

# 515th Air Mobility Operations Wing

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## Heritage Pamphlet



*Product of the  
515th Air Mobility Operations Wing  
History Office*

**1 Aug 2017**

## 515th Air Mobility Operations Wing



The mission of the 515 AMOW is to provide agile en route capability to accelerate global air mobility for the warfighter throughout the Pacific. The wing is responsible for two Air Mobility Operations Groups (AMOG), six Air Mobility Squadrons (AMS), three Detachments, six Operating Locations (OL), six Air Terminal Ground Handling Service Contracts (ATGHS) and various small terminals comprised of nearly

2,000 geographically separated personnel with an annual budget of \$45 Million.

The units within the 515 AMOW are structured for peacetime workloads with a limited surge capability. Wartime response or sustained contingency operations such as disaster relief or humanitarian operations require higher headquarters augmentation.

The mission of air mobility support has been the backbone of the en route system throughout its history. The history of the Pacific en route system dates back to 1942, and had been structured to meet the unique requirements of WWII. Airlift aircraft travelling in the Pacific would pass through multiple regional commands en route to their destinations, and local commanders would often divert aircraft as they deemed fit to support their own needs.

There was no chain of command at that time to control the 141 total en route unit locations, so in 1942 General Henry "Hap" Arnold issued an order to consolidate logistical and air transport operations, creating the Air Transport Command, which has evolved into the present day Air Mobility Command (AMC).



Hickam AFB Operations Building, circa 1966.

Though a firm en route system had been established by the end of WWII, that system was put to the test during the Korean War. A shortage of aircraft and fuel accommodations meant that equipment and personnel from other aerial ports of embarkation had to be diverted to West Coast aerial ports. In addition, the Canadian government loaned six of its aircraft to help make up the shortfall.



Inter-island transport desk, former ATC passenger terminal, circa 1945.



Wounded being offloaded from C-54, late WWII.



Military Airlift Command Terminal (Flightline side) at Hickam AFB, circa late 1960s. (1225)

During the Vietnam War, early airlift support efforts once again highlighted the need for a unified manager for airlift activities. In 1966, that single manager was created in the form of Military Airlift Command (MAC). MAC provided centralized control alongside decentralized execution, with the first en route crew put in place at Hickam. The en route crew posturing resulted in fewer extended ground times and facilitated the routing of aircraft away from congested bases.

[Passengers disembarking at former MATS terminal.](#)

In 1978, MAC activated the 834th Airlift Division (ALD) at Hickam in order to enhance the execution of the air mobility mission. 834 ALD was an intermediate command to seven Pacific locations and reported directly to the commander of 22nd AF, with a primary mission to manage military airlift and ensure the performance of airlift operations in the Pacific.

In 1992, following the end of the Cold War and Gulf War, a major reorganization of the Air Force took place, with a shift in emphasis away from global warfare to regional threats. The resulting reduction in personnel and restructuring meant that AMC was formed from the remnants of MAC.

Subsequently, the en route system was restructured. In 1992, the 834 ALD at Hickam was inactivated, while 3 autonomous Airlift Support Groups (ALSG) were formed: the 316 ALSG at Yokota, the 603 ALSG at Kadena, and the 619 ALSG at Hickam.



[C-5, C-130, KC-135, and C-17 all on the Hickam ramp, early 2000s.](#)

The new infrastructure faced immediate challenges from fiscal restrictions, troop ceilings and a focus on regional threats. To improve AMC's footprint in the Pacific, the Global Reach lay down strategy was initiated. This resulted in the formation, in July 1994, of 15th Air Force at Travis AFB and the 615th Air Mobility Support Group (AMSG) at Hickam. Formed alongside the AMSG were the six Pacific en route Air Mobility Support Squadrons (AMS) which still exist today.

The 615 AMSG was re-designated the 715th Air Mobility Operations Group (AMOG) on March 2001. Seven years later, the 515th Air Mobility Operations Wing (AMOW) was established at Hickam AFB. The wing consists to this day of two AMOGs, the 515th (Yokota) and 715th, controlling the six Air Mobility Squadrons created in 1994. Originally located at Hickam, the 715 AMOG relocated to Elmendorf AFB, AK in June 2010.



Col Richard McClain assuming command of the newly activated 515th Air Mobility Operations Wing, 5 Jun 2008.

The Wing's activation and daily operations demonstrate that AMC's en route structure is flexible and shaped by the needs of our nation's security, establishing the appropriate level of authority, enhancing response time and agility to meet the changing theatre requirements and support to our customer, the combatant commanders.

Since the wing's activation, it has provided support to numerous US and multinational exercises in the Pacific region, provided personnel and support to overseas contingency operations, and processed the transport of millions of tons of cargo and thousands of passengers throughout the region. One of the wing's more recent endeavors in this area was its involvement in Joint Task Force-Diego Garcia, in which wing personnel supported the deployment and redeployment of over 100 helicopters of a US Army Combat Aviation Brigade to and from Afghanistan by sea and air, and wing personnel routinely provide support to the President in his frequent travels throughout the Pacific region.

The wing has also participated in supporting numerous humanitarian relief operations, including the 2008 Szechuan earthquake and 2009 Samoan tsunami. In March 2011 the wing played a leading role in Operations TOMODACHI and PACIFIC PASSAGE, the relief and evacuation operations that came in the wake of the Great Tohoku Japanese earthquake, tsunami, and nuclear crisis, and in November 2013 the wing had an active role in providing support to Operation DAMAYAN, the humanitarian relief effort to the Philippines in the wake of Typhoon Haiyan. Wing personnel were also crucial in supporting Operation SAHAYOGI HAAT, the US military relief effort following the April 2015 earthquake in Nepal.

**515th Air Mobility Operations Wing Lineage  
and Honors**

**Lineage.** Established as 15 Ferrying Group on 9 Jul 1942. Activated on 28 Jul 1942. Redesignated 15 Transport Group on 19 Mar 1943. Disestablished on 13 Oct 1943. Reestablished, and redesignated 515 Tactical Air Support Group, on 31 Jul 1985. Redesignated 515 Air Mobility Operations Wing on 11 Apr 2008. Activated on 5 Jun 2008.

**Assignments.** Caribbean Wing, 28 Jul 1942-13 Oct 1943. 15 Expeditionary Mobility Task Force, 5 Jun 2008-20 Mar 2012. U.S. Air Force Expeditionary Center, 20 Mar 2012-.

**Stations.** Morrison Fld, FL, 28 Jul 1942-13 Oct 1943. Hickam AFB/Joint Base Pearl Harbor-Hickam, HI, 5 Jun 2008-.

**Service Streamers.** World War II American Theater.

**Campaign Streamers.** None.

**Armed Forces Expeditionary Streamers.** None.

**Decorations.** Air Force Outstanding Unit Award: 1 Oct 08-30 Sep 09; 1 Oct 09-30 Sep 10; 1 Oct 10-30 Sep 11; 1 Oct 2011-30 Sep 2013; 1 Oct 2014-30 Sep 2016.

**Lineage, Assignments, Stations and Honors through:** 28 Feb 2017.

**Commanders and Command Chiefs**

Col Richard A. McClain	Jun 2008-Apr 2010
CMSgt Justin T. Ouchie	Jun 2008-Apr 2010
Col Stephen W. Oliver, Jr.	Apr 2010-May 2012
CMSgt Sharon A. Box	Apr 2010-May 2012
Col Douglas K. Lamberth	May 2012-Jul 2014
CMSgt Samer Alkhoury	May 2012-Jun 2014
Col Albert G. Miller	Jul 2014-Feb 2015
CMSgt Larry C. Williams	Jun 2014-Dec 2015
Col Casey D. Eaton	Feb 2015-Jun 2016
CMSgt Larry C. Williams	Jun 2014-Dec 2015
Col Casey D. Eaton	Feb 2015-Jun 2016
CMSgt Todd A. Donaldson	Dec 2015-Present
Col Scott C. Zippwald	Jun 2016-Present
CMSgt Todd A. Donaldson	Dec 2015-Present

**Chad Dull  
Wing Historian**

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