



The United States Air Forces in Europe

TROOP airlifts and tactical airpower deployments bridging the Atlantic in record time with the combat-ready forces shared top-line interest in the United States Air Forces in Europe (USAFE) during a year which focused attention on US capabilities for rapid reinforcement of free-world defenses.

Three major exercises, including Exercise Big Lift of October-November 1963, brought troops and tactical aircraft from the US. Other intratheater maneuvers demonstrated US Army-Air Force teamwork and capabilities of allied forces in NATO.

Extension of the in-flight range of tactical fighter rotations from the US and continued exchange of Army troops in Germany through Long Thrust air-mobility exercises were other operations in which USAFE had either direct or supporting roles.

At the end of June 1964, as the command continued its day-by-day task of maintaining combat-ready strength for NATO defenses, the year's busy sequence of events had produced:

- A record-breaking performance which established Big Lift as the largest and fastest single deployment of troops in US military history.
- Demonstration of tactical airpower's long-range punch through successive transatlantic deployments

Symbolic of USAFE readiness, an F-105 Republic-built Thunderchief is silhouetted against the sky. USAFE had a busy year, featured by Operation Big Lift and a number of important intratheater exercises, testing its combat abilities.



Gen. Gabriel P. Disosway, USAFE Commander in Chief since 1963, is a World War II veteran of the CBI air war and was shot down over China. He has served as Commander, ATC's Flying Training Air Force; with the DoD's Weapons Systems Evaluation Group; as TAC Vice Commander; and as USAFE Deputy Commander.



of Composite Air Strike Force (CASF) units to maneuver areas ranging from Germany to Iran and Norway.

- Coordinated use of troop carrier aircraft in two simultaneous exercises under a new plan for single management of theater airlift.

Exercise Big Lift lived up to its name as USAFE support at bases in Germany and France helped the Military Air Transport Service (MATS) move the entire 2d Armored ("Hell on Wheels") Division from Texas to Europe in sixty-three hours and five minutes without an accident.

Included in the airlift were 15,422 personnel and 975,200 pounds of equipment. MATS performed this gigantic task with 236 missions in C-135, C-133, C-130, C-124, and C-118 aircraft, from which deplaning troops moved in a steady stream to "marry up" with prepositioned armor and equipment.

USAFE also provided bases and support for the CASF deployed in this big show of joint capabilities. The force included sixty-nine tactical jet aircraft, forty-nine C-130 transports, and supporting personnel, all from Tactical Air Command (TAC). Speed of tactical aircraft flights from departure points in Maine, averaging from six to seven and one-half hours, contributed to the over-all success. All flights were nonstop, with refueling by Strategic Air Command (SAC) KC-135 tankers.

Theater forces had a direct role in the field-training phase. While 40,000 troops fought a mock war in West

Germany, units of Seventeenth Air Force, one of two USAFE combat-ready air arms, joined the CASF in close-support missions.

In April, long-range capabilities were again demonstrated as a brigade of the 101st Airborne Division from Fort Campbell, Ky., and two TAC F-100 squadrons from Cannon AFB, N. M., were deployed to Incirlik AB, Turkey, in Exercise Delawar. This massive Iran-US operation, sponsored by the Central Treaty Organization (CENTO), produced a successful test of mobility and speed in deploying American forces to Iran.

Airlift requirements were met by eighty C-133 and C-130 transports from TAC and MATS units in the US. Logistic support was provided by The United States Logistics Group in Turkey (TUSLOG), a major USAFE subcommand with headquarters at Ankara, Turkey. All told, a joint US task force of 6,800 personnel from three military services participated in Delawar.

War games included two jumps in Iran by 2,300 paratroopers, amphibious operations in the Persian Gulf by US naval forces and Marines, and refueled close-air-support missions by F-100s over Iran.

In June, focus shifted to Norway and Germany, where two air-ground exercises were held simultaneously.

The operation in Norway was Exercise Northern Express, a major NATO exercise in which US interest included both overseas and intratheater deployment of troops, and a transatlantic CASF deployment consisting of eighteen F-100s and six RF-101s from TAC units. Centered near Bardufoss, 200 miles above the Arctic Circle, the exercise was primarily a test of the ability of Allied Command Europe (ACE) mobile forces to reinforce NATO's northern flank. Approximately 7,000 British, Italian, Belgian, Norwegian, and American troops participated.

US troops included a contingent of Marines flown in from the US to act as part of an "aggressor" force and ACE mobile elements drawn from Army troops stationed in the Munich area of Germany. The CASF crossed the Atlantic from South Carolina in nine hours

Day or night, the USAFE job keeps getting done. Right, an RB-66 crew chief gives his pilot the okay on aircraft checkup prior to a night mission out of RAF Station Wildenrath in Germany.



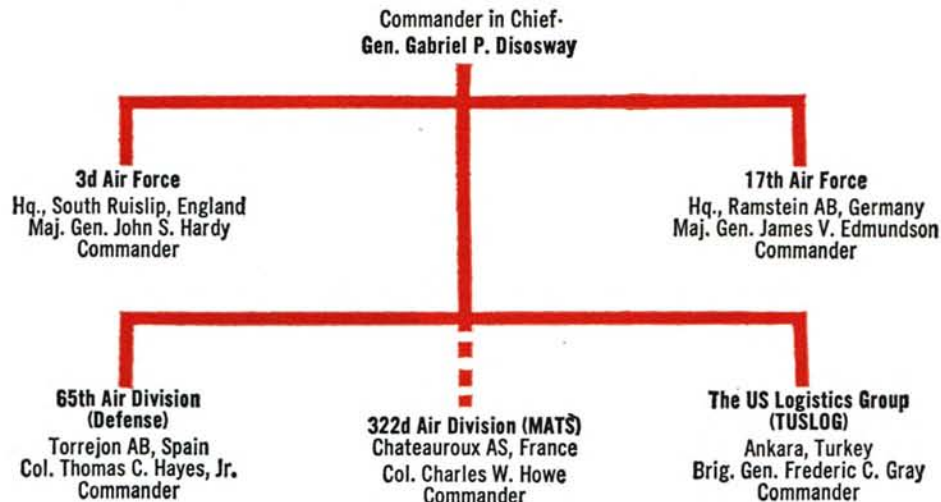
and forty minutes to join Dutch, British, Belgian, and Norwegian tactical air units.

Exercise North Wind, held simultaneously near Gunzburg, Germany, was a joint US airborne field-training operation. It included two jumps by 2,200 paratroopers airlifted from near Mainz and airdrops of heavy equipment. Tactical air support was provided by Seventeenth Air Force and the 5th Air Division of the German Air Force.

Streamlining of theater airlift functions was demonstrated in meeting the overlapping requirements of these two exercises. MATS transports from the US participated in both, first flying US troops from Munich and Italian Alpine troops from Turin, Italy, to Norway, and then joining TAC transport aircraft from rotational squadrons in USAFE in airlift and airborne-assault phases of North Wind. Redeployment, beginning with the return of North Wind troops, was similarly coordinated.

The two maneuvers were the first major tests of realignment of theater airlift which became effective on April 1 with transfer to MATS of the 322d Air Division. (Continued on following page)

UNITED STATES AIR FORCES IN EUROPE
Headquarters, Lindsey AS, Wiesbaden, Germany



USAF's X-15 astronaut, Lt. Col. Robert M. White, recently joined USAFE as Commander of 53d Tactical Fighter Squadron, which is stationed at Bitburg AB, Germany. The 53d flies F-105s.



sion, formerly a major USAFE subcommand. With this change, the 322d assumed responsibility for centralized management of all MATS and TAC aircraft performing airlift operations within the European theater, responsive to needs of both MATS and USAFE.

Other exercises during the year included Southex 63, a NATO maneuver in September involving 60,000 Turkish, Greek, British, and US troops, twenty-nine US Navy ships and 200 naval aircraft, and tactical air units of the Sixth Allied Tactical Air Force and USAFE's 48th Tactical Fighter Wing. USAFE used twenty-five C-130s to airlift US troops and equipment from Germany for airdrops in Turkey.

Long Thrust IX and X, in January and February, continued Army-Air Force air-mobility exercises rotating troops to and from Germany.

Distinct from these training activities, tactical-fighter rotations won special interest in USAFE. In May, eighteen F-105s of TAC's 354th Tactical Fighter Squadron (TFS) made a 9,000-mile refueled flight from George AFB, Calif., to Incirlik AB, Turkey. This deployment was the longest on USAFE record and was the first assignment of F-105s in TUSLOG.

Earlier in the year, two other TAC-Rote units made theater history. F-100s of the 308th TFS made the first nonstop deployment to Turkey, flying 6,600 miles from Homestead AFB, Fla. The first nonstop TAC-Rote movement to Europe from the West Coast was made by eighteen F-104s of TAC's 476th TFS, which averaged ten hours and twenty-four minutes for the 6,150 miles from George AFB, Calif., to Moron AB, Spain.

In other areas of interest, USAFE, under Gen. Gabriel P. Disosway, Commander in Chief, completed several major organizational changes. These included a realignment of operational responsibilities which divided control of USAFE's tactical air units between Third Air Force, with headquarters at South Ruislip, England, and Seventeenth Air Force, at Ramstein AB, Germany. Previously, all tactical units had been under Seventeenth Air Force.

Third and Seventeenth Air Forces are two of USAFE's three major subcommands. TUSLOG, the other, is responsible for support of US forces and agencies in Turkey, Greece, and Crete, and adjacent areas in Europe, Africa, and Asia. Besides its tactical respon-

sibilities, Third Air Force is the official point of contact in Great Britain in Air Force matters.

In implementing realignment of airlift management, the redesignated 322d Air Division (MATS) moved its headquarters from Evreux-Fauville AB, France, to Chateauroux AS, France. It controls two TAC rotational troop carrier squadrons at Evreux and a MATS rotational squadron at Rhein-Main AB, Germany. These units are used primarily for unscheduled logistic airlift within Europe and aerial delivery of cargo and personnel in conjunction with US Army forces in Europe. Scheduled air logistic service is to be accomplished by extension of MATS transatlantic routes.

A significant economy resulting from this plan was the return to the US of three squadrons of the 317th Troop Carrier Wing previously assigned to the 322d under USAFE. The move was completed in July.

In Spain, USAFE's 65th Air Division was preparing the Spanish Air Force for a final take-over of air defense. Command personnel had assumed a training role in aircraft control-and-warning functions after departure for the US of two F-102 interceptor squadrons.

Over-all, the command continued to perform a multiple role as America's largest overseas air arm and a primary instrument of western defense.

Primarily, USAFE's mission is to train and equip combat-ready units pledged by the US to NATO. In addition, the command provides tactical air and logistic support for all NATO forces in Europe, assists air forces of other NATO members in developing their combat capability, carries out Air Force responsibilities in the Military Assistance Program in the European area, provides command-wide aeromedical service, and operates air-search-and-rescue missions from the North Atlantic to the Indian Ocean. Its area, generally, covers a quarter of the globe, from Britain to Pakistan.

USAFE's inventory of more than 1,000 tactical aircraft is the largest single aerial force committed to NATO. These aircraft, along with tactical missiles, support the command's offensive capability. This mixed force maintains an around-the-clock posture.

Strike aircraft include the F-100 Supersabre, F-101 Voodoo, and F-105 Thunderchief. Tactical missile capability is provided by MGM-13A and CGM-13B versions of the Mace surface-to-surface missile.

(Continued on page 95)



USAFE's Air-Ground Operations School at Ramstein AB, Germany, is meeting place for allied personnel professionally and socially, as witness this coffee-break scuttlebutt session featuring French Air Force, US Army, Turkish Air Force, West German Army officers. School is ten years old.

Air defense is performed by the F-102 Delta Dagger, backed by a ground radar environment providing air surveillance and intercept control.

USAFE's reconnaissance wings, with units in England, Germany, and France, are equipped with all-weather RB-66 and RF-101 aircraft.

As a component of the United States European Command (EUCOM), composed of the US Army, Navy, and Air Force in the European area, USAFE is responsible to the EUCOM Commander in Chief (CINC-EUR). USAFE's NATO missions are directed by the Supreme Allied Commander, Europe (SACEUR).

Operationally, the greater part of USAFE's airpower is earmarked for the Fourth Allied Tactical Air Force (ATAF), including units of French, Royal Canadian, and West German air forces as well as USAFE. The USAFE Commander in Chief also commands Fourth ATAF, with headquarters located in the same building at Ramstein AB, Germany, as Seventeenth Air Force headquarters.

Other USAFE aircraft would be assigned in time of war to the Fifth ATAF, composed of Italian and US air units, and the Sixth ATAF, with Greek, Turkish, and American units. One USAFE squadron, under operational control of the Royal Netherlands Air Force, would be committed to the Second ATAF, composed of German, Belgian, Netherlands, and British air units.

Combat readiness of USAFE forces is maintained through continuous operational readiness inspections and a command-wide rotational training program provided at Wheelus AB, Libya, by the newly redesignated 7272d Flying Training Wing. In addition, USAFE units participate in a NATO-sponsored squadron exchange training program, an air-ground controllers' school, and recurring NATO tactical air exercises.

Among these, Exercise Royal Flush IX, in May, provided aerial-reconnaissance competition for units in NATO's central region. The second ATAF team, composed of British, Belgian, and German crews, won the 1964 event, but two USAFE units won trophies for the best night-reconnaissance squadron and best night crew. These were the 19th Tactical Reconnaissance Squadron (TRS), Toul-Rosieres, France, and the 30th TRS, Alconbury, England.

Operational highlights of the year included completion of the India Task Force mission in August and the Congo airlift in November, the latter after three and a half years.

In July 1963, a large-scale USAFE humanitarian mission airlifted a 120-bed Army evacuation hospital, with 273 medical personnel and 532,000 pounds of equipment, to aid earthquake victims in Skopje, Yugoslavia. The lift was made by the 322d Air Division in twenty-five C-130s.

In recognition of the Indian operation, General Disosway presented the Air Force Outstanding Unit Award to the 322d, then still under USAFE. Other USAFE units receiving the award during the year were the 81st Tactical Fighter Wing, Bentwaters, England, and the 66th Tactical Reconnaissance Wing, Laon, France.

Among other awards won by the command and its units, the 876th AC&W Squadron, Alcoy, Spain, re-



Left, Chief of Staff Gen. Curtis E. LeMay, in European tour earlier this year, viewed ammo-load exercise on NATO G-91 tactical jet fighter. His host was Italian air chief, Gen. Aldo Remondino.

March marked tenth anniversary of tactical guided missiles in USAFE arsenal. Right, USAFE missile combat crew undergoes launch-control training at Sembach AB in West Germany.



ceived the USAFE Commander in Chief's Community Relations Award for 1963, and Detachment 0600, 86th Air Division, at Pruem, Germany, won the Silver Anvil Award of the Public Relations Society of America. Command emphasis gives high priority to sustained community relations efforts designed to win good will for USAFE and America among host nations.

These developments added to a command perspective covering nearly two decades of deployment overseas. Originally an occupation air force, USAFE was formed on August 7, 1945, from World War II US Strategic Air Forces in Europe. Initially, it was engaged in disposing of US war materials and disarming remnants of the German Luftwaffe.

Within three years, however, it was called upon to help counter a rising tide of Communist pressure in Central Europe. The Berlin Airlift of 1948-49, initiated by USAFE, was the West's reaction to the Communist blockade.

Set in motion by Gen. Curtis E. LeMay (then Lt. Gen.), USAFE Commander in Chief, on orders from Gen. Lucius D. Clay, EUCOM Commander in Chief and military governor of Germany, the lift soon became a massive effort. Sustained operations by USAFE, British, and US Navy flying units, with ground support from French and US Army units all contributed to the historic success of the Airlift.

Thereafter, USAFE's stature changed as NATO was formed in April 1949, followed by an Allied Defense Organization late in 1950. The Korean conflict further spurred NATO defense plans, and, in January 1951, USAFE began a tactical buildup that led eventually to its continuing position today as the largest contributor of combat-ready airpower to the NATO defense alliance.—END