1991, repeated eruptions of Mount Pinatubo in the Philippines, buried Clark Air Base with tons of volcanic ash, thus forcing an emergency evacuation of US military dependents and non-essential military personnel.

Driven by economic factors and a smaller perceived threat to its security, the US completely reorganized the Department of Defense and significantly reduced its military forces, beginning in 1989. During 1991 and 1992, the Air Force underwent the most massive restructuring since its establishment as a separate service in 1947. With the restructuring, MAC became the Air Mobility Command (AMC) and absorbed the tanker airlift resources of the former Strategic Air Command. As the "objective" wing became the hallmark of the new Air Force, AMC re-designated the 60th as the 60th Airlift Wing on November 1, 1991.

On August 2, 1990, the armies of Iraqi dictator Saddam Hussein invaded the neighboring tiny, oil-rich nation of Kuwait. Responding to a request for assistance from King Fahd Ibn Abdul Aziz of Saudi Arabia, US President George Bush ordered troops to the region as part of Operation DESERT SHIELD. A coalition of 27 allied nations supported the efforts with troops, money, medical teams, supplies, and equipment. Operation DESERT STORM, the coalition move to remove the Iraqi troops from Kuwait, began on January 17, 1991. The 60th played a vital role throughout the course of Operation DESERT SHIELD/STORM, by flying 1,280 C-5 and 954 C-141 missions from Travis Air Force Base. The airlift portion of the operation was nicknamed Operation VOLANT WIND.

Relief efforts kept the 60th busy throughout 1992. By September of that year, the wing simultaneously supported eight humanitarian relief operations. These included Operations PROVIDE COMFORT, airlift aid to Kurdish refugees in northwestern Iraq; PROVIDE HOPE, airlift of medical supplies and food to impoverished areas of the former Soviet Union; PROVIDE PROMISE, relief of noncombatants in Sarajevo, Bosnia; PROVIDE RELIEF, airlift of medical supplies and food to drought, famine, and anarchy-stricken Somalia; and PHOENIX UFFO, airlift support of Haitian refugees awaiting transport to their homeland from a camp at Guantanamo Naval Base, Cuba. Operations also included relief missions to victims of three

major storms: Hurricane Andrew in Florida; Hurricane Iniki in Hawaii; and Typhoon Omar in Guam. Beginning in May 1994, the 60th Airlift Wing joined an AMC rotation of C-141 squadrons at Rhein-Main Air Base, Germany, to assist more directly in Operation PROVIDE PROMISE. Still on-going throughout 1994, the airlift of supplies into Sarajevo far surpassed the Berlin Airlift in terms of time and tonnage flown into the besieged capital of Bosnia.

On December 3, 1992, the United Nations Security Council unanimously authorized a US-led force to safeguard relief work in Somalia. Operation RESTORE HOPE began that same day when a 60th Airlift Wing C-5 flew additional crews and airlift control personnel to March Air Force Base, California. Operation RESTORE HOPE continued into the early months of 1994. For its service during DESERT SHIELD, DESERT STORM, and its heavy humanitarian schedule of 1991 and 1992, the 60th received yet another AFOUA.

Force restructuring continued during late 1993 and into 1994. In an effort to maintain the operational squadrons with the longest, most honored heritage, the Air Force moved or inactivated several flying squadrons. The 7th and 75th Airlift Squadrons transferred to other locations, while the 86th Airlift Squadron was inactivated. In their place, the wing received the 19th, 20th, and 21st Airlift Squadrons.

When civil war broke out in the African nation of Rwanda in the spring of 1994, the 60th Airlift Wing again responded with troops and airlift support. Using Entebbe, Uganda as their hub of operations, Travis airmen joined other AMC units as part of Operation SUPPORT HOPE. The joint American and United Nations effort eventually moved nearly 25,000 tons of relief equipment and supplies into Central African region.

Mission changes continued within the wing during the last half of 1994. On September 1, 1994, the wing received its first KC-10 "Extender" squadron, when the 9th Air Refueling Squadron (ARS) transferred from March Air Force Base California, thus giving the wing five operational squadrons. A month later, the 60th Medical Group (MDG) activated four new squadrons: the 60th Aerospace Medicine Squadron, the 60th Dental Squadron, the 60th Medical Operations Squadron, and the 60th Medical Support Squadron. With its combined mission of airlift and tanker operations, Air Mobility Command re-designated the 60th Airlift Wing as the 60th Air Mobility Wing (AMW) on October 1, 1994.

Before the wing could even catch its breath from Operation SUPPORT HOPE, personnel and aircraft responded to two other crisis locations before the close of 1994. In an effort to

restore the democratically elected leadership to the Caribbean nation of Haiti, the 60th flew some of the first missions into Haiti, carrying combat troops and equipment. While assisting with the build-up during Operation PHOENIX SHARK, the wing also received a tasking to move troops and equipment into Saudi Arabia, Kuwait, and other Middle Eastern nations in response to an apparent offensive military move by Iraq. Operation PHOENIX JACKAL provided the needed deterrent to turn Saddam Hussein's attention away from the Kuwaiti border.

A full range of activities during 1995 kept every facet of the 60 AMW busy. From February until early August, nearly 150 members of the 60th Medical Group operated the United Nations hospital in Zagreb, Croatia. Twenty members of the 60th Services Squadron deployed to Guantanamo Bay, Cuba, in March and provided support to all five American services and to refugees from Cuba and Haiti. During its three-month tour of duty, the services team served a daily average of 3,500 meals while working 12-hour shifts, six days a week. In response to a terrorist bombing of the Alfred P. Murrah Federal building in Oklahoma City, a C-141 aircraft transported a 63-member team from the Sacramento Urban Search and Rescue Unit, five dogs, and 16.5 tons of equipment to the capital of Oklahoma.

In June, a KC-10 and a crew from Travis Air Force Base assisted in the around-the-world flight by two B-1 "Lancers" from the 7th Bomb Wing, Dyess AFB, TX. The Travis tanker provided aerial refueling during the fourth track of the trip, east of Singapore. The 36-hour, 13-minute CORONET BAT mission set several flight records, including fastest time around the world non-stop.

During the last two weeks in July 1995, the 60th Air Mobility Wing participated in the first-ever joint Operational Readiness Inspection between Air Mobility Command and the Air Combat Command. For its effort, the 60th earned an overall "Outstanding" rating. The wing also earned its eighth AFOUA for the period of November 1, 1993 to July 31, 1995.

From June 22-29, 1996, the 60th competed with the American Air Force Reserve, Army, Marine Corps, Air National Guard, and air mobility forces from several nations in the 15th Annual International Rodeo Air Mobility Competition at McChord Air Force Base, Washington. At the end of the event, the wing won six trophies for Best Air-land Wing, Best C-5 Engine Running On/Off load, Best C-141 Maintenance Team, Best C-141 Preflight team, and Best C-141 Post-flight Team.

On August 1, 1996, the 19th Airlift Squadron was inactivated and in December 1997, the C-141 was retired from service at Travis. Some aircraft were sent to McChord Air Force Base, Washington and McGuire Air Force Base, New Jersey. The retired "Starlifters" went to the "Boneyard" at Davis-Monthan Air Force Base, Arizona. It would be another decade before the 60th would have a third airframe on station.

From November 15-19, 1999, members of the 6th and 9th Air Refueling Squadrons became the first KC-10 crews in Air Mobility Command to do an aerial refueling of an F-22 "Raptor." The squadrons worked closely with the 452nd Flight Test Squadron at Edwards, AFB to test the compatibility issues between the F-22 and the KC-10.

Beginning in October 2001, the 60th Air Mobility Wing helped the U.S. take the Global War on Terrorism to the terrorists in Afghanistan responsible for the attacks on the U.S. on September 1, 2001 in Operation ENDURING FREEDOM, which is on-going.

In April 2003, 60th Air Mobility Wing supported Operation IRAQI FREEDOM to oust Iraqi dictator Saadam Hussein from power and later Operation NEW DAWN to support a democratic Iraqi government. On August 8, 2006, the 60th Air Mobility Wing received the first of thirteen C-17A "Globemaster III" aircraft. The aircraft was named, "The Spirit of Solano." With a third airframe on station, the 60 AMW and tenant units could provide airlift and refueling globally in any environment.

As missions in Air Mobility Command continued to evolve, the 60th led the way to



**Figure 7: The first C-17 assigned to the 60AMW, "The Spirit of Solano," arrived Aug 8, 2006.**

embody the mentality of adapting and overcoming any obstacle. In 2006 & 2007 the unit flew more than 86,000 hours, transported more than 63,000 passengers and moved over 86,000 tons of cargo. For its' continued innovation and dedication to the mission, the 60th Air Mobility Wing was given the Meritorious Unit Award for the period of July 1, 2005 thru June 31, 2007.

From February thru August 2008, the 21st Airlift Squadron with C-17A Globemaster IIIs deployed as a squadron in support of the Operations ENDURING AND IRAQI FREEDOM. Their involvement in the operations garnered the squadron an Air Force Outstanding Unit Award with Valor. The 60th Air Mobility Wing continued to answer the call to action whenever it is needed.

From January-February 2010, the 60th Air Mobility Wing's C-17s of the 21st Airlift Squadron spearheaded the U.S. humanitarian response to the massive Haitian earthquake during Operation UNIFIED RESPONSE. In addition, the 60th Medical Group deployed and operated the largest land-based emergency hospital in Haiti in the weeks immediately after the earthquake.

In March 2011, the 60th Air Mobility Wing supported three simultaneous new operations, while continuing to support combat operations in Iraq and Afghanistan. The first of these operations, Operation TOMODACHI, responded to the tsunami in northeastern Japan and the resulting damage at the Fukushima Daiichi nuclear power plant by delivering relief supplies, rescue teams, and nuclear experts. In the second operation, Operation PACIFIC PASSAGE, the wing and its Travis AFB partners received over 2600 military volunteer evacuees and their pets from U.S. bases in Japan threatened by radiation leaking from the damaged nuclear power plant. In the third operation, Operation ODYSSEY DAWN, the 60th Air Mobility Wing provided support to the NATO operation to protect anti-Gadaffi rebels during the Libyan Civil War.

From late-October-November 2012, the 60th Air Mobility Wing rapidly responded to the President's call to assist the Federal Emergency Management Agency in restoring utilities in areas of the northeastern U.S. devastated by "Superstorm" Sandy. Utility repair crews and their equipment from throughout the western U.S. found their way to the northeast aboard Travis C-5s and C-17s.

With three distinctive weapons systems providing tactical/strategic airlift, aeromedical evacuation, and aerial refueling, the 60th Air Mobility Wing showed that world that "There Are No Bounds" to what this unit can do, whether the task is at home or abroad.

## History of Travis Air Force Base

The establishment of an Army airfield near Fairfield and Suisun City was first recommended in December 1941, shortly after the Japanese attack on Pearl Harbor. Representatives from Fourth Air Force and the Army Corps of Engineers investigated the area and approved the idea in early 1942.

On April 22, 1942, the Office of the Chief of Engineers, Washington DC, authorized spending \$998,000 for construction of two runways and a few temporary buildings on 945 acres. The project received a top wartime priority, and construction began in the summer of 1942.

On May 17, 1943, the Air Transport

Command officially activated Fairfield-Suisun Army Air Base, named after the two cities that the base was located between.

Travis Air Force Base is named in honor of Brigadier General Robert F. Travis, who was killed when his B-29-MR crashed on the installation on August 5, 1950. At the time of his death, General Travis was the commander of the 5th Strategic Reconnaissance Wing and 9th Bombardment Wing.

General Travis' popularity and the shock of his death led base officials and the local community to sponsor renaming the base in his honor. The proposal was favored in Washington DC, and on October 20, 1950 the base was re-named Travis Air Force Base.

Although Travis is now the home of the largest airlift organization in the Air Force, it began as an isolated airstrip with a few tar paper shacks set in the middle of a wind-swept



Figure 8. The Starting of Fairfield-Suisun Army Air Base in 1942.

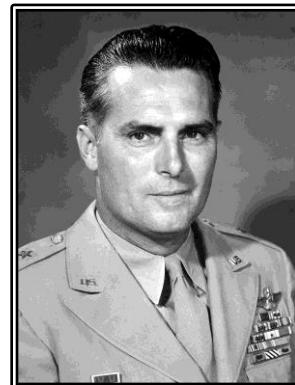
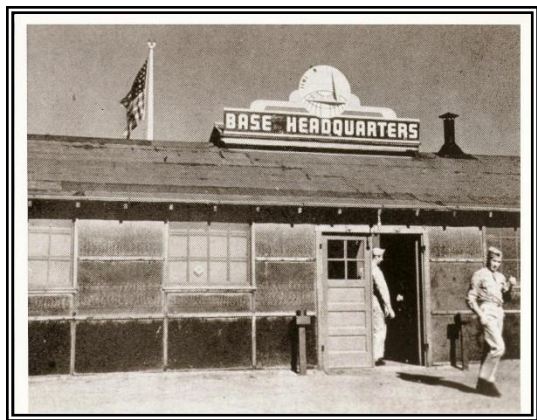


Figure 9: Brigadier General Robert Falligant Travis



prairie during World War II. The field was named Fairfield-Suisun Army Air Base, after the two closest, mostly agricultural towns. The base was first planned shortly after the December 7, 1941 attack on Pearl Harbor as a home for medium bombers and fighters assigned to defend the West Coast. The first runway and temporary buildings were constructed by the Army Corps of Engineers in the summer of 1942. They were used initially by Army and Navy fighter planes for takeoff and landing practice. For a few months, the outline of an aircraft carrier's deck was painted on the runway to help newly-commissioned Navy pilots practice landings. The strong local prevailing winds nearly duplicated those at sea.



**Figure 10: The First Base Headquarters on Fairfield-Suisun AAB c. 1943.**

Shortly after construction began, however, the base's potential as a major aerial port and supply transfer point for the Pacific theater led the Army Air Corps to assign it to the newly-designated Air Transport Command. The base officially opened on June 1, 1943, with a primary mission of preparing various military aircraft, mainly bombers and transports, for the Pacific war zone and ferrying them to that region. Consairway, a division of the Consolidated Vultee Aircraft Corporation, airlifted

some of the cargo and personnel to the Pacific using their fleet of 13 converted LB-30/B-24 “Liberator” bombers . The first host unit for the base was the 23rd Ferrying Group. At the end of WWII, the primary mission became the airlift of troops and supplies to occupied Japan and Korea, and the processing of war-weary returning GIs. On June 1, 1948, the Military Air Transport Service (MATS) assumed jurisdiction. In July, two of the base's air transport C-54 squadrons left for Europe to assist in the Berlin Airlift.



**Figure 11: Consairways LB-30/B-24 pioneered air routes from California to the South Pacific.**

On May 1, 1949, the Strategic Air Command became the parent major command for the base, turning it into a major long-range reconnaissance and intercontinental bombing installation. For the next nine years, airlift operations became secondary while the base served as home for SAC bombers such as the Boeing B-29 “Superfortress,” Convair B-36 “Peacemaker,” and the

Boeing B-52G “Stratofortress.” During this period, new hangars appeared, runways were added and widened, and permanent barracks and family living quarters were built. The base grew to its present size, which encompasses 6,258 acres.

The Military Air Transport Service (MATS) resumed command of Travis on July 1, 1958, after SAC's new dispersal policy led to the transfer of the 14th Air Division to Beale Air Force Base, California. The base became headquarters to the 1501st Air Transport Wing in 1955; for MATS' Western Transport Air Force (later the 22nd Air Force) in 1958; and the 60th Military Airlift Wing in 1966

(later to be re-designated to the present 60th Air Mobility Wing). The 349th Military Airlift Wing (United State Air Force Reserve) moved to Travis from Hamilton Air Force Base, California, in 1969. Travis became part of the Air Mobility Command on June 1, 1992, when airlift assets from Military Airlift Command and Strategic Air Command tankers were fused into

a single team.

From 1969 to the present, the 60th and 349th Air Mobility Wings have worked closely to make Travis one of the best and most versatile bases in the United States Air Force. The base has provided continuous airlift support in the face of world-wide contingencies for over 25 years after adding air refueling to its mission in September 1994.

In the wake of the 11 September 2001 terrorist attacks on the Pentagon in

Washington, D.C., and New York City's World Trade Center, Travis Air Force Base has demonstrated its excellence and versatility in performing the missions they do best -- providing rapid global airlift and aerial refueling crucial to combating the Global War on Terrorism (GWOT).



Figure 12: (Top) A 9<sup>th</sup> Bomb Wing B-29 “Superfortress”. (Below) A 5<sup>th</sup> SRW RB-36 “Peacemaker”.



Figure 13. A C-54 “Skymaster” being worked on in the Nose Dock at Fairfield-Suisun AFB.

Travis Air Force Base has been called upon to provide airlift of specialized personnel and equipment to assist in the rescue and recovery efforts in Washington DC and at ground zero in New York City. In all, Travis transported 240 passengers and 120 tons of equipment vital to the search, rescue, and recovery efforts. Additionally, Travis' 60th Aerial Port Squadron loaded and unloaded hundreds of passengers and tons of equipment from both military and civilian aircraft transiting through Travis on their way to the east coast to help in the disaster relief effort.

On October 7, 2001, the US military response to the terrorist attacks against Al Qaeda and the Taliban regime in Afghanistan commenced, dubbed Operation ENDURING FREEDOM (OEF). Travis was instrumental in rapidly deploying US forces into the theater. Travis KC-10s were there to refuel the first combat aircraft to strike the Taliban. Travis' aerial refuelers passed over 22 million gallons of fuel in support of thousands of combat sorties over the Afghan theater.

By mid-March 2002, the Taliban had been removed from power and the Al Qaeda network in Afghanistan had been destroyed. Travis continued their support of operations in the GWOT, airlifting supplies and personnel into Afghanistan and with air refueling missions to Combat Air Patrols throughout the U.S. in support of Operation NOBLE EAGLE, the homeland security mission. In July 2002, Travis C-5 crews made history while forward deployed and assigned to the 782nd Expeditionary Airlift Squadron the crews participated in the first deployment of the C-5 Galaxy into a combat environment. The crew flew into Kandahar International Airport, Afghanistan where their mission was to extract a regiment of Canadian soldiers.

Travis has also played a role in humanitarian missions, delivering over 687 tons of food from depots in California, along with a shipment of approximately 12,000 blankets in advance of the Afghan winter. By the end of 2002, Travis C-5s flew approximately 32,880 flying hours and over 5,700 sorties; KC-10 crews flew approximately 34,439 hours and over 5,200 sorties.

On March 19, 2003 U.S. and British forces began a new phase of military operations against Iraq, dubbed Operation IRAQI FREEDOM (OIF). The operation was designed to disarm Iraq of its weapons of mass destruction and to remove the Iraqi Baathist regime from power. Travis has provided airlift and aerial refueling support, along with medical support as part of Air Expeditionary Forces 7 and 8. Travis KC-10 crews deployed to the 463rd Air Expeditionary Wing and provided in-flight refueling to coalition aircraft, while C-5 crews airlifted personnel, vital equipment and supplies into the Persian Gulf region and straight into Baghdad International Airport. On May 1, 2003, President Bush declared major combat operations over in Iraq.

Travis aircrews continued to support airlift and refueling combat support missions in Afghanistan and Iraq throughout the remainder of 2003. In the early morning of January 8, 2004, a C-5 from the 22nd Airlift Squadron transporting 52 Army passengers, including members of the 101st Airborne Division, and 131,606 pounds of cargo, made a tactical departure from Baghdad International. At 0620 Baghdad time, four minutes into the flight at 6,000 feet and three miles west of the runway, the crew felt the entire plane shudder violently and heard a loud explosion as enemy ground fire hit and exploded in the No. 4 engine. An in-flight emergency was immediately declared as the crew conducted an emergency shutdown of the engine to prevent further damage. The aircraft commander, Capt Zachary Zeiner, executed emergency landing procedures back into Baghdad International, and landed safely with no injuries to the crew or further damage to the plane. On March 5, 2004, General John W. Handy, Commander Air Mobility Command, in a commander's call held at the Travis base theater, presented the 22nd Airlift Squadron aircrew with Air and Commendation Medals for their outstanding performance in safely landing their C-5.

From September 2001 to the summer of 2004, Travis aircrews flew over 98,000 hours, hauled more than 392 million pounds of cargo, and moved over 114,000 passengers all over the world -- a 100 percent increase to 2001 statistics. Airlift operations into Afghanistan and Iraq are the third largest effort of its kind, ranking only behind the Berlin Airlift and Operations DESERT SHIELD and DESERT STORM. Travis C-5 aircrews flew more than 35,000 hours and 6,200 sorties. Travis KC-10 aircrews flew more than 26,000 hours and 2,500 sorties. Since September 11, 2001 through the summer of 2004, Travis aircrews flew over 2,100 combat sorties in support of Operations ENDURING AND IRAQI FREEDOM.

The terrorist attacks also resulted in the 2002 Combat re-organization that streamlined units so that they became more versatile to the needs of the Air Force. With the addition of the 15th Expeditionary Mobility Task Force (EMTF) and 615th Contingency Response Wing (CRW) in 2005, Travis Air Force Base truly became "America's First Choice" for airlift, air refueling and humanitarian operations. This versatility was put to the test in January 2005, when the 15 EMTF and the 60 AMW were deployed to seven different locations in Indonesia, Thailand, and Sri Lanka to aid in Tsunami relief operations. Travis Air Force Base transported more than 2,000 passengers and moved more than 2,000 tons of cargo for the relief effort.

On August 29, 2005, the personnel of Travis AFB were called upon again to provide assistance after Hurricane Katrina hit the Gulf Coast states. C-5 aircraft from the 21st and 22nd Airlift Squadrons transported rescue vehicles, swift boats, and other relief equipment to the north and west of the coastal areas of New Orleans, Louisiana and Biloxi, Mississippi. During this period, the 60th Aerial Port Squadron originated and transited missions that totaled to 332 tons of equipment.

On September 22, 2005 personnel from Travis once again deployed in response to a national emergency, Hurricane Rita. The Travis team deployed with more than 310 short tons of equipment in response to the emergency. The versatility of Travis Air Force Base made it possible to successfully respond to more than three relief efforts with a very short lead time.

Travis continued to demonstrate why it is “America’s First Choice” in 2006 and 2007, handling more than 87,000 passengers and over 100,000 tons of cargo. In 2007 more than 3,300 missions were flown by Travis transporting more than 30,000 passengers and moving more than 41,000 tons of cargo. Once a major hub for transporting passengers and cargo in the Pacific, Travis became an integral part of the total force. The base is now called upon to perform its mission anywhere in the world at a moment’s notice.

From January-February 2010, the Travis’ C-17s of the 21st Airlift Squadron spearheaded the U.S. humanitarian response to the massive Haitian earthquake during Operation UNIFIED RESPONSE. In addition, the 60th Medical Group from Travis deployed and operated the largest land-based emergency hospital in Haiti in the weeks immediately after the earthquake.

In March 2011, the Travis-based units supported three simultaneous new operations, while continuing to support combat operations in Iraq and Afghanistan. The first of these operations, Operation TOMODACHI, responded to the tsunami in northeastern Japan and the resulting damage at the Fukushima Daiichi nuclear power plant by delivering relief supplies, rescue teams, and nuclear experts. In the second operation, Operation PACIFIC PASSAGE, the Travis AFB partner wings received over 2600 military volunteer evacuees and their pets from U.S. bases in Japan threatened by radiation leaking from the damaged nuclear power plant. In the third operation, Operation ODYSSEY DAWN, the Travis-based KC-10s provided support to the NATO operation to protect anti-Gadaffi rebels from annihilation during the Libyan Civil War.

From late-October-November 2012, the Travis AFB rapidly responded to the President’s call to assist the Federal Emergency Management Agency in restoring utilities in areas of the

northeastern U.S. devastated by “Superstorm” Sandy. Utility repair crews and their equipment from throughout the western U.S. found their way to the northeast aboard Travis-based C-5s and C-17s or C-5s and C-17s from other Air Mobility Command airlift units loaded by the Aerial Port Squadron at Travis AFB.



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**Above Figures:**

14. Douglas C-54 "Skymaster" Fairfield ca.1948
15. Boeing C-97 "Stratofreighter" ca. early 1950's
16. Douglas C-124 "Globemaster II" ca. 1960's
17. Douglas C-133 "Cargomaster" ca. 1960's
18. Lockheed C-5A "Galaxy" ca. 1970's
19. McDonnell-Douglas KC-10A "Extender" ca. 2000

## Appendix 1

### 60 AMW Lineage and Honors



Shield: On a shield azure, a pale of seven variegated pallets proper, black, yellow, red, white, blue, orange, and green, the pale fimbriated and surmounted by three symbols of flight or, in bend, all within a narrow border of the last.

Significance: The blue and gold are for the Air Force. The shield depicts the tactical and combat aspect of the troop carrier mission. The rainbow colored pale represents the national colors of the NATO nations. The sky blue field of the shield is for peace and hope that inspire NATO. The three symbols of flight symbolize the wing's primary mission -- rapid airlift. The motto expresses the concept basic to airlift -- geographical boundaries constitute no limit to the accomplishment of the Wing's mission.

The Motto: TERMINI NON EXISTENT (Latin for "There Are No Bounds").  
Emblem approved for the 60th Troop Carrier Wing on September 7, 1955.  
Designed by Airmen Second Class Ray P. Smith.



## **Awards**

The 60th Air Mobility Wing has undergone various designations as a Troop Carrier Wing in July 1948, a Military Airlift Wing on December 1965, an Airlift Wing in November 1991, and now as a Air Mobility Wing in October 1994.

## **Bestowed Honors**

The 60th Air Mobility Wing is authorized to display honors earned by the 60th Operations Group prior to July 1, 1948.

## **Decorations**

### *Distinguished Unit Citation:*

Mediterranean Theater of Operations

March 28 - September 15, 1944.

## **Campaign Streamers**

### *World War II:*

Algeria-French Morocco

November 8-11, 1942

Tunisia; Sicily

November 12, 1942 - May 13, 1943

Naples-Foggia

May 14 - August 17, 1943

Rome-Arno

August 18, 1943 - January 21, 1944

Southern France

August 15 - September 14, 1944

North Apennines

September 10, 1944 - April 4, 1945

Po Valley

April 5 - May 8, 1945

Air Combat

December 7, 1941 - September 4, 1945

Kosovo

March 24 - June 10, 1999

## **Armed Forces Expeditionary Streamer**

Grenada

1983

Panama

1989 - 1990

## **Berlin Airlift Streamer**

June 26, 1948 - September 30, 1949

## **Air Force Meritorious Unit Award**

60th Air Mobility Wing

July 1, 2005 – June 30, 2007

## **Air Force Outstanding Unit Award**

60th Military Airlift Wing

January 8, 1966 - June 30, 1966

60th Military Airlift Wing

July 1, 1966 - June 30, 1967

60th Military Airlift Wing

July 1, 1967 - June 30, 1968

60th Military Airlift Wing

July 1, 1974 - June 30, 1975

60th Military Airlift Wing

July 1, 1975 - June 30, 1977

60th Military Airlift Wing

December 16, 1989 - January 31, 1990

60th Airlift Wing

July 1, 1990 - June 30, 1992

60th Air Mobility Wing	November 1, 1993 - July 31, 1995
60th Air Mobility Wing	August 1, 1995 - July 30, 1997
60th Air Mobility Wing	July 1, 1997 - June 30, 1999
60th Air Mobility Wing	July 1, 1999 - June 30, 2000
60th Air Mobility Wing	July 1, 2000 - June 30, 2001
60th Air Mobility Wing	July 1, 2001 - June 30, 2003
60th Air Mobility Wing	July 1, 2003 - June 30, 2004
60th Air Mobility Wing	July 1, 2004 - June 30, 2005
60th Air Mobility Wing	July 1, 2007 - June 30, 2007
60th Air Mobility Wing	July 1, 2007 – June 30, 2009
60th Air Mobility Wing	July 1, 2009 – June 30, 2010
60th Air Mobility Wing	July 1, 2010 - June 30, 2012
60th Air Mobility Wing	July 1, 2012 – June 30, 2013

**Lineage**

**Group**

Activated as 60th Transport Group	December 1, 1940
Re-designated 60th Troop Carrier Group	July 7, 1942
<i>Inactivated</i>	July 31, 1945
Re-activated	September 30, 1946
Re-designated Troop Carrier Group, Medium	July 1, 1948
Re-designated Troop Carrier Group, Heavy	November 5, 1948
Re-designated Troop Carrier Group, Medium	November 16, 1949
<i>Inactivated</i>	March 12, 1957
Re-activated as 60th Military Airlift Group	March 6, 1978
<i>Inactivated</i>	February 15, 1979
Re-activated as 60th Operations Group	November 1, 1991

**Wing**

Activated as 60th Troop Carrier Wing, Medium	July 1, 1948
Re-designated 60th Troop Carrier Wing, Heavy	November 5, 1948
Re-designated 60th Troop Carrier Wing, Medium	November 16, 1949
<i>Inactivated</i>	September 25, 1958
Re-activated as 60th Military Airlift Wing	December 27, 1965
Re-designated as 60th Airlift Wing	November 1, 1991
Re-designated 60th Air Mobility Wing	October 1, 1994

**Appendix 2**  
**60th Troop Carrier Group/Wing Commanders**

**Group**

Lt Col. Samuel C. Eaton Jr.	December 1, 1940
Capt. Arthur L. Logan	May 16, 1941
Lt Col. Russell L. Maughan.	July 28, 1941
Capt. Willard B. Atwell	April 6, 1942
Lt Col. A.J. Kerwin Malone	April 15, 1942
Lt Col. T.J. Schofield	October 11, 1942
Lt Col. Julius A. Kolb	December 2, 1942
Lt Col. Frederick H. Sherwood	March 29, 1943
Col. Clarence J. Galligan	July 26, 1943
Lt Col. Kenneth W. Holbert	December 8, 1944
Lt Col. Charles A. Gibson Jr.	January 11, 1945
Col. Casper P. West	September 30, 1946
Col. Bertram C. Harrison	September 1947

**Wing**

Col. Bertram C. Harrison	July 1, 1948
Col. Henry W. Dorr	August 27, 1948
Lt Col. Benjamin A. Karsokas	November 16, 1948
Col. Robert C. Paul	December 22, 1948
Col. Theron Coulter	January 20, 1949
Col. James J. Roberts Jr.	October 1, 1949
Col. Hilbert J. Wittkop	October 8, 1949
Col. James J. Roberts Jr.	April 3, 1950
Col. Aubrey C. Strickland	June 2, 1951
Col. Laurence B. Kelley	July 13, 1952
Col. Harry S. Bishop	November 1, 1953
Col. Clyde Box	August 1, 1955
Col. Randolph E. Churchill	May 19, 1956
Col. James W. Ingram	July 1958
Unit Inactive	September 25, 1958

**Appendix 3**  
**60th Military Airlift/Airlift/Air Mobility Wing Commanders**

<u>Wing</u>	<u>Dates</u>
None (not manned)	December 27, 1965
Brig Gen. Maurice J. Casey	January 8, 1966 - July 8, 1968
Brig Gen. James A. Hill	July 8, 1968 - March 1, 1970
Brig Gen. John H. Germeraad	March 1, 1970 - May 14, 1971
Brig Gen. Ralph S. Saunders	May 14, 1971 - May 16, 1973
Col. Charles E. Shannon	May 16, 1973 - October 15, 1973
Brig Gen. Harry A. Morris	October 15, 1973 - May 2, 1975
Col. Donald W. Bennett	May 2, 1975 - September 1, 1977
Col. Allen L. Trott Jr.	September 1, 1977 - February 15, 1979
Col. Richard J. Trzaskoma	February 15, 1979 - May 7, 1980
Col. Howard D. Jumper	May 7, 1980 - July 21, 1980
Col. Anthony J. Burshnick	July 21, 1980 - March 8, 1982
Col. Robert W. Sample	March 8, 1982 - February 27, 1984
Col. Robert V. Woods	February 27, 1984 - May 29, 1986
Col. Thomas D. Pilsch	May 29, 1986 - April 6, 1988
Col. John C. Tait	April 6, 1988 - June 2, 1989
Col. Bobby O. Floyd	June 2, 1989 - June 18, 1990
Col. William J. Begert	June 18, 1990 - July 11, 1991
Brig Gen. John B. Sams Jr.	July 11, 1991 - July 9, 1993
Brig Gen. Howard J. Ingersoll	July 9, 1993 - December 8, 1995
Brig Gen. George N. Williams	December 8, 1995 - July 1, 1998
Brig Gen. Steven A. Roser	July 1, 1998 - October 15, 1999
Brig Gen. Thomas P. Kane	October 15, 1999 - September 21, 2001
Col. David R. Lefforge	September 21, 2001 - September 20, 2002
Brig Gen. Bradley S. Baker	September 20, 2002 - April 4, 2004
Col. Lyn D. Sherlock	April 8, 2004 - May 8, 2006
Col. Steven J. Arquette	May 8, 2006 - June 30, 2008
Col. Mark C. Dillon	June 30, 2008 - July 17, 2009
Col. James C. Vechery	July 17, 2009 - August 5, 2011
Col. Dwight C. Sones	August 5, 2011 - July 16, 2013
Col. Corey J. Martin	July 16, 2013 - Present

**Appendix 4**  
**Wing Senior Enlisted Advisors and Command Chief Master Sergeants**  
(Known as *Senior Enlisted Advisors* before November 1, 1998)

	<u><b>Dates</b></u>
CMSgt Gladstone Grigsby	June 1969 - July 1970
CMSgt William Lawson	August 1970 - August 1971
CMSgt Gladstone Grigsby	August 1971 - <i>circa</i> October 1973
CMSgt John Harbin, Jr.	c. October 1973 - June 1977
CMSgt James A. Blaker	June 1977 - July 1979
<i>vacant</i>	July 1979 - October 1979
CMSgt George R. Tucker	October 1979 - July 1980
CMSgt Robert Hoskins, Jr.	July 1980 - August 1981
CMSgt George R. Tucker	August 1981 – October 1984
CMSgt Donald M. Krolak	October 1984 - August 1986
CMSgt John H. Fuller	August 1986 - July 1988
CMSgt Leon E. Archie	July 1988 - September 1990
CMSgt Robert A. Mayer, Jr.	September 1990 - August 1993
CMSgt Jose A. Tavarez	August 1993 - August 1995
CMSgt Raymond E. Kirkland	August 1995 - June 1996
CMSgt Edward E. Olesnevich	June 1996 - September 1998
CMSgt Dan C. Johnson	September 1998 - 26 October 2002
CMSgt Kirk P. Whitman	October 26, 2002 - June 2, 2005
CMSgt Brye McMillion	June 2, 2005 - March 12, 2006
<i>vacant</i>	March 12, 2006 - July 7, 2006
CMSgt Michael M. Williams	July 7, 2006 - June 26, 2009
<i>vacant</i>	June 26, 2009 - 28 July 2009
CMSgt Daniel J. Fischer	July 28, 2009 – April 21, 2011
<i>vacant</i>	April 21, 2011 – July 12, 2011
CMSgt John G. Evalle	July 12, 2011 - Present

## Appendix 5 Group/Wing Assignments

<u>Group</u>	<u>Dates</u>
Olmstead Field, PA	December 1, 1940
Westover Field, MA	May 20, 1942 - June 12, 1942
Chelveston, England	June 12, 1942 - August 7, 1942
Aldermaston, England	August 7, 1942 - November 7, 1942
Talfaraoui, Algeria	November 8, 1942 - November 27, 1942
Relizane, Algeria	November 27, 1942 - May 11, 1943
Thiersville, Algeria	May 11, 1943 - June 1943
El Djem, Tunisia	June 1943 - August 30, 1943
Gela, Sicily	August 30, 1943 - October 29, 1943
Gerbini, Sicily	October 29, 1943 - March 26, 1944
Brindisi, Italy	March 26, 1944 - October 8, 1944
Pomigliano, Italy	October 8, 1944 - May 1955
Waller Field, Trinidad	June 4, 1945 - July 31, 1945
Inactive	July 31, 1945 - September 30, 1946
Munich Air Force Base, Germany	September 30, 1946 - May 14, 1948
Kaufbeuren Air Base, Germany	May 14, 1948 - December 15, 1948
 <u>Wing</u>	
Kaufbeuren Air Base, Germany	July 1, 1948 - January 20, 1949
Fassberg Royal Air Force Station, Germany	January 20, 1949 - October 1, 1949
Wiesbaden Air Base, Germany	October 1, 1949 - June 2, 1951
Rhein-Main Air Base, Germany	June 2, 1951 - October 15, 1955
Dreux Air Base, France	October 15, 1955 - September 25, 1958
Inactive	September 25, 1958 - January 8, 1966
Travis Air Force Base, California	January 8, 1966 - Present

**Appendix 6**  
**Installation Names**

<b><u>Installation Name</u></b>	<b><u>Dates</u></b>
Fairfield-Suisun Army Air Base	February 8, 1943 - September 11, 1947
Fairfield-Suisun Army Air Field	September 11, 1947 - January 13, 1948
Fairfield-Suisun Air Force Base	January 13, 1948 - October 20, 1950
Travis Air Force Base	October 20, 1950 - Present

**Appendix 7**  
**Commanding Officers of Fairfield-Suisun/Travis Air Force Base**

Assigned to Air Transport Command (ATC) February 8, 1943 - June 1, 1948

Lt Col. Henry J. Weltmer	April 14, 1943
Lt Col. Arthur W. Stephenson	May 29, 1943
Lt Col. Meade L. Cunningham	April 5, 1945
Col. Adam K. Breckenridge	April 23, 1945
Col. Curtis A. Keen	June 13, 1945
Col. Horace D. Aynesworth	September 1, 1945
Col. Russell D. Keillor	January 17, 1947

Assigned to Military Air Transport Service (MATS) June 1, 1948 - May 1, 1949

Brig Gen. Archie J. Old Jr.	April 23, 1947
Col. John J. Hutchinson	July 6, 1948
Brig Gen. Harold Q. Huglin	July 19, 1948

Assigned to Strategic Air Command (SAC) May 1, 1949 - July 1, 1958

Col. Raymond L. Winn	May 1, 1949
Brig Gen. Robert F. Travis	June 17, 1949
Col. Carlos J. Cochrane	August 6, 1950
Brig Gen. Joe W. Kelly	August 10, 1950
Col. Julian M. Bleyer	February 10, 1951
Col. Ervin Wursten	January 10, 1952
Col. Cove C. Celio Jr.	February 18, 1952
Col. George W. Zethren	December 20, 1954
Col. Frank R. Amend	September 17, 1956
Lt Col. Kenneth Kehrer	May 24, 1958

Assigned to Military Air Transport Service (MATS) July 1, 1958 - January 8, 1966

Col. Charles W. Stark	July 1, 1958
Lt Col. Edward J. Kaminski	February 12, 1960
Col. Donald J. French	May 8, 1960
Col. Karl H. Kalberer	March 27, 1961
Col. Thomas L. Wiper	April 24, 1961
Col. Edwin A. Bland Jr.	July 22, 1961
Col. Thomas L. Wiper	September 8, 1961
Col. Horace A. Stevenson Jr.	August 20, 1962
Col. Earl R. Leaser	August 9, 1964
Col. James P. Stewart	May 24, 1965
Col. Royal S. Thompson	July 13, 1965
Col. Harold A. Peddrazini	October 18, 1965



Assigned to Military Airlift Command (MAC) January 8, 1966 - June 1, 1992

Col. Harold A. Peddrazini	January 8, 1966
Col. Roger C. Benton	August 3, 1967
Col. Grover K. Coe	November 1, 1967
Col. Julius C. Adleman	September 16, 1968
Col. Grover K. Coe	November 1, 1968
Col. Vernon L. Chandler	February 12, 1969
Col. John E. Blake	November 17, 1970
Col. Franklin E. Schneider	July 18, 1972
Col. James T. Rock	February 4, 1974
Col. Harley S. Black	July 23, 1976
Col. William R. Rawlinson Jr.	June 9, 1978
Col. Dale L. Brakebill	June 7, 1979
Col. Jerry W. Angell	March 7, 1981
Col. John P. O'Neill	April 15, 1981
Col. Donald L. Wolfswinkel	July 13, 1983
Col. Sammy F. Betsill	May 20, 1985
Col. Michael H. Wieland	March 5, 1987
Col. Wayne T. Fisher	September 8, 1988
Col. Veneble L. Hammonds Jr.	June 15, 1990
Col. John B. Sams Jr.	July 11, 1991

On November 14, 1991, the Air Force adopted the “objective wing” organization structure of “one wing, one base, one boss.” Under this new structure, command of the wing, base, and all local resources resided in one person.

**Appendix 8  
Travis Weapons Systems**

<b>Travis's Aircraft</b>			
<b>Model</b>	<b>Popular Name</b>	<b>Manufacturer</b>	<b>Dates:</b>
A – 20	Havoc	Douglas	1943 – 1945
A – 26	Invader	Douglas	1943 – 1945
B – 17	Flying Fortress	Boeing	1943 – 1945
B – 24	Liberator	Consolidated	1943 – 1945
B – 25	Mitchell	North American	1943 – 1945
B – 26	Marauder	Martin	1943 – 1945
B – 29	Superfortress	Boeing	1943 – 1945
B – 52	Stratofortress	Boeing	1959 – 1968
C – 5A/B	Galaxy	Lockheed	1970 – Present
C – 17A	Globemaster III	Boeing	2006 – Present
C – 46	Commando	Curtis	1943
C – 47	Skytrain	Douglas	1943 – 1953
C – 54	Skymaster	Douglas	1943 – 1954
C – 87	Liberator Express	Consolidated	1943 – 1945
C – 97	Stratofreighter	Boeing	1953 – 1960
C – 124	Globemaster II	Douglas	1953 – 1967
C – 130E	Hercules	Lockheed	1963 – 1966
C – 131	Samaritan	Convair	1954 – 1975
C – 133	Cargomaster	Douglas	1958 – 1971
C – 135B	Stratolifter	Boeing	1962 – 1965
C – 141A/B	Starlifter	Lockheed	1965 – 1997
F – 86D	Sabre Dog	North American	1954 – 1957
F – 102	Delta Dagger	Convair	1957 – 1966
KC – 10	Extender	McDonnell-Douglas	1994 – Present
KC – 135A	Stratotanker	Boeing	1959 – 1983
LB – 30	Liberator	Consolidated	1943 – 1945
RB – 29	Superfortress	Boeing	1949 – 1952
RB – 36	Peacemaker	Convair	1951 – 1958
T – 11	Kansan	Beechcraft	1952
VT/T – 29	Seastar	Convair	1966 – 1970
T - 33	Shooting Star	Lockheed	1955 – 1957?
VC – 47	Skytrain	Douglas	1952? – 1969
VC/C – 54	Skymaster	Douglas	1966
YC – 97	Stratofreighter	Boeing	1947 – 1949

**Appendix 9**  
**Major Units Assigned to Travis**

<b>Unit</b>	<b>Dates</b>
23rd Transport Group	May 29, 1943 - October 31, 1943
Eastern Pacific/Second Air Transport Wing (re-designated 530th Air Transport Wing on June 3, 1948)	November 16, 1946 - June 3, 1948
530th Air Transport Wing (re-designated 1501st Air Transport Wing on October 1, 1948)	June 3, 1948 - May 23, 1949
9th Strategic Reconnaissance Wing (re-designated 9th Bombardment Wing April 1, 1950)	May 1, 1949 - May 1, 1953
5th Strategic Reconnaissance Wing (re-designated 5th Bombardment Wing on October 1, 1955)	April 1, 1950 - July 25, 1968
West Coast Airlift Task Force (Provisional)	August 24, 1950 - November 16, 1951
14th Air Division	February 1, 1951 - January 25, 1960
David Grant Medical Center (re-designated 60th Medical Group October 1, 1994)	February 15, 1954 - Present
1501st Air Transport Wing (Heavy)	July 1, 1955 - January 8, 1966
The Western Transport Air Force (re-designated 22nd Air Force on January 8, 1966)	July 1, 1958 - July 2, 1993
323rd Air Division	July 1, 1958 - May 8, 1960
60th Military Airlift Wing (re-designated 60th Airlift Wing on November 1, 1991; re-designated 60th Air Mobility Wing on October 1, 1994)	January 8, 1966 - Present
349th Military Airlift Wing (re-designated 349th Airlift Wing (Associate) on February 1, 1992; re-designated 349th Air Mobility Wing on October 1, 1994)	July 25, 1969 - Present
Headquarters Military Airlift, Travis	February 15, 1979 - July 21, 1979
15th Air Force (re-designated 15th Expeditionary Mobility Task Force on October 1, 2003)	July 1, 1993 – March 20, 2012
615th Contingency Response Wing	April 11, 2005 – May 29, 2012

## **Appendix 10**

### **Glossary of Recent Operations**

Operation VITTLES (1948-1949) – Airlift of food and supplies to the citizens of West Berlin due to a Soviet imposed blockade.

Operation HOMECOMING (1973) – Return of American POWs from North Vietnam.

Operation URGENT FURY (1983) – Invasion of Grenada by US forces to restore the government from a Communist coup.

Operations DESERT SHIELD/DESERT STORM (1990-1991) – Massing of coalition forces in Saudi Arabia in response to Iraqi aggression/ Campaign of coalition forces to expel Iraqi forces from Kuwait.

Operation ENDURING FREEDOM (2001-Present) - Destroy the Afghanistan-based Al Qaeda terrorists responsible for the September 11, 2001 attacks on the U.S. and to topple the Taliban government of Afghanistan that harbored them.

Operation IRAQI FREEDOM/NEW DAWN (2003-2011) – Objective to end the regime of Saddam Hussein and to allow democratic rule by the Iraqi people.

**Appendix 11**  
**Chronology of Travis AFB (1941-Present)**

**Travis AFB History Significant Events**

Compiled by Mark Wilderman, 60AMW Historian, January 2011- January 2014

\* denotes the most significant events in the history of Travis AFB

**\*7 December 1941**-Japanese carrier-based aircraft and submarines attacked US forces at Pearl Harbor, Territory of Hawaii. The US officially entered WWII on December 8th.

**December 1941**-The 4th Air Force and the U.S. Army Corps of Engineers first recommended the establishment of an Army Airfield near Fairfield and Suisun CA.

**\*22 April 1942**-The recommendation to build an Army Airfield on 945 acres near Fairfield and Suisun CA was approved by the Army's Office of the Chief of Engineers in Washington DC, receiving top wartime priority and \$998,000 in funding. The construction of two runways and a few temporary buildings began.

**\*13 October 1942**-The War Department assigned the new Army Air Base (AAB) to Air Transport Command (ATC). Its role as a major WWII aerial port and supply transfer point for the Pacific Theater began.

**\*8 February 1943**-The actual transfer of the unnamed Army Air Base to ATC was completed. Local officials attempted to name the base in honor of Capt. W.P. Ragsdale, Jr. (the first ATC pilot killed on active duty in WWII), but were blocked by War Department directives prohibiting the naming of military bases after heroes.

**29 March 1943**-The initial cadre of the 23rd Ferrying Group arrived at Fairfield-Suisun AAB.

**17 May 1943**-The Air Transport Command officially activated Fairfield-Suisun AAB.

**\*1 June 1943**-Fairfield-Suisun AAB officially opened. Its role as preparation facility for over 2000 overseas-bound tactical military aircraft began. Air transport operations were second to preparing and ferrying tactical aircraft and their crews.

**September 1943**-Western Airlines opened a Curtiss C-46 "Commando" pilot's school at Fairfield-Suisun AAB.

**15 December 1943**-Consolidated-Vultee Aircraft Corporation's Consairways Division moved its maintenance operations from San Diego to Fairfield-Suisun AAB. Flying Consolidated C-87 and LB-30 "Liberator" aircraft, Consairways pioneered the vital air route from California to Australia.

**\*September 1944**-Fairfield-Suisun AAB was greatly expanded and improved, becoming a major West Coast hub for Air Transport Command. Douglas C-54 "Skymaster" aircraft joined the smaller C-47 "Skytrain" transports already based here.

**\*7 November 1944**-The War Department officially designated Fairfield-Suisun AAB as a Port of Aerial Embarkation for the Pacific Theater. Fairfield-Suisun AAB soon became the largest Air Transport Command freight terminal on the West Coast.

**29 January 1945**-Air Transport Command opened an all-purpose C-54 training school at Fairfield-Suisun AAB (the C-54 school closed in September 1948 and was relocated to Great Falls AAB MT).

**\*May 1945**-Fairfield-Suisun AAB increased in importance with the surrender of Nazi Germany and increased emphasis on the war against Japan. The War Department announced that the base would remain a permanent military installation, even after victory.

**\*2 September 1945**-Japan surrendered and WWII ended. Fairfield-Suisun AAB C-54s began ferrying occupation troops to Japan and returning liberated POWs to the USA. Flying activity at Fairfield-Suisun AAB actually increased with the coming of peace.

**\*21 May 1946**-Fairfield-Suisun AAB replaced Hamilton Field CA as Air Transport Command's West Coast port of embarkation for trans-Pacific flights and became the western hub of Air Transport Command's domestic aeromedical evacuation network.

**11 September 1947**-Fairfield-Suisun Army Air Base was renamed "Fairfield-Suisun Army Air Field."

**\*18 September 1947**-US Air Force was officially created as a separate and equal service by President Harry S. Truman aboard his Douglas C-54 "Skymaster."

**\*13 January 1948**-Fairfield-Suisun Army Air Field was renamed "Fairfield--Suisun Air Force Base."

**1 June 1948**-Air Transport Command was renamed the "Military Air Transport Service (MATS)."

**\*26 June 1948**-Operation VITTLES (The Berlin Airlift) began after Soviet troops cut off food and fuel supplies to Berlin.

**\*3 August 1948**-Operation VITTLES-Two C-54 squadrons from Fairfield-Suisun AFB deployed to Germany to participate in the Berlin Airlift. The base ramp remained virtually deserted during the deployment.

**\*1 May 1949**-Strategic Air Command (SAC) assumed control of Fairfield-Suisun AFB. SAC gained command jurisdiction over the base and MATS retained a subordinate role as an aerial port of embarkation, turnaround point for domestic and trans-Pacific airlift, and aeromedical transport missions. Most MATS aircraft were reassigned to other bases to make room for SAC's big Boeing B-29 "Superfortress" bombers.

**\*1 May 1949**-SAC activated the 9th Strategic Reconnaissance Wing at Fairfield-Suisun AFB, equipped with Boeing B-29 and RB-29 "Superfortress" aircraft. Brigadier General Robert F. Travis became the 9th SRW Commander and the Base Commander.

**\*12 October 1949**-The first giant Convair B-36 "Peacemaker" strategic bomber arrived at Fairfield-Suisun AFB, beginning a decade of B-36 operations at the base. The first B-36 (B-36B s/n 44-92040) was assigned to the host 9th Strategic Reconnaissance Wing's 1st Strategic Reconnaissance Squadron. The 9th SRW received only three B-36Bs, retaining the B-29 "Superfortress" until departing for Mountain Home AFB ID on 1 March 1953.

**\*12 November 1949**-SAC activated a second Boeing B-29 "Superfortress" wing at Fairfield-Suisun AFB, the 5th Strategic Reconnaissance Wing joined the 9th Strategic Reconnaissance Wing. BG Robert F. Travis was appointed as Commander of the 5th SRW in addition to commanding the 9th SRW.

**\*25 June 1950**-The Korean Conflict began with the Communist North Korean invasion of South Korea.

**\*5 August 1950**-BG Robert F. Travis and eighteen crewmembers, passengers, base firefighters, and volunteer rescuers were killed when Boeing B-29-MR "Superfortress" (s/n 44-87651) crashed near the end of the runway shortly after takeoff while attempting to make an emergency landing. The aircraft was part of a 9th SRW partial deployment to Guam in response to the recent outbreak of the Korean Conflict.

**\*2 October 1950**-The Air Force officially renamed Fairfield-Suisun AFB "Travis AFB" in honor of the late BG Robert F. Travis.

**\*January 1951**-The 5th Strategic Reconnaissance Wing received the first of its giant Convair RB-36 "Peacemaker," aircraft, the largest bomber in the SAC inventory.

**\*20 April 1951**-Official dedication ceremony for Travis AFB. California Governor Earl G. Warren presided. Several dignitaries and the Travis Family attended. The ceremony included a parade and a 5th Strategic Reconnaissance Wing RB-36 flyover.

**1951-54**-Travis AFB rapidly expanded in reaction to the Korean Conflict and the growing Cold War.

**1 March 1953**-The 9th SRW and its RB-29s were transferred to Mountain Home AFB ID, leaving the 5th SRW and its Boeing B-29 and Convair RB-36 "Peacemaker" bombers as the host wing at Travis AFB.

**16 May 1953**-The Military Air Transport Service's 75th Transport Squadron (Boeing C-97 "Stratofreighter"), 84th Air Transport Squadron (Douglas C-124 "Globemaster II") and 85th Air Transport Squadron (Douglas C-124 "Globemaster II") arrive at Travis AFB. Later in 1953, the 55th Air Transport Squadron (Boeing C-97 "Stratofreighter") arrived from Texas, followed by the 77th Air Transport Squadron (Douglas C-124 "Globemaster II") from McChord AFB WA, and the 56th Air Transport Squadron (Boeing C-97 "Stratofreighter"). The six MATS squadrons comprised the 1501st Air Transport Group/Wing. SAC remained the host command at Travis AFB.

**\*5 August 1953**-A Travis-based SAC 5th Strategic Reconnaissance Wing (5 SRW) Convair RB-35H "Peacemaker" (s/n 51-1369), assigned to the 72<sup>nd</sup> Strategic Reconnaissance Squadron, crashed into the Atlantic Ocean 500 miles west of Ireland while on a routine training mission. The crew reported fires in engines #4 and #5 and the loss of power on the right wing. The 23-man aircrew, commanded by Maj. Arthur P. Beam, bailed out of the stricken aircraft at night into rough seas, which hampered the rescue effort. Only 4 crewmembers were rescued. The 5th SRW renamed its auditorium "Beam Hall" in honor of the crash victims.

**\*12 August 1953**-The first group of repatriated U.S. Prisoners of War from the Korean Conflict, released under Operation "Big Switch," arrived at Travis AFB on MATS aircraft.

**26 June 1954**-Travis-based Boeing C-97 "Stratofreighter" aircraft airlifted the first group of wounded French military air evacuation patients from French Indochina (Vietnam) to Travis AFB. During "Operation WOUNDED WARRIOR," a total of 509 French soldiers wounded during the war in French Indochina were airlifted 14,077 miles to hospitals in Paris and Algeria.

**\*8 July 1954**-Air Defense Command activated the 413th Fighter Interceptor Squadron at Travis AFB, operating the North American F-86D "Sabre-Dog" all-weather jet fighter.

**20 August 1954**-The Travis AFB 5th BW emerged as the "best wing in SAC" from the 3rd annual SAC combat crew competition.

**29 April 1955**-The new Salk polio vaccine arrived at Travis AFB with the inoculation of 300 first- and second-graders at the Travis AFB Elementary School. The once-common scourge of polio was soon eradicated in the U.S.

**7 May 1955**-25 Japanese girls, burn victims of the 1945 atomic bomb blasts, passed through Travis AFB enroute to New York for free reconstructive plastic surgery treatments. The girls and their doctors were given a private annex at the Travis Hospital to rest during their journey.

**17 June 1955**-2000 Travis military personnel, dependents, and civil service personnel participated in a nationwide Civil Defense exercise. The 2000 participants left the base in automobiles through the North Gate via Vacaville to shelters in Winters CA, 20 miles north of the base.

**18 August 1955**-The 82nd Fighter Interceptor Squadron (North American F-86D “Sabre-Dog”) from Presque Isle AFB ME replaced the 413th FIS.

**1 October 1955**-SAC redesignated the 5th SRW as the “5th Bombardment Wing (Heavy).” The 5th continued to operate the Convair RB-36 “Peacemaker.”

**19-22 December 1955**-Travis AFB was alerted for domestic emergency operations in response to severe flooding in northern California. On 22 December, AF aircraft evacuated from Hamilton AFB near Novato CA landed at Travis. Travis personnel distributed food and clothing to victims in the flood-ravaged area.

**\*6 April 1956**-A 1501st Air Transport Wing Douglas C-124C Globemaster II (s/n 52-1078) crashed on the Travis AFB runway during a test light. Three airmen were killed.

**1 July 1956**-A North American F-86D “Saber-Dog” assigned to the 82nd Fighter Interceptor Squadron at Travis crash landed near the base.

**1957-58**-Runways at Travis AFB were strengthened, lengthened, and widened in preparation for the 5th Bomb Wing’s transition from the RB-36 to the all-jet Boeing B-52G “Stratofortress.”

**\*22 March 1957**-A 55th Air Transport Squadron Boeing C-97 “Stratofreighter” (s/n 50-702) vanished over the Pacific Ocean approximately 200 miles southeast of Tokyo International Airport with 10 crewmembers and 57 passengers aboard.

**\*25 June 1957**-The MATS 47th Air Transport Squadron (47 ATS) (Boeing C-97 “Stratofreighter”) arrived from Hickam AFB, Territory of Hawaii, to join the four Travis-based 1501st ATW squadrons.

**\*August 1957**-The 82nd FIS converted from the F-86D to the supersonic Convair F102A “Delta Dagger” interceptor.

**\*19 January 1958**-A 75th Air Transport Squadron Boeing C-97 “Stratofreighter” (s/n 49-2597) crashed into the Pacific Ocean 275 miles from Hickam AFB, Territory of Hawaii, enroute to Kwajalein Atoll. 7 crewmembers were killed.

**1 July 1958**-Under SAC’s Cold War “satellite dispersal” program, the three 5th Bomb Wing B-52G squadrons (each with 15 aircraft) are dispersed for greater survivability in a surprise Soviet attack: The 72nd Bomb Squadron was transferred to Mather AFB CA, the 31st Bomb Squadron was reassigned to Beale AFB CA, and the 23rd Bomb Squadron remained at Travis.

**\*1 July 1958. Command jurisdiction over Travis AFB was transferred from SAC to MATS.** Since then, airlift has been the top priority at Travis AFB. The MATS 1501st Air Transport Wing became the predominant airlift unit at Travis AFB until deactivation on 8 June 1966.

**\*4 July 1958**-An 85th Air Transport Squadron Douglas C-124 “Globemaster II” (s/n 50-107) crash-landed in the Pacific Ocean enroute from Hickam AFB to Wake Island, due to #3 engine failure. Three crewmembers survived, but four crewmembers and two passengers were killed.

**\*2 September 1958**-An 84th Air Transport Squadron Douglas C-124 Globemaster II (s/n 52-1081) crashed into the Pacific Ocean 30 miles west of Guam. 7 crewmembers and 12 passengers were killed.

**\*30 September 1958**-The last SAC 5th Bomb Wing Convair RB-36H “Peacemaker” (serial number 1110) aircraft departed Travis AFB for storage at Davis-Monthan AFB AZ, completing the transition to the all-jet Boeing B-52G “Stratofortress.”

**\*15 October 1958**-The first of 18 Douglas C-133B “Cargomaster” aircraft arrived at Travis AFB to join the 84th Air Transport Squadron.

**\*11 January 1959**-An 85th Air Transport Squadron Douglas C-124 “Globemaster II” (s/n 50-111) crashed on Petrof Glacier, 28 miles from Homer, Alaska; The 8 crewmembers were killed.



**\*13 February 1959**-The first 5th Bomb Wing, Boeing B-52G “Stratofortress,” christened the “Spirit of Solano County” (serial number 57-6468) arrived at Travis AFB. This aircraft is currently on display at Offutt AFB NE.

**1 Sept 1959**-The SAC 916th Aerial Refueling Squadron (Boeing KC-135 “Stratotanker”) was activated to support SAC’s 5th Bomb Wing B-52G operations at Travis AFB.

**\*12 December 1959**-The first SAC 916th Air Refueling Squadron KC-135 “Stratotanker” arrived at Travis AFB.

**13 February 1960**-The Travis AFB SAC Alert Facility opened.

**25 March 1960**-MATS phased out the aging propeller-driven Boeing C-97 “Stratofreighter” fleet of the 45th and 55th Air Transport Squadrons from active duty. The aircraft were reassigned to Air National Guard units.

**13 May 1960**-The 916th Air Refueling Squadron (Boeing KC-135 “Stratotanker”) was declared “combat ready” by SAC’s HQ 15th Air Force.

**\*10 June 1961**-A 1501st Air Transport Wing Douglas C-133 “Cargomaster” (s/n 57-1614) crashed into the Pacific Ocean while enroute from Tachikawa AB, Japan to Midway Island. The 8 crewmembers were killed.

**\*July-September 1960**-Travis-based C-124s supported the contingency airlift of UN Forces to the Republic of the Congo.

**August 1961**-The Berlin Crisis resulted from the construction of the Berlin Wall. Travis-based MATS units support the deployment of U.S. fighter aircraft to Germany.

**29 September 1961**-The 23rd Bomb Squadron’s Boeing B-52G “Stratofortress” aircraft were armed with the GAM-77 “Hound Dog” air-to-ground cruise missile.

**7 November 1961**-The 23rd Bomb Squadron’s Boeing B-52G “Stratofortress” aircraft were equipped with the GAM-72 “Quail” decoy missile to aid in penetrating Soviet air defenses..

**18 January 1962**-An additional seventeen Douglas C-124 “Globemaster” aircraft arrived from Hill AFB UT to join the 1501st Air Transport Wing at Travis AFB.

**\*28 February 1962**-The first of seventeen Boeing C-135B “Stratolifter” aircraft arrived, the first jet transport to be based at Travis AFB.

**21 October 1962**-The Cuban Missile Crisis began when US reconnaissance aircraft discovered Soviet offensive nuclear missiles based in Cuba, providing a Soviet nuclear strike capability against the Western Hemisphere. On 22 October, President John F. Kennedy announced the discovery of the Soviet missiles in Cuba to the American people in a televised broadcast.

**\*23 October 1962**-Worsening tension between the US and USSR over the Cuban missile deployment caused SAC to raise the readiness level at Travis AFB to DEFCON 2. SAC’s B-52G and KC-135 aircraft at Travis AFB went on 24-hour ground and airborne nuclear alert for nearly one month. Transport aircraft from all 1501st ATW squadrons flew airlift missions with “as soon as possible” departures around the clock to rush essential military personnel to reinforce the U.S. base at Guantanamo Bay, Cuba, and Army troops and equipment to Florida for a possible invasion of Castro’s Cuba. The Cuban Missile Crisis airlift surge was the greatest since the Berlin Airlift of 1948-9 and was the closest the U.S. and the Soviet Union ever came to nuclear war during the 45 years of the Cold War.

**11 November 1962**-Typhoon Karen struck Guam with 175 mph winds, destroying 90 percent of the island’s facilities, heavily damaging SAC’s Andersen Air Base, and leaving the base’s inhabitants destitute. From 12-16 November, 546 dependent evacuees from Guam arrived at Travis AFB for emergency loans, American Red Cross aid, food, clothing, temporary housing, child care, and commercial transportation. The 1501st ATW provided 13 C-135, 17 C-133, and 9

C-124 airlift missions in support of the Guam relief effort, airlifting at least 746 tons of relief supplies.

**21 November 1962**-SAC and MATS aircraft at Travis AFB resumed their normal alert posture, as the Soviets agreed to withdraw their offensive missiles from Cuba.

**4 April 1963**-The first of 16 Lockheed C-130E “Hercules” transport arrived at Travis AFB and joined the new 86th Air Transport Squadron. This versatile turboprop aircraft could be used on tactical and strategic airlift missions.

**\*10 April 1963**-A 1501st Air Transport Wing Douglas C-133 “Cargomaster” (s/n 59-523) crashed and burned in a landing accident at Travis AFB, killing all nine crewmembers.

**Travis AFB now hosted a record 100+ C-124, C-130, C-133, and C-135 transport aircraft, in addition to the SAC 5<sup>th</sup> Bomb Wing aircraft and tankers.**

**\*2 January 1964**-A 28th Air Transport Squadron Douglas C-124 “Globemaster II” (s/n 52-968) vanished over the Pacific Ocean while enroute to Hickam AFB HI. The eight crewmembers were killed and no trace of the aircraft was found.

**\*11 May 1964**-A Travis-based 44th Air Transport Squadron Boeing C-135B “Stratolifter” (s/n 61-332) crashed 2500 ft short of the Clark AB, Republic of the Philippines, runway during a rainstorm. Three crewmembers survived. Five crewmembers, 74 military passengers, and one civilian on the ground were killed.

**October 1964**-Travis-based Lockheed C-130E aircraft take over responsibility for Operation DEEP FREEZE, supporting the National Science Foundation and the US Navy Antarctica.

**\*1965-1975-The escalating conflict in Southeast Asia dominated the history of Travis AFB.**

**28 March 1965**-The last Boeing C-135B “Stratolifter” transports of the 44th Air Transport Squadron departed Travis AFB. The 44thATS transitioned to the new Lockheed C-141A “Starlifter.”

**\*23 April 1965**-The first Lockheed C-141A “Starlifter” aircraft assigned to an operational unit arrived at Travis AFB (Serial Number 63-8088 “The Golden Bear”) in a formal welcoming ceremony.

**May 1965**-Travis-based C-124 and C-130 aircraft supported the deployment of US troops to the Dominican Republic.

**\*SAC’s 916th ARS KC-135 “Stratotanker” aircraft began to support the deployment of US fighters and B-52 bombers to Southeast Asia as US military involvement in the Vietnam Conflict escalated.**

**\*3 August 1965**-Daily Lockheed C-141A “Starlifter” channel airlift service began between Travis AFB and Tan Son Nhut Air Base, Republic of Vietnam.

**23 December 1965**-Travis C-133 and C-141 aircraft provided airlift in Operation BLUE LIGHT, the deployment of elements of the Army’s 25th Infantry Division from Hickam AFB HI to Pleiku in central Vietnam, a distance of 6000 miles. The operation lasted one month. The 60th MAW contributed 214 airlift missions.

**\*27 December 1965**-The 60th MAW was reactivated at Travis AFB, replacing the 1501st ATW as the host unit. The 60th MAW (inactive since 25 September 1958) was reactivated with the lineage and honors of the 60th Troop Carrier Wing and was tasked to provide strategic airlift in the Pacific Region.

**1 January 1966**-The Military Air Transport Service (MATs) was renamed the “Military Airlift Command (MAC).”

**\*New direct channel routes were opened from Travis AFB to DaNang and Cam Ranh Bay, Republic of Vietnam, as the Vietnam Conflict escalated.**

**21 February 1966**-The final operational C-130E mission were flown from Travis AFB.

**20 March 1966**-The final C-130E aircraft based at Travis AFB departed. Travis AFB temporarily lost responsibility for supporting Operation DEEP FREEZE in Antarctica with the departure of the C-130s.

**30 March 1966**-The City of Fairfield annexed Travis AFB.

**30 April 1967**-A 60th MAW ATW Douglas C-133B “Cargomaster” (s/n 59-0534) ditched in the Pacific Ocean off Okinawa after the propellers were stuck in a fixed pitch caused by an electrical problem. The entire crew was rescued.

**25 June 1966**-The 82 FIS and its Convair F-102 “Delta Dagger” aircraft were reassigned to Hickam AFB HI and Okinawa to support the escalating conflict in Southeast Asia.

**30 April 1967**-A 60 MAW C-133B (serial number 59-0534) ditched in the Pacific Ocean off Okinawa after the propellers became stuck in a fixed position, due to an electrical problem. All aboard were rescued.

**\*28 July 1967**-The last Douglas C-124 “Globemaster II” aircraft departed Travis AFB to join Air National Guard units.

**14 November 1966**-The first MAC Lockheed C-141A “Starlifter” (flown by the 60th MAW) landed on the ice runway at McMurdo Station, Antarctica in support of Operation DEEP FREEZE.

**17 November-18 December 1967**-Travis-based aircraft provided airlift for Operation EAGLE THRUST, the deployment of elements of the 101<sup>st</sup> Airborne Division to Bien Hoa, Republic of Vietnam. The 60th MAW contributed 100 airlift missions.

**July 1968**-Travis-based aircraft provided airlift for Task Force Diamond, the deployment of the Army’s 1st Brigade, 5th Infantry Division (Light) from Ft Carson CO to Da Nang, Republic of Vietnam. The 60th MAW contributed 75 airlift missions.

**22 July 1968**-Last day of 5 BW B-52G/Hound Dog missile ground alert at Travis AFB prior to the 5 BW relocation to Minot AFB ND.

**24 July 1968**-Final day of SAC 5 BW residence at Travis AFB.

**\*25 July 1968**-SAC’s 5th Bomb Wing (Boeing B-52G “Stratofortress”) was reassigned to Minot AFB ND.

**26 July 1968**-The final 5th Bomb Wing B-52G “Stratofortress” departed Travis AFB. Only the 916th Air Refueling Squadron remained of SAC’s once-predominant 19-year presence at Travis AFB.

**25 July 1969**-The Air Force Reserve’s 349th Military Airlift Wing and the 938th Military Airlift Group became associates of the 60th Military Airlift Wing.

**\*6 February 1970**-A 60 MAW Douglas C-133B “Cargomaster” (s/n 59-0530) from the 84th ATS disintegrated in flight 23,000 feet over Nebraska, due to hidden cracks in the fuselage skin. Large sections of the skin peeled off and struck the propellers. The entire crew perished.

**\*24 October 1970**-The first Lockheed C-5A “Galaxy” assigned to the 60<sup>th</sup> Military Wing (serial number 68-221) arrived at Travis AFB. (The last of 34 C-5A aircraft arrived on 27 June 1974).

**21-24 May 1971**-A race riot occurred on Travis AFB, beginning in the dormitories. 135 personnel were arrested. As a result, the Air Force improved its equal opportunity programs and training.

**1 June 1971**-The US Army’s 1st Battalion, 61st Air Defense Artillery (Nike Hercules) departed Travis AFB. Site T-10 in Elmira continued to operate until the 1/61 ADA was inactivated on 30 August 1974. This marked the end of the Travis AFB Cold War air defenses.

**\*31 December 1971**-The 44 ATS officially ceased operational flying in the Douglas C-133 "Cargomaster."

**\*December 1972**-SAC's Travis-based 916th Air Refueling Squadron (Boeing KC-135 "Stratotanker" aircraft deployed to participate in Operation LINEBACKER II, a massive air campaign North Vietnam. The campaign helps bring North Vietnam back to the stalled Paris Peace Talks.

**\*27 January 1973**-A Cease-Fire Agreement was signed in Paris between the US and North Vietnam, leading to a phased withdrawal of all US forces from Vietnam and the speedy return of US POWs.

**\*12 February 1973**-Operation HOMECOMING, the repatriation of US POWs held in Vietnam, began. Three Lockheed C-141A "Starlifter" aircraft landed at Gia Lam Airport in Hanoi to airlift the POWs to Clark AB PI. Operation HOMECOMING was controlled from the 22AF command post at Travis AFB.

**\*14 February 1973**-Lockheed C-141A "Starlifter" aircraft of the 60th MAW's 7th Military Airlift Squadron returned the first 20 US POWs from Clark AB, Republic of The Philippines to Travis AFB in Operation HOMECOMING. Over the next 6 weeks, 280 POWs were returned to Travis AFB to be reunited with their families and to receive medical care.

**13 October -12 November 1973**-60th MAW C-141 "Starlifter" and C-5A "Galaxy" aircraft provided 36 airlift missions in Operation NICKEL GRASS, the delivery of American military equipment to Israel during the Yom Kippur War. The 60th MAW delivered over 22,000 tons of equipment in 143 airlift missions.

**\*23 March 1974**-An Airlift International Douglas DC-8 burned on the Travis AFB ramp. SSgt Maurice Simon, a part-time employee of Servair, Inc., was killed and four other airmen working for Servair were injured.

**Oct 1974**-The 60th MAW resumed its support of Operation DEEEP FREEZE, the annual resupply of scientific research teams in Antarctica

**\*4 April-7 May 1975**- A 60th MAW C-141A "Starlifter" and one C-5 "Galaxy" provided airlift in Operation BABYLIFT, the evacuation of 2945 orphans from Vietnam to the US as The Republic of Vietnam falls to Communist North Vietnam. On 4 April, the first group of orphans evacuated crashed aboard a 60 MAW C-5A "Galaxy" (serial number 68-218), killing 78 orphans and 60 other passengers. 176 passengers and orphans survived.

**\*29 April-16 Sept 1975**-Operation NEW LIFE and Operation NEW ARRIVALS brought 150,000 refugees from Southeast Asia aboard 476 MAC C-141 "Starlifter" and C-130 "Hercules" missions to the US after Saigon fell to Communist North Vietnam.

**\*July 1975**-The Travis AFB Women's Air Force (WAF) squadron was discontinued, ending "separate but equal" career management for enlisted women. The former WAFs were reassigned to regular base units.

**1 July 1977**-The Strategic Air Command's 307th Air Refueling Group (Boeing KC-135A "Stratotanker") was assigned to Travis AFB. The 307th was the last SAC unit ever stationed at Travis AFB.

**13 August 1979**-The 60 MAW sent its first Lockheed C-141A "Starlifter" to the Lockheed plant in Georgia to be "stretched" and become a more-capable C-141B. The 60th received its final C-141B from Lockheed on 10 May 1982.

**26 January 1981**-The first 60 AMW C-141B (aircraft #147) painted in the new "European One" or "Green Lizard" camouflage paint scheme arrived at Travis AFB from the depot.

**\*30 September 1983**-The SAC 307th Air Refueling Group (Boeing KC-135 “Stratotanker”) departed Travis AFB for Carswell AFB TX and Robins AFB GA, ending the 34-year Strategic Air Command presence at Travis AFB.

**6 October 1983**-SAC’s 307th Air Refueling Group stood its last ground alert after 23 years of being “combat ready.”

**Ca. 25 October 1983**-Operation URGENT FURY –US forces took the Caribbean island nation of Grenada out of the hands of Cuban-backed Marxist forces with significant MAC airlift support.

**21-22 September 1985**- Following the devastating 8.1- magnitude earthquake in Mexico City on 19 September, a Travis-based Lockheed C-5 “Galaxy” from the 349 AMW airlifted rescue helicopters and relief supplies to the earthquake zone.

**November 1985**-The new Travis AFB Commissary opened. Construction began in April 1984 and cost \$7.1 million. The old commissary building became the Travis Air Museum on 17 January 1987.

**26 February 1986**-60th Military Wing C-141B “The Golden Bear” (s/n 63-8088) evacuated deposed Philippines President Ferdinand Marcos and his entourage from Andersen AB, Guam to Hickam AFB HI enroute to his exile in Hawaii.

**15 October 1986**-A 60th Military Airlift Wing Lockheed C-141B “Starlifter” (s/n 65-0246) was damaged beyond repair in a taxiing accident at Travis AFB (left wing burned). There were no injuries. The aircraft became a ground trainer at Travis AFB. The undamaged right wing was removed and installed on damaged C-141B s/n 67-0029 in 1989, returning that aircraft to flight status.

**\*8 April 1987**-A Southern Air Transport Lockheed L-100-30 Hercules (C-130) (s/n N5175SJ) crashed at Travis AFB during a training landing, killing all five civilian crewmembers.

**16 March-1 April 1988**-Operation GOLDEN PHEASANT-MAC airlift projected US strength to Central America to counter Marxist Nicaraguan incursions into neighboring Honduras.

**21 October 1988**-The new USAF David Grant Medical Center (DGMC), a 808475-square-foot, \$206.2 million facility under construction since 22 August 1984, was presented to the Air Force by the contractor. The first official day of business at the new DGMC was 19 December 1988.

**December 1988**-Armenian earthquake relief. The 60th Aerial Port Squadron helped load a Soviet IL-76 transport aircraft with medical and relief supplies to aid earthquake victims of the magnitude 6.9 earthquake in the Soviet Republic of Armenia on 7 December 1988.

**\*19 September-7 October 1989**-Hurricane Hugo-The 60th AMW airlifted relief supplies and Army Military Policemen to Puerto Rico, the U.S. Virgin Islands, and Charleston SC in response to the devastation caused by the Category 5 Hurricane Hugo from 17-22 September.

**4 October 1989**-An aircrew from the 60th MAW become the first to land the massive Lockheed C-5 “Galaxy” on the Antarctic ice.

**October 1989**-60th MAW crews airlifted relief supplies and personnel to the nearby San Francisco South Bay region devastated by the October 13th Loma Prieta earthquake.

**\*December 1989-January 1990**-Operation JUST CAUSE. MAC airlift supported U.S. forces toppling Panama’s “Maximum Leader” General Manuel Noriega. Gen. Noriega is captured, extradited to the US, tried, and convicted.

**\*2 August 1990**-Operation DESERT SHIELD began in response to Iraqi President Saddam Hussein’s invasion of neighboring Kuwait. During the airlift phase of the operation, “Volant Wind” the 60th MAW provided 1280 C-5 “Galaxy” and 954 “C-141B”Starlifter” airlift mission to deployed coalition forces.

**\*January 17, 1991**-Operation DESERT STORM. Coalition Forces from 27 nations began military operations to expel the Iraqi Army from Kuwait. The successful operation last barely 100 hours.

**June-July 1991**-Mount Pinatubo Eruption. In Operation FIERY VIGIL, 60th MAW crews airlifted nearly 6500 US military dependents and non-essential military personnel and 940 pets from Clark AB, Republic of the Philippines, to Travis AFB following the powerful eruption of volcano Mt Pinatubo.

**1991-92**-Massive Air Force Reorganization following the end of the Cold War. MAC is redesignated "Air Mobility Command" and absorbs the former SAC's tanker airlift resources. The 60th MAW is redesignated the "60th Airlift Wing." on 1 November 1991.

**\*September 1992**-The 60th Airlift Wing simultaneously supported eight humanitarian relief operations around the world:

**-Operation PROVIDE COMFORT**-airlifted aid to Kurdish refugees in northwestern Iraq.

**-Operation PROVIDE HOPE (1 September)**-airlifted medical supplies and food to impoverished areas of the former Soviet Union.

**-Operation PROVIDE PROMISE**-airlifted relief supplies to noncombatants in Sarajevo, Bosnia.

**-Operation PROVIDE RELIEF (20 November)**-an 86 ALS C-141B (serial number 65-0251) airlifted medical supplies and food to drought and civil war-ravaged Somalia.

**-Operation PHOENIX UFFO**-airlifted Haitian refugees from Guantanamo Bay, Cuba to Haiti.

**-Hurricane Andrew**-Airlifted relief supplies to Florida.

**-Hurricane Iniki** –Airlifted relief supplies to Hawaii.

**-Hurricane Omar**-A 22nd Airlift Squadron C-5B "Galaxy" (serial number 87-0044) airlifted relief supplies to Guam. On 13 September, the aircraft delivered humanitarian relief supplies to Ulan-Bataar, Mongolia.

**4 December 1992-Operation RESTORE HOPE** began, the largest humanitarian airlift since the 1948-9 Berlin Airlift. Travis airlifted thousands of tons of food and relief supplies to famine and civil-war ravaged Somalia.

**1993-94**-Force restructuring resulted in the transfer of the 7th Airlift Squadron and the 75th Airlift Squadron to other bases; The 86th Airlift Squadron was inactivated; The 60th Airlift Wing received the 19th, 20th, and 21st Airlift Squadrons.

**\*7 October 1993**-60th Airlift Wing Lockheed C-141B "Starlifter" (s/n 65-0253) was totally destroyed by fire on the Travis AFB Ramp (Spot 512), due to an explosion in the right wing during fuel tank maintenance. The accident caused one minor injury. The loss of 65-0253 cost \$34.8 million. Collateral damage to C-141B 65-0219 cost \$129,204. Damage to the ramp and two vehicles cost \$1,431,659.

**\*22 July 1994**-Operation SUPPORT HOPE-The 60th Airlift Wing provided troops and airlift support to civil war-ravaged Rwanda. The 349 AMW flew an epic 22-hour, non-stop flight from California to Goma, Zaire, to deliver a life-saving water purification system to the squalid Goma Refugee Camp.

**\*1 September 1994**-The 60th Airlift Wing received its first McDonnell KC-10A "Extender" refueling squadron from Seymour-Johnson AFB NC, the 9th Air Refueling Squadron.

**1 October 1994**-Air Mobility Command redesignated the 60th Airlift Wing as the "60th Air Mobility" Wing.

**September-October 1994-** Operation PHOENIX SHARK and Operation RESTORE DEMOCRACY-60th AMW airlifts combat troops and equipment to Haiti to in response to a power struggle and to restore democratically-elected leadership to Haiti.

**February-August 1995-**the 60th Medical Group deploys 145 members to Zagreb, Croatia for six months to act as the UN hospital team during the Bosnia-Croatia Civil War.

**19 April 1995-**The Alfred P. Murrah Federal Building in Oklahoma City was bombed by domestic terrorists. A 60th AMW C-141B “Starlifter” airlifted the 63-member team Sacramento Urban Search and Rescue Unit and their equipment to Oklahoma City to join in the rescue effort.

**1 August 1995-**the 6th Air Refueling Squadron arrived from March AFB CA with 17 additional McDonnell-Douglas KC-10A “Extender” tanker aircraft.

**\*2 August 1996-**The 60th AMW’s 19th Airlift Squadron (C-141B “Starlifter”) was inactivated, as the venerable Lockheed C-141B was phased out of service.

**\*16 December 1997-**The last venerable Lockheed C-141B “Starlifter” (serial number 65-2052) departed Travis AFB for McGuire AFB NJ, ending the 32-year C-141 era at Travis AFB. The Lockheed C-5 “Galaxy” and the McDonnell-Douglas KC-10A “Extender” remained in the 60th AMW aircraft inventory.

**\*11 September 2001-**al-Qaeda terrorists attacked the World Trade Center in New York City, the Pentagon near Washington DC, and attempt to attack other US Government targets using hijacked airliners as cruise missiles. 2980 people died in the attacks. The Global War on Terrorism began.

The 60th AMW airlifted 240 passengers and 12 tons of equipment to Ground Zero and the Pentagon vital to the search, rescue, and recovery operations. The 60th Aerial Port Squadron loaded and unloaded hundreds of relief workers and their equipment enroute to the disaster scene.

**\*7 October 2001-**Operation ENDURING FREEDOM-Travis AFB units rapidly deployed combat forces to Southwest Asia to topple the Taliban regime in Afghanistan and destroy al Qaeda forces responsible for the 9/11 Attacks. The operation is ongoing.

**Ca. 20 July 2002-**The 60th AMW performed the first Lockheed C-5 “Galaxy” deployment into a combat environment as a C-5 safely extracted a Canadian Forces regiment from Kandahar International Airport, Afghanistan..

**\*19 March 2003-**Operation IRAQI FREEDOM-the 60th AMW provided airlift, aerial refueling, and medical support to topple Iraqi President Sadaam Hussein and the Baathist regime.

**\*January 2005-**Indian Ocean Tsunami Relief. The 60th AMW and 15th Expeditionary Mobility Task Force (EMTF) deployed to seven different locations in Indonesia, Thailand, and Sri Lanka to airlift personnel and cargo for tsunami relief operation.

**\*29 August 2005-**Hurricane Katrina devastated the US Gulf Coast. The 60th AMW airlifted relief supplies and personnel to the area.

**\*22 September 2005-** Hurricane Rita –Travis AFB personnel and equipment deployed to aid victims of Hurricane Rita along the US Gulf Coast.

**\*8 August 2006-**The 60th AMW received the first of thirteen Boeing C-17A “Globemaster III” aircraft, “The Spirit of Solano.”

**\*January-February 2010-**Operation UNIFIED RESPONSE-The 60th AMW airlifted medical assistance and relief supplies to Haiti following a devastating 7.0 magnitude earthquake on 12 January 2010.

**\*March 2011**-Operation TOMODACHI (“Friends”)-The 60th AMW delivered humanitarian relief to the people of northwestern Japan following the devastating 11 March earthquake/tsunami.

**\*March 2011**-Operation ODYSSEY DAWN-The 60 AMW supported NATO military operations to enforce United Nations Security Council Resolution 1973 during the Libyan civil war. Military operations began on 19 March.

**\*22-28 March 2011**-Nearly 1000 service members, family members, civil service workers, and local community leaders supported the arrival at Travis AFB of approximately 2600 passengers and 150 pets voluntarily evacuated from northwestern Japan as a result of the 11 March earthquake/tsunami.

**19 December 2011**-A Travis-based C-17 (serial #06-6159) airlifted the last U.S. combat forces out of Iraq, ending Operation NEW DAWN.

**\*31 October-7 November 2012**-Travis airlifters delivered humanitarian relief supplies to the U.S. East Coast following Superstorm Sandy. Travis airlift supporting the relief effort ended on 22 November.

**WHETHER IT’S AIRLIFT, AERIAL REFUELING, OR  
HUMANITARIAN RELIEF, OUR HISTORY, OUR JETS, AND  
OUR PEOPLE ARE WHY TEAM TRAVIS IS “AMERICA’S  
FIRST CHOICE”**

**TEAM TRAVIS-AMERICA’S FIRST CHOICE!**

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