

*Went out early in the morning  
And flew and flew and flew  
Came back late in the evening,  
One of Fame's Favored Few  
- Skyliners (92 BG Band)*

*For the love of peace,  
They turned darkness into light.  
For the love of freedom,  
They turned tyranny to justice.  
For the love of fellow man,  
Many in valor gave their lives.  
Fame's Favored Few.  
- Unknown*



**The 92 BG's flagship which led the 8th Air Force's last bombing mission of WWII over Europe.**



Office of the Wing Historian  
92d Air Refueling Wing  
Fairchild Air Force Base, Washington



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As of 23 Feb 2016

# ***A Legacy of Excellence***

## **A Brief History of Fairchild Air Force Base and the 92d Air Refueling Wing**



92d Air Refueling Wing Historian

Emblem on cover: Approved on July 7, 1994

Ultra-marine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, which is the primary theater of Air Force operations. Yellow refers to the sun and excellence required of Air Force personnel. The shield divided light blue over black stands for day and night and reflects the wing's twenty-four hour readiness ability. The heritage of its predecessor units is honored by perpetuating the shield "per bend Celeste and Sable". The globe represents the wing's worldwide capabilities and the dual flight symbols symbolize the air refueling and airlift mission.

Motto: DUPLUM INCOLUMITATIS—Twofold Security.



Colonel Charles B. McDaniel  
Commander, 92d Air Refueling Wing  
25 Jul 14 – Present

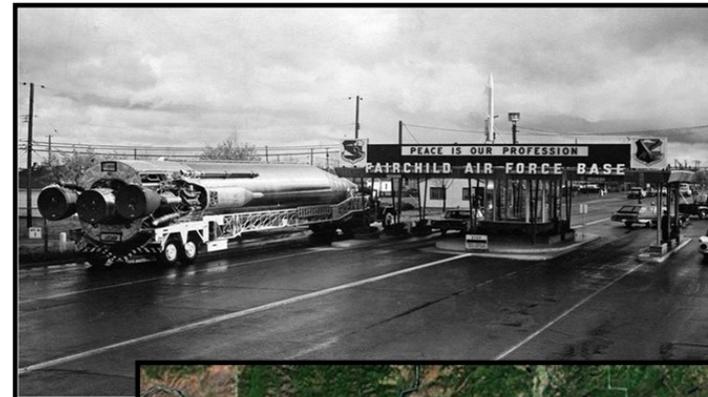
## General Dynamics SM-65E Atlas

### *92d Strategic Aerospace Wing*

Fairchild AFB WA 1961-1965

567th Strategic Missile Squadron

The SM-65E or Atlas-E Intercontinental Ballistic Missile was the first ICBM to be developed and deployed by the US. It was placed at nine sites around Fairchild AFB with a mission of nuclear deterrence. The FAFB missiles played a significant role in the 1962 Cuban Missile Crisis since they were the only missiles capable of hitting Cuba.



## Boeing KC-135A, Q, R, and T Stratotanker

### *92d Bombardment Wing (AKA 92d Strategic Aerospace Wing, Bomb Wing, Air Refueling Wing)*

Fairchild AFB WA 1958–Present

92nd Air Refueling Squadron 1958–Present

43rd Air Refueling Squadron 1966–1994

93rd Air Refueling Squadron 1994–2007

96th Air Refueling Squadron 1994–2005

97th Air Refueling Squadron 1994–2004

98th Air Refueling Squadron 1994–1998

The Boeing KC-135A was a purpose built version of the Boeing 707, and used four J-57-43W engines. It was first flown in August 1956 and then delivered to the Air Force in June 1957. Later the KC-135A was converted to KC-135E (TF-33) and KC-135R/T (CFM-56). The KC-135R/T is the current aircraft used by the 92nd Air Refueling Wing.



## TABLE OF CONTENTS

Emblem Description.....	2
Table of Contents.....	3
List of Illustrations.....	4
General Muir S. Fairchild Biography.....	5
Narrative: History of Fairchild AFB.....	6
Chronology.....	16
Lineage, Stations, Campaign Streamers, Aircraft .....	23
92 ARW Commanders and Command Chiefs.....	24
92 BW Commanders.....	25
Aircraft and Missiles: Boeing B-17.....	26
Boeing B-29.....	27
Convair B-36.....	28
Boeing B-52.....	29
Boeing KC-135.....	30
General Dynamics SM-65 Atlas-E.....	31



## LIST OF ILLUSTRATIONS

Commander, 92d Air Refueling Wing.....	2
FAFB Flightline in 1986.....	3
General Muir S. Fairchild.....	5
The Unveiling of Fairchild’s Portrait.....	6
Dedication Ceremony.....	6
Spokane Army Air Depot.....	7
B-17 Crew Chiefs .....	8
B-29s over Korea.....	9
B-36 Peacemaker.....	10
The White House.....	10
B-52.....	11
Atlas ICBM.....	11
KC-135A and B-52 Air Refueling.....	12
KC-135R.....	13
Medical Support in Afghanistan.....	14
KC-135 “Elephant Walk”.....	15
Combat Support Deployment to Iraq.....	15
Global Reach for America.....	16
First B-36 Arrives.....	18
First B-52 Arrives.....	18
First KC-135 and Record Setter.....	19
B-52 on Ramp.....	20
Ghost Rider and KC-135 Air Refueling.....	22
92 BG’s Original Emblem.....	25
92 BG’s Flagship for last WWII mission.....	32
92 BG Memorial at Podington.....	32

## Boeing B-52D, G and H Stratofortress

### *92d Bombardment Wing (AKA 92d Strategic Aerospace Wing, Bomb Wing)*

Fairchild AFB WA 1957-1994

325th Bombardment Squadron 1957-1994

326th Bombardment Squadron 1957-1961

327th Bombardment Squadron 1957-1960

The Boeing B-52 Stratofortress is an eight jet engine heavy bomber that replaced the B-36 in the Cold War and served in the Vietnam War. The B-52D used J-57-29 WA engines, the B-52G used J-57-43W engines and the B-52H used TF-33 Fan Jet Engines. It can carry over 60,000 pound of bombs internally and on external racks, or 4 nuclear weapons. The crew of five can fly over 8,800 miles, but with air refueling it can exceed the endurance of the crew.



## Convair B-36D and J Peacemaker

### *92d Bombardment Wing*

325th, 326th and 327th Bombardment Squadrons  
Fairchild AFB WA 1951 – 1957

The Convair B-36 Peacemaker was a ten (six R-4360-41/53 and four J-47-19) engine bomber of the Cold War. It could carry 84,000 pounds of conventional bombs, or two 43,000 pound MK-17 Nuclear Weapons. It had no capability of air refueling and had a crew of fifteen. Although never used in combat, the B-36 was a major deterrent to enemy aggression.



## GENERAL MUIR S. FAIRCHILD



General Muir S. Fairchild was born in Bellingham, Washington, on September 2, 1894. After turning 18 years old, he began serving with the Washington National Guard, rising to the rank of sergeant. At the beginning of World War I, he entered the Army as a Flying Cadet. In January 1918, after appointment to second lieutenant in the Aviation Section of the Signal Reserve, he went on detached duty with the French Army, flying night bombing missions over the Rhine River with French forces. After returning to the United States, he became a commissioned officer, and assumed command of the 11th Aero Squadron at Kelly Field, Texas.

The following years were filled with various assignments, including test pilot duties at McCook Field, Ohio. In 1921, he graduated from the Air Service Engineer School. Directly after a tour as Post Engineer at Langley Field, Virginia, he participated in the 1926 Pan-American Good Will Flight, for which he was awarded the Distinguished Flying Cross.

A number of military schools followed: the Air Corps Engineers School in 1929, the Air Corps Tactical School in 1935, the Army Industrial College in 1936 and the Army War College in 1937. In 1939, the General was appointed as Director of the Department of Air Tactics and Strategy at the Air Corps Tactical School.

In June 1941, Fairchild became the first secretary of the newly formed Air Staff. Two months later, with promotion to Brigadier General, he was named Assistant Chief of the Air Corps. Early in 1942, Fairchild became Director of Military Requirements at Air Force Headquarters in Washington D.C. This was followed by assignment to the three-member Joint Strategic Survey Committee in the Office of the Combined Chiefs of Staff. The committee advised the Joint Chiefs on general and military strategy to national policy. At the end of World War II, Fairchild became Commandant of the Air University at Maxwell Air Force Base, Alabama, and two years later, was named Vice Chief of Staff of the Air Force, with the rank of General.

General Fairchild died of a heart attack in March of 1950 while assigned to the Pentagon. Fairchild Air Force Base was named in his honor in November 1950.



**General LeMay and Mrs. Fairchild unveiling the General's Portrait**



**Dedication Ceremony  
20 Jul 1951**

## **Boeing B-29 Superfortress**

### **92d Bombardment Group, 1946-1952**

325th, 326th and 327th Bombardment Squadrons

Fort Worth Air Field TX Aug-Oct 1946, Smoky Hill Air Field KS Oct 1946-Jul 1947, Spokane Army Air Field WA (Fairchild AFB) Jul 47-1952

The Boeing B-29 Superfortress was a four engine (R-3350-59M) very heavy bomber of WWII and the Korean War, but with the new heavy bomber B-36 entering service the B-29 was renamed a medium bomber. It had a crew of 10 and could carry 20,000 pounds of bombs.



## AIRCRAFT AND MISSILES

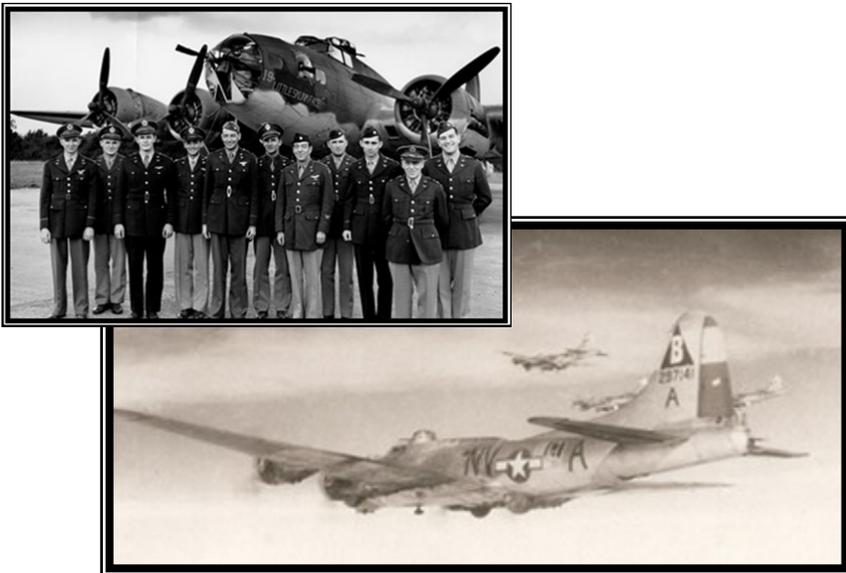
### Boeing B-17E, F, G and YB-40 Flying Fortress

#### *92d Bombardment Group, 1942-1946*

325th, 326th, 327th and 407th Bombardment Squadrons

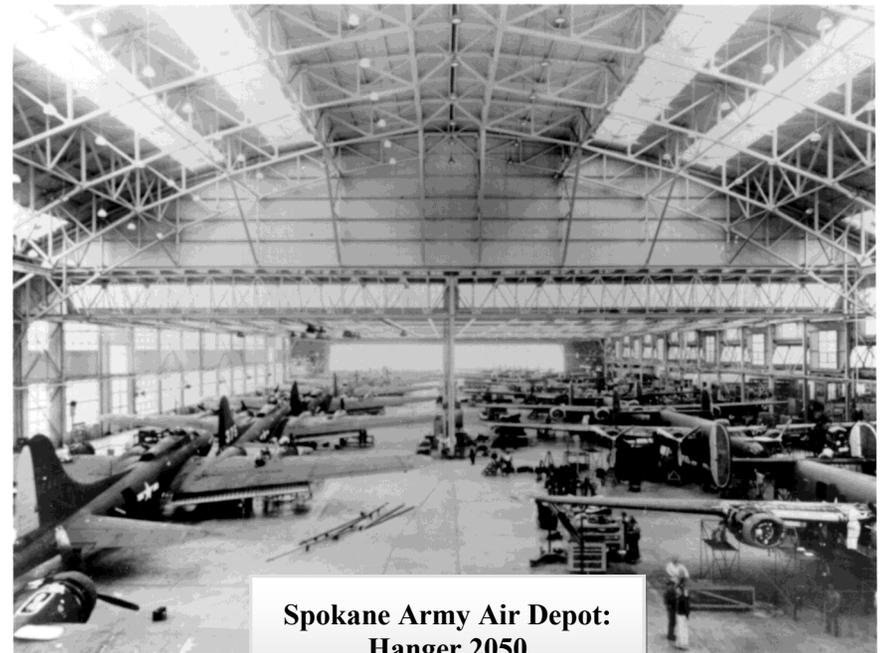
McDill AAB Florida 1942, Sarasota AAB Florida 1942, Bovington Station UK 1942-43, Alconbury Station UK 1943, Podington Station UK 1943-45, and Istres France and Port Lyautey Fr Morocco 1945-1946.

The Boeing B-17 Flying Fortress was a four engine (R-1820-97) heavy bomber that could carry 8,000 pounds of bombs internally, or could carry 22,000 pounds of rocket bombs on external racks. It could fly 2000 miles.



## A BRIEF HISTORY OF FAIRCHILD AFB

After the start of WWII, the War Department was looking for a place in the Northwest to build an air depot. As an incentive to the War Department, many Spokane businesses and public-minded citizens donated money to purchase land for the depot. At a cost of more than \$125,000, they bought 1400 acres and presented the title to the War Department in late 1941. As a result, the government designated \$14 million to purchase more land and begin construction of a new Spokane Army Air Depot. From 1942 to 1946, this base served as a repair depot for damaged aircraft returning from the Pacific theater. The depot remained part of the Spokane Air Service Command throughout World War II.



Spokane Army Air Depot:  
Hanger 2050

On the very same day the air depot activated here in Spokane— 1 March 1942—the 92<sup>nd</sup> Bomb Group activated at Barksdale Field, Louisiana. Flying B-17s, the 92d deployed to England to conduct strategic bombing missions in the European theater. During the war, the 92 BG (“Fame’s Favored Few”) was involved in many key missions, including the Schweinfurt Raid on Black Thursday and the D-day invasion at Normandy. One of the most famous members of the 92 BG was 2Lt John “Red” Morgan, who earned the Medal of Honor as a B-17 copilot during a bombing mission over Germany. Lt Morgan’s pilot received a mortal head wound during a German fighter attack, but he did not die immediately. In a crazed condition, he fell over the steering column and clamped his arms around the controls. The aircraft was now in danger of crashing, and Lt Morgan wrestled control from the pilot and pulled it back into the formation for protection. The young officer then flew the bombing mission for two hours with one hand on the controls and one hand fighting off the mortally wounded pilot. Although the pilot died when the aircraft landed back in England, all other crewmembers survived. Before the 92d inactivated in 1946, the unit had definitely lived up to its famous motto—Higher, Stronger, Faster.



## 92d BOMBARDMENT WING COMMANDERS

Col Albert J. Shower, Nov 1947	Col Woodrow A. Abbott, Jun 1967
Col James E. Briggs, Apr 1948	Col Robert H. Gaughan, Jan 1968
Lt Col James Johnson, Aug 1948	Col Robert L. Cooch, Mar 1968
Brig Gen James Briggs, Sep 1948	Col Robert H. Gaughan, Sep 1968
Col Clifford H. Rees, Mar 1949	Col Robert L. Cooch, Mar 1969
Col Kermit D. Stevens, Jul 1950	Col Frank W. Elliott, Jr., Jul 1969
Col Conrad F. Necrason, Aug 1950	Col Richard F. Heller, Jr., Jan 1970
Col Clifford H. Rees, Sep 1950	Col Clyde Denniston, Jr., Jan 1971
Col Conrad F. Necrason, Oct 1950	Col Donald L. Keplinger, Jun 1971
Col Clifford H. Rees, Nov 1950	Col Martin C. Fulcher, Apr 1973
Col Conrad F. Necrason, Jan 1951	Col Louis C. Buckman, Feb 1974
Col Claude E. Putnam, Jr Apr 1951	Col John R. Stewart, Jr, Jun 1975
Col McLyle G. Zumwalt, Jun 1951	Col Philip A. Brennan, Apr 1976
Col Kenneth B. Hobson, Jun 1951	Col Alan H. Lancaster, Jun 1977
Col Edgar S. Davis, Jan 1952	Col John A. Schaud, Jun 1978
Col David Wade, Feb 1952	Col David A. Moore, Jun 1980
Col Jack J. Catton, Nov 1952	Col Charles A. May, Jr., Jul 1981
BG James Edmundson, Nov 1952	Col John R. Allen, Jr., Aug 1982
Col Jack J. Catton, Mar 1954	Col James W. Meier, Aug 1984
Col Roland A. Campbell, Jul 1955	Col Thomas J. Harris, Dec 1986
Col Robert B. Hurley, Aug 1956	Col Arnold L. Weinman, Feb 1989
Col Clarence A. Neely, Aug 1956	Col Michael G. Ruotsala, Jul 1991
Col Robert B. Hurley, Oct 1956	BG James Richards, Aug 1992
Col Clarence A. Neely, Jan 1957	Col William C. Brooks, Aug 1993
Col Edward A. Perry Dec, 1957	
Col Donald E. Hillman, Jan 1958	
Col Lester F. Miller, May 1959	
Col Rueben A. Baxter, Jun 1962	
Col Daniel MacDonald, Jul 1962	
Col Rueben A. Baxter, Jul 1962	
Col David I. Liebman, Aug 1962	
Col Edison F. Arnold, Jun 1964	
Col Alex W. Talmant, Mar 1966	



92 BG’s Original Emblem

## DECORATIONS

Distinguished Unit Citation: Germany, 11 Jan 1944;

Merseberg, Germany, 11 Sep 1944

Meritorious Unit Awards: 2 Total

Air Force Outstanding Unit Awards: 16 Total

## 92d AIR REFUELING WING COMMANDERS

Col Charles B. McDaniel	July 2014
Col Brian M. Newberry	August 2012
Col Paul H. Guemmer	June 2010
Col Robert D. Thomas	September 2008
Col Thomas J. Sharp	May 2007
Col Scott M. Hanson	July 2005
Col Anthony M. Mauer	August 2003
Col Randal D. Fullhart	October 2001
Col Erwin F. Lessel, III	February 2000
Col Timothy C. Jones	November 1998
Brig Gen Paul W. Essex	November 1996
Brig Gen Arthur J. Lichte	August 1995
Brig Gen Gary A. Voellger	July 1994

## 92d AIR REFUELING WING COMMAND CHIEFS

CMSgt Christian M. Pugh	September 2014
CMSgt Wendy A. Hansen	March 2013
CMSgt Rudy Lopez	March 2010
CMSgt David R. Nordel	July 2008
CMSgt Paul A. Sikora, Jr.	May 2007
CMSgt Mark R. Luzader	September 2005
CMSgt Terry L. Speer	June 2003
CMSgt James M. Guidry	June 2001
CMSgt Johnny B. Wilford	February 1999
CMSgt Nickey A. Clark	July 1997
CMSgt Joseph D. Markin	July 1996
CMSgt Jose R. Vasquez	July 1994

After the war, the 92d Bomb Group reactivated and moved to Spokane AFB in 1947. The group was now flying the most modern bomber of the day—the B-29 Superfortress. The 92d Bombardment Wing then activated in November 1947, assigned to Strategic Air Command.

The 92d saw action in July 1950, deploying to Yokota Air Base, Japan to conduct bombing missions against North Korea. While with the Far East Air Force (FEAF), the group was a major part of Major General Emmett O'Donnell's FEAF Bomber Command and participated in the bombing of key industrial targets in Korea, and later, supported tactical missions. These included cutting off vital North Korea Supply lines and bombing supply and troop areas in support of United Nations ground forces.

In September 1950, 42 B-29s from this base carpet-bombed enemy troop concentrations, allowing the US 8<sup>th</sup> Army to break out from the Pusan Perimeter and rapidly advance to Seoul following the Inchon landing.

Before General Douglas MacArthur released the unit on 22 October to return home on the 30th, the men of "Fame's Favor Few" flew 95 missions, 845 sorties and dropped over 33,000 bombs totaling 7,500 tons.



**B-36 Peacemaker**



In 1951, the base was renamed Fairchild, in honor of General Muir S. Fairchild, the Air Force Vice Chief of Staff from Bellingham, Washington, who died on active duty in 1950. The 50s decade saw many changes here at this base, as the wing received the B-36 Peacemaker in 1951 and then transitioned to the B-52 in 1957. The wing received its air refueling mission in 1957, when the 92d Air Refueling Squadron activated to fly the new all-jet KC-135 Stratotanker which began arriving in February 1958.

**The White House - Wing HQ Building Jun 43 to Apr 14**



## **LINEAGE**

Established as 92d Bombardment Wing, Very Heavy, on 17 November 1947. Redesignated as 92d Bombardment Wing, Medium, on 12 July 1948; 92d Bombardment Wing, Heavy, on 16 June 1951; 92d Strategic Aerospace Wing on 15 February 1962; 92d Bombardment Wing, Heavy, on 31 March 1972; 92d Wing on 1 September 1991; 92d Bomb Wing on 1 June 1992; 92d Air Refueling Wing on 1 July 1994.

## **92d BOMBARDMENT GROUP STATIONS**

Barksdale Field, Louisiana, March 1942  
MacDill Field, Florida, March 1942  
Sarasota Field, Florida, May 1942  
Bovingdon, England, August 1942  
Alconbury, England, January 1943  
Podington, England, September 1943  
Istres, France, June 1945  
Forth Worth Army Air Field, Texas, August 1946  
Smoky Hill Army Air Field, Kansas, October 1946  
Spokane Army Air Field (later renamed Spokane Air Force Base and Fairchild Air Force Base), Washington, July 1947

## **CAMPAIGN STREAMERS**

Kosovo: Kosovo Air; BESTOWED HONORS:  
World War II: Antisubmarine, American Theater;  
Air Offensive, Europe; Normandy; Northern France;  
Rhineland; Ardennes-Alsace; Central Europe

## **AIRCRAFT ASSIGNED**

B-17E, F, G & YB-40: 1942-1946  
B-29A: 1946-1952  
B-36D & J: 1951-1957  
B-52D, G & H: 1957-1994  
KC-29A: 1957 (only while the 92 ARS was at Bergstrom AFB)  
KC-135A, Q, R, T: 1958-Present  
Atlas-E ICBM: 1961-1965

- 1 Oct 10 The 912 ARS activated at March Air Reserve Base, CA and was assigned to the 92d Operations Group. The squadron became an active duty associate unit and was under the administrative control of the 92d.
- 1 Feb 11 The runway at Fairchild AFB closed for repairs. The wing had to operate out of Grant County and Spokane airports for 10 months.
- 19 Mar 11 92 ARW personnel and aircraft deployed to Moron, Spain for Operation Odyssey Dawn, the crisis in Libya.
- 25 Feb 14 The last crews and aircraft returned home ending operations at Manas AB after flying more than 20K sorties in nearly 125K hours, offloading some 1.5 billion pounds of fuel to more than 110K US and Coalition aircraft.
- 5 May 14 New Headquarter Building opened and ended 71 years in the former HQ building, known as the White House (June 43).
- 1 Dec 14 Operation ENDURING FREEDOM ended
- 1 Jan 15 Operation FREEDOM'S SENTINAL begins in Afghanistan.

**Boeing B-52**



The 1960s began with the 92d performing its strategic deterrent mission with its B-52s and KC-135s. In 1961, nine Atlas intercontinental ballistic missiles became operational at Fairchild, making it the first unit in the Air Force to be a Strategic Aerospace Wing, having both strategic missiles and bombers. Following the Gulf of Tonkin incident in 1964, Fairchild tankers became involved in the Vietnam conflict, flying from the Philippines to refuel fighters during Young Tiger operations. The wing's B-52s were not far behind, deploying to Guam for Operation Arc Light and later Linebacker II, which finally ended the war. Another significant development on base occurred in 1966 when Air Training Command established the 3636<sup>th</sup> Combat Crew Training Group, which is today's 336<sup>th</sup> Training Group operating the Air Force's Survival School.

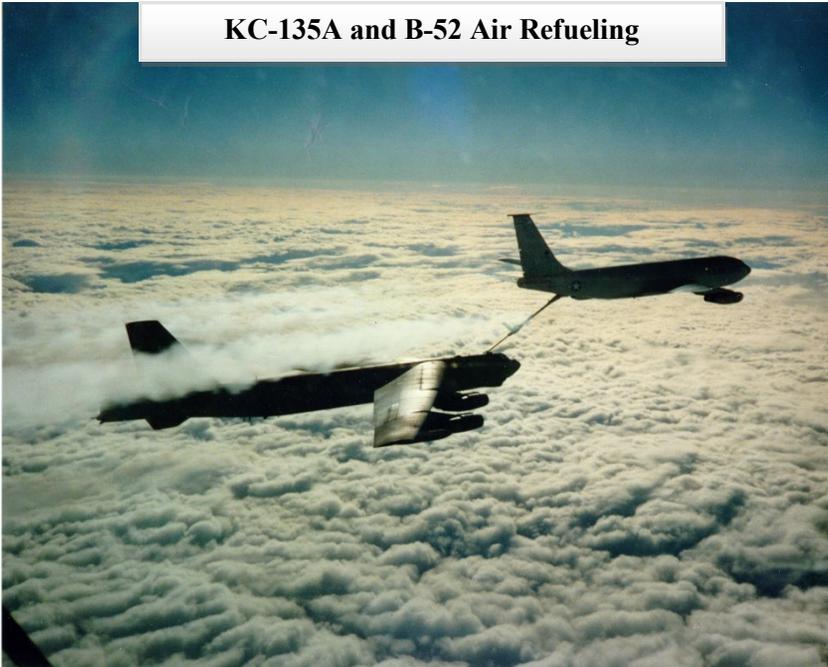


**B-52, 61-0007, "Ghost Rider" refueling a wing KC-135.**

**Atlas ICBM**



## KC-135A and B-52 Air Refueling



With the arrival of the 70s and the end of the Vietnam Conflict, the 92d returned to its primary mission of strategic deterrence, involving 24-hour ground alert, ready to respond at a moment's notice to an attack on our nation.

In 1976 the 141<sup>st</sup> Air Refueling Wing, Washington Air National Guard, transitioned from fighters to KC-135 tankers and moved to Fairchild. Today the 141 ARW and 92 ARW are part of a classic association of Guard and Active Duty units.

In 1980, Fairchild and the Spokane Community came under attack, not from a foreign enemy but rather from Mother Nature. Mt St Helens erupted during Fairchild's annual airshow, paralyzing the base and the local area for weeks. The remainder of the decade was characterized by a steely determination to deter nuclear attack through vigilance and combat readiness.

1 Jul 94	The 92 BMW transferred from ACC to Air Mobility Command (AMC) and the wing was re-designated as the 92d Air Refueling Wing (92 ARW).
19 Feb 99	92 ARW Personnel & aircraft deployed in support of Operation Allied Force, the mission to stop Serb aggression in Kosovo.
11 Sep 01	In response to terrorist attacks on our nation, the 92 ARW began Combat Air Patrol support operations and placed aircraft and aircrews on ground alert. Deployments began shortly afterwards to support the war on terrorism.
19 Mar 03	Combat operations began against Iraq. Hundreds of 92 ARW personnel were deployed worldwide to support Operation Iraqi Freedom.
1 Oct 03	The 92 ARW was assigned to Eighteenth Air Force, Scott AFB, Illinois.
13 Feb 04	Aircraft 58-0086 became the first KC-135 at Fairchild to receive the ROBE modification. ROBE—Roll-on Beyond-Line-Line-of Sight Enhancement—provided the capability for the aircraft to become a communications network node in the sky during air refueling operations.
29 Dec 04	92d personnel flew cargo & passengers to Thailand to assist with the relief effort following the massive Indian Ocean tsunami.
23 Jan 05	Manas Air Base, Kyrgyzstan became the main forward operating base for 92 ARW personnel.
Sep 05	Members of the 92d Services Squadron assisted with the relief effort in the Gulf states following Hurricane Katrina. The team operated out of Keesler AFB, MS.
26 Jul 06	The 92 ARW unveiled the latest version of its "City of Spokane" KC-135 aircraft. The event highlighted the significance of the aircraft's tail number 58-0092—the number matching the wing's numerical designation.
1 Oct 07	The 92 ARW and the 141 ARW held a ceremony to recognize the beginning of the classic association of the two wings.

- 1 Jul 76      The 141 ARW/116 ARS began flying KC-135s at FAFB after being transferred to SAC.
- 18 May 80    Mount St. Helens erupted during Fairchild's Open House celebration, leaving the wing paralyzed for one month.
- 9 Sep 83     The 92 BMW received its first Air Launched Cruise Missile-modified B-52G (tail 59-0222).
- 10 Sep 85    The first B-52H aircraft arrived at FAFB. (tail 61-0032).
- 23 Jan 87    The 92d BMW was reassigned from the 47th Air Division to the 57th Air Division at Minot AFB, North Dakota.
- 15 Jun 88    The 92 BMW was reassigned to 15th Air Force, Travis AFB, California.
- 15 Aug 90    The 92 BMW received its first official tasking to support Operation Desert Shield
- 27 Aug 90    Fairchild held an official roll-in ceremony for its first "R" Model KC 135s (tail 59-1463), called "Lilac Princess."
- 28 Sep 91    As continuous SAC ground alert operations came to an end. Fairchild alert forces began leaving the alert facility and alert aircraft were downloaded and taken off alert.
- 1 Jun 92     Due to a massive Air Force reorganization, SAC inactivated and the 92d Wing became a part of the newly formed Air Combat Command (ACC). The 92d Wing was then re-designated as the 92d Bomb Wing.
- 25 May 94    The wing's last B-52 departed (61-0040).



The 90s would bring probably the greatest changes in Fairchild history. In August 1990, Iraq invaded Kuwait, and the wing's B-52s and KC-135 aircraft and personnel deployed worldwide for Operations Desert Shield and Desert Storm. At about the same time, the base received its first KC-135R Model, nicknamed the Lilac Princess. With the sweeping changes in Europe following the fall of the Berlin Wall, in September 1991 the Strategic Air Command halted its 24-hour ground alert, effectively ending the Cold War after 40 years. As a result, on 1 June 1992, SAC inactivated and the wing came under the new Air Combat Command. Although tankers stayed at Fairchild, they now came under the new Air Mobility Command. Then, on 1 July 1994, the 92d Bomb Wing was re-designated as an Air Refueling Wing assigned to Air Mobility Command, and for the first time in 47 years there were no bombers in the wing at Fairchild. The number of air refueling squadrons in the 92d expanded to five, making it the largest tanker wing in the Air Force at the time. Throughout the 90s, the 92d Air Refueling Wing was involved in virtually every major contingency operation around the world, including keeping Saddam Hussein in check and stopping aggression in Bosnia.



When the new millennium began, the wing faced one of its greatest challenges in history. Following the terrorist attacks on our nation in 2001, the 92 ARW began combat air patrol support operations and placed aircraft and aircrews on alert for homeland defense. Deployments began shortly afterwards for Operation Enduring Freedom, and these OEF deployments continue today. In addition, wing personnel and aircraft deployed from 2003 to 2011 in support of Operation Iraqi Freedom/New Dawn. Furthermore, in 2011 wing personnel supported Operation Odyssey Dawn, the mission to resolve the crisis in Libya.

**Medical Support in Afghanistan**



Today, on any given day, the wing has approximately 10 percent of its personnel—aircrews, maintainers, and combat support/medical personnel—deployed around the world in support of Overseas Contingency Operations.

- 26 Mar 57 The wing’s first B-52D arrived (tail 55-0673).
- 31 Mar 57 The wing’s last B-36 departed (tail 52-2728)
- 21 Feb 58 The first KC-135A Stratotankers arrived at FAFB, (tail 56-3613), “Queen of the Inland Empire.”
- 17 Sep 58 A 92d Air Refueling Squadron crew established eight world records in tail 56-3613.
- 17 Mar 61 The first Atlas-E complex assigned to the 92d BW activated in Davenport, Washington.
- 28 Sep 61 All nine Atlas Missile-E complexes became operational.
- 15 Feb 62 The 92 BW, Heavy, re-designated as the 92d Strategic Aerospace Wing (SAW).
- 25 Sep 64 The 92d SAW became involved in the Vietnam Conflict refueling fighters over Southeast Asia.
- 5 Apr 65 In accordance with the operational phase out of the Series E Atlas ICBM, all nine 92d SAW Atlas-E Missile complexes inactivated.
- 1 Mar 66 The 3636th Combat Training Group established at FAFB.
- 16 Oct 70 The 92 SAW received its first B-52G.
- 7 Dec 70 The first package of ADM-20C “Quail” missiles arrived at Fairchild AFB.
- 1 Jul 72 The 92 SAW was re-designated the 92d Bombardment Wing (BMW).
- 21 Dec 72 After a nighttime raid on Hanoi, North Vietnam, a 92 BMW B-52 crew was shot down. Five crew members died. Two crew members became Prisoners of War and returned to Fairchild AFB 99 days after their capture.



**First KC-135A**

- 15 Jul 47      The 92 BG moved to Spokane, Washington.
- 17 Nov 47      The 92d Bombardment Wing (BW), Very Heavy, was established as the host unit with oversight of the 98 BW.
- 4 Jul 50        The 92 BG dispatched B-29s & personnel to Yokota AB, Japan, to for the Korean Conflict.
- 13 Jul 50      The 92 BG flew its first bombing mission in Korea.
- 28 Feb 51      Due to the reorganization of all SAC units, the 92d BG, Heavy, became the 92d BW, Heavy.
- 20 Jul 51      A dedication ceremony was held renaming Spokane AFB as Fairchild AFB in honor of General Muir S. Fairchild. Officially, the name took effect on 1 Nov 1950. The wing's 1st Convair B-36 Peacemaker (44-92050) arrived at the end of the ceremony.



- Aug 53          Operation BIG STICK: SAC's first non-stop, mass deployment of B-36s to the Far East. This show of force earned the 92 BW its first AFOUA.
- 1 Oct 56        The 92 BW began Operation Big Switch—a conversion from B-36s to B-52s. It completed on 12 Feb 1958.



### KC-135 "Elephant Walk"



Throughout history, 92d personnel have prided themselves on always being there when needed, ready to respond to our nation's call. There has been continuous change in the 92d throughout the decades, but as one generation of Airmen "passed the stick" to the next generation, there was one thing that remained constant—the outstanding professionalism of our Airmen.

### Combat Support Deployment to Iraq



The 92d Air Refueling Wing, the associate units at Fairchild, and the Spokane community have forged an impressive relationship over the years. This team, “Team Fairchild” of the “Fame’s Favored Few” legacy, has earned a well-deserved reputation for superior performance. Team Fairchild will continue to meet future challenges in its usual outstanding fashion, and in so doing will preserve the legacy of excellence that began over 70 years ago.

## ***“Fame’s Favored Few”***



**Global Reach for America**

## **CHRONOLOGY**

- 11 Sep 41      The War Department approved the site for the Spokane Army Air Depot.
- 19 Jan 42      Construction began for the Spokane Air Depot.
- 28 Jan 42      During WW II, the 92d Bombardment Group (BG) was constituted.
- 1 Mar 42        The Spokane Army Air Depot, located 12 miles west of Spokane, Washington, was activated as a maintenance and repair depot for damaged aircraft returning from combat operations. Also, the 92 BG was activated at Barksdale Field, Louisiana.
- 28 Aug 42      The 92 BG, flying the B-17, moved to Bovington Airdrome, England.
- 6 Sep 42        The 92 BG flew its first combat mission over Nazi-occupied France.
- 11 Jan 43      The 92 BG moved to Alconbury Field, England.
- 26 Jul 43      Lt John “Red” Morgan, 92 BG, earned the Medal of Honor for saving his B-17 and crew
- 15 Sep 43      The 92 BG moved to Podington, England.
- Jun 45          The 92 BG moved to Istres Air Field, France to participate in the Green Project.
- 28 Feb 46      With over 300 combat missions to its credit, the 92d BG inactivated at Istres Air Field.
- 15 Jul 46      The 92 BG, Heavy was re-designated as the 92d BG, Very Heavy, and assigned to Strategic Air Command (SAC).
- 4 Aug 46        The 92 BG reactivated at Fort Worth Army Field, Texas. The 92d BG became equipped with the B-29 Superfortress.
- Oct 46          After only a brief stay at Fort Worth, the 92 BG moved to Smoky Hill Air Field, Kansas.