

*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



509-247-5953

[92ARW.HO@us.af.mil](mailto:92ARW.HO@us.af.mil)

As of July 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 Ryan R. Samuelson  
Commander, 92d Air Refueling Wing  
19 Jul 16 – Present

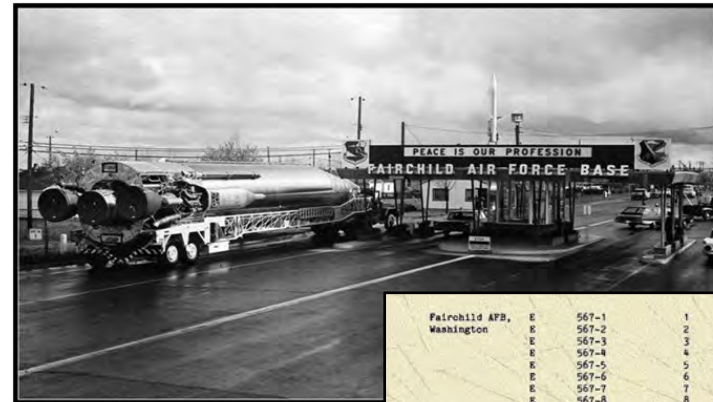
## General Dynamics SM-65E Atlas

### *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.



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**FAFB's Flightline  
in 1986**

## 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.

## 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.



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.



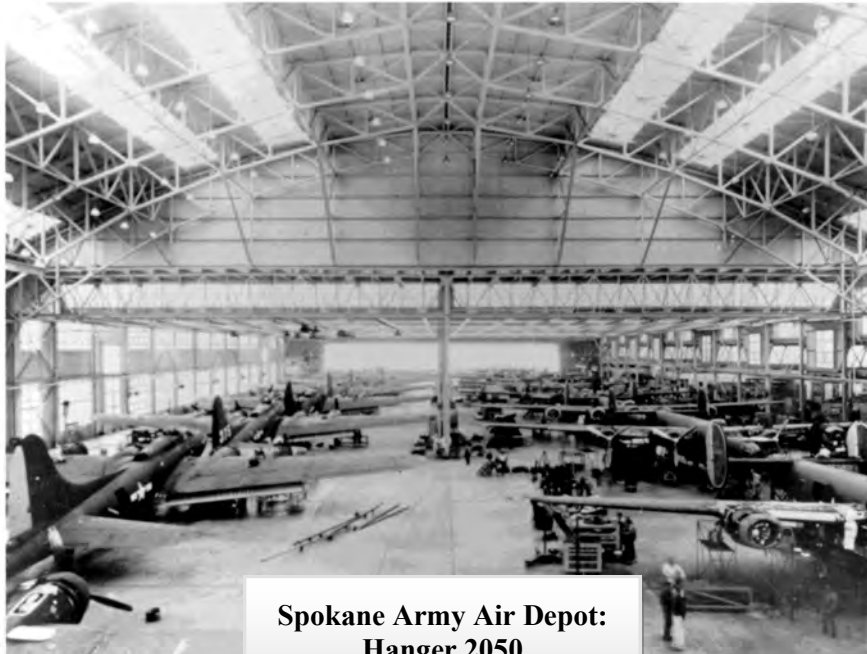
**General LeMay and Mrs. Fairchild unveiling the General's Portrait**



**Dedication Ceremony  
20 Jul 1951**

## 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

## 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

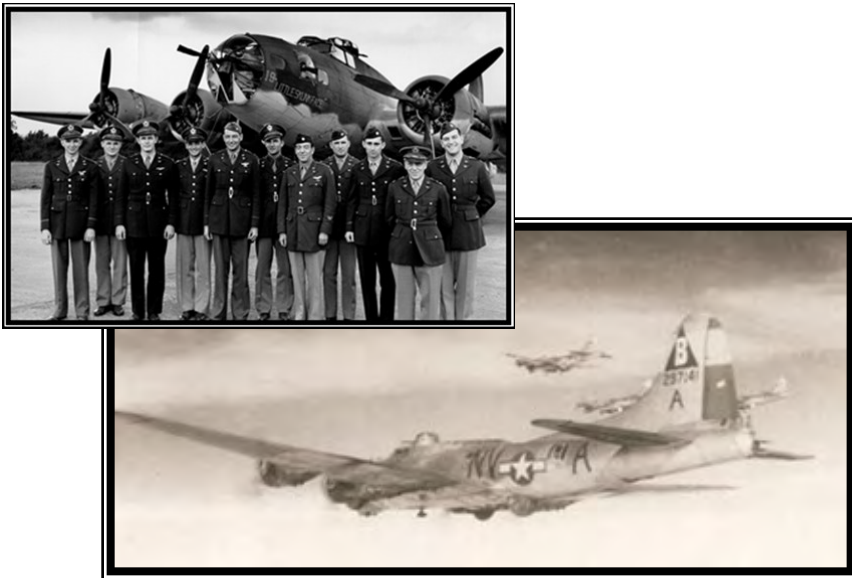
### Boeing B-17E, F, G and YB-40 Flying Fortress

#### *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.



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.



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-29s over Korea**

## 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 and Merseberg, Germany, 11 Sep 1944

Meritorious Unit Awards: 2 Total

Air Force Outstanding Unit Awards: 18 Total

**92d AIR REFUELING WING COMMANDERS**

- Col Ryan R. Samuelson July 2016
- 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. Sharpy 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 Shannon Rix September 2016
- 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



**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**



**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.

**Atlas ICBM**



### **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

- 13 Feb 2004** The wing received its first Roll-on Beyond Line of Sight Enhancement (ROBE) KC-135 (58-0086). The system allowed the KC-135 to become a communications node in the sky.
- 23 Jan 2005** 92 ARW began operating at Manas AB, Kyrgyzstan.
- 1 Oct 2007** The 92 ARW and 141 ARW held a ceremony on 1 October to recognize the beginning of the classic association of the two wings under Total Force Integration (TFI).
- 1 Oct 2010** The 912 ARS was 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 92 OG.
- 1 Feb 2011** FAFB closed its runway for a 10-month, \$44-million reconstruction project. The wing operated out of Grant County International Airport, Moses Lake, and Spokane International Airport.
- 19 March 2011** The wing deployed seven aircraft and 100 personnel for Operation ODYSSEY DAWN, supporting the no-fly zone in Libya.
- 25 Feb 2014** 92 ARW ended operations at the Transit Center at Manas, Kyrgyzstan, with the return of the last three KC-135s and aircrews to Fairchild AFB. Since the wing first arrived on January 23, 2005, the Airmen from the 92d Air Refueling Wing flew more than 20,000 sorties in nearly 125,000 hours, offloaded nearly 1.5 billion pounds of fuel to more than 110,000 U.S. and Coalition aircraft during the decade-long partnership.
- 18 Jun 2014** A 92 ARW crew flew the first New START Treaty (NST) mission. This was the first START mission since April 2008.
- 22 Sep 2014** The 92 ARW supports Operation INHERENT RESOLVE (OIR) against the Islamic State forces in Syria and Iraq.
- 27 Oct 2014** The “White House,” the previous base headquarters building is torn down after 71 years.
- 31 Dec 2014** Operation ENDURING FREEDOM ends. A crew deployed from FAFB flew the last tasked tanker mission for OEF in Afghanistan.
- 1 Jan 2015** Operation FREEDOM’S SENTINAL (OSF) begins in Afghanistan as part of NATO’s Operation RESOLUTE SUPPORT (ORS).



**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.

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.



- 18 May 1980** Mount St. Helens erupted during the base air show and the ash hampered operations for weeks.
- 9 Sep 1983** The 92 BW receives its first Offensive Avionics System/Air Launch Cruise Missile (OAS/ALCM) B- 52G (tail #59-0222).
- 10 Sep 1985** The first B-52H arrives at Fairchild (tail # 61-0032).
- 3-24 Sep 1986** The wing nearly swept the SAC's annual bombing and navigation competition, winning 9 of 11 awards.
- 27 Aug 1990** First KC-135 R-Model arrived at Fairchild, (tail 59-1463), "Lilac Princess."
- 15 Jan – 19 Aug 1991** During Operations DESERT SHEILD and DESERT STORM, 92d and 43rd ARS flew 1,074 sorties, 5,904 hours, and offloaded 33.1 million pounds of fuel.
- 30 May 1991** Last KC-135A departed Fairchild (tail 58-0105)
- 1 Sep 1991** The 92 BW was re-designated the 92d Wing.
- 28 Sep 1991** After receiving President Bush's 27 September order for all of Strategic Air Command's bombers to stand down from alert, the wing's bombers and tankers came off of 24/7 alert status for the first time in 33 years.
- 1 Jun 1992** Strategic Air Command stand down and Air Combat Command (ACC) and Air Mobility Command (AMC) are activated. The 92d Wing was redesignated the 92d Bomb Wing and was assigned to 12<sup>th</sup> Air Force. The B-52s remained under the 92 BW but the KC-135s squadrons were reassigned to AMC under the 453<sup>rd</sup> Operations Group but remained at Fairchild AFB.
- 25 May 1994** The last B-52H departed Fairchild (tail# 61-0040). One remained behind for an airshow but crashed on 24 June.
- 1 Jul 1994** 92 ARW re-designated from 92 BMW and transferred from ACC to AMC under 15<sup>th</sup> Air Force. The 92d Operation Support Squadron and the 96<sup>th</sup>, 97<sup>th</sup> and 98<sup>th</sup> ARS activated.
- 19 Feb 1999** The first aircraft and personnel deployed for Operation ALLIED FORCE, the mission to stop the Serbian aggression in Kosovo. Twenty-four aircraft and 668 personnel would deploy to seven different locations.
- 6 Feb 2001** The 92nd Air Refueling Wing received its first KC-135 with the Multi-Point Refueling System (MPRS) (tail #62-3551).

- 25 Sep 1964** Wing KC-135s become involved in Vietnam Conflict supporting Operation YOUNG TIGER out of the Philippines.
- 5 Apr 1965** In accordance with the operational phase-out of the Series-E Atlas, all nine Atlas-E Missile complexes inactivated
- 1 Mar 1966** The 3636th Combat Crew Training Group was established at Fairchild. In 1971, it became a wing and assumed control over all Air Force survival schools. Today, the 336th Training Group continues this mission for Air Education and Training Command.
- 1 Apr 1968** The 92 SAW relocated to Anderson AFB, Guam, to support Operation ARC LIGHT. The 325 BS's B-52s, the 43 ARS KC-135s and approximately 1,400 base personnel deployed for this six month long TDY. The 92 ARS replaced the 43 ARS half-way through.
- 15 Mar 1969** The 92 SAW deployed to Anderson AFB for a six-month Operation ARC LIGHT tour.
- 16 Oct 1970** 92 SAW received its first B-52G aircraft.
- 1 Jul 1972** 92 SAW re-designated the 92d Bombardment Wing (BMW).
- 21 Dec 1972** The wing suffered its second loss of a B-52 and its only loss of a B-52 in combat. During a nighttime raid on Hanoi, Olive 01, a Fairchild B-52 was hit by enemy fire and exploded in flames. Eye-witnesses reported not seeing any parachutes. However, a short time later, the North Vietnamese released a Prisoner-of-War list which included the names of two the aircrew. They were Lieutenant Colonel James Y. Nagahiro, pilot, and Captain Lynn R. Beens, navigator and they returned home in April 1973. The rest of the crew were listed as missing and included Lieutenant Colonel Keith R. Heggen, deputy airborne mission commander; Major Edward H. Johnson, radar navigator; Captain Donovan K. Walters, copilot; Captain Robert R. Lynn, electronic warfare officers; and Airman First Class Charles J. Bebus, gunner.
- 25 Oct 1973** The first of the wing's B-52 bombers returned home from Anderson AFB, Guam, marking the first time the bombers had been on station since May 1972.
- 1 Jul 1976** The 141st Air Refueling Wing of the Washington Air National Guard was transferred to SAC and FAFB and began flying KC-135Es. Previously, the wing was designated the 141st Fighter Interceptor Group and was stationed at Geiger Field.

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.

### 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



- 17 Nov 1954 –** The 92 BW deployed its B-36s to Anderson AFB, Guam.
- 23 Jan 1955**
- Dec 55 – Feb 1956** The 99th Strategic Reconnaissance Wing (SRW) conducted operational testing for the Fighter Conveyor (FICON) Project with the 71 SRW, Larson AFB, Moses Lake, WA. The first successful test flight was completed on 7 December 1955 and the last tests with the unit were flown on 13 January 1956.
- 1 Oct 1956** 92 BW begins Operation BIG SWITCH, the conversion from B-36s to B-52s.
- 16 – 18 Jan 1957** Lt Col Harvey Downs and crew S-50 completed the longest B-36 mission flown from FAFB, traveling 7,200 miles and flew for 42 hours and 10 minutes.
- 26 Mar 1957** The first of 45 B-52Ds was delivered to Fairchild AFB (tail #55-0673).
- 31 Mar 1957** The last B-36 departed Fairchild (tail #52-2827).
- 7 Jan 1958** Two B-52s and crews begin 24/7 alert. Eventually, 1/3 force will be on alert.
- 10 Feb 1958** Operation Green Arrow: The wing launched 35 of 35 scheduled B-52s on a EWP exercise to validate B-52 mission ready status and officially completed Operation BIG SWITCH.
- 21 Feb 1958** The first KC-135, “Queen of the Inland Empire,” arrived at FAFB (tail # 57-3613). The paper dubbed the KC-135 as the B-52’s “Flying Fuel Station.”
- 11 Sep 1958** The last B-29 departed FAFB
- 17 Sep 1958** A 92d Air Refueling Squadron crew established eight world records in tail # 56-3613.
- 1 Apr 1960** The 567<sup>th</sup> Strategic Missile Squadron activated to oversee the General Dynamic Atlas-E ICBMs.
- 28 Sep 1961** The last of nine Atlas Missile complexes become operational, making the 567<sup>th</sup> SMS the first operation Atlas-E ICBM unit in the country.
- 15 Feb 1962** 92 BW is redesignated the 92d Strategic Aerospace Wing –the first wing in SAC to be designated as such (with bombers, tankers and missiles).

- 1 Sep 1947** Spokane Army Airfield transferred to Strategic Air Command. Colonel Shower assumed command of SPAAF.
- 17 Nov 1947** 92d Bombardment Wing, Very Heavy, was established (wing's birthday) as the host unit at Spokane Army Air Field under the command of Colonel Albert J. Shower.
- 23 Jan 1948** Spokane Army Air Field renamed Spokane AFB.
- 4 Jul 1950** The 92 BG's B-29s deploy for Korean Conflict – one of two groups to deploy initially.
- 8 July 1950** The 92 BG arrived at Yokota AB, Japan, flying by way of Hawaii, Kwajalein, and Guam.
- 12 Jul 1950** The 92 BG flew its first mission, a leaflet drop.
- 13 Jul 1950** The 92 BG launched its first bombing mission again Wonsan.
- 22 Oct 1950** General MacArthur released the 92 BG to return home from Korea. The group flew 95 missions, 8,500 hours (700 were combat hours) on 945 sorties and dropped over 750 tons of bombs.  
  
Per General Order number 62, Spokane AFB was renamed in memory of Air Force Vice-Chief of Staff, General Muir S. Fairchild, a native of Bellingham, Washington. The official dedication was held 20 Jul 1951. The general entered service as a sergeant with the Washington National Guard in June 1916 and died while on duty in the Pentagon in March 1950.
- 1 Nov 1950**
- 28 Feb 1951** 92 BW was redesignated 92 BW, Heavy.
- 20 Jul 1951** Dedication Ceremony was held to rename the base for General Muir S. Fairchild. The first Convair B-36 Peacemaker assigned to the base arrives (tail #44-92050) at the end of the dedication ceremonies.
- 18 Jan 1952** The last Boeing B-29 (tail #44-62010) assigned to the 92d BW departs.
- 21 Aug 1953** Operation Big Stick – A show of force operation following Korean Hostilities was the first time B-36s flew direct from the mainland to Japan and the first time B-36 unit mass deploys to the Far East. The 92d BW earned its first Outstanding Unit Award for this mission.

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 1941** The Spokane site is approved for Army Air Maintenance and Supply Depot.

**17 Nov 1941** The city presented the title to the War Department in November 1941. The citizens of Spokane gave nearly \$125,000 in less than two weeks to purchase the initial 1,400 acres for the depot site.

**5 Dec 1941** The War Department authorized \$14-million construction of the Depot.

**19 Jan 1942** The temporary HQ activated and construction began at Galena Station (Spokane Air Depot).

**1 Mar 1942** The 92d Bombardment Group, "Fame's Favored Few," is activated at Barksdale Field (group's birthday) & flew B-17s under the command of Colonel James S. Sutton. It was comprised of four squadrons; the 325th, 326th, 327th and 407th Bombardment Squadrons, totaling 36 B-17Fs.

**1 Mar 1942** Spokane Army Air Depot activated under the Air Service Command (later Air Technical Service Command).

**30 Apr 1942** The base is designated Spokane Air Depot.

**28 Aug 1942** The 92 BG becomes the first bomb group to fly nonstop from Gander, Newfoundland to Prestwick, Scotland.

**10 Jun 1943** The first B-17, "Junior," arrives at become the first bomber overhauled at SPAD.

**9 Jul 1943** The Spokane Air Depot is designated Spokane Army Airfield.

**26 Jul 1943** Lt John "Red" Morgan earned the Medal of Honor for his actions recovering a crippled B-17 during a mission over Germany.

**1 Sep 1943** The first time a B-17 is put into Hanger 2050 for repair and overhaul.

**14 Oct 1943** 92 BG led the 8<sup>th</sup> Air Force mission against Schweinfurt on "Black Thursday."

**18 Dec 1943** Lt Morgan received the Medal of Honor from Lt Gen Ira C. Eaker

**25 Apr 1945** The 92 BG led the last 8 AF bombing mission in the European theater against Pilsen, Czechoslovakia.

**12-14 May 1945** The 92 BG flies Operation REVIVAL missions – transporting former POW from Barth (Stalag Luft I) to United States military control.

**2 Jun 1945** The 10,000<sup>th</sup> B-17 R-1820 engine to be repaired at the Spokane Air Technical Service command is completed. In all, nearly 11,000 engines were overhauled at an estimated savings to the government of \$87-million.

**15 Jun – 11 Sep 1945** The 92 BG led the Green Project – the transport of high time troops from Istres, France, to an Air Transport Command center at Casablanca, Morocco. The group transported nearly 20,000 troops on the first leg of their journey home and returned nearly 5,700 French citizens to their homeland.

**21 Jul 1945** The last B-17 engine is overhauled.

**9 Aug 1945** The first B-29 R-3350 engine is overhauled and the first B-24 Ferret Project is completed.

**14 Aug 1945** World War II ends.

**24 Feb 1946** The 92 BG deactivated at Istres, France. During World War II, the unit flew 8,633 sorties on 310 missions.

**15 July 1946** 92 BG, Heavy was designated 92 BG, Very Heavy and was reassigned to Strategic Air Command.

**4 Aug 1946** 92 BG is activated at Ft. Worth AAF and equipped with B-29s.

**15 May 1947** The depot is renamed Spokane Army Air Field.

**15 Jul 1947** 92 BG began its move to Spokane Army Airfield under the command of Colonel Albert J. Shower.

**25 Jul 1947** The first B-29 to be assigned at the base arrived with the 92 BG.

**24 Sep 1947** The 98<sup>th</sup> Bombardment Group reactivated and transferred to Spokane.

**1 Sep 1947** Spokane Army Airfield transferred to Strategic Air Command. Colonel Shower assumed command of SPAAF.